

THE GOOD OLD FASHIONED FUN and LUNCH RUN – SUNDAY, 24TH September 2017

Meet at the Eltham Tea House corner of Falkiner and Main streets Eltham [Mel 21;H10 (Opposite Lower Eltham Park miniature railway)] 10.am for 10.30 am departure. Time for a coffee or tea before travelling about an hour through good country sealed roads to our lunch and fun destination in a lovely cosy but grand country hotel. This “Grand Old Lady” offers good wholesome meals with mains priced from \$23 -\$35. After your lunch you might like take a stroll through some of the nearby quaint and interesting shops.

We look forward to catching up with you all and need to hear from you by Sunday 10th September to secure our booking.

PLEASE NOTE: in order to run the quiz/fun portion of our activity, we need to know numbers to determine the space required. Alternatively with a smaller number we will enjoy a cosy lunch only. Please advise us as soon as possible if you intend. We must confirm numbers before Sunday 10th September.

Marj and Brian Pepper 0407392330 or bmpepper1@bigpond.com

An Interesting Outing - Sunday, 1st October 2017

The “Interesting Outing” we have planned might be considered by some to be a “Flight of Fancy”.

SO – In the words of that great singer/songwriter Neil Diamond who on one Hot August Night declared – “I will take you to places you have never been before”. Meet with us at the eastern end of the ZOO's front carpark opposite the service entrance at 9.00am for a 9.20am departure and enjoy a very scenic drive to our destination.

Only one requirement because we will be visiting a secure government installation (RAAF Pt. Cook), everybody over sixteen will have to show some photo ID (i.e., Drivers Licence). We plan to have a picnic lunch at a coastal marine reserve with views of the bay which most people have never seen. This is only 30 mins from the CBD. There are very clean BBQ and toilet facilities but we cannot guarantee how many will be wanting to use them on this particular Sunday so maybe a cold chicken/salad and champers might go well. Hopefully the weather will be kind to us.

Still in the words of that great Scottish philosopher “Billy Connolly” – “There’s no such thing as bad weather, just inappropriate clothing”.

Hope to see you there on 1st. October.

Christopher Constantine 9898 4431

From The President

Club Calendar Planning Meeting

The planning meeting for the 2018 year will be held on October 22nd at 16 Lawler Lane, Coldstream. This meeting is open to all members who wish to organise an event next year. The meeting will commence at 11.00am with lunch (either BBQ or pizzas) and refreshments being provided by the Club.

It is hoped we will see some new faces. For this Club to continue in the same way we have for the past 20 years, we cannot rely on the same people doing all the work with some doing two and sometimes three events per year.

Don't be shy. You can't keep taking out unless you put something back in; and we have plenty of experienced people who would be willing to assist you if needed.

Contact Maxine on 97391146 to advise your attendance.

Fly the Flag Tour

All is in place for the 2018 ABCCC Fly the Flag Friendship Tour. We are still looking for sponsors, but we will run this Tour under our own banner. We had a tremendous response from our request for participant's interest. We have a patrolman to accompany us as well; so we'll be well looked after. We also expect to hold the price to last year's cost. More on this event to come.

Other Club Items

Congratulations to member Robin Jarvis-Read on having his 1959 Jensen 541-R selected for display at the RACV City Club.

Rex is still working on a future Great Australian Rally, but not this coming January.

We would like a good showing for the Como Gardens Open Day. This will be the last and the end of an era for us. So let's show our support for George and Pat next month.

Our Melbourne Cup Day Outing is booked into the Yarra Valley Racecourse on November 7th. Contact Colin Brown to reserve a space in the marquee.

Finally, we all extend our best wishes to Rob and Stella Stark for her recovery and return to good health.

Tony Pettigrew

RACV Heritage Vehicle Series
(RACV recognition of the automobile as an art form in its own right)

1959 Jensen 541-R

Owner: Robin Jarvis-Read	Top Speed: 123 mph (200 km/h)
Manufacturer: Jensen Motors Ltd, West Bromwich, UK	Transmission: 4 speed manual with overdrive
Body style: 4 seat C1-class coupe	Wheels: Wire wheels with spars mounted on rack under boot
Engine: 2632 cc (160.5 cu in) 6-cyl on right side	Steering: One linkage on all wheels
Power output: 150 hp (112 kW) at 4100 rpm	Length: 14.0 ft (4.27 m)
Acceleration: 0-60 mph (0-97 km/h) in 10.8 seconds	Wheelbase: 8.8 ft (2.68 m)
	Width: 5.3 ft (1.60 m)

Vehicle History:
The Jensen 541 was launched at the 1958 London Motor Show and featured styling that was both attractive and aerodynamically efficient. It earned early five reviews outside from National magazine, which listed it as the grand tourer in a top speed of over 120 mph, the fastest four seater the magazine had tested.
The 541R version was introduced in 1959 with 160.5 cubic inches and power steering, but later the 541R was produced between 1957 and 1960, with 53 being powered by a 1600 cc carburettor, high output version of the engine.
Produced in the UK by the Jensen company in 1959, the car was shipped to Sydney in 1959 in the original colour of white with a black roof. The Jensen experienced a colour change to white before the owner moved to Melbourne in 1962. In 1965 the car was sold to the late Mr. Robert G. Brown, a private collector between 1962 and 1980, including a further colour change to metallic silver.
The Jensen is shown regularly, including at events RACV by the Fly Team, and brings much pleasure to its owners, both from the fun and from the fact that it is making this particular vehicle available for the enjoyment of members and guests.

Vale Don Kinsey, AM

The ABCCC lost a good friend to cancer last week. Don Kinsey, the deep, mellifluous voice behind the promos for the Great Australian Rally, numerous other events and ceremonies passed away August 30th at the Warragul Private Hospital.

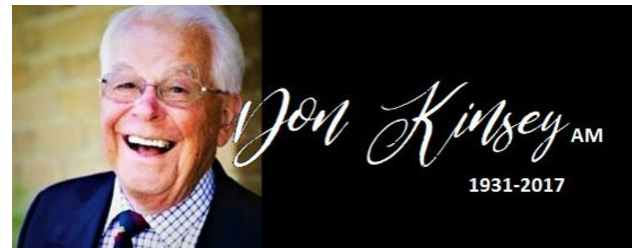
Don originally qualified and worked as a Mechanical Engineer.

He joined Radio 3DB/HSV7 in 1956 as a broadcaster and later as senior executive. In 1976 he became Public Relations Director at the Royal Children's Hospital – a position he held for 20 years until his retirement in 1996. In 1972 Don founded "Communicators Melbourne" – a business in which he conducted and continues to conduct courses in effective public speaking and business presentation.

He had been interested in motor sport since a young man as a spectator, driver and commentator for historic and vintage motor sport. He has acted as commentator on historic motor racing at the Australian Grand Prix, Phillip Island Historic Race Meeting, at hill climbs at Rob Roy, Winton and various other vintage race meetings and hill climbs throughout the state. Since 1957 Don has been involved in various functions for Legacy, including the Junior Public Speaking Awards program and the Children's Service at the Shrine prior to Anzac Day.

The funeral service will be at the Eltham Community Centre, 801 Main Road, Eltham on September 7th at 10:00am.

With thanks: Victorian Historic Racing Register and others



AOMC NEWS

DELEGATES' MEETING – 28th MAY, 2017

Guest Speaker: Sandy Cameron (*Armstrong Siddeley Car Club*) provided an interesting presentation on record breaking aviator, HJL (Bert) Hinkler and his association with Armstrong Siddeley.

Born on 8th December, 1892, Bert became fascinated by flight from an early age, starting with gliders on the beach near Bundaberg. As England was the place to be for serious aviators, he inevitably made his way there, and on arrival knocked on doors all over London, eventually working with T.O.M. Sopwith. Later it became Hawker Aircraft Limited and later still to become Hawker Siddeley Aircraft with a merger with the Armstrong Siddeley engine and automotive company. Bert joined the Royal Naval Air Service as a gunner/observer, earning a DSM before flying with the RAF during the closing stages of WW1. Post WW1 Bert secured a position as test pilot for A V Roe & Company (AVRO), at one stage crossing the Alps and flying to Turin in 9.5 hours which at that time was very newsworthy.

In 1919 Keith and Ross Smith had successfully flown to Australia in 28 days in a twin engine Vickers Vimy, proving that it could be done, so Bert set out to perform the same feat, solo, in a single engine aircraft in less time. With a total distance of 16,800 Km, total flight time of 134 hours at an average speed of 142 Km/hr, he broke the Smith Brothers record from England to Australia by a staggering 12½ days!

Knowing Bert had set out from England, Queensland Armstrong Siddeley Dealer, Leonard G Lee contacted him via telegram in S.E. Asia, offering the use of a car upon his arrival in Brisbane. The enterprising Lee used this acceptance a successful marketing programme, and Bert was paraded through the streets of Brisbane in Armstrong Siddeley No. 40760. Bert then toured the remaining Australian Capitals travelling in the Avro Avian south to Sydney, Canberra and Melbourne, then west to Perth and Adelaide. The Armstrong Siddeley then passed through a number of owners, ending up largely stripped of its body and left to rot on a Brisbane property. Purchased by Tom Smethurst as a rolling chassis in 1974 and dry stored for 40 years while he set about gathering the missing components. It was donated to the Hinkler Hall of Aviation in 1974. Sandy then chronicled the restoration by the Bundaberg Vintage Vehicle Club to March, 2017, when the reconditioned engine was started for the first time since 1956. In a sad conclusion to his story Sandy told of Bert Hinkler setting off from Heathrow on Saturday 7th January, 1933 on a rerun to Australia, crashing near Florence, Italy due to a wing spar failure. His remains were not found until 27th April, 1933. He is interred in the Evangelical Cemetery of the Laurel, Florence.

Keith Mortimer, AOMC President, thanked Sandy for his very interesting presentation.

From the Minutes of the Meeting.

NEWS FROM THE FEDERATION

The 5th August Federation Meeting was hosted by the Hamilton & District Veteran Vintage and Classic Drivers Club Inc. in their Club Rooms at the Hamilton Pastoral Museum in Hamilton.

Our Club was represented by Delegates Tony Pettigrew and Bill Allen, accompanied by Maxine Pettigrew. After an excellent lunch provided by the Hamilton Club it was time for the Meeting.

Federation President, Neil Athorn welcomed the large number of Delegates filling the room and introduced Vice President and Life Member of the Hamilton Club, Doug Palmer. Doug said that the Club was formed in October 1970 by five people and attracted 33 on the first night. By 1971 the Club had nearly 50 members and today it has 145 members with around 300 cars represented. Fortunately storing cars in the country is not the problem it can be in the city.

Doug also stated that they were having trouble attracting new younger members as it appeared that the young were not prepared to "put in the hard yards". He stated that if this situation does not change clubs such as his will simply die out. This situation of course applies to all clubs and volunteer organisations. A sad but true fact!

Some interesting points raised at the meeting were:-

- Secretary, John Kennett was an apology for the Meeting. John had gone into the hospital for a procedure but unfortunately had a heart attack prior to the procedure. John is now home recovering.
- Treasurer, Brett Holloway reported that of the 30 Clubs not financial at the last Meeting only 12 are now in this category. He mentioned that the RACV had sponsored the Golden Oldies Rally to the extent of \$8,000 and that this issue of Fed News cost \$1,248 to produce.
- Hamilton Club is hosting the Dodge Bros Clubs of A/Asia Rally from 3rd to 6th November 2017 with participants coming from most Australian states and possibly New Zealand.
- No word has been received from the Department of Premier and Cabinet regarding the Australia Day Display in Kings Domain. There is nothing to report at this stage. John Kennett is hoping to be well enough to organise the event should it take place.
- There is nothing to report from Vic Roads regarding the CPS Scheme. This scheme covers only .5% of the vehicles in Victoria it is not difficult to see why it is not given very high priority. President Athorn said it was most disappointing that over 5,000 telephone calls were made to Vic Roads last year regarding aspects of the scheme. He suggested it would be preferable if enquiries could be made to the Vic Roads Website or Car Clubs rather than burdening Vic Roads with unnecessary queries which could possibly lead to increased costs for the scheme. We, the Clubs, own the scheme which is administered by Vic Roads. It was also noted that the sticker must be stamped by VicRoads and stuck in front of Permit Book. Failure to do so could result in a fine. Club members authorised to sign VicRoads forms should make sure that they always sign forms in the same manner. VicRoads authority forms should also be updated annually.
- Attracting younger members into clubs was a problem experienced for all Clubs and the Federation itself. If there is no interest in classic cars it stands to reason that they will have no value and Clubs cannot operate without a Committee. Some Clubs have merged with other Clubs in an attempt to stave off the inevitable. Neil advised that he has been heavily involved with the Bendigo Swap Meeting for 32 years and that it takes 350 volunteers to run the Swap, which has a turnover of over \$250,000. The Delegate from Motafrenz Car Club advised that when planning an event they find it beneficial to promote the social aspect with less emphasis on the cars. The RX7 Club say they have more success when they focus on say a lunch rather the cars. This problem with the younger generation applies to all organisations, not just car clubs.
- Other matters discussed were Swap Meeting Reports, Asbestos in cars imported from overseas, 250 Fordson tractors at Deniliquin - some coming from overseas - and Swan Hill Rally; held every five years.

Following the General Meeting, the Annual General Meeting took place.

President Athorn presented his report, stating that it had been a successful year for the Federation and that, should he be re elected as President, this would be his last year, having been President since 2000..

Treasurer, Brett Holloway, presented his 16th Annual Report. After suffering increased costs and reduced income in the last few years, this year showed a solid result with increased income and reduced expenses. Income was up \$4,700 while expenses were down \$15,341 giving a net result of \$21,141. Gross Income was \$54,227 and gross expenditure was \$28,674.00. Meeting costs remained at \$2,000.00 was Fed News costs were \$7,987. Overall a very pleasing result.

President Athorn thanked Delegates for their support and stated that next year - 2018 - would definitely be the year for change.

The next Delegates Meeting will be held in Bendigo on 14th October 2017,

Meeting dates and locations for 2018 are as follows:-

- 10th February 2018 Flashlube premises in Tottenham (Max 2 Delegates only from each Club due to space restrictions). This Meeting sponsored by Rootes Group Car Club.
- 19th May 2018 Maryborough.
- 4th August 2018 Casterton.
- 13th October 2018 Warragul.

Bill Allen - Federation Delegate

2040 CAR BAN

Britain is to ban all new petrol and diesel cars and vans from 2040 amid fears that rising levels of nitrogen oxide pose a major risk to public health. The commitment, which follows a similar pledge in France, is part of the government's much-anticipated clean air plan, which has been at the heart of a protracted high court legal battle.

The government warned that the move, which will also take in hybrid vehicles, was needed because of the unnecessary and avoidable impact that poor air quality was having on people's health. Ministers believe it poses the largest environmental risk to public health in the UK, costing up to £2.7bn in lost productivity in one recent year. Ministers have been urged to introduce charges for vehicles to enter a series of 'clean air zones' (CAZ). However, the

government only wants taxis to be considered as a last resort, fearing a backlash against any move that punishes motorists.

“Poor air quality is the biggest environmental risk to public health in the UK and this government is determined to take strong action in the shortest time possible”, a government spokesman said. “That is why we are providing councils with new funding to accelerate development of local plans, as part of an ambitious £ 3bn programme to clean up dirty air around our roads”.

A briefing on parts of the plan, seen by the Guardian, repeats the heavy focus on the steps that can be taken to help councils improve air quality in specific areas where emissions have breached EU thresholds. Measures to be urgently brought in by local authorities that have repeatedly breached EU rules include retrofitting buses and other public transport, changing road layouts and altering features such as roundabouts and speed humps.

Reprogramming traffic lights will also be included in local plans, with councils being given £255m to accelerate their efforts. Local emissions hotspots will be required to lay out their plans by March, 2018 and finalise them by the end of the year. A targeted scrappage scheme is also expected to be included.

Some want the countrywide initiative to follow in the footsteps of London, which is introducing a £10 toxic ‘T-charge’ that will be levied on up to 10,000 of the oldest, most polluting vehicles every weekday. Sources insisted that while the idea of charges were on the table, there was no plan to force councils to introduce them, and that other measures would be exhausted first.

They hope the centrepiece of Wednesday’s strategy will be the plan to ban diesel and petrol sales completely by 2040, in line with Emmanuel Macron’s efforts across the Channel. The French president took the steps to help his country meet its targets under the Paris climate accord, in an announcement that came a day after Volvo said it would only make fully electric or hybrid cars from 2019 onwards.

*From the AOMC Newsletter
Mike Alfrey – Delegate*

Why, Why, Why or rather Y, Y, Y.

The MG Y Type – and its derivatives are the rarest of the post WW11 MGs. The original Y Type (YA) are 6,131 units, The YB 1,301 units and the rarest of all – 904 YTs. The incredible fact is that after 70 years The International Y Register has identified nearly half of the production number as still being viable vehicles which is unprecedented in any other make.

SO, along with our new club member Clive Dickinson, between us, we own 0.15% of viable Y Types in the world today with a possibility of this increasing to 0.24% in the foreseeable future. AND if Colin Brown hadn’t recently sold his beautifully restored Y – The club could have laid claim to 0.27% of Ys known to still exist at this time. What’s more it seems we are not the only Y enthusiasts in the club. Talking with Greg Anglin at the club luncheon, he revealed that he too was once the proud owner of a very quick 1 ¼ litre MG Y Type.

Designed in 1937, the prototype “Y” was built at Abington in 1939 and was meant to be unveiled at the Earls Court Motor Show the following year. But unfortunately for the world, WW II intervened. It was another 8 years before the first production run began. Gerald Palmer (the famous designer) took an all steel Morris 8 body, added the sweeping tail and rear guards added a typical MG bonnet, upright grill and independent “King of the Road” headlights, transforming the ‘pedestrian’ Morris 8 into the sporty overhead valved MG saloon which became the Y Type. The car was also the first Nuffield product to feature the “Jackall System” which allowed the front, rear or the whole car to be lifted off the ground for a quick tyre change.



According to the motoring writers of the day – *“This new one and a quarter liter car perpetuates the outstanding characteristics of its successful predecessors – virile acceleration, remarkable ‘road manner,’ instant response to controls, and superb braking. A ‘lively’ car, the new one and a quarter liter provides higher standards of performance”.*

It makes one wonder what they were “on” but I suppose when compared to the vehicles available to the English market at the time, the “Y” was quite an upgrade with its independent front suspension, rack and pinion steering and its perky, sports car derived XPAG motor.

The XPAG power unit was essentially the same engine used in the TB, TC, TD and later TF series as well as the Wolseley 444. (Also a Palmer design which was a sister car to the ZA Magnette). Many a Y met its end by having its engine transplanted into a TC sports car, and then once a Wade or Shorrock Supercharger had been bolted on, revving its little heart out beating many of the purpose built race-cars of the day.

On reading this, you might think that the Y was just a Spartan saloon version of the earlier MG sports cars but it was much more than that. Once again, according to the magazines of the day - *The MG “Y” Type had an extremely high standard of interior furnishing and finish, in accordance with the best British traditions. The facing surfaces of all seats were leather, as were the door pockets. The rear of the front seats were made from Rexine, a form of leather*

cloth, which matched the leather fronts, as were the door panels themselves. A roller blind was fitted to the rear window as an anti-glare mechanism (not a privacy screen as many think).

Considerable use of wood was made in the internal trim of the "Y" Type. Door windows, front and rear screens were framed in burr walnut with the instrument panel set in bookmatched veneer offsetting the passenger side glove box.

The speedometer, clock, and three-gauge cluster of oil pressure, fuel and ammeter, were set behind octagonal chrome frames, a subtle iteration of the MG badge theme later replicated in the MG TF.

So, my love affair with the little car continues with another very original tidy unit from SA having just joined the stable and hopefully, one day, my original YA Special will also come home to stay. Thinking about it as I write this little article – an YT wouldn't be bad either. I'll have to work on Geraldine.




The YT Tourer

In 1948 several "YA" Types (consisting of chassis, engines and some body parts) were imported into Switzerland and given cabriolet bodywork by various coachbuilders, such as Reinbolt & Christé. The idea of the open four-seat tourer had been popular before the war, and in theory, there was still a market. As a result a "TC" specification of the XPAG engine was married to a pressed-steel open body with fully folding hood and coach-built doors.

A production tourer, the MG "YT", was launched at the Motor Show in 1948. It was available for export in both right- and left-hand-drive models. Only 877 of these cars were produced when production ceased in 1950 - it was not the success that MG had hoped for, and indeed other British manufacturers were also having problems selling open-tourer versions of their saloons.

The "YT" Tourer did not benefit from 'displayed' woodwork but had the same standard of seat trim. It did have more instrumentation. There was a tachometer (or rev counter) in front of the driver. The speedometer was positioned in front of the passenger with a central bank of subsidiary dials in the centre giving a similar sporting appearance to the TC with a "double scuttle" dash.

Christopher Constantine, MG Y Type enthusiast

MG YT	
	
Overview	
Production	1948–1950
Body and chassis	
Body style	4-seat open tourer
Powertrain	
Engine	1250 cc XPAG 4-cylinder, twin SU carburettors

AUSTRALIA, ASBESTOS AND COLLECTOR CARS

Since March this year when Australian Customs and Border Force enforced new regulations on the importing of vehicles containing asbestos materials, the classic car import market has been in a state of confusion and aghast with horror stories of what has happened to some importers.

Unique Cars magazine have reported on several experienced importers who have had their recent purchases held up for over a month for testing.

So what has happened to bring all this on?

An Australia-wide ban on the manufacture and use of all types of asbestos and Asbestos Containing Material (ACM) took effect 31st December, 2003. Work Health and Safety (WHS) laws in all states and territories prohibit the supply, transport, use, or handling of asbestos unless an exception or exemption applies.

To support the domestic ban:

- Importing fibrous forms of asbestos or ACM to Australia is prohibited unless a permission or exemption has been granted or a lawful exception applies pursuant to Regulation 4C of the Customs (Prohibited Imports) Regulations 1956.
- Exporting asbestos or ACM from Australia without permission is prohibited, unless a permission or exemption has been granted or a lawful exception applies, pursuant to Regulation 4 of the Customs (Prohibited Exports) Regulations 1958.

Australia is one of the few countries that have a ban on asbestos. Most countries allow low amounts or particular types of asbestos (for example, certain types of asbestos such as chrysotile can be used in some countries). Goods manufactured outside Australia might be labelled 'asbestos free' and still contain a low amount or certain types of asbestos. Such goods will not be permitted for import into Australia, except in very limited circumstances.

Chrysotile asbestos is the most commonly used form of asbestos and can be found today in roofs, ceilings, walls and floors of homes and businesses. Chrysotile asbestos also was used in automobile brake linings, pipe insulation, gaskets and boiler seals.

Then in March this year Australian Border Force began randomly testing all imported collector cars for asbestos. The issue with classic vehicles is the asbestos used in glass-fibre panels, brake and clutch linings, windscreen seals and gaskets, usually in pre-1999 vehicles. There is some thought that the crackdown has come about because of some recent scandals where building materials containing asbestos have been imported into Australia.

Most of the angst has been generated by the sudden imposition of this testing, without warning and without industry consultation. Regardless of the reason, importers need to be aware that Australia has since 2003 had a blanket ban on the importation of any fibrous forms of asbestos. Any vehicles purchased overseas may contain asbestos. Vehicles purchased overseas need to have an asbestos test done before the vehicle is shipped. The risk you run otherwise is to be caught up in a random check and potentially have your vehicle destroyed and face a large fine and other costs.

The Australian Imported Motor Vehicle Industry Association is lobbying the ABF to standardise a consistent inspection regime.

Sources:

- *Guy Allen, Unique Cars magazine, May 6th, 2017;*
- *Michael Sheehan's Ferraris online.com*
- *Australian Dept. of Immigration and Border Protection Website*

From the AOMC Newsletter Mike Allfrey – Delegate

VotW – Restored One-Off Pininfarina Jaguar XK120

This 1954 XK120 SE by Pininfarina could be the rarest Jaguar ever. After a full nut and bolt restoration taking 6,725 hours by world-class specialists Classic Motor Cars (CMC), the wraps came off this unique Pininfarina bodied 1954 Jaguar XK120 SE at the Pebble Beach Concours d'Elegance in California, USA. The car was well received by the crowd of collectors and aficionados gathered at the event and finished second in class O-2 Postwar Closed.

Peter Neumark, Chairman of the Employee Ownership Trust that runs CMC, said: *"A great result! It was a privilege to take the cover off this long-lost Jaguar at one of the most important Concours in the world. The car was admired all day and we are delighted to be bringing a trophy home as a further testimony to the skills, dedication, and attention to detail that we have in our business."*

This XK120 features unique bodywork by famed Italian coachbuilder and design house Pininfarina. It was first delivered to a Mr. Max Hoffman in 1954, who was an Austrian-born, New York-based importer of luxury European automobiles into the United States during the 1950s.



He was a petrol head who inspired the production and refinement of several vehicles from the main manufacturers, which earned him entry into the Automotive Hall of Fame in 2003. It is believed that Hoffman inspired Pininfarina to reinterpret the shapes of the XK and then unveiled it at the 1955 Geneva Motor Show.

After the unveiling in Geneva, the XK appeared at the Autocar Show later in April that year and Australian magazine Modern Motor reported that it was due to be exhibited at the Turin Motor Show in 1956, but never arrived due to the owner wanting to take delivery of it. David Barzilay, Chairman of CMC's operating board, said: *"There is little trace of the car's history, but we are certain that Hoffman was the supplying dealer, then first owner of the car and that there was only one XK120 by Pininfarina produced, which makes this one of the rarest Jaguars in existence."*

In 2015, CMC purchased the car from a German gentleman who bought it in the USA in 1978 with the intention of restoring it. Unfortunately, he never got round to it and eventually decided to sell. CMC took on the challenge and have restored every nut and bolt of the vehicle. The team of specialists faced a number of challenges during the restoration, from finding the original paint color to remaking the bumpers and rear window screen.

Barzilay said: *"Some of the original parts were impossible to find so we had to remake items such as the bumpers and chrome work by hand from photographs. We had to scan the front and rear end of the car and make mock ups of the lights, which were then scanned and 3D printed. Smaller missing parts were also 3D printed in-house. The rear window was missing so we also had to scan the window aperture and have a new rear screen made from the scan data."*

During the pre-restoration inspection it was found that Pininfarina had used the original XK body as a basis, and that, at some point in its life, the car was painted Burgundy and had the seats covered with tan leather.

Barzilay said: *"There were no signs of the original paint color and it all came down to the last nut and bolt. When the front screen was removed, we discovered a small section of original paint and used it as a colour match. The interior trim door cards were missing, along with the carpets and the original colour of the trim, but we discovered a small sample of original Ochre tan leather when we stripped the car down. This was colour matched and the original type*

and colour leather was used to recreate the interior. The shape and pattern of the door cards was created by looking at similar Pininfarina designed cars from the period."

Restoration specification:

- Full body restoration including complete new front end, new rear quarter panels, inner arch panels, boot floor, sills and door skins
- Full chassis repair and repaint
- Front and rear bumpers remade
- 80% of the original chrome work remade
- Rear screen and screen surround remade
- Full interior re-trim
- Full engine and gearbox rebuild [Engine spec: XK 120 3.4 SE (C-Type Head) straight-6, Double SU H6 carburettor, 180 bhp (134 kW; 182 PS) @ 5300 rpm]
- Suspension components refurbished
- Completed to original Jaguar equipment specification

Classic Motor Cars and Just British Online Motoring Magazine

The Legacy of
JOSEPH LUCAS

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as 'smoke'.

Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working.
This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function.

In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.
The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.

Therefore, it follows that British electrical systems must leak smoke.
Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd.

Remember: "A gentleman does not motor about after dark."
So said Joseph Lucas... aka 'The Prince of Darkness'.

1842-1903



A few Lucas quips:

The Lucas motto: "Get home before dark."
Lucas is the patent holder for the short circuit.
Lucas – Inventor of the first intermittent wiper.
Lucas – Inventor of the self-dimming headlamp.
The three-position Lucas switch – DIM, FLICKER and OFF.
The other three switch settings – SMOKE, SMOLDER and IGNITE.
The Original Anti-Theft Device – Lucas Electrics.

Back in the '70's, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.

Q: Why do the British drink warm beer?
A: Because Lucas makes their refrigerators.

This has been referred to as the smoke theory – when the smoke comes out its finished, cooked or done for.



From Colin Brown