



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 153

September 2012

Your ABCCC News



Tickets Please! None of those Myki things here! Reboarding our super-luxury 400 horsepower Charabanc Motor Coach after our morning refreshment stop at Brown's Lake. There was so much excited chatter going on it was quite a difficult task to get all the riders aboard quickly!

Special thanks to Ray, Lyn and Craig Higginson for again laying it all on for a most enjoyable excursion.

Thank you!

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Inc. is \$35.00. There is a once-only joining fee of \$30.00. Please send membership subscriptions to Pat Douglas, PO Box 201, Chirnside Park, VICTORIA, 3116.

Please Note: Membership subscriptions are due by end of December.

Life Member: Pat J Douglas

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC.,
FOUNDED 23rd SEPTEMBER 1997.**

Club Founder – The Late Frank E Douglas

**“OWNING AND/OR APPRECIATING THE SPIRIT OF FINE
BRITISH CLASSICS”**

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Executive Positions	Name	Telephone No.	Other Telephone No.
President	Tony Pettigrew	(03) 9739 1146	
Vice President	Ray Higginson	(03) 9336 7306 (AH)	(03) 9310 5286 (BH)
Treasurer	Bill Allen	(03) 9846 2323	
Secretary	Pat Douglas	(03) 9739 4829	
Membership Secretary	Pat Douglas	(03) 9739 4829	
Other Positions	Name	Telephone No.	Other Telephone No.
Contributing Editor	Michael Allfrey	(03) 9729 1480	
Assistant Editor	Betty Taylor	(03) 9739 1879	
AOMC Delegate	Ross Gardiner	(03) 9589 2013 (AH)	
AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949	
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	
Club Events Registrar	Sue Allfrey	(03) 9729 1480 (AH)	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member (Events)	Frank Sawyer	0408 633 778	
Committee Member	Colin Brown	(03) 5964 9291	
Webmaster	Ed Bartosh	(03) 9739 1879	
The All British Classics Car Club website is: http://www.abccc.com.au/			
The Association of Motoring Clubs website is: http://www.aomc.asn.au/			

IMPORTANT CLUB INFORMATION

The All British Classics Car Club (Victoria) Inc., (ABCCC) is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC must carry the ABCCC's Association Incorporation Registered Number: A00035462V.

The Official Club Magazine – *Your ABCCC News*

Your ABCCC News, is the official magazine of the ABCCC (Vic) Inc. The magazine's issue date is during the week of the 25th of every second month – February, April, June, August, October and December. To make the Editor's task a little easier, it is requested that articles, event information and photographs are with the Editor prior to the 14th of each of those months. Articles published in *Your ABCCC News* may be used without permission, however, the ABCCC does ask that appropriate acknowledgement be given.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC Website at the same time that the printed copy of the magazine is mailed to those who do not have access to the Internet.

Disclaimer

This publication contains general information that should not be relied upon without the specific advice from a suitably qualified professional. The authors and the ABCCC Inc. expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' events.

All correspondence should be addressed to the Editor *Your ABCCC News*, 59 Rowson St, Boronia, Victoria, 3155. Other Editorial contact information is listed above.

It is club policy to have the right to refuse placement of advertising material in *Your ABCCC News*, from those who are not members of the ABCCC Inc.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorised by VicRoads to operate vehicles under the Victorian Club Permit Scheme (VCPS). On the Committee there are two VCPS Officers and their contact details are listed above.

Club members will be kept up to date with respect to changes and improvements to the VCPS. However, it cannot be stressed enough, that a vehicle operated on the VCPS, must carry the VicRoads Logbook and Permit (current), the AOMC VCPS Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in. All enquiries should be addressed to the VCPS Officers.

THE VICTORIAN CLUB PERMIT SCHEME

NEW PERMIT APPLICATIONS

For members wanting to operate a motor car on the Victorian Club Permit Scheme (VCPS) under the auspices of our club, please contact Nello Mafodda on (03) 9719 7949, who is the ABCCC VCPS Officer In Charge. Nello will be able to provide all the information required to operate a motor car on the VCPS. Nello's position is entirely voluntary, so due consideration should be given when contacting him.

The ABCCC has the following conditions for operating a motor vehicle [twenty-five (25) years old and older] on the Victorian Club Permit Scheme:

1. Initial contact should be made with the club's VCPS Applications Officer, currently Nello Mafodda. He will advise the procedure for application with respect to the conditions set by the ABCCC.
2. A club member who proposes to place his/her motor vehicle on the VCPS under the auspices of the ABCCC must have been an ABCCC member for more than one year.
3. A Roadworthy Certificate must accompany an application for the Victorian Club Permit Scheme under the auspices of the ABCCC.
4. A club member who operates a motor vehicle on the Victorian Club Permit Scheme, under the auspices of the ABCCC, must attend a minimum of three (3) club events per year. The car does not have to attend three events, just the owner. Excluded from the count are the Annual Winter Luncheon and the Christmas Luncheon events.
5. VicRoads requires a permit holder to be in good financial status in order to drive the car under this Permit.
6. The ABCCC will notify VicRoads when a permit holder becomes an unfinancial member.
7. The ABCCC will maintain a Register of those Motor Vehicles operated on the Victorian Club Permit Scheme under the club's conditions. Such Register will be submitted to VicRoads upon request.
8. The motor vehicle operated under the Permit Scheme should be used within the spirit of the motor vehicle club scheme.

PERMIT RENEWALS

VicRoads requires that an ABCCC authorised VCPS Officer's signature is entered on the permit renewal notice. Therefore, your VCPS 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 VCPS 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.

Colin's position is entirely voluntary, so due consideration should be given when contacting him.

ABCCC EVENTS DIRECTORY 2011/2012

Note: All events listed in this directory are placed in good faith. Events for inclusion here provided to the magazine editor prior to the 14th of January, March, May, July, September and November. Events organised by other clubs or associations have a contact telephone number to use prior to the event.

IMPORTANT: TEXT IN RED INFORMS OF CHANGED OR CORRECTED EVENT INFORMATION.

September 2012

- | | | |
|----|--|--------------------------|
| 9 | Yarra Valley Archery Park Run – An ABCCC Event | Colin Brown 0408 343 176 |
| | Start Venue – Lilydale International Club, Nelson Road, Lilydale (Melway Map 38, Ref: H3). | |
| 23 | Phil's Touring Day Out – An ABCCC Event | Phil Cook (03) 9842 5449 |
| | Start Venue – Lilydale International Club, Nelson Road, Lilydale (Melway Map 38, Ref: H3) | |

October 2012

- | | | |
|---------|--|--|
| 7 | High Tea On The High Seas! – An ABCCC Event | Karen McDonald (03) 5975 1867 |
| | Start Venue - Sorrento – Queenscliff Ferry walk-on terminal,
11.30 am to catch midday ferry (Melway Map 157, Ref: C6 and 7) | Lyn Higginson (03) 9336 7306 |
| 20 – 21 | Como Gardens Open Weekend – An ABCCC Assist Event | George Hetrel (03) 9761 1341 |
| | NOTE: THIS EVENT HAS BEEN CANCELLED | |
| 12 – 25 | Club Holiday Abroad (First Group) – An ABCCC Event | Paddy and David Bullard 0429 140 182 |
| | This Tour has been filled.
What It Is – A Very Comprehensive Tour of Vietnam. | |
| 28 | Calendar Planning Meeting – An ABCCC Event | Tony & Maxine Pettigrew (03) 9739 1146 |
| | Committee members and event volunteers.
Venue – 16 Lawler Lane, Coldstream, Victoria. | |

November 2012

- | | | |
|---|---|--------------------------|
| 6 | Classic Car Display – An ABCCC Must Attend Event | Colin Brown 0408 343 176 |
| | Melbourne Cup Day
Venue – Yarra Glen Racecourse, Yarra Glen, Victoria. | |

November 2012 (continued)

- 11 A Mystery Picnic Run – This will be a good one! [An ABCCC Event](#) Frank Sawyer 0408 633 778
(Please note that the previously advertised event has been cancelled)
Venue – Watch This Space.
- 14 Visit To The Healey Factory – Rover Car Club & ABCCC Joint Event Mike Allfrey (03) 9729 1480
An evening tour of this interesting sports car restoration facility.
Venue – 646 Whitehorse Road, Mitcham, Victoria.
- 16 – 29 Club Holiday Abroad (**Second Group**) – [An ABCCC Event](#) Paddy and David Bullard 0429 140 182
To make the Tour fully viable, we are looking for more participants.
What It Is – A Very Comprehensive Tour of Vietnam.
- 17 – 18 Bendigo National Swap Meet – Veteran, Vintage & Classic Club Bendigo info@bendigowap.com.au
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.
- 25 Berry Street Show & Shine - Triumph Car Club of Victoria.
Venue: Waterfront Promenade at Docklands
All proceeds go to the Berry Street Foundation, which is for the street and homeless kids.
- 29 – Jindera Pop The Top Festival – Jindera And District Multi-purpose Stadium Committee
Dec 2 Venue – Quality Resort Siesta, Albury, NSW Telephone (02) 6025 0200

December 2012

- 9 The ABCCC Christmas Lunch Run – [An ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Seal-off an astounding year of fabulous ABCCC Events of great note with a glass of good cheer!
Venue – Chateau Wyuna, 170 Swansea Road, Mount Evelyn. (Melway Map 52; Ref: G & H 2)
- ?? A Special Observation Run – [An ABCCC Event](#) Craig Douglas (03) 9753 9557
A new date will be advised soon.
Venue – **PLEASE NOTE THAT THIS EVENT HAS BEEN POSTPONED** Colin Oberin (03) 9817 3182

January 2013

- 20 RACV Great Australian Rally – [A Major ABCCC Event](#) Colin Brown (03) 5964 9291
Start Points – Melbourne, Stud Park and Hastings
Venue – Mornington Racecourse, enter from Racecourse Road, Mornington (Melway Map 146; Ref: B2)

March 2013

- 16-22 The RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Actual Tour Route: To Be Determined
Start Venue – To Be Finalised.

April 2013

- 21 RACV Classic Showcase – An AOMC Event (03) 9555 0133
Formerly the British And European Motoring Show.
Venue – Members' Car Park, Flemington Racecourse.

EDITORIAL NOTES – ISSUE NUMBER 153

It has been quite a winter of old motor car activity, that is, from the maintenance and repair aspect. Fluids and oils in the Jupiter have been flushed out and replaced as a part of normal maintenance. The coolant had just been changed when the AOMC meeting had an interesting Guest Speaker from a company called *Speciality Lubricants And Additives* spoke to delegates about a waterless coolant called Evans Coolant. The beauty about this coolant is that it effectively controls electrolysis, an interaction of dissimilar metals in contact with each other where water is the contacting medium. Having just poured in most of a bottle of Tectaloy coolant concentrate, I decided to get some value out of it and will try the Evans product next year. These things happen!

There has also been much servicing and repairs to *Pea Soup*: new swivel pillar ball joints were required at the near-side and took a fair amount of work. The result has been amazing – in both the quietness and pleasant steering departments. Such repairs, if caught early-on, can prevent a great amount of strife.

For the regular servicing of *Pea Soup*, I have found that Graham Ratcliff Motors in Ringwood are very capable, and their labour costs are reasonable. I made an arrangement that if urgent work came into the workshop, then *Pea Soup* could be set aside and finished later. Thus, the car was in the shop for over a week, but that did not matter. Overall it was a job well done.

Please be sure to read our Events Calendar carefully. New events have been added and there is a special visit to the Healey Factory scheduled for 14th November. This is an evening function, shared with the Rover Car Club and should be very interesting. Be certain that you do not miss this one.

Work is currently in progress on our major events. The RACV Great Australian Rally is coming together very nicely, and we have been assured that the RACV Fly The Flag Tour for next year will be a good one.

Mike Allfrey – Editor

A PUBLIC ANNOUNCEMENT

George and Pat Hetrel of 'Como Gardens' regret to advise that, due to heavy winter rains, they had major erosion problems in the creek area, which suffered serious damage. The worst affected area is at the second railway bridge crossing, which, in its present form, is unsafe for both pedestrian and train use.

These erosion and bridge structural repairs call for heavy equipment, which can only be accessed to the sites in dry summer conditions. So in the interest of public safety, we reluctantly must cancel our scheduled open garden weekend in October and look forward to resuming in April 2013.

George and Pat

A WARM WELCOME TO NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, 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!

Name	Make Of Car	Model	Year
Peter and Sandra Hibbert	Mullins	Reproduction Trailer	1937
	Ford	De Luxe Coupe	1940
	Ford	Tudor De Luxe Coupe	1947
	Mercury	Sports Sedan	1950
	Ford	Victoria Coupe	1951
	Ford	Fairlane Victoria	1956
	Chevrolet	Bel Air Convertible	1957
	Ford	Fairlane 500	1964
	Ford	Mustang Fastback	1965
	Ford	Falcon 200 Wagon	1966
David Andreassen	Singer	Le mans	1934
	Lea Francis	14 HP	1947

Pat Douglas – Membership Secretary

NOTICE – RACV FLY THE FLAG TOUR — 2013

Be Patient!

There have been numerous requests for preliminary information about next year's RACV Fly The Flag Tour. It should be noted that the RACV Fly the Flag Tour Committee is not withholding information, because at the time of writing this, the Tour's route has not been finalised yet.

One point to note – the Tour's Committee is so *au fait* with organising the event that, for a large part of the year between tours, there are minimal meetings. This saves the Committee members a fair amount of time that can be put into the organisation of our other major event, the RACV Great Australian Rally.

You can be assured that, as soon as the route of the 2013 RACV Fly The Flag Tour is firmed, you will be advised of the various overnight and two-night stop locations *via* this magazine and *via* various other publications.

Looking forward to you joining us on another successful RACV Fly The Flag Tour in March next year.

AOMC DELEGATES' MEETING REPORT

The meeting was opened by President Iain Ross (*Bristol Owners Club*) at 7-30 pm. The usual opening procedures of welcoming delegates, having new delegates and visitors introduce themselves, were dealt with. The minutes of the May delegates meeting were confirmed. Correspondence and E-mail messages were reported; President Ross stated that they were all of a routine nature with nothing requiring a report.

On the subject of the large VCPS label, Iain reported that it was the intention at VicRoads to eventually do away with windscreen stickers altogether.

Standing orders were suspended to introduce our first guest speaker, Mr. Fred Green, of Department of Justice, Consumer Affairs Victoria (CAV). He again spoke to us on the changes to the Incorporation Act. (Mr. Green last spoke to a delegates' meeting about two years ago).

Mr. Green spoke in his usual clear entertaining way, mentioning that his department administered 50 Acts pertaining to 'Not for Profit' organizations. There are 37,320 such groups in Victoria, with about 1,500 new ones added each year. Fred quipped that he estimated that about 30% of these groups were 'non-compliant', mainly

because they failed to notify the CAV of changes which take place after their AGM, including a copy of the financial statement presented at the AGM, or any changes to the club rules (Is the ABCCC up to date with CAV?).

The law requires such changes must be notified within a month of the club's AGM. Most of these organisations are set up as an *Incorporated Body*, while others are set up as a *Company Limited by Guarantee*. All must comply with the CAV Model Rules. These are available on request, or on the CAV website. There are 23 clauses. Go to www.consumer.vic.gov.au. The postal address is CAV, GPO Box 4567, Melbourne, 3001.

Mr. Green invited us to contact him direct with any questions on his mobile 0411 257 163.

There have been several delays in the abolition of the position of Public Officer. It is now expected that this change will take place on November 1st. In future the Secretary of the club will be responsible for the duties formerly expected of the Public Officer.

Mr. Green explained that there were slightly different rules for Prescribed and not Prescribed bodies. Mainly, unless it was stated in the Constitution, a non-prescribed body (with an income of less than \$200,000), did not have to have an Audited Financial Statement.

Mr. Fred Green also explained the rules relating to the winding up of any group. Mainly, the funds are not to be distributed among members. They must be passed to a similar organization approved by CAV, or if no similar group exists, it goes to the Government via CAV. Fred quipped that if there was not much left, the committee should take all the members for a slap-up dinner.

While Fred answered many questions from delegates, one important answer was that By-Laws do not have to be approved by CAV. They don't even have to be sent in. However, the Constitution or Memorandum of Understanding is to be filed with CAV, and amendments also must be filed within 28 days of their approval.

Our second guest speaker Mr. John Mallia was introduced. John is a young man who is importing several products from the USA. He spoke about only two of these: SWEPCO lubricants, and Evans waterless radiator coolant.

SWEPCO 306 is a multi-grade engine oil. SWEPCO 201 is a gear oil, SWEPCO 715 is a power steering fluid. Mr. Mallia gave a convincing demonstration of the advantage with the 201 gear oil, demonstrating to us with water in a glass vial with water at the bottom. After vigorous shaking, the water separated out quickly, showing its value especially, with respect to marine gearboxes. When ordinary gear oil and water were shaken, we were able to see that the oil and water mixed to a creamy yellow colour and failed to separate. This demonstration showed that a gearbox drain plug could be loosened enough to drain off any collected water, and then re-tightened to leave uncontaminated oil to do its designed tasks.

John spoke about the benefits of the various lubricants, which are a little more expensive than the usual quality brands we use in our cars, but cheaper than the premium brands used in racing car engines. John further explained that with engine oils on general sale. they are made up of about 80% base stock plus additives. Apparently there are three grades of base oil stock; number 1 is less refined, then stock level 2, with number 3 stock being the best. The cheap oils are made from stock 1. SWEPCO use only the best base stock.

Mr. Mallia then introduced the Evans Waterless Coolant. This special fluid lasts forever, provided it is not contaminated with water. This means it never needs to be changed. The viscosity is apparently about the level of light engine oil, so it would be circulated by the car's water pump quite easily.

This Evans waterless coolant has a freezing point of -40 °C, and a boiling point of 190 °C.

Graham's Note: Remember that older cars do not have a pressurized radiator, so the water will boil at 100°C and freeze at 0°C, but if a 1/3 glycol mixture were used instead of just water, it will boil at 104°C and freeze at -20°C.

Modern cars with a pressure cap of 16 psi and water in the radiator, by comparison, would boil at 110°C but still freeze at 0°C because it would only be pressurized when the engine was running. However, a modern car using the 1/3 glycol mixture with the 16 psi cap would boil at 125°C. But with engine not running, it will still freeze at -20°C, which is the same as with the old car with the non-pressurized radiator using glycol.

Mr. Mallia supplies and delivers these products. Telephone (03) 9318 9811, or Email john.mallia@slaaust.com.

Following a supper break, standing orders were resumed with a report from President Iain Ross.

Iain reported that several of the existing committee were standing down after some years in their positions, and that it was important to refresh the AOMC with new people. It is intended to invite the presidents and secretaries of all affiliated clubs to a meeting to discover what they wanted the AOMC to do in the future and to try to get new blood into the AOMC.

Iain drew attention to his report on Page 9 of the current AOMC Newsletter about submissions to VicRoads on VCPS windscreen stickers being too large and to have car details included. Also the issue of slimline number plates. They have agreed to have these available, but have not said when.

There is ongoing discussion with the Toyota Clubs about a combined Japanese Car Show for next year.

There is a conference this week with the intention to set up a Transport Museum in the docklands area. The AOMC is looking for an affordable venue for next year's Heritage Motoring Day in May 2013 - to be announced. Patrick Devine (*Mercedes Benz Club*) suggested a massive Drive By, perhaps in the Docklands area, followed by a static display somewhere.

Treasurer David Williamson (*Rover Car Club*) is overseas, so the President reported on a very good financial position, about \$25,000 better than at this time last year, mainly due to the success of the car shows. Only one Club is unfinancial.

Motoring Shows. The next is Sunday 25th November the Australian Car Show at Calder. Flemington has already been booked for the American Day, 7th April, 2013, and the British And European RACV Classic Showcase, 21st April.

AOMC Seminar. Philip Johnstone (*Triumph Sports Owners Club*) reported on the AOMC Winter Seminar. 180 people attended with eight speakers, who were well received. Several Delegates congratulated the organisers. The theme of *Restoration* was indicated as good for next year. Philip apologised for the two speakers who failed to turn up. Total Lost Wax and an Electro Plater both failed to be present.

Philip also reported on Engine Number Records. All is well, except that people are not filling the form in fully, and bad writing is a problem.

Victorian Club Permit Scheme. In the absence of Rod Amos, the President spoke about recent contact with VicRoads, and called for questions. One delegate asked about FAQ 41, quoted by Rod at last meeting, not being in the Handbooks. The FAQs are on the AOMC Website.

It was also suggested by a Delegate that club By-Laws should include a requirement for gaining a club authorised signature on the renewal certificate. Apparently some members are just signing it themselves, and the inexperienced VicRoads staff is not checking for correct signatures. There must be club provision for penalising this sort of behaviour. Clubs must retain control.

One delegate stated that there were several groups who have set up a system where, for \$180, they will sign the form. They are apparently not a car club. President Iain Ross was to take this up with VicRoads.

Delegates' Club Reports. (a) The Federation re-enactment at Bendigo of the 1st motor show in October, has been cancelled. (b) Bendigo swap to go ahead.

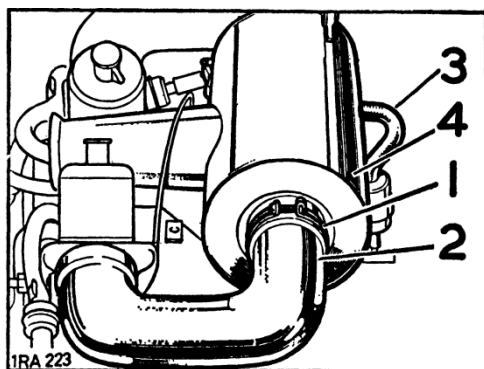
General Business.

Editors of the AOMC Newsletter. A vote of thanks was passed for the work in recent years by Francis Borg (*Sunbeam Car Club*) as Editor. It was also asserted that, for many years Mr. Mike Allfrey (*Jowett Car Club*) had been Editor, and he was thanked for his past efforts.

From Graham Hutchinson – CHACA – With Thanks

THOUGHTS ON CLEAN AIR

Some Late Winter Ramblings: Thoughts On The Coming Summer – From Your Editor



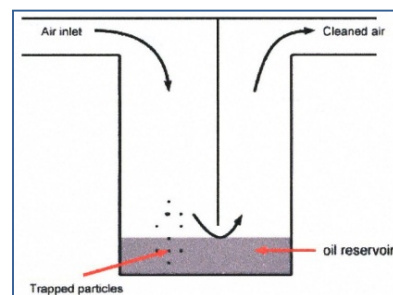
Early Spring, just after shaking off the chill winds of winter, is a good time to give careful consideration to the air cleaners fitted to our classic cars. The British classic car can feature an air cleaner of the following types:

- a) Oiled wire 'wool' screener,
- b) Oil bath, or
- c) Replaceable paper element style.

Left: A typical paper element air cleaner installation.

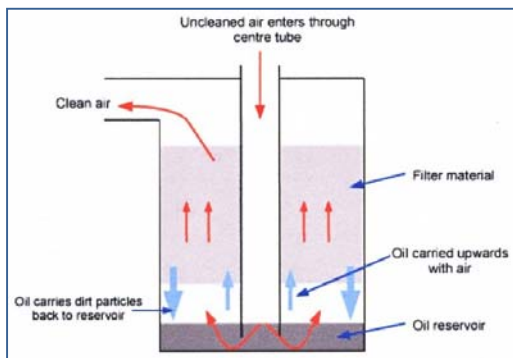
All types of air cleaner require periodic maintenance, and this maintenance is based on the good housekeeping principle: keep it clean. The most basic type of air cleaner is the original AC type, which consists of a steel tube capped by a pressed perforated steel housing that, prior to being finish-assembled, is stuffed with a coarse wire wool filtering medium. It should be noted that the wire wool does not catch all of the fine particles of dust. Such particles of dust are, mostly, caught by an oil film covering each wire strand in the filter's housing.

The second method of air filtration is the oil bath air filter. Air enters, often via a cyclone type inlet to prevent leaves and pieces of paper and other light weight debris from being sucked into the filter. The incoming air is directed downwards through the device towards a bowl containing a quantity of engine oil. The basic principle diagram, at right, shows how the airflow has to make a change in direction from travelling downwards towards the oil pool before then heading back upwards to the filter outlet. The air changes direction easily, however any dirt carried in the air is unable to make the turn due to its inertia so it continues straight on into the oil where it is trapped. This system is considered satisfactory for engines that are generally working in clean air environments such as cars. In farm equipment, it can be common to find a thick layer of stiff sludge in the oil reservoir if the filter is not cleaned regularly.



The majority of air filter makers, like AC and Burgess, have refined this principle to make it even more efficient at capturing the last remaining particles of dirt. The bottom of the air inlet pipe is submerged below the oil level so that the air must pass *through* the oil. At this stage the larger particles are captured by a combination of the inertia

principle as detailed above and by centrifugal force created within the oil reservoir. As the air heads back upwards

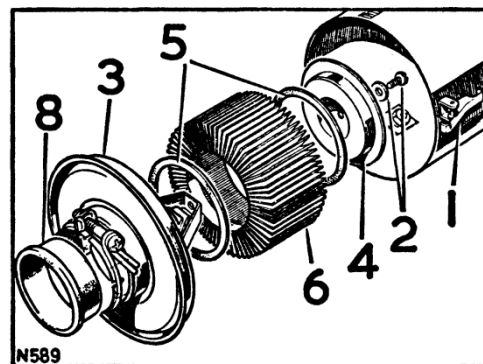


through the filter, it must pass through a packing material (fibre, mesh, foam or coarse metal wool). The air carries with it some oil up into the packing material where smaller dust particles become trapped and the cleaned air continues upwards and out of the air cleaner. The process of the air carrying oil with it up into the packing material has the effect of washing the dirt particles back down into the reservoir (diagram at left).

Oil bath air cleaners have been largely replaced by dry paper filters in most modern motor cars, as the oil makes servicing both messy and inconvenient, due to the frequency of cleaning required. Oil bath filters are very efficient at capturing dirt and can remove a large amount of dirt relative to their size from the incoming air without loss of efficiency. If correctly maintained, they are probably more efficient at providing clean

air to your engine than modern paper filters. That may be hard to believe, but in dusty conditions, many paper element air cleaners are fitted with a second element, inside the primary unit, to ensure adequate filtration.

The third type, the paper element type, has become the dominant type of air filter. The filter is usually a large metal canister as shown at the top of this article. The canister usually contains a cyclonic device for moving the incoming air and separating the larger, lighter pieces of debris that have been sucked in. The internal parts of a paper element system are shown at right. The element, item 6, consists of carefully folded, special porous paper that has been lightly oiled and is capable of trapping very fine particles of debris. This folded paper filtering medium is bonded to end face rubber discs that are soft enough to provide a proper seal within the canister, but still firm enough to resist distortion due to air intake vacuum. The physical size of the paper element has been carefully calculated to provide optimum airflow into the engine.



Maintenance Schedules

There is no set period, or mileage, for change intervals, but most motor car Owner's Manuals (Handbooks) do provide recommended servicing intervals. Obviously, should conditions be extremely dusty, then the recommended interval should be shortened. Conversely, where conditions are mostly dust free, the service interval, for peace of mind, should be that recommended by the car's Owner's Manual.

Dust types vary throughout Australia, and practical experience and warranty claim analysis has found that the area around Forbes and Condobolin in New South Wales has one of the most abrasive types of dust in the country. These variables in debris and dust must be taken into account when setting up a personal service schedule. Fortunately, most of our cars do not cover great distances in a year. But should a dust situation be encountered, for example, while driving through Victoria's Mallee area, then special attention must be given to the air filtration system. In severe dust conditions, it is surprising how much dust can be trapped by an efficient air filtration system. The RACV Fly The Flag Tour is usually scheduled for the month of March, which means that after a very dry summer period, there can be large amounts of abrasive dust being sucked into our air cleaners – they will then need special attention.

Cleaning The Air Filter

Each type of air filtration system requires good housekeeping. The basic type can be of the wire wool in a canister type. These air filters can only be cleaned by immersing in degreasing fluid and then washing them out with a pressure jet of water from a hose. Once all the dirt is washed out, the filter assembly should be thoroughly dried. It is most important that the wire wool filtering medium is properly dry before light oil is applied to the filter. The filter should then be set aside so that excess oil can be drained from it.

The oil bath type is more complex and is a bit messy. Usually these filter assemblies contain an oil bath (base) and above it a removable container filled with wire wool (the filter medium). These two components may be retained as a completed assembly by either a single circular clamp, or by three over-centre toggle clamps. All types require that the oil bath and the filtering medium be serviced together. The oil should be drained into an oil disposal tank, and then, if dirt has settled in the bottom, it should be prised out and discarded appropriately. In cases where the air filter has been neglected for a long period, the sediment can be very hard and can be difficult to remove. This is particularly true if water has entered the intake system (heavy rain or overnight condensation). Water will, naturally, settle in the bottom of the oil reservoir and, in extreme cases, can cause rust – which makes it extremely difficult to clean out the trapped debris.

Both the oil reservoir and the metal wool filtering medium are thoroughly washed in degreasing fluid and then pressure washed with water. The two components must be thoroughly dried prior to assembling, with clean engine oil filled to the correct level in the reservoir, and the filtering medium well wetted with engine oil and set aside to drain.

Paper element type air filters are, quite likely, the most common type used in British classic motor cars, and these require great care when cleaning. The care instructions in an Owner's Manual should be carefully followed. There are some paper filter elements that can be washed out with soapy water. For such elements, it is best to carefully follow the maker's instructions that come with the packaging. Again, these must be perfectly dry before they are put to use.

Conclusion

Which type is the best?

All three types discussed here have their virtues. However, tests carried out with combine harvester engines in a particularly drought affected harvesting season, on the Hay Plains in southern NSW, revealed that the oil bath type was superior in performance, however, its servicing was seen to be time consuming. We resorted to more frequent and quicker paper element servicing, keeping a wary eye on the condition of the rubber seals, as a result of the tests.

The best advice for your British classic, is to 'service it by the book – and a bit more'!

Mike Allfrey – Editor

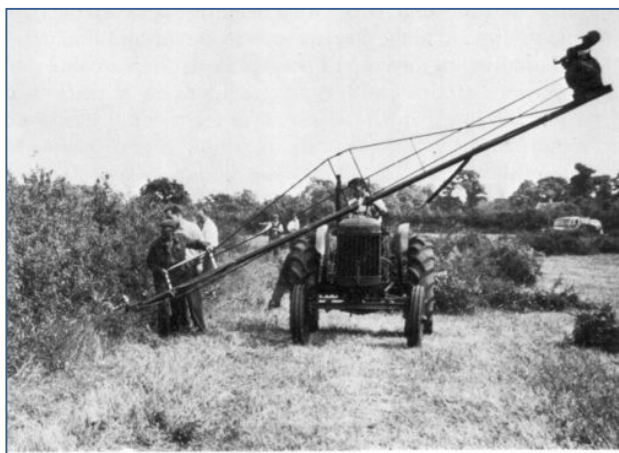
A FIRST DRIVE ON PUBLIC ROADS

An Amusing Little Story

In 1956, the first year of my farm machinery apprenticeship, and in much more relaxed times, a learner driver could tie a pair of 'L' plates on to an agricultural tractor and drive it solo. There being no other seat, it was not possible to have a riding instructor. Thus it was that my first powered four-wheel adventure on the Queen's highways was driving a Ferguson TEF-20 (a Grey Fergie to most these days). We were to demonstrate the tractor with a Bomford & Evershed hedge trimmer to a farmer about four miles along the road near a little village called Pill. What a name for a village – I could understand 'Pillning' or 'Pillashton', but plain Pill seemed strange!

The Bomford & Evershed hedge trimmer consisted of a long tubular boom across the tractor, pivoting in a yoke just in front of the steering wheel. This allowed the boom to pivot up and down to set the hedge cutter's height. At the right end of the boom there was a heavy duty cutter bar that could be swung through an arc of about 180 degrees. The method was to cut the top of the hedgerow and then, in two more passes, trim the sides. The cutter bar was quite heavy and, about twelve feet from the cutter bar, there was a counter-weight in the form of a single cylinder Petter diesel engine. This engine drove the cutter bar with a long vee-belt.

I carried out a pre-delivery check on the tractor and hedge trimmer, tied on my brand new 'L' plates and set off for Pill. Our area salesman, Francis Brasnett, was going to operate the trimmer, while I drove the tractor. Francis was ex-Army, and all such demonstrations were carried out with military precision. The tractor was to be driven precisely two yards from the field's hedge line, in second gear with the throttle set at a brisk idle. The farmer was impressed with what he saw and gave us the go ahead to commence the demonstration.



I carefully set the tractor in motion, and while keeping a close eye on the distance from the blackthorn hedge and watched as Francis controlled the height of cut by holding the cutter-bar's guiding handle close to his chest. All went well for about a hundred yards when it happened. Poor Francis tripped on a blackberry runner and finished up spread-eagled in the grass – the cutter bar went down and the Petter engine sailed up to a crazy angle!

Left: An old photo from Bomford & Evershed – with thanks. The hedge cutter is shown mounted on a different tractor, but it graphically illustrates what happened.

For ever after, I have admired the farmer's wit and sense of humour. As soon as Francis and I had composed ourselves, the farmer said, "ARRHH! Well Lad! If I'd wanted a gateway there, I'd 'ave told thee!"

We sold the tractor, after removing my 'L' plates, and the hedge trimmer on the spot, and I missed out on driving back to the workshop. That trip was made as a passenger in a Standard Ten pick-up.

Note in the photo above, the demonstrators are wearing white coats. This was *de rigueur* clothing for demonstrations of even the messiest farm machinery demonstrations.

That was my first on-road driving experience!

Mike Allfrey

DON'T FORGET – PHIL'S TOURING DAY OUT – Sunday 23rd September!

EVENT REPORTS AND NOTIFICATIONS

ABCCC EVENTS OF YESTER-TIME

THE GREAT ABCCC CHARABANC COUNTRY TOUR – Sunday, 5th August 2012

The mighty motor coach was polished and well warmed-up in time for us to board and make ourselves comfortable. At the controls was Craig Higginson, with Ray and Lyn keeping us all entertained. We set off through Sydenham and onto the Western Freeway towards Ballarat. Aha! So that was to be our destination. Not so, because Craig soon steered us in a northerly direction, and we had a morning tea break in a park near Blackwood.

It was all aboard time again, and we motored on into central Victoria to the premises of Cricket Willow, not far from Daylesford. This was a very interesting place to visit: a little place called Shepherd's Flat. Here, we were made welcome by the proprietor and were shown an interesting collection of cricket memorabilia as we settled in the Gallery.



Left: Doing what we do well: a morning tea stop.

We were then taken on a tour of the locale, and, sadly, could not view machinery actually forming Jabaru cricket bats because the machine did not meet health and safety requirements. We did witness an over one hundred years-old tradition of cricket bat willow trees growing on the flat area below the factory. Being winter, the trees were leafless, but they stood in stately rows for us to admire.

The making of a cricket bat is quite a complex task, and we could see that a good bat should be treated with utmost respect. After the tour, and many tales from our guide Mr. Tinetti, it was time for a barbecue lunch and a good natter. Finally, it was time to board the motor charabanc again. The next stop was in the main street in Daylesford, where we could browse the shops for a spell.

On the way home, we were given a little general knowledge quiz and, for those of you who have kept your quiz sheets, here are the correct answers, in numerical order:

1 – B, 2 – C, 3 – C, 4 – A, 5 – B, 6 – C, 7 – A, 8 – C, 9 – A, 10 – B, 11 – A, 12 – B, 13 – C, 14 – A, 15 – A, 16 – C, 17 – A, 18 – A, 19 – B, 20 – B, 21 – B, 22 – A, 23 – A, 24 – C, 25 – A, 26 – C, 27 – A, 28 – B, 29 – C, 30 – B.

Should there be any disputes, please resolve them with our Quiz Mistress, Lyn Higginson!



Left: A happy group of charabanc tourists.

To Ray, Lyn and Craig, it was a fabulous day out, and we all enjoyed it immensely. Special thanks from all of us (above) for arranging such a splendid day out for us.

As we left the Moonee Valley Coaches depot, there was a very heavy storm, with rain reducing visibility considerably. The photo above was taken just in time!

All Of Us

VIETNAM TOUR INFORMATION AFTERNOON – Sunday, 19th August 2012

A Useful Pre-Tour Briefing For Those Who Have Booked

We were made very welcome at the home of Paddy and David Bullard for an afternoon's session on the super-extensive itinerary for the forthcoming Vietnam tours. Sue and I were present representing the club's magazine. The itinerary was presented in detail, and it was soon realised that those who are taking part are in for some very special tourist activities. It is wonderful that parts of internal travel are by overnight train journeys, complete with very early morning arrivals at destinations.

There were quite a number of questions from the floor, and answers were quickly given to all of them

To those of you who are booked on these two tours, you are about to experience something very special. Please, someone, write it all up for this magazine, for it is going to be an experience that will need to be shared with all of us who could not make it – this time.

Our collective thanks to Paddy and Mrs Huong for putting it all together. Thanks are also due to Paddy and David for putting on such a vast afternoon tea.

Mike Allfrey – Editor

FAST-APPROACHING ABCCC EVENTS

YARRA VALLEY ARCHERY PARK RUN – Sunday, 9th September 2012

This is an event not to be missed. It will be our third visit to this venue, however, the previous events have been held mid-week and a lot of members missed out. This will be our chance to see if we can all improve our scores of previous contests. It is now fully booked. We'll meet at the Lilydale International Club, Nelson Road, Lilydale (Melway Map 38, Ref: H3) for a 9:30 departure. Contact Colin or Joy with questions at 5964 9291.

Colin Brown

PHIL'S TOURING DAY OUT – Sunday, 23rd September 2012

We will meet at the Lilydale International Club's car park in Nelson Road, Lilydale (Melway Map 38, Ref: H3) at 9:00 am for a 9:15 departure.

Our drive will take us to Yarra Junction where we will enjoy a short break for a street wander and a tea/coffee break. Then we drive on through some of Victoria's best forests and rich pastures. We will arrive at a country pub where we will enjoy a lovely lunch at reasonable prices; drinks will be at bar prices. I will need to advise the pub of numbers for catering purposes. Therefore, please advise me if you will be joining us. Contact Numbers – (03) 9842 5449 or 0417 568 851.

Look out for and follow the Morgan!

N.B. All members will be given route details prior to departure.

Phil Cook

A HIGH TEA ON THE HIGH SEAS – Sunday, 7th October 2012

Fancy a high tea on the high seas?

Come and join us on board the Sorrento – Queenscliff Ferry and indulge an afternoon high tea while watching the spectacular scenery.

When: Sunday, October 7th.

Where: Meet at end of pier at walk-on terminal, Melway Map 157, Ref: C6 and 7.

Time: 11.30 am to catch midday ferry.

Cost: \$40.00 per head which includes glass of champagne, tea, coffee, orange juice, as well as high tea.

Interested? Please contact Karen on 0409 028 534 by September 21st, as numbers need to be confirmed for catering purposes. Payment is required on the day. We suggest you bring your everyday-drive car, as we will be parking in public car parks - and we all know our classic cars are very precious!

Karen McDonald

ABCCC 2013 SOCIAL PLANNING MEETING – Sunday, 28th October 2012



It is that time of year again, when we will hold our Social Planning Meeting, commencing at 12:00 noon. It is open to our Committee, and to those who have ideas for club events and are prepared to run them. This meeting is an important part of our club year, and we need good-ideas input. Come along with your ideas, and let's plan a really good year's classic motoring. Our club aims to have two events per month, and sometimes, there can be three events. After the meeting there will be a barbecue to seal the events. Meat and drinks will be supplied; ladies please organise salads and desserts by liaising with Maxine Pettigrew.

Left: Snapped at the 2009 Calendar Planning Meeting.

The Social Planning Meeting will be held at the home of Tony and Maxine Pettigrew, 16 Lawler Lane, Coldstream (Melway Map 280, Ref: K5). Please call Maxine on (03) 9739 1146 to advise of your attendance. You can also send an E-mail to tony3@tpg.com.au. We look forward to a good range of imaginative ideas for next year.

Tony Pettigrew – President

A VISIT TO THE HEALEY FACTORY – Wednesday, 14th November 2012

The Rover Car Club of Australia Inc., has organised an evening factory visit to the famous Healey Factory. They have kindly asked our club to join them.

Where	646 Whitehorse Road, Mitcham, Victoria.
Melway Map	Map 49, Ref: A9
When	Wednesday, 14 th November 2012
Time	Meet at 7.00 pm for a 7.15 pm prompt tour start
Tea and Coffee	Provided by the Rover Car Club of Australia
Reason For Notice	The Healey Factory has asked that the minimum numbers for group size should be 40 persons. Realistically, the RCCA may not achieve this target, so the All British Classics Car Club has been invited to join in.
What's to See?	Sports cars being restored to highest standards; fantastic work with aluminium for 'new' bodies; chassis restoration; paint preparation and finish; trim installation; and a showroom full of sparkling sports cars.
Who to Notify	Mike Allfrey – Telephone (03) 9729 1480, or you can email michael.allfrey@bigpond.com
Bookings Close	Please make your booking for this interesting evening prior to Friday, 9 th November 2012.

Recently, I have made use of some services provided by the Healey Factory, their service has been entirely satisfactory, and the visits have always meant an interesting walk through their showroom. This is an event not to be missed! The RCCA folk are pretty good too!

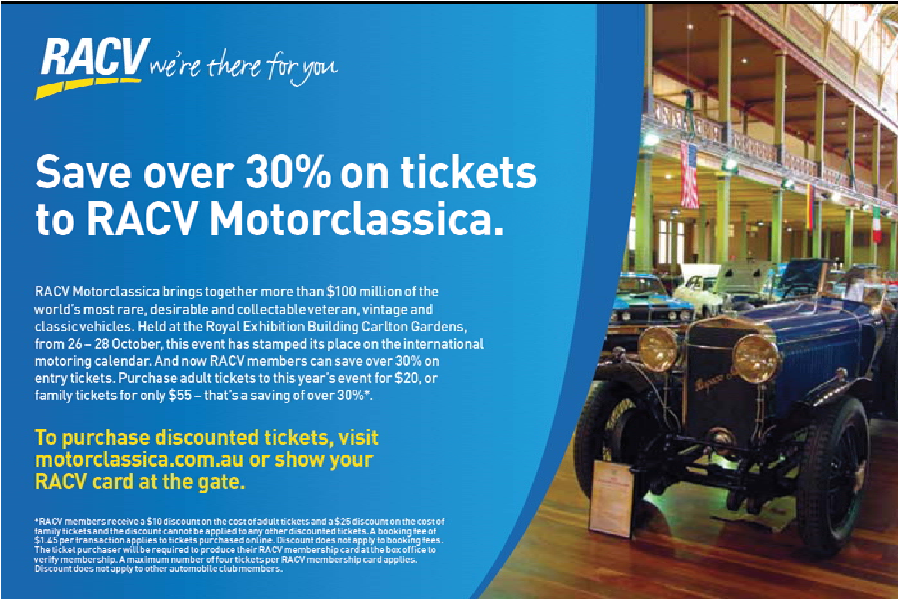
Our thanks to the RCCA for doing all of the ground work on this exciting event.

Mike Allfrey – Editor

OUR BRAIN TEASER

The number 8,549,176,320 is a unique number – can you tell what is so special about it?

The answer is early-on in this magazine, look for it, it is definitely there!



RACV *we're there for you*

Save over 30% on tickets to RACV Motorclassica.

RACV Motorclassica brings together more than \$100 million of the world's most rare, desirable and collectable veteran, vintage and classic vehicles. Held at the Royal Exhibition Building Carlton Gardens, from 26 – 28 October, this event has stamped its place on the international motoring calendar. And now RACV members can save over 30% on entry tickets. Purchase adult tickets to this year's event for \$20, or family tickets for only \$55 – that's a saving of over 30%.

To purchase discounted tickets, visit motorclassica.com.au or show your RACV card at the gate.

*RACV members receive a \$10 discount on the cost of adult tickets and a \$25 discount on the cost of family tickets and the discount cannot be applied to any other discounted tickets. A booking fee of \$1.45 per transaction applies to tickets purchased online. Discount does not apply to booking fees. The ticket purchaser will be required to produce their RACV membership card at the box office to verify membership. A maximum number of four tickets per RACV membership card applies. Discount does not apply to other automobile club members.

THE INEQUITY OF IT ALL

A motor mechanic was removing a cylinder head from the engine of a **Jaguar** when he spotted a well-known cardiologist in his shop. The cardiologist was there waiting for the service manager to come and take a look at his car when the mechanic shouted across the garage, "Hey Doc, want to take a look at this?"

The cardiologist, a bit surprised walked over to where the mechanic was working on the Jaguar.

The mechanic straightened up, wiped his hands on a rag and asked; "So Doc, look at this engine. I opened its heart, took the valves out, repaired or replaced anything damaged, and then put everything back in, and when I finished, it worked just like new. "So how is that I make \$20,000 a year and you make \$500,000 when you and I are doing basically the same work?"

The cardiologist paused, leaned over, and then whispered to the mechanic . . .

"Try doing it with the engine running."

Colin Brown