

Issue 259

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December 2021



Your ABCCC News

The Official Newsletter of the All British Classics Car Club of Vic Inc



Front Cover story

1966 Jaguar Mark X (4.2l) Auto
Owners Greg & Geraldine Anglin
Another photo from a Fly the Flag tour
Does anyone know where this photo was taken?
(email editor@abccc.com.au)

A Message from the President

Well we are finally free and looking forward to hopefully a year without lockdowns? The Sapphire Coast participants enjoyed three nights in Lakes Entrance utilising the accommodation booked for the Tour and it was generally agreed we will try third time lucky to stage the event next year, more about that later.

Saturday 20th Nov. We held our calendar planning meeting and to my surprise we managed to get quite a comprehensive calendar of events together. You will notice that there are quite a few gaps and TBA's so if you feel you could organise an event and fill one of the gaps let me know. In the past this club has organised the GAR, Como Gardens Open days and the FTF Tour and along with other car club events like Hamilton Queens Birthday run we had a very full calendar and to continue as a social car club, because that is what we are, we need members to step up because I don't want this club to go the same way as a lot of other clubs and become inactive. I would like to thank all the members who attended and for making it such an enjoyable day.

Sunday 21st Nov. I attended the memorial event for our departed member Gordon Lindner because of Covid we were not allowed at his funeral so we commemorated his life at the Austin Healey Club rooms along with his family and friends. To me in many ways it was a FTF reunion because Gordon was such a great part of it and each speaker talked about his involvement from a photographic point of view. For me I remember Gordon from our many late nights (for me) conversations about FTF, GAR and membership and life in general. RIP Gordon

Back to the calendar, we will try third time lucky for the Sapphire Coast Tour and for all the people who told Maxine in Lakes Entrance they will be going, she lost her little piece of paper so everybody will have to re-register. Preference will be given to previous participants but I know there will a couple of vacancies but numbers are limited. To refresh your memory the tour starts Nov. 3rd with two nights in Lakes Entrance, two nights Eden, two nights Narooma, three nights Batemans Bay, three nights Queanbeyan, one night Corryong and last night Wodonga.

Finally, at the calendar meeting my junior assistant announced a club run to Tasmania in March 2023 numbers will be limited, details later.

We now know that we will not be limited by numbers for our Christmas Lunch at Chirnside Country Club so if you haven't already put your name down phone or email Maxine and it is pay on the day, but once final numbers go in late cancellations and no shows will still have to pay. Unfortunately, it is now too late and due to restrictions to organise our normal Kris Kringle but maybe next year things will be back to normal.

If you don't make it to the lunch, take care and have a "Merry Christmas" and hopefully we will catch up at an event soon.

Cheers

Tony Pettigrew President

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CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic Inc.

Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
Secretary	Pat Douglas	0425 712 973	secretary@abccc.com.au
Committee Positions			
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Ed Bartosh	0438 508 235	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Web Master	Ed Bartosh	0438 508 235	webmaster@abccc.com.au
VCPS Attendance Records	Sue Allfrey	(03) 9729 1480	sue.allfrey@bigpond.com
Club Regalia Manager	Maxine Pettigrew	(03) 9739 1146	
Newsletter Editor	Glenda Prewett	0418 345 499	editor@abccc.com.au
Editor's Assistant	Rick Lloyd	(03) 9830 1752	
Associations Incorporation Registered Number: A0035462V			
The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

- On The Web <http://www.abccc.com.au>
- On Facebook www.facebook.com/AllBritishClassicsCarClub
- Postal Address PO Box 201, Chirnside Park, Victoria, 3116



MEMBERSHIP SUBSCRIPTIONS – NOW DUE

The annual membership subscription for the All British Classics Car Club Vic Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Membership Secretary, PO Box 190, Coldstream, Victoria, 3770. Telephone Number 0438 508 235. **Note: Membership subscriptions are due before the end of December each year**

LIFE MEMBERS

The All British Classics Car Club Vic Inc was founded by the late Frank E Douglas on 19th September, 1997. The Club is proud to grant Life Membership to those who provide exceptional service to our club.

Current Life Members are: Pat J Douglas and Mike Allfrey

CLUB PERMIT SCHEME

ABCCC is a VicRoads authorised Club to participate in the VicRoads Club Permit Scheme (CPS)

The ABCCC has set rules & conditions for operating a motor vehicle [twenty-five (25) years old and older on the CPS, for further information about how the CPS is conducted by the All British Classics Car Club please visit the club's Website Link [ABCCC Club Permit Scheme information](#) All the information is available online.

1. **Initial contact** should be made with the club's Vehicle Logbook Club Permit Scheme (VLCPS) Applications Officer, currently Wally Thompson. He will advise the procedure for application with respect to the conditions set by the ABCCC. He must also provide a first inspection of the vehicle.
2. **PERMIT RENEWALS** VicRoads requires that an ABCCC authorised VLCPS Officer's signature is entered on the permit renewal notice. Therefore, your VLCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VLCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

Both Wally & Colin's position are entirely voluntary, so due consideration should be given when contacting them.

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 cre due by 1st January, 2021. Please post or Transfer money to: All British Classics Car Club, Membership Secretary. PO Box 190. Coldstream Victoria, 3770. Telephone Number 043: 508 235.

Please note that, should you be unfinancial and driving a classic car under the auspices of our club on the Victorian Club Permit Scheme, you are effectively driving an unregistered motor vehicle.

Bank details: BSB 063 863, A/c No.1001 3709, please provide your details as a reference. Renewal Form can be downloaded if required to update information, from the ABCCC Website.

Thank you, Ed Bartosh

NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. We hope to be able to welcome you and, in actual fact, your British classic motor cars, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from.

Welcome!

<u>Name</u>	<u>Car</u>	<u>Model</u>	<u>Year</u>
Anthony & Karen Plumb	Jensen Interceptor MKII		1971
	Jensen Coupe		1976
	Monteverdi High Speed 375/4		1974

Ed Bartosh – Membership Secretary



Did you watch last month's recommendation?

Here are a couple more.....

1966 Jaguar Mk10 4.2Ltr Exterior & Interior

Retro Classics Stuttgart 2020



**2005 Fly the Flag (thanks Gordon Lindner's collection
Great memories**



1961 was a busy year for Jaguar Cars Limited.

Firstly, in May of 1961 the iconic E-Type was unveiled to the world at the Geneva Motor Show with rapturous applause.

Then on the 18th May at the 46th International Motor Show held at Earls Court the Mark X was released to the public.

Both these new models had some pieces of their design in common - both featured the triple 2 inch carburetted version of Jaguar's new 3.8 XK engine, as had been fitted to the [XK150 "S"](#), both had monocoque bodies, replacing the previous models body on chassis construction, and both featured Jaguar's new design independent rear suspension mounted in a separate sub-frame, which it turned out was still being used 25 years later in the XJ6.

The Mark X gained the “Fat Lady” nickname because of her width of 6 foot 4 inches (1.625m) making her the widest saloon car ever made by Jaguar and only eclipsed in 1988 by the XJ220 at 2.009m.

With a top speed of 120m.p.h the “Fat Lady” was no slouch for a car weighing 3,920lb (1778kg) and running on Dunlop 7.50 x 14” on 5 ½” x 14” steel wheels.

A total production of 25,211 with 18,278 RHD and 6933 LHD from 1961 to 1970.

My 1966 Jaguar Mark X (4.2l) Auto co-incidentally was purchased by me on 17th October 2013 at 47 years of age

Happy Birthday to all of the surviving “Fat Ladies”

About my 1966 Jaguar Mark X 4.2 Litre

The **Jaguar Mark X** (Mark ten) was the top-of-the-range saloon car built by the British manufacturer Jaguar, primarily aimed at the United States market. The Mark X succeeded the Mark IX as the company's largest saloon model.

Body details

The unitary construction body-shell was codenamed "Zenith" during development and this floor pan continued in production long after Mark X production ended, as the DS 420 Limousine. The new style, four headlamps set into rounded front fenders with a vaned grill, first appeared on the Mark X. The interior was the last Jaguar with abundant standard woodwork, including the dashboard, escutcheons, window trim, a pair of large books, matched fold out rear picnic tables, and a front seat pull-out picnic table stowed beneath the instrument cluster. Later, air conditioning and a sound-proof glass division between the front and rear seats were added as options

From its introduction until the arrival in 1992 of the low-slung XJ220, the Mark X stood as one of the widest production Jaguars ever built. Asked in 1972 if he thought the Mark X had grown rather too large, Jaguar chairman William Lyons, agreed that it "definitely" had: he opined that the then recently introduced and notably more compact Jaguar XJ6 was, by contrast an "ideal size".

The substantial doors required helical torsion springs inside the door pillars to enable them to be opened from the inside with an acceptably low level of effort.

Mechanical details

The Mark X was the first Jaguar saloon to feature independent rear suspension. It differed from earlier large Jaguar saloons in having 14" wheels instead of the more common 15". It used a wider-track version of Jaguar's Independent Rear Suspension unit first seen on the E Type, which was subsequently used on Jaguar vehicles until XJ-S production ended in 1996. Front suspension used double wishbones with coil springs and telescopic dampers. The car initially featured a 3781-cc version of Jaguar's XK in-line six-cylinder engine. A 9:1 compression ratio was standard, but an alternative 8:1 compression ratio was available as an option. For the London Motor Show in October 1964 the enlarged 4,235 cc unit took over, although the 3.8-litre unit could still be specified until October 1965. Triple SU carburettors were fitted, fed from an AC Delco air filter mounted ahead of the right hand front wheel.

Transmission options were manual, manual with overdrive, automatic or automatic with overdrive. The arrival of the 4.2-litre power unit coincided with the introduction of a newly developed all-synchromesh four-speed gear box replacing the venerable box inherited by the 3.8-litre Mark X from the Mark IX which had featured synchromesh only on the top three ratios. Many domestic market cars and almost all cars destined for the important North American markets left the factory with a Borg Warner automatic gear-box. The 4.2-litre engine's introduction was also marked by a transmission upgrade for buyers of the automatic cars, who saw the Borg Warner transmission system switched from a DG to a Typ-8 unit. The power train was completed by a Thornton Powr-Lok limited-slip differential.

Stopping power for this heavy car came from power-assisted disc-brakes on all four wheels.

Power-assisted steering was standard, the later 4.2 cars receiving Adwest Varamatic variable ratio steering boxes

Greg & Geraldine Anglin's 1966 Jaguar Mark X



Jaguar Mark X Overview	
Manufacturer	Jaguar Cars
Production	1961–1970
	13,382 3.8 Litre
	5,137 4.2 Litre
	5,763 420G
Assembly	Coventry, England
Body and chassis	
Class	Full-size luxury car
Body style	4-door saloon
Layout	FR layout
Related	Daimler DS420
Powertrain	
Engine	3781 cc XK I6 to 1964
	4235 cc XK I6
Dimensions	
Wheelbase	120 in (3,000 mm)[1]
Length	202 in (5,100 mm)
Width	76.3 in(1,938 mm)[2]
Height	54.5 in (1,380 mm)
Curb weight	4,200 lb (1,900 kg)
Chronology	
Predecessor	Jaguar Mark IX
Successor	Jaguar XJ6

ABCCC EVENTS DIRECTORY

Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events that, due to constraints, have been deleted from this issue. Only those events scheduled in this Directory qualify for Victorian Club Permit Scheme requirements. All events are also listed on the club website.

ABCCC Events Directory					
If you are attending any of these events please make contact with the Organiser as numbers are often required					
		November 2021		December 2021	
		28 th	Tasty Tour of Gippsland Refer to November edition for full details Ian Terry 0409 097 496	12 th	Christmas Luncheon Venue Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park To book ring Maxine Pettigrew (03) 9739 1146
January 2022		February 2022		March 2022	
16 th	Rob Roy Hill Climb. Car display and picnic. Colin Brown 0408 343 176	9 th -10 th	Seaside Retreat. Marj & Brian Pepper 0407 392 330 Note Fully Booked	3 rd - 6 th	Bright In Autumn Peter McKiernan petermckiernan@tpg.com.au
28 th	Friday Day Trip to Kyneton Lunch, scenic drive and Private Collection Garry & Glenda Prewett 0418 345 499 Numbers required by end of December pls	20 th	AOMC British and European Day Yarra Glen Racecourse Flyer in newsletter	16 th	Greg's visit to Westgarth Town, Greg Anglin 0419 882 155 More details to come
				30 th	AGM Venue Chirnside Park Country Club
April 2022		May 2022		June 2022	
8 th -10 th	Tocumwal Air Show, Tony Pettigrew (03) 9739 1146	15 th	Rex's Big Day Out Rex Hall 0408 303 129 More details to come	10 th -16 th	Prewett's Country Run (South West Coast) Garry & Glenda Prewett 0418 345 499
27 th	Run to Healesville followed by lunch at Mt. Dandenong Hotel. Phil Cook 0468 680 538	29 th	Anne Tootell's Surprise Day Out Anne & Bryan Tootell 0412 549 906	26 th	Brian Tootell's Wesburn Pub Lunch Bryan Tootell 0412 549 906
July 2022		August 2022		September 2022	
10 th	Annual Lunch, Killara Winery Colin Brown 0408 343 176	7 th	TBA	7 th	Terry's Magic Island Run Ian Terry 0409 097 496
24 th	TBA	21 st	Visit to China Town Greg Anglin 0419 882 155	21 st -22 nd	Sandra's September. Sandra Wishart 0403 243 700 More details later
October 2022		November 2022		December 2022	
2 nd	Ned Kelly Run, Phil Cook	1 st	Cup Day Car Display and Picnic Yarra Glen Racecourse Colin Brown 0408 343 176	11 th	Christmas Lunch Venue and details TBA
21 st -23 rd	Indulgence weekend to Pt Fairy Peter McKiernan	3 rd -16 th	Third Time Lucky Sapphire Coast Tour Tony 0425 789 997 (if your Lucky) Paradise Run, visiting Vietnam Museum and lunch at the RSL at Philip Island. Ian Terry. Details later.		
		27 th			

Assistance: If you are attending any of these events pls consider to write some comments and send to the editor, we can include in the next edition! Email editor@abccc.com.au - thanks Glenda

WHAT HAPPENED IN NOVEMBER 2021

The Lakes tour

Thursday 4th November to 7th November 2021

Attendees

Bill Allen	Modern	Robin & Ann Jervis-Reid	Modern
Greg & Geraldine Anglin	Jaguar	Robert & Robyn Joiner	Jaguar
Trevor & Jill Beaumont	Modern	Peter & Darrell Jones	Modern
Lance & Adele Brazier	Aston Martin	John & Jenny Mason	Modern
Barry & Margaret Collette	Jensen	Gordon & Gill Patterson	Mini
Phil Cook & Ann	Modern	Tony & Maxine Pettigrew	Modern
Leon & Judi Cousins	Rover	Garry & Glenda Prewett	Modern
Jack & Shirley Craven	Modern	John Provis & Dawn Shoppee	Mercedes
Peter & Sandy Hibbert	Mercedes	Peter Vat & Janet Fields	Porsche
Ian & Mary Hodge	Citroen	Leigh & Sandra Wishart	Jaguar



Our first run after many months of lockdown, we are off to Lakes Entrance. We meet up at 'The Glen' pub in the small town of Glengarry, This is an ideal location and a charming country pub, the locals are really pleased to see us too.

There was a sense of freedom after such a lockdown period it was so great to see everyone.



Photos below and on the next page of the Members cars on the 'The Lakes' tour. If you look closely some of the owners have been caught taking the time out to relax and enjoy their time away. Can you spot them?





We were welcomed at the Lakeside Motel Waterfront by Michael, later we were to meet his wife Ping. Dinner that night was Pizza, lots and lots of Pizzas arrived. They were great and tasty, perfect for our first night so that everyone could catch up & natter.

The Motel owner Michael gave us great tips and chatted about the local area, he was very entertaining. If you needed anything at all – just call Michael! So we did.....



Saturday lunch was at the Wyuna Park Winery. Pleasant scenic drive up through the hills to one of the areas oldest wineries. Some nice wines, good food and great company.....



Michaels local tip for coffee! The best place for coffee is the “Bloody Good Coffee Café” of course who should we find there?? Not the locals, alas our ABCCC members Greg, Geraldine, Lance & Adele, thoroughly recommending it.





What are pointing at Garry?

Would you believe how complex it was for our President to open this Nipper chocolate drink, only to find out that it had a straw attached to the side of it! Of course, thanks to his assistant who had to point this out. (Thanks again Maxine!)

The Gippsland Lakes area, has lots of day trips, Sunday was our day of discovery. Some chose to relax around Lakes Entrance, Gordon & Jill took the Mini to Ninety Miles of Beach. Others went to Paynesville, Metung there were lots of choices. A popular spot to visit was Bruthen, about 24 klms from Lakes Entrance, there was plenty to see along the way with markets, antique stores, oppy shops that you could just drop into for a quick look and perhaps grab a bargain or two!

By chance at the Bruthen Park, Ian & Lynn Terry were there, they had been caravanning and were on their way back From Corryong they just happened to stopped for a quick lunch in the same park. What's the chances of that! It was great to catch up with them both and meet their new puppy – Rosie.

Here is Sandy Hibbert at the Bruthen tearooms and John Provis inside trying to negotiate a bargain or two 😊



Reminder for the next coming events

- **28th November 2021** “A tasty tour of Old South Gippsland”.

Full details in the November edition on this event.

- **12th December 2021 - Christmas Luncheon** if you haven't already put your name down phone or email Maxine and it is pay on the day but once final numbers go in late cancellations and no shows will still have to pay

If you are attending these events, it would be good if you could send the editor some photos and a bit of a blurb on the event.... Thanks Glenda

What's going on in this picture?

This is a great photo taken by Peter Hibbert at The Lakes tour.

We have come up with a bit of a caption below the picture on what we think occurred. Can come up with a funny caption? Go on use your creativity and send it by email to the editor (editor@abccc.com.au)



Jack: “Oh gee thanks for cuppa Jenny”. “Oh gosh, I don’t believe I slept the night in the back of this mini!”.

Jenny: “That’s ok Jack, you deserve a strong cuppa after that ordeal!”

Jack: “Oh, do you think Gordon & Jill will find out?”

Jenny: “Secrets safe with me Jack!”

RACV BRITISH & EUROPEAN MOTORING SHOW 2022

Open to all Vehicles manufactured in England & Europe

Incorporating
The MG Car Club (Vic)
Annual Concours

Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS

21 Rosalie Street Springvale Vic 3171



RACV



Gates Open from 10.00am

Event details 0473 832 277

For site plan and more info:

www.aomc.asn.au/

[britishandeuropean2022](https://www.facebook.com/infoaomc)

[fb.com/infoaomc](https://www.facebook.com/infoaomc)

See over page for entry times,
costs etc.

Sunday 20th February 2022

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

RACV BRITISH & EUROPEAN MOTORING SHOW



Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS

SUNDAY 20TH FEBRUARY 2022

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

Featured this year will be the state Concour D'Elegance for the MG Car Club of Victoria
Entry from Armstrong Grove, Yarra Glen
You do not have to be a club member to attend this show

Gate Opening Times

Gates open from 10.00am

Admission

Display cars \$15.00 (includes all occupants)

Motorcycles \$10.00

Spectators \$8.00 RACV Card Holder \$5.00 Children free

Pass outs will be available for vehicle occupants and spectators

Please bring the kids they will be tomorrow's enthusiasts.

Club Displays are welcome and encouraged. A trophy for the best club display will be awarded
To park together it's a good idea to arrive together. Please contact the Association to reserve your area.

Trophies

Trophies will be awarded for a number of categories and the presentation will be held at 1.30 pm. The Car of the Show Award will be made from pre-entered competitors only. An entry fee of \$20 plus normal admission will apply. Entries for the Car of the Show can be made prior to the Show using the entry form that can be downloaded from www.aomc.asn.au/britishandeuropean2022 or enter on the day until 10.00 am, or by contacting the Shows enquiry line **0473 832 277**

Car of the Show entrants will be parked in a special display area.

COVID Information

Admittance to the venue will be within strict compliance with the Government's COVID legislation effective at the time of the show. It is anticipated that this will include QR code to enter, confirmation of vaccine status and any other protocols required by law. Watch our website for updates on Government COVID requirements.

General

Food and refreshments will be available.

There will be Music & Childrens entertainment. There will also be trade stalls.

(Further enquiries for trade stall sites are welcome. Please call **0473 832 277** to book your site)

Watch our website for up to date information about the event.

Dogs are allowed into the display area subject to them being restrained on a lead at all times.

For updates, maps and information www.aomc.asn.au/britishandeuropean2022

For more info contact **0473 832 277** [fb.com/infoaomc](https://www.facebook.com/infoaomc)

MOTERING TODAY

REAL EMISSIONS?

The reader's letter set out below, appeared in the September, 2021 edition of the British Practical Classics magazine and is reproduced here in the hope that some of Paul's questions can be enlarged upon. We have received permission from that magazine's editor to here.

It is hoped that some of our members will share their thoughts about this subject to me at michael.allfrey@bigpond.com and they will be forwarded to Practical Classics magazine.

We're led to believe that modern vehicles produce less CO2 than classic or modern classic vehicles. I've been trying to research this and I'm concerned regarding the lack of clarity. A search online suggests the average life expectancy of a new vehicle is 12.8 years. But trying to get an actual CO2 value that's a real world number for the production of that car and the scrapping of that vehicle appears to be missing. I'm sure we know the colossal sites that produce cars and the sustainability required to get all the components coming together in perfect harmony, but how about scrapping that vehicle. So, what is this real world value in terms of emissions?

I've got a 50-year-old car in my garage that does 40 mpg. Do I assume that 50 divided by 12.8 years, giving me 3.9x as the CO2 rate of a recycled vehicle can be deducted from my already 40 mpg value per year. If that's the case, doesn't that prove that my car is far more environmentally friendly than any new car? I'm not saying that my assumptions are correct, but I have to question what we are being told.

Paul Wyatt, South Wales.

From Practical Classics Magazine – With Thanks.

Don't forget to send Mike an email with your thoughts on this...

Mike Allfrey

EV fires loom large

As EV sales rise, a whole new set of unique fire risks are being unleashed on the community

By [John Mellor](#) on 13th November 2021

AS PRIME Minister Scott Morrison's plan to accelerate the sales of electric vehicles is being unrolled over the next decade, emergency services are stealing themselves to fight a completely new set of fire risks that will emerge as EVs become more popular.

Cars catch fire. But data from London fires indicate that EVs are catching fire at twice the rate of petrol or diesel vehicles which are far easier and faster to extinguish.

But what is not generally realised in the broader community is that EV battery fires are prone to start without warning, burn especially ferociously and can take hours or even days to extinguish.

EV fires commonly occur after the battery pack is compromised in a road crash or even while charging. Sometimes they start from an internal fault spontaneously. Ford and Hyundai have already conducted recalls to replace faulty batteries that overheated during charging.

EV fires resulting from what they call "thermal runaways" through the battery pack can burn at 1000 degrees celsius – three times the temperature required for a nuclear power station to make electricity.

EV batteries are made from hundreds of 'AA-like batteries' all packed together into one large battery pack. If one battery overheats and catches fire it spreads to the batteries beside it and they in turn ignite the batteries next to them – hence the expression "thermal runaway".

But EV fires not only produce intense heat, they emit poisonous smoke which is a danger to firefighters and, because it can take so long to make an EV fire safe (up to 24 hours), roads are blocked for long hours causing mass disruptions to traffic.

This has serious ramifications for those who have to fight EV fires and in Europe emergency services have even resorted to dumping burning EVs into skips full of water in an attempt to cool flaring battery packs.

In Denmark fire fighters haul burning EVs into purpose-built containers to douse and isolate the fires and to prevent them from flaring up again which can happen days after it was thought the fire was extinguished.

According to the Confederation of Fire Protection Associations of Europe, firefighters need more than 60,000 litres of water and a flow rate of 1100 litres per minute to even tackle an EV fire and need to prevent the water from flowing into drains because of the toxins the water picks up from the burning batteries.

As more and more EVs are sold the issue becomes more urgent.

The heat of an EV fire is so great that surrounding infrastructure can be destroyed. It does not take much imagination to understand what would be left of a house garaging an EV that caught fire while charging overnight, but authorities are staring down far more damaging consequences of fires where groups of EVs are parked together.

Owners corporations of apartment blocks need to consider whether such intense fires of EVs in basement car parks will compromise their buildings. The same for car park operators.

In Norway, which has the world's highest concentration of EVs on the road, more than 300 cars were destroyed by a fire in the car park at Stavanger airport in 2020.

The issue of fumes is especially high when trying to contain a fire – especially in confined spaces like an underground car park. EV fires produce hydrogen fluoride which is extremely harmful and even small doses can result in water on the lungs. Intense smoke can prevent firefighters even entering confined spaces like car parks – and car carrier decks.

The risk for car carriers is huge given deck after deck will be increasingly loaded with EVs.

In 2019, the *Grande America*, a roll-on roll-off vessel with more than 2000 new and used vehicles on board sank in the Bay of Biscay after igniting. The crew of 26 tried to combat the fire but, within hours, the heat was so intense that it weakened the structural integrity of the ship's bulkheads and hull. There was little that any of the crew members could do but to abandon ship.

Also in the same year, two other vessels reported car fires including a Mitsui OSK Lines car transport carrying 3500 Nissan vehicles, which led to the death of five crew members and severe damage to the vessel and cargo.

While it was not clearly stated if the EVs were the actual source of the fires on the *Grande America*, or other ships that suffered fires, the International Maritime Organisation issued a paper in June this year in which it said that fire fighting equipment and measures in existing ships carrying cars needed to be re-assessed because of the:

- Demand for ships carrying large quantities of lithium-ion battery vehicles
- Frequent occurrence of fire accidents of lithium-ion battery vehicles caused by battery self-ignition on land; and
- Reports on several fire accidents occurring on ships carrying lithium-ion battery vehicles which are directly related to the vehicle.

The report said: "The ever-increasing demand for ships carrying large quantities of various types of new energy vehicles including lithium-ion battery vehicles and reports on several major fire accidents occurring on ships carrying lithium-ion battery vehicles serve as a reminder that the international maritime community needs to pay attention to the special safety risks of ships carrying new energy vehicles."

The report added: "The main risk of electric vehicles involves the fire caused by thermal runaway of lithium-ion batteries and the gas explosion caused by the release of combustible gas due to thermal runaway."

Stuart Coulton, manager – fire products at PT Rescue in Melbourne told *GoAutoNews Premium* that in addition to the intense heat and toxic fumes from thermal runaway EV fires, there was a serious issue of battery re-ignition which had human safety and property damage implications for those who store EVs awaiting repair.

PT Rescue distributes Bridgehill car fire blankets which are unfolded and dragged over burning cars thus containing the fire under the cover. The blankets are made from similar material to that used on space vehicles to protect them from the intense heat generated on re-entry into earth's atmosphere. Standard blankets are suitable for a single use while advanced blankets can be reused up to 30 times.

Mr Coulton said that the blankets were suitable for car dealerships, car repair shops, car service workshops, EV charging facilities, car ferries, road tunnel operators (where toxic fumes are especially a danger), tow truck operators, and vehicle scrap yards.

He said Porsche Cars Australia has bought 40 blankets and storage cabinets for its dealership service centres.

The threat of reignition days after the initial fire means damaged EVs must be stored in isolation well away from other vehicles and buildings which demands a huge amount of expensive real estate. Some dealers in Europe have built underground bunkers in case of an EV catching fire on their premises.

Mr Coulton said that the Bridgehill blankets were being purchased by the operators of car carriers and roll-on roll-off ferries around the world and especially Norway where EVs are now widely used and were especially effective in avoiding a major fire if deployed very early after the initial outbreak.

Article provided by Colin Brown



Recipe corner

XMAS PUDDING RECIPE

10 oz Raisins
10 oz Sultanas
4 oz Mixed Peel
4 oz Currants
4 oz Glace Cherries
8 oz Margarine or Butter
4 Eggs
6 oz Sugar

2 level teaspoons grated orange rind
6 oz soft white bread crumbs
6 oz plain flour
1 level teaspoon mixed spice
1 level teaspoon Cinnamon
1 cup Milk
½ cup Brandy



Cream the margarine or butter with sugar; add the blended eggs one at a time.

Blend in the orange rind and bread crumbs and sift in the flour and spices.

Add to the mixture the milk, brandy and fruit, blending all together.

Spray (glazed earthenware) basin (8" dia x 5 1/2" high) and place in mixture and cover with foil, tied around with string.

Place in Crock-pot ¼ full of water.

Cook on low heat for 10 hours. Can be reheated before serving.

BRANDY CREAM

1 egg white (separate and save yolk)
600ml cream – whipped.

½ cup castor sugar
3 teaspoons Brandy

Beat egg white until stiff, add sugar.

Fold in yolk, cream and Brandy

Thanks to Geraldine Anglin for submitting this one.

Dawn Shoppee we want your yummy cookie recipe!
(let's hope Dawn reads this!)





ALL BRITISH CLASSICS CAR CLUB (VIC), INC.

A0035462V

ANNUAL MEMBERSHIP RENEWAL

THE PRESIDENT AND THE COMMITTEE WOULD LIKE TO THANK ALL OF THE MEMBERS FOR THEIR ONGOING SUPPORT OF OUR CLUB. ATTENDANCE AT ALL EVENTS HAS BEEN EXCELLENT, AND WE TRUST THAT YOU WILL RENEW YOUR MEMBERSHIP.

MEMBERSHIP RENEWALS ARE DUE AS OF JANUARY 1ST EACH YEAR

ANNUAL SUBSCRIPTION IS \$45.00 PER FAMILY MEMBERSHIP

All members with cars on the Victorian Club Permit Scheme are required to attend three club events from the date of the motor cars permit issue, and renew their membership by the due date. Failure to do this; they will have their membership cancelled.

The ROAD SAFETY ACT says that you MUST be a financial club member at all times, or your Club Permit plates are invalid and you will be un-insured and ineligible for road use.

Please fill in your details below, payments may be made by EFT or CHEQUE made payable to the ALL BRITISH CLASSICS CAR CLUB (VIC)

Send to: Ed Bartosh
c/- PO Box 190
Coldstream. VIC 3770

Bank details: BSB 063 863, Account No. 1001 3709; provide your Surname and "dues" as a reference of payment.

Name.....Partner.....

Address..... Post Code.....

Mailing Address..... Post Code.....

Phones: Home.....Business.....Mobile.....

E-Mail.....

Please update your vehicle ownership as we need the information to keep our club records current. If your vehicle is on the Club Permit Scheme, please indicate below if it is with the ABCCC register.

Year	Make	Model	Reg No	ABCCC Reg Y/N
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Payment of \$45 is attached sent EFT