



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition N° 182

April, 2015

RACV FLY THE FLAG TOUR – March, 2015



2015 Tour Marshals. A whopping thank you to all of them for helping to make the 14th Tour the great accomplishment that it truly was. Sue Thompson's report is on Page 10. Photo from Gordon Lindner.

Associations Incorporation Registered Number: A00035462V

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Inc. from October, 2014 will be \$45.00. 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.

On The Web: <http://www.abccc.com.au>

www.facebook.com/AllBritishClassicsCarClub

Life Members: Pat J Douglas, Ross Wolstenholme

**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”

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB INC. – YOUR COMMITTEE

Executive Committee	Name	Telephone
President	Tony Pettigrew	(03) 9739 1146
Vice President	Nello Mafodda	(03) 9719 7949
Treasurer	Bill Allen	(03) 9846 2323
Secretary	Pat Douglas	(03) 9739 4829
Committee Positions	Name	Telephone
Membership Secretary	Gordon Lindner	0412 540 920
AOMC Delegate	Michael Allfrey	(03) 9729 1480
AOMC Delegate	Bill Allen	(03) 9846 2323
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291
Web Master	Ed Bartosh	(03) 9739 1879
Club Events Registrar	Sue Allfrey	(03) 9729 1480
Club Regalia	Maxine Pettigrew	(03) 9739 1146
Committee Member	Frank Sawyer	0408 633 778
Committee Member	Colin Brown	(03) 5964 9291
Committee Member	Ken McDonald	(03) 5975 1867
Committee Member	Rex Hall	(03) 9795 7669
Committee Member	Andrew Swann	(03) 9740 9225
Committee Member	Hans Pedersen	(03) 9894 0340
Magazine Editor	Michael Allfrey	(03) 9729 1480
Editor's Assistant	Rick Lloyd	(03) 9830 1752
The All British Classics Car Club Website: http://www.abccc.com.au		
The Association of Motoring Clubs Website: http://www.aomc.asn.au/		

CLUB INFORMATION

Visit the club's Website, <http://www.abccc.com.au> for information about how club matters are conducted.

THE VICTORIAN CLUB PERMIT SCHEME

For information about how the Victorian Club Permit Scheme is conducted by the All British Classics Car Club please visit the club's Website, <http://www.abccc.com.au>.

ABCCC EVENTS DIRECTORY

Note: For up to date requirements that are related to club (and other club supported) events, view the calendar at the club's Website <http://www.abccc.com.au>

April 2015

Sunday 26th Visit to Point Nepean – An ABCCC Event Bryan Tootell 0412 549 906
Start Venue – Buckley's Chance Café, 174 Ocean Beach Road, Sorrento (Melway Map 167; Ref: A8).

May 2015

Sunday 3rd Joint Event with ABCCC Queensland Members Tony Pettigrew (03) 9739 1146
Venue and Activity – Killara Wines, Corner of Warburton Highway & Sunnyside Road, Seville.

Sunday 17th AOMC Heritage Motoring Day Tony Pettigrew (03) 9739 1146
Venue – Meet on Maroondah Highway in good time for departure at 10:00 am for Yarra Glen.

Sunday 31st The 2015 BMS Run – An ABCCC Event Karen McDonald 0409 028 534
Start Venue – Caldermeade Farm, 4385 South Gippsland Highway (M420), Caldermeade (RACV-VicRoads Country Street Directory, Issue 9, Map 96; Ref: A5).

Saturday 30th & Sunday 31st Historic Winton – Austin Seven Club (Reference Only) (03) 5428 2689
Venue – Winton Motor Raceway, Winton, Victoria (Melway Map X922; Ref: B8)

June 2015

- Sunday 14th Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Start Venue – HMAS Cerberus, South Beach Road, Bittern (Melway Map 194; Ref: D1).
- Sunday 28th Kallista Run – An ABCCC Event Phil Cook (03) 9842 5449
Start Venue – **TBA**

July 2015

- Sunday 12th The ABCCC's Annual Luncheon – ABCCC Winter Event Colin Brown (03) 5964 9291
Venue – Club Kilsyth, Corner Canterbury and Colchester Roads, Kilsyth (Melway Map 51; Ref: E10).
- Sunday 26th An ABCCC Day Out Peter Lester (03) 9795 0033
Start Venue – **TBA**

August 2015

- Friday 7th to Sunday 9th An ABCCC Weekend Away Bryan Tootell 0412 549 906
Start Venue – **TBA**
- Saturday 8th Restoration Seminar – The Association of Motoring Clubs secretary@aomc.asn.au
- Sunday 23rd A Special Outing – An ABCCC Event Rob and Mary Nolan 0488 547 499
Start Venue – **TBA**

September 2015

- Wednesday 2nd A Mid-week Run – An ABCCC Event Peter McKiernan (03) 9787 6003
Start Venue – **TBA**
- Sunday 13th An ABCCC Run Tore Pannuzzo (03) 9764 2276
Start Venue – **TBA**
- Sunday 27th Geelong Run – An ABCCC Event Christopher Constantine (03) 9898 4431
Start Venue – The Geelong Area

October 2015

- Sunday 11th Picnic Run – An ABCCC Event Phil Cook (03) 9842 5449
Start Venue – **TBA**
- Saturday 17th & Sunday 18th Como Gardens Open Weekend – An ABCCC Supported Event George Hetrel (03) 9761 1341
29 Basin-Olinda Road, The Basin, Victoria. (Melway Map 65; Ref: J8) Bill Allen (03) 9846 2323
- Saturday 31st 2016 ABCCC Events Calendar Planning Meeting Tony Pettigrew (03) 9739 1146
Venue – **TBA**

November 2015

- Tuesday 3rd Melbourne Cup Day At Yarra Glen – An ABCCC Event Colin Brown (03) 5964 9291
Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen (Melway Map 275; Ref: B1)
- Friday 13th to Sunday 15th The ABCCC Indulgence Weekend – An ABCCC Event Peter McKiernan (03) 9787 6003
Venues – **TBA**
- Sunday 29th Farm Tour – An ABCCC Event Greg Anglin TBA
Cost – \$32.00 per person – Includes Farm Tour and Roast Style Lunch.
Venue – Warrook Farm, Monomeith, near Koo Wee Rup.
- Sunday 29th Berry Street For Kids Display – Triumph Car Club Event. Chris Sallmann csallmann@bigpond.com
Venue – Docklands, Melbourne.

December 2015

- Sunday 13th The ABCCC Christmas Lunch – The ABCCC End of Year Event. Maxine Pettigrew (03) 9739 1146
Venue – Natalie's, 669 Maroondah Highway, Mitcham, Victoria.

March 2016

- Sunday 13th to Saturday 19th 15th RACV Fly The Flag Tour – An ABCCC Major Event Tony Pettigrew (03) 9739 1146
Exploring – The West.

NOTE: TBA = To Be Advised

EDITORIAL NOTES – Issue Number 182

In this issue there is a fishing story with a difference. There was this large fish swimming around happily when it noticed a tasty morsel . . . , Sue Thompson has also sent in a full report on this year's RACV Murray River Fly The Flag Tour. The photos inserted into the report were kindly sent in by Peter Hibbert. Grateful thanks to each of you. In the May issue of *Your ABCCC News*, there will be some more photos from Gordon Lindner, one of our Nikon enthusiasts. I hope the photos are inserted in the right places but then, it probably does not matter! By all accounts, it was a very successful tour and your Editor has placed himself and Sue firmly at the front of the queue for next year's fifteenth running of our tour series. See the dates in the ABCCC Events Directory, located above this piece.

Being a member of two British-based car clubs, I receive newsletters from them and, in one of those newsletters, I found an interesting assertion from a member living in Switzerland, informing that an owner with a collection of classic and

older motor cars can operate up to one-hundred vehicles simply by transferring the licence (registration) plates from car to car, in a vehicle collection. This is based on the principle that he/she can only drive one car at a time. Suggesting such a scheme to our friends at VicRoads would, very likely, send them into paroxysms of non-cooperation!

You will notice at the foot of each page in this issue a note about the close-off date for *Your ABCCC News*. This reminder has been placed so that the task of getting the magazine to you is both easier and, hopefully, more consistently regular in arriving in your mail box – be it electronic or lodged at your driveway gate. Abiding by this already existing policy will, hopefully, ensure that ABCCC events information will arrive at the editorial desk in plenty of time for inclusion in the coming edition of *Your ABCCC News*. The close-off schedule also applies to event reports that, for the past eight months, I have not been able to attend easily. It is hoped that situation may change soon. I have no objection to writing up events that Sue and I have attended, but for those events that cannot be attended, a vivid imagination is definitely needed.

The AOMC Delegate's Meeting presentation about welding concludes on Page 8. The session brought back memories of completing a City & Guilds of London welding course during my apprenticeship. Then, it was all nuclear power station pressure vessel standards.

Mike Allfrey – Editor.

A COUPLE OF ADVERTISEMENTS

Free!

A quantity of *National Geographic* magazines 1965 - 2004, about 306 issues. They need to go to make some office space.

Open To Offers

A comparatively little-used Air Liquide (Victor) oxy-acetylene gas welding hand-piece, set of welding and oxy-acetylene cutting nozzles, cutting attachment, welding rods, fluxes, regulators and accessories. No gas bottles, they were rented.

Contact – Mike Allfrey on (03) 9729 1480.

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	Car	Model	Year
Roger Cole	Rover	P5B Coupé	1969

Gordon Lindner – Membership Secretary.

THE BIG ONE THAT DIDN'T GET AWAY

All the way down the West Australian coast last year I was looking for the chance to join a charter cruise and try and land a nice big fish. It didn't matter what sort of fish it was just for the experience.

Wal was happy to tag along but we found charters didn't seem too welcoming particularly for a woman. I had already been rejected by a gruff captain at Evans Head a couple of years earlier.

Finally my chance came when we decided to spend a week at Denham on Shark Bay. This is the breeding ground for the famous snapper and the all day cruise took you to the edge of the continental shelf where you could try and catch so many different species of fish.

Our day out arrived and we waited patiently at the wharf. Our fishing companions turned out to be friends of the owners a young seven-year-old girl, her mother and father.

The mother's dress immediately caused alarm, skimpy shorts, a short lace top. Stockings and lovely shoes – not ideal fishing gear. Now, I'm willing to give everyone a go but when she said she suffers from sea-sickness I was floored.

Anyway we set sail and out in the bay it became a little rough and the captain for the day was new to the boat and took a bit of time getting things going properly.

Our trip was to take about 2½ hours but within half an hour she was complaining and after an hour she was sick. She then spent the next hour complaining and hanging over the side of the boat. Finally she demanded to return to shore and reluctantly we agreed. We had taken 2 hours to get to that point and then it was another 2 hours back to shore.



As so much time had been wasted, the skipper decided to go after snapper as the area was just an hour away. So much for my deep sea fishing.

Our generosity at taking her back to shore seemed to be rewarded. I baited the giant hook with a whiting head and tossed it overboard. I was glad to be fishing at last. Suddenly, the line went tight, the rod bent and everyone on board quickly realised I had caught something big something very big!



I started winding it in but the tension was loose; we quickly tightened it and the fun began. The reel hadn't been properly maintained and the handle was stiff to turn so reluctantly I had to get the crew to pull my catch in for me.

My fish made three runs before it gave up and we gaffed it on board. I had caught a Cobia which the crew estimated to be 40 years old. It was so big it didn't fit in their large freezer – its tail hung out in the breeze. I couldn't hold it myself it was too heavy.

On shore, we filleted it and there was enough for meal for the 2 crew and other fisherman on board and a couple of extra meals for us.

If you don't believe my story just look at the photos.

PS: The only other keeper caught that day was a snapper caught by the other fisherman on board.

Sue Thompson.

A FEW MATTERS OF MOMENT THAT ABCCC MEMBERS CAN PONDER OVER

Here are a few gems for you to browse through while enjoying a cup of tea or coffee:

- ✦ In the 1400s a law was set forth in England that a man was allowed to beat his wife with a stick no thicker than his thumb. Hence we have 'the rule of thumb'.
- ✦ Many years ago in Scotland, a new game was invented. It was ruled 'Gentlemen Only – Ladies Forbidden'. And thus, the word GOLF entered into the English language.
- ✦ The first couple to be shown in bed together on prime time TV was Fred and Wilma Flintstone.
- ✦ Coca-Cola was originally green.
- ✦ It is impossible to lick your elbow.
- ✦ The cost of raising a medium-size dog to the age of eleven: £10,120.00.
- ✦ The first novel ever written on a typewriter, Tom Sawyer.
- ✦ Each King in a pack of playing cards represents a great King from history: Spades – King David; Hearts – Charlemagne; Clubs – Alexander-The-Great; Diamonds – Julius Caesar.
- ✦ In mathematics – $111,111,111 \times 111,111,111 = 12,345,678,987,654,321$ (*how many of you reached for your calculator?*)
- ✦ If a statue in a park of a person on a horse has both front legs in the air, the person died in battle. If the horse has one front leg in the air, the person died because of wounds received in battle. If the horse has all four legs on the ground, the person died of natural causes.

Question: If you were to spell out numbers, how far would you have to go until you would find the letter 'a'?

Answer: One thousand.

Question: What do bulletproof vests, fire escapes, windshield wipers and laser printers have in common?

Answer: All were invented by women.

Question: What is the only food that doesn't spoil?

Answer: Honey

- ✦ In Shakespeare's time, mattresses were secured on bed frames by ropes. When you pulled on the ropes, the mattress tightened, making the bed firmer to sleep on. Hence the phrase – 'Goodnight, sleep tight'.
- ✦ It was the accepted practice in Babylon, 4,000 years ago, that for a month after the wedding, the bride's father would supply his son-in-law with all the mead he could drink. Mead is a honey beer and because their calendar was lunar based, this period was called the honey month, which we know today as the honeymoon.
- ✦ In English pubs, Ale is ordered by pints and quarts. So in old England, when customers got unruly, the bartender would yell at them 'Mind your pints and quarts, and settle down.'
It's where we get the phrase: 'Mind your P's and Q's.'

- ✦ Many years ago in England, pub frequenters had a whistle fired into the rim, or handle, of their ceramic cups. When they needed a refill, they used the whistle to get some service.

'Wet your whistle' is the phrase inspired by this practice.

Fact – At least 75% of people who read this will try to lick their elbow!

Don't delete the following just because it looks weird – believe it or not, you can read it:

'I cdnuolt blveiee that I cluod aulacly uesdnatnrd what I was rdanieg. The phaonmneal pweor of the hmuan mnid Aoccdnrig to rscheearch at Cmabrigde Uinervtisy, it deosn't mttaeir in what oredr the ltteers in a word are, the olny iprmoatnt tihng is that the firs t and last ltteer be in the rghit pclae. The rset can be a taotl mses and you can still raed it wouthit a porbelm. This is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the word as a wlohe. Amzanig eh?'

You know you are living in 2015 when:

1. You accidentally enter your PIN on the microwave.
2. You haven't played Solitaire with real cards in years.
3. You have a list of 15 phone numbers to reach your family of three.
4. You E-mail the person who works at the desk next to you.
5. Your reason for not staying in touch with friends and family is that they don't have E-mail addresses.
6. You pull up in your own driveway and use your mobile phone, to see if anyone is home to help you carry in the groceries.
7. Every commercial on television has a Website at the bottom of the screen.
8. Leaving the house without your mobile phone, which you didn't even have the first 20 or 30 (or 60) years of your life, is now a cause for panic, and you turn around to go and get it.
10. You get up in the morning and go on line, before getting your coffee.
11. You start tilting your head sideways to smile.
12. You're reading this and nodding, and laughing.
13. Even worse, you know exactly to whom you are going to forward this message.
14. You are too busy to notice there was no item '9' in this list.
15. You actually scrolled back up to check that there wasn't an item '9' on this list.

AND FINALLY – NOW U R LAUGHING at yourself – and – stop trying to lick your elbow!

Peter Hibbert.

IT HAPPENED TO ME

Once upon a time as a young lad I became the proud owner of a Morris Mini Deluxe. As one fellow ABCCC member can attest, I really loved that car. I lovingly washed and polished it at every available opportunity whether it needed it or not. I also introduced a few modifications which I was sure made the car go faster. That car was perfect.

Then one day I heard a rattle. It seemed to come from just in front of me as I was driving along. Naturally I checked the full width parcel shelf – no rattle here. I then checked the centrally mounted speedo pod and the extra dials I had installed – no rattle here either.

The rattle was starting to annoy me. I couldn't pin it down because it only rattled when I was driving. Stationary there was no rattle whether I revved the engine or let it idle. One quiet night as I was driving home with the window open I noticed that the rattle seemed to be coming from outside the car. My first thought was a loose hub cap but then I realised that one of my go-faster modifications was to remove the hub caps and paint the wheels white. Very trendy for the time and surely the reduced weight helped the speed and mileage.

Since I had now found that the rattle was coming from outside the passenger compartment even though it seemed to be right in front of me, the next option was to check that everything under the bonnet was properly adjusted and tightened. Sports air cleaner, check. Rocker cover, check. Then I would take a test drive and find that the rattle was still there. So check some more nuts and bolts and anything else that might rattle under the bonnet and test drive again.

After one such test drive with the rattle slowly getting worse and my blood pressure rising I pulled in to our driveway and stopped to say G'day to my dad who was working in the garden right beside the driveway. As I wound the window down he said: "Why don't you tighten that bloody number plate".

I did that and surprisingly that annoying rattle never reappeared.

Colin Oberin.

368•85 M.P.H.!

Introduction

Some time ago, the late John Holmes left a number of old motoring magazines with the Editorial office. While having a look at a copy of The Autocar, an English magazine, dated 25th August, 1939 an article was eye-catching, not only for its story and pictures, but for the use of then-modern technology. The publication date and the successful land speed record date were only two days apart! The Land Speed Record attempt took place on the Bonneville Salt Flats, near Salt Lake City, Utah on the western side of the United States.

This means that the message must have been 'wired' to the eastern coast and then, via the Trans-Atlantic cable to southern Ireland and then on to London. Quite an achievement more than seventy-five years ago. The Autocar would have been in the WH Smiths news agents all over Britain, the day before its publication date, which makes this timing even more incredible.

It should be noted that on 16th September, 1947, again at Bonneville Salt Flats, John Cobb in essentially the same car, then called the Railton Mobil Special, raised the record to 394.196 m.p.h., with eighteen years-old engines. Read on!

John Cobb the new Land Speed Record Holder – Twin-engined Railton Averages Over Six Miles a Minute at Bonneville Salt Flats, Near Salt Lake City. From John Dugdale of 'The Autocar', who is with Cobb at Utah.

Milestones in the History of the Land Speed Record

- ◆ 1904 103.56 m.p.h. (Rigolly)*
- ◆ 1920 156.04 m.p.h. (Milton)*
- ◆ 1927 203.79 m.p.h. (Segrave)**
- ◆ 1932 253.97 m.p.h. (Campbell)**
- ◆ 1935 301.13 m.p.h. (Campbell)**
- ◆ 1938 350.20 m.p.h. (Cobb)**
- ◆ 1938 357.50 m.p.h. (Eyston)**
- ◆ 1939 368.85 m.p.h. (Cobb)**

* One way only. ** Mean of two runs.

Right: John Cobb settling into the Railton's cockpit.

Bonneville Salt Flats, August 23rd, 1939.



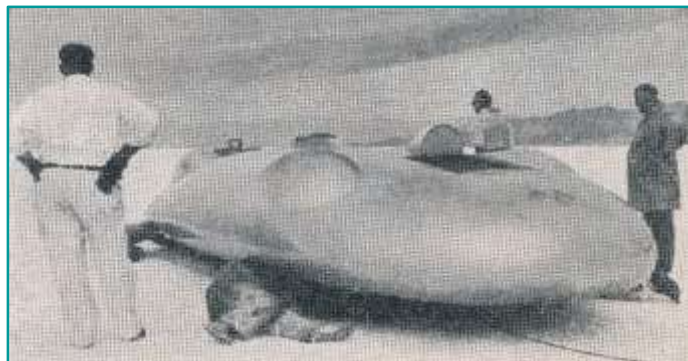
By 6 o'clock this morning John Cobb driving his special aero-engined Railton car, had broken the world's land speed record of 357.5 m.p.h. set up last year by George Eyston's *Thunderbolt*. His exact speeds for his two best runs were 370.75 m.p.h. and 366.97 m.p.h. He thus beats Eyston's speed by over eleven m.p.h. Far away in England it is probably difficult for the reader to appreciate the magnitude of Cobb's achievement and to visualise the extraordinary scene out here on the Salt Lake.

The attacking of the land speed record is something unique in several ways. First, the white salt track itself is thrilling both in aspect and in history. Second, everyone concerned with the record has to arise with the dawn and there is the strangest hush over the lightening desert. Third, one must face up to the great personal risk of this endeavour, this attempt to travel faster on land than any man has done before. Together, these impressions give a most exciting and expectant atmosphere.

This morning the officials of the American Automobile Association (familiarily known as the 'Three A.s') and the time keepers were early at their posts. Incredibly soon it seemed to be broad daylight and sooner still it was, as usual in August in the State of Utah, a bright sunny day. Presently that day would become almost unbearably hot (over 100 °F in the shade), and so preliminaries were hurriedly completed.

Really that two-engined Railton standing waiting on the salt ready to have its fish-like body dropped down on to the chassis (for the body has to be removed for the wheels to be changed and the engines to be checked) looked for all the world as if it were just getting dressed! Anyway, before the car's body is fitted the engines are started by a separate starting engine and warmed for the run to come.

The engines are switched off. The body is lowered onto the chassis, and Cobb climbs in. Getting a car like the Railton off the mark is not exactly a job that anyone might undertake. A lorry is driven up behind, a special bumper gear engages with a push-bar in the tail of the Railton, and the two machines start slowly away. After a while Cobb switches on, the four wheels turning, the two transmissions jerk and the engines cough, black smoke puffing suddenly out from the top and from beneath. There is more coughing, a roar, and the engines are alive. The lorry slows and the Railton speeds away.



By now it is already uncomfortably hot in the sun and the glare from the white salt plays unpleasant tricks with the driver's vision. Apart from this sort of mirage effect the Bonneville Salt Flats are so vast that the curvature of the earth's surface is clearly apparent and to the 370 m.p.h. driver the ground seems to drop away before him. The black-paint line leading straight across the salt is his main guide.

Left: Last minute preparations. Fixing the body, which has to be removed to change the wheels.

many miles away. The roar of its engines rises and then falls away into the distance. Watching from behind the timekeepers' depot at the beginning of the measured mile one gets only a brief glimpse of this terrific 6-mile-a-minute progress; a glimpse, however, which accompanied by the roar of the car and the long plume of white salt, is sufficient to give a most lasting impression. The time is announced, "9.76 sec". That represents 370.75 m.p.h. Splendid! At that rate he should break the record by miles!

Six miles down the track the mechanics lift the body to change the wheels and to refuel, for the regulations governing the record require that the runs in each direction must be made within the hour. The work is completed to time and in the distance one hears the hum of the accelerating car again. The eye picks out its image. As steady as an arrow, the Railton comes. Not until Cobb is well past does one hear that sudden harsh roar, for he has outstripped the sound of his own engines. There is an eager impatience for the time – 9.81 sec. That represents an average of 366.97 m.p.h., and Cobb has done it!

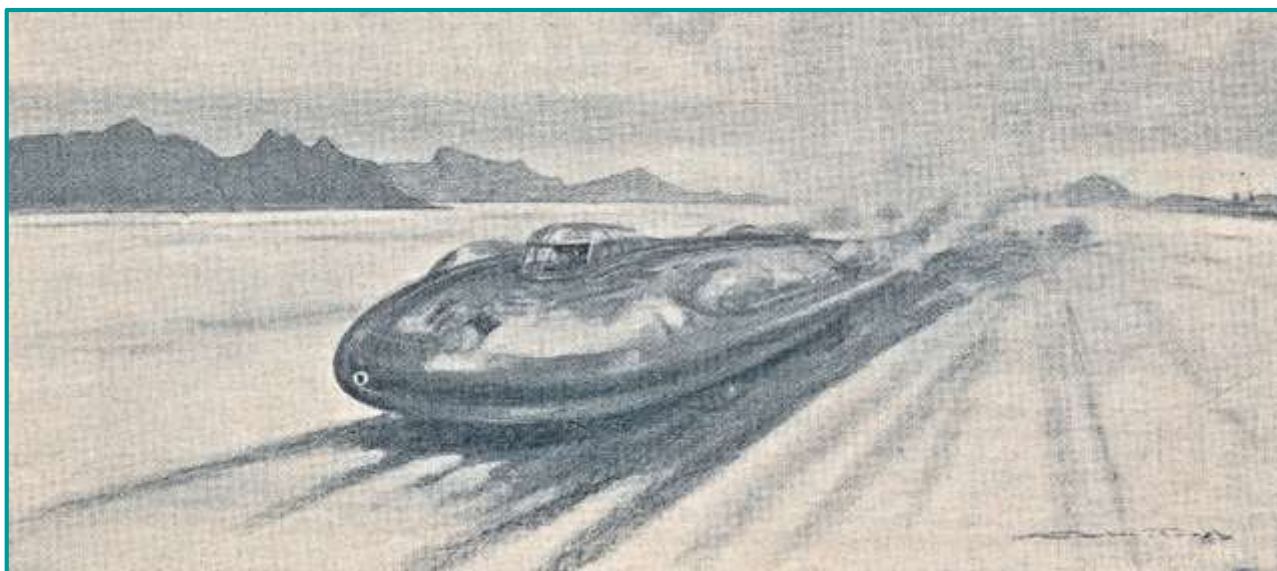
At the same time the kilometre record was also taken at 369.74 m.p.h. (595.02 k.p.h.) The two kilometre runs were: North, 367.92 m.p.h. (592.09 k.p.h.) or 6.08 Sec., and South, 371.59 m.p.h. (597.99 k.p.h.), or 6.02 sec.

Reid Railton believes that the car still has speed in hand and that 378 m.p.h. is a conservative maximum. The Dunlop tyres are almost unmarked, and take a good share of the credit for the 11 m.p.h. improvement on last year's figure. Their treads are only 0.020" thick! Twenty covers were used up in test runs before the record was taken.

Cobb reports the car as being most tractable. He was not worried about the wind; the chief difficulty being in changing gear. The absence of flywheels and clutches makes it extremely easy to stall the engine, as indeed, happened in Tuesday's unsuccessful attempt. Cobb will try for the longer records on Friday. On each run twelve miles were covered and there was a 25 min. pit stop at the end of the north run, during which the body was removed, four wheels changed, fuel and oil taken on, and some plugs changed.

The engines are supercharged Napier Lion aeroplane units of twelve cylinders, arranged in three banks of four cylinders each. The capacity of each engine is 23,936 c.c., and the power from each is over 1,250 h.p. at 4,000 ft altitude. At sea level the power developed is 1,480 h.p. at 3,600 r.p.m. It may come as a surprise to readers of *The Autocar* to learn that these engines are ten years old and were originally installed in Miss Betty Carstairs' high-speed motor boat *Estelle*, in 1929. By modifications to the supercharger a considerable increase of power has been obtained and other amendments have brought about a reduction of weight to 1,120 lbs. each, the weight per horse-power now being approximately 0.83 lb.

So for the first time in history the land speed record stands at over six miles a minute.



Above: An impression of the Railton at speed on Bonneville Salt Flats, by F. Gordon-Crosby.

AOMC NEWS

AOMC Delegates' Meeting Dates

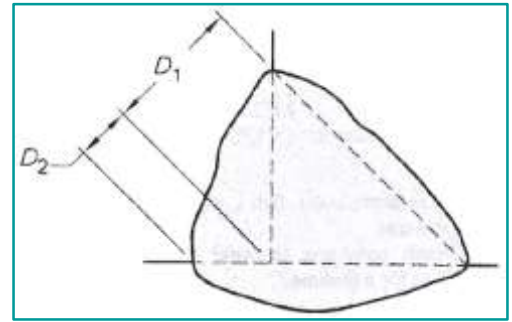
For your diary – the Delegates' Meetings are generally held on the third Mondays of February, May, August and November of each year. The remaining dates for 2015 are as follows:

- | | |
|----------------------------------|---|
| May 15 th , 2015 | Delegates' Meeting |
| August 17 th , 2015 | Delegates' Meeting |
| November 16 th , 2015 | Delegates' Meeting and Annual General Meeting |

All meetings for these dates will be held at the Chevrolet Car Club Rooms at 1/3 Edgecombe Court Moorabbin (Melway Map 78; Ref: B7). Meetings begin at 7:30 pm and feature a guest speaker. Visitors from clubs are welcome to attend.

AOMC GUEST SPEAKER – Monday 16th February, 2015 (Continued from last month)

Figure 4. shows a cross-section of a typical fillet weld that joins two pieces of plate (e.g. chassis components) the parent metal pieces are represented by the straight vertical and horizontal lines. Theoretical dimension, 'D1' shows the visible extent of the weld joint and 'D2' indicates the amount of weld penetration into the pieces of metal. *Figure 4. Ideal weld penetration.*

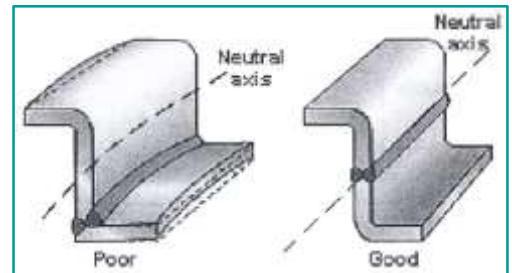


For a sound welded joint, the penetration is very important. The degree of penetration never forms a straight line. However, a close-controlled depth of penetration line can be maintained using computer controlled automatic welding equipment. A motor car restorer does not have such equipment. A sample weld, if required, can be cut through, lished and acid etched. This will, after welding steel, reveal the amount of penetration as a slightly different tone of grey.

It is a good idea, if the penetration is satisfactory, to record the electric welder's current settings (both coarse and fine settings if appropriate), electrode size or wire speed (MIG welding equipment) and the thickness of the metal plates being joined. Practice will provide the speed of creating the weld joint.

Right: Figure 5. Illustrating the method of making a strong repair weld.

Figure 5. shows how, for example, a chassis rail can be constructed or repaired, by using two formed angle pieces. At left is a less than desirable weld joint that can create some distortion and be subjected to bending forces due to load. At right is a stronger method of creating or repairing the same section and is visually more pleasing. Note that in both instances, the join has been welded on both sides.



Ron Mays also told us about the various regulations with regard to welding operations on motor vehicles.

Australian Design Rules (Vehicles)

The Australian Design Rules (ADR) has specific data on welding:

- Welding Chassis / Frame / Engine Mountings
- Welding Axle
- Welding Steering Column
- Welding Steering Rack
- Welding Suspension
- Welding Towbars
- Welding Trailer Drawbar / Coupling / Safety Chain

ADR Section 4. Mandatory Requirements For Heating Or Welding Of Steering Or Suspension Components

The heating or welding of steering or suspension components must be accompanied by a satisfactory report from a suitably qualified person, such as an engineer or metallurgist. The report must confirm that the modified parts are at least as strong as the original and contain no latent defects. Every modified part must be given a unique permanent identity number, which must be recorded by the modifier.

Note: The Engineer or Metallurgist specified in this section must be appropriately experienced and qualified in the assessment of welded or heat treated metal components.

The accompanying report, must include comments on:

- material specifications of the component to be modified;
- a specification of weld material and compatibility with the parent metal if welding is involved;
- description and/or diagrams of the weld preparation of the component if welding is involved;
- **details of weld procedure used including method of weld procedure qualification, (including Australian Welding Code Name and Number);**
- **details of welding operator qualifications and method of qualification;**
- details of pre-heating used if required prior to the modification;
- details of heat treatment procedure after modification;
- hardness testing before and after and after the modification of the modified zone; and results of non-destructive testing.

ADR Section 5. Australian / New Zealand Welding Standards

While the following standards are not specifically intended for use by the automotive industry, they nonetheless contain useful information that can be successfully used by the industry. These standards refer to other standards for specific functions or activities and these should also be consulted. It is essential, particularly for commercially executed work, that **all weld procedures considered for use be appropriately qualified.** In addition, **welding operators should be qualified** to weld using those procedures.

Welding procedures may be developed using the following standards as a guide:

- **Australian Standard 1554 Part 1 – Welding of Steel Structures;**
- Australian Standard 1554 Part 4 – Welding of high-strength quenched and tempered steel;
- Australian Standard 1554 Part 5 – Welding of steel structures subject to high levels of fatigue;
- Australian Standard 1554 Part 7 – Welding of sheet steel structures; and
- Australian Standard 1655 – Welding of aluminium structures

Australian Standards And Responsibilities For Fabrication And Welding

The Australian metal fabrication and welding industry is governed by Australian Standards. Every metal structure should be engineered taking into account the intended loads and stresses applied. Metal structures need to be fit for their purpose.

When a catastrophic failure occurs, people may be injured or die and financial costs will increase. In litigation cases, the Courts will establish the cause of the failure.

1. Was it due to design error?
2. Was it due to the fabrication and welding?
3. Was it due to misuse by the end user?
4. Perhaps the responsibility has to be shared by all three above?

The welding standards outline the responsibilities of the Engineer. The welding standards outline the responsibilities of the Fabrication Company which includes the appointment of a Certified Welding Supervisor. The welding standards outline the responsibilities of the Welding Supervisor.

Steps For Qualifying A Welding Procedure And A Welding Operator

1. Engage a Certified Welding Supervisor.
2. Select: Australian Welding Code
Welding Process And Joint Preparation
Welding Consumables
3. Weld A Test Plate
4. Record Welding Parameters For Each Weld Run
5. Examine Test Plate For Code Compliance
6. Write Welding Procedure Specification
7. Write Procedure Qualification Record
8. Write Welding Operator Performance Qualification.
Weld the joint and provide documentation and weld samples to the Engineer.

This concluded the presentation from Ron, of Ron Mays Welding Advice, for the Delegates attending the AOMC meeting. It is timely to thank Mr Mays for making this presentation to us. Thank you.

Mike Allfrey – AOMC Delegate.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

2015 RACV FLY THE FLAG MURRAY RIVER TOUR

It was a mighty rally along the mighty Murray River and this year's tour gave all participants the chance to experience the river from all angles – from the banks, from our cars and from paddle steamers during the day and evening. And of course, the weather was typical for the Wimmera, Sunraysia and Mallee – just a little too warm for comfort but everyone managed to survive.

Throughout the week, everyone learnt how vital the river was to our pioneers and still is to the many primary producers of our nation.

After setting off from the Ultima Reception Centre at Keilor Park it was a straight run to our first stop at picturesque Beaufort where the Cricket Club served up a fine lunch despite the plague of European wasps. Many took the chance to browse the local shops and more than one bargain was snapped up.

Who could forget our dinner and breakfast at the Holy Trinity Lutheran School at Horsham? Organised by the Mothers' Club the students served the meals with great poise and efficiency and had a great time. They received a loud round of applause for their efforts.

The RACV Foundation held its auction and received spirited bids for many of the items.

Sunday was a very long day from Horsham to Mildura – 309kms or 192 miles.

Most diverted into Warracknabeal where the locals happily waved to us. Then onto Ouyen and lunch at the bakery which reportedly created the vanilla slice. There was a long queue but everyone waited patiently and most purchased a slice.

It had been a long, hot day but everyone eagerly drove out to the Psyche Bend Pumping Station where local volunteers had specially fired up the boilers and had the Chaffey designed pumps working hard pumping water from the river into the irrigation channel for the surrounding orchards. More than one of the men on the tour chatted with the engineers learning more about the boilers and pumps.

The Station is a part of the Chaffey Trail which links all the heritage features of Mildura.

The night was perfect and all dined under the stars to the music of Geoff Evans and Col Avery.

Right: Dining under the stars beside the Murray. (Photo – Peter Hibbert)

Thanks to the work of Mildura Council Chaffey trail manager Julie Jewell, the highlights at Mildura were memorable.

Everyone had the next day to recover. Some spent it exploring, others by the river or pool and still some enjoyed a dose of retail therapy.

The evening was very different the *Mundoo* and *PS Melbourne* took us upstream to dine under the stars at the Trentham Estate Winery. The journey upstream showed us the Murray at its best – the campers, fishermen, birds, stately trees and swamps. On the return journey the darkness presented us all with a different picture of the mighty Murray which one could not capture with the camera.

The two vessels raced side by side showing us just what probably happened in the past as paddle steamers raced to be the first to the wharf to load or unload their cargo. Despite the cheering and encouragement of passengers, the Melbourne reached the wharf first. It was a late night but a great experience.

After breakfast provided at the wharf by the Lions Club it was time to leave Mildura and follow the river upstream to Swan Hill where our arrival and driving around to find our accommodation created a lot of interest. At Gol the whole school turned out to wave us on our way

Dinner was at the Leisure Centre and as the night was perfect a record number of Flaggers decided the walk would do them good so arrived with glasses and liquid refreshments in hands and bags.

Next morning tour organiser Tony Pettigrew again found enthusiastic students at two local schools who waved and cheered the cars as they drove past.

Our next stop was Echuca where we spent two nights. But Tony had organised a couple of gems along the way.

After leaving Swan Hill we drove across the Mallee landscape to Quambatook and then on to The Spanner Man near Boort.

Right: Brian and Marj Pepper – with super-patented new knee support – admire a Holden. (Photo – Peter Hibbert)

John Piccoli is an amazing man who, despite being wheelchair bound has created large, intricate sculptures which proudly dot his front garden where we had lunch. While using mostly spanners, there were also wheel braces, shifters and pinchers to name a few, included in his magnificent works.

Forget drawings. John doesn't draw his creations, he doesn't need to – he can "see" his finished work before he starts. And folks, he has heaps and heaps of spanners in his shed just waiting to be a part of another sculpture. So his life's work continues.



After lunch provided by the Boort Kindergarten Mothers' Club we left to go to Pyramid Hill.

Left: Right to left – Peter Hibbert, Brian Kelly, Nayda Kelly and a local dignitary – somewhere. (Photo – Sandy Hibbert).

While not originally on the program, the townspeople put on a true country style welcome. All the shops had up signs about our visit and locals were asked to support our visit by providing cakes and slices which they made in abundance. They wanted to thank us for our previous support which gave them much needed funds for the restoration of their Dame Enid Lyons gates. We took over the town and spent time wandering around, chatting to the school children and buying items for the several stalls in the hall. All enjoyed a cuppa and our donations contributed another \$1200 towards the gates' project.

After a busy day, everyone was glad to arrive at Echuca. With a rest day everyone had the chance to explore the town, visit the wharf or just chill out as the temperature hit 36 degrees. The Rich River Golf Club lived up to its name by providing fantastic meals, great company and lots of dancing both evenings.

For many the highlight of the tour was just after flag off when we drove past two retirement villages and a primary school in Echuca. Flaggers were touched by the wonderful reception they received from the elderly people.

Our journey up the Murray continued until lunch at the RACV at Cobram and then it was time to head south to our Fancy Dress Night at the Bendigo Basketball Stadium complex.

Right: A stop for light refreshment. (Photo – Peter Hibbert)

It was a case of carefully checking everyone's rally tag as it was difficult to identify many people in their fancy dress costumes. It was the final night of the tour and everyone was determined to let their hair down and enjoy themselves as only Flaggers can – at full throttle.

As their cars do not have much space in the boot, creativity had to take over. A colourful wig, hats, fancy sunglasses, a boa or two, transformed participants into judges, convicts, hippies, gangsters, cartoon characters and even a herd of Friesian cows and milking machine. Dame Edna Everage was everywhere with her precious gladioli.

The final day is always a mixed time – it is good to be almost home but sad another great Fly the Flag is over for another year.

The rally ended at Yarra Glen Race Course with lunch and the presentations. As Tour Organiser Tony Pettigrew said it was a relaxed and enjoyable rally – sentiments all participants readily endorsed.

The list of award recipients is shown below:



Best Vintage Car	Rex and Deanna Hall	1928 Chevrolet Tourer
Best Early Classic Car	Geoff and Lisa Odgers	1934 Chevrolet Master
Best Classic Car	Tony and Jan Jasper	1950 Jaguar Mk V
Best Modern Classic Car	John and Lynne Walsh	1967 Pontiac GTO
Best Open Sports Car	Garry and Glenda Prewett	1960 MG A
Best Family Car	Geoff and Cynthia Chase	1961 Chrysler Valiant 'R' Series
Best Commercial Vehicle	Colin and Valerie Wilson	1958 Mercedes-Benz 220-S Utility
President's Award	Ray and Wendy Hudson	1963 Fiat Abarth
Best Overall Vehicle	Michael Bindon and Maree Thomson	1964 Aston Martin DB5
Frank E Douglas Trophy	Fred and Sharyn Harris	1930 Ford Roadster

Once again our president and Maxine have staged a wonderful event but few know the amount of hard work and planning which they put into the rally every year.

Some Tour Statistics:

Total rally distance: 1,553 kilometres or 1,036.5 miles.

No. of Vehicles: 184.

No. of Participants: 348.

No. of New Participants: 37.

No. Who Have Attended All 14 Rallies: 27.

Sue Thompson.

VISIT TO HEIDE MUSEUM OF MODERN ART – Wednesday 8th April, 2015

An intimate group of 20 met at Café Vue at Heide for a coffee and chat before our tour. After extracting everyone from the café we had a guided tour of the Exhibition – Albert Tucker The Truth in Masquerade – conducted by our guide Jill.

Following our tour we all had some time to view other exhibitions in the various galleries. Opinion was that the works on display were amazing, bewildering, confronting, dazzling, eerie, funny, grand in scale, hideous, inspiring, juvenile and just about any other description imaginable all of which follows the old adage that, 'beauty is in the eye of the beholder'.

For some a stroll around the gardens and the gallery shop for collecting was the order of the day.

Departing Heide we set out on our mammoth drive of 2.2 kilometres to our lunch venue at The Manningham Club and Hotel, for lunch and more chatter with delightful company.

WHAT WE ARE ABOUT TO DO – Coming Events

POINT NEPEAN RUN – Sunday 26th April, 2014

The Point Nepean Run is a picnic day, as there are NO facilities in the Park (other than a toilet block and Ice Cream shop at the Quarantine Station). It is proposed we will meet for refreshment at Buckley's Chance Café, 174 Ocean Beach Road, Sorrento (at the Old Melbourne Road roundabout, Melway Map 167; Ref: A8) at 10:30 am, (allow around 1.5 hours to reach Sorrento from Melbourne) and will then proceed to the National Park around 11:00 am.

On arrival at the Quarantine Station, there are several buildings open for inspection and great views over the Bay. We will then have our get together for lunch allowing plenty of time to pack up, use toilet etc., in time to catch the 1.30 pm bus to the Fort. This is 5 kilometres from the Quarantine station, so is too far to walk. Bus cost is \$10/head and must be pre-booked and paid for, so all Members who nominate to attend will be charged whether you attend or not. The earlier you advise us of your participation, the more chance you have of being on this bus. Once booked out you will be directed to a later bus. At least an hour should be allowed to look over the Fort precinct. The bus departs the Fort at 2.45 – 3.15 –and 4.00 pm. From the Quarantine Station this should allow ample time to return to Melbourne at a reasonable hour.

We look forward to your Company, and HOPE for reasonable weather on the day. To book, telephone Anne and Bryan Tootell on 0412 549 906 or, E-mail annbry@optusnet.com.

Anne and Bryan Tootell.

VISIT TO MELBOURNE BY THE QUEENSLAND ABCCC – Sunday 3rd May, 2015

We have been advised by John Gagen, the founder of the ABCCC in Queensland, that he along with thirty club members and friends are coming to Melbourne by coach. A luncheon get together for them has been arranged. The venue is the Killara Estate Winery, at the corner of Warburton Highway and Sunnyside Road, Seville East (Melway Map 285; Ref: F9) for lunch commencing at 12:00 noon. The meal will be Italian style antipasto, pizza, lasagne etc. costing approximately \$30.00. Booking is essential and can be made with either myself or Maxine on (03) 9739 1146.

It is planned that we will be organising a display in front of the vines for British Classics, a good location that will be ideal for our display. John is bringing the *ABCCC Raw Prawn Trophy*, which was won last time by the Queensland group, after a rather interesting quiz, there being no yabbies, for the customary competition with our brethren at a joint gathering in Tomingley (NSW) in 2007. A certain amount of upheaval took place within the Queensland ABCCC, but they are now recovering well and we can probably look forward to another trip to Tomingley in 2016.

We need to be prepared, John is very likely preparing a quiz for them to rehearse on the coach on their way down!

Tony and Maxine Pettigrew.

NATIONAL HERITAGE MOTORING DAY – Sunday 17th May, 2015

The Association Of Motoring Clubs (AOMC) Inc. is arranging a drive and picnic with the classics at Yarra Glen Racecourse. The important point for the day, is to ensure that our cars are seen by the general public on the roads on their way to our meet-up point and to the display venue.

The ABCCC supports this event and our club will be meeting on the east-bound side of the Maroondah Highway in Coldstream, at 10:00 am, for the drive to Yarra Glen. We have arranged display space for our cars. The quintessential essence for this event is to get as many veteran, vintage, classic, historic and collector vehicles onto the road for the day. At Yarra Glen racecourse we will have our vehicles on display and the AOMC encourages the day to be a laid-back picnic style event.

Entrance will be by gold coin, the Yarra Glen CFA will collect from you at the gate and please give generously to this worthy cause. They will also find a spot for our club to park. There will be catering available at the venue and, again, funds will be returned to the local community.

A commemorative badge will be struck for the event, it will be available for purchase at the AOMC's tent.

There is also a large Sunday market at nearby Yering Station and the AOMC has organised a free shuttle bus, that will take you to take you to the market, *via* the main street of Yarra Glen.

Mike Allfrey – AOMC Delegate.

THE 2015 BMS RUN – Sunday 31st May, 2015

Join us for a leisurely coastal run. We will start from Caldermeade Farm, 4385 South Gippsland Highway, Caldermeade, between Tooradin and Lang Lang. As this will also be our morning tea stop, we suggest you arrive from 9:00 am, if you would like tea/coffee/scones.

We will be leaving at 10:00 am to drive to a newly opened cheese factory. The owners will prepare a cheese tasting and talk, costing \$5.00 per person, however there will be 10% discount on any cheese purchased. Please bring a cooler bag to keep your purchases cold. After this, we will visit two more 'fascinating outlets', before we proceed to our lunch venue. Because the number participating in the run are essential for catering purposes, and if you are able to join us, please contact Karen McDonald on 0409 028 534 before Sunday 24th May, to book in for the BMS Run.

Another memorable outing promised, the BMS team, Judy, Geoff, Karen, Ken, Val and Frank.

Karen McDonald.

Rex's Big Day Out, Sunday 14th June 2015

HMAS Cerberus Museum



Hi ABCCC Members,

In this centenary year of the Gallipoli conflict during WW1, it is appropriate that we reflect on the sacrifices of our service men and women and in this respect we are indeed privileged to have been granted 'permission to come on board HMAS CERBERUS – Museum' on Sunday 14th June, 2015.

Make your way down to HMAS CERBERUS and meet along South Beach Road, Bittern (Melway Map 194; Ref: D1), which is the main security entry to the Naval Base entrance at 9:45 am for a group entry through the Security check points. We will park our cars in the area adjoining the Museum building and proceed to our morning tea provided by the Museum. The cost of entry to the Museum and for morning tea is by donation of \$5.00 per person.

Following our Museum visit, we will proceed to our lunch venue close by.

The Museum is located within the secure area of HMAS CERBERUS Naval Base and as you would be aware, security is paramount to ensure safety to personnel and property.

To facilitate efficient and timely entry through the security check point, we have been asked by the museum curator that participants attending provide details below at the time of accepting this 'come on board' invitation:

1. Photo ID of the driver and passenger/s; and
2. The car model and registration number of the vehicle to be taken.

The Museum Curator will be provided with that information and have security lanyards prepared and issued at our meeting point on South Beach Road on Sunday, 14th June at 9:45 am in order to gain quick entry without the need to go through the usual prolonged security check process.

Please let Rex or Deanna know of your intention to come on this very special visit in this Centenary year of the Gallipoli conflict on E-mail rah41579@bigpond.net.au – Mobiles – Rex 0408303129 – Deanna 0408520729. Please note that the close off date for 'Rex's Big Day Out' is 31st May.

Don't forget you will need to provide Photo ID and Registration number of the car you will be taking at time of accepting!

Kind regards – Rex and Deanna

THIS HAS AN AURA OF FAMILIARITY TO SOME!

A Japanese company (Toyota) and an American company (Ford Motor Company) decided to have a canoe race on the Missouri River. Both teams practiced long and hard to reach their peak performance before the race. On the big day, the Japanese won by a mile.

The Americans, very discouraged and depressed, decided to investigate the reason for the crushing defeat. A team, made up of senior management, was formed to investigate and recommend appropriate action. Their conclusion was the Japanese had eight people rowing and one person steering, while the American team had seven people steering and two people rowing.

Feeling a deeper study was in order, American management hired a consulting company and paid them a large amount of money for a second opinion. They advised, of course, that too many people were steering the canoe, while not enough people were rowing. Not sure of how to utilise that information, but wanting to prevent another loss to the Japanese, the rowing team's management structure was totally reorganised to four steering supervisors, two area steering superintendents and one assistant superintendent steering manager. They also implemented a new performance system that would give the two people rowing the canoe greater incentive to work harder. It was called the 'Rowing Team Quality-First Programme', with meetings, dinners and free pens for the rowers. There was discussion of getting new paddles, canoes and other equipment, extra vacation days for practices and bonuses. The pension programme was trimmed to 'equal the competition' and some of the resultant savings were channelled into morale-boosting programmes and teamwork posters.

The next year the Japanese won by two miles. Humiliated, the American management laid off one rower, halted development of a new canoe, sold all the paddles, and cancelled all capital investments for new equipment. The money saved was distributed to the Senior Executives as bonuses.

The next year, try as he might, the lone designated rower was unable to even finish the race (having no paddles), so he was laid off for unacceptable performance, all canoe equipment was sold and the next year's racing team was out-sourced to India.

Sadly – The End. Via E-mail – With Thanks.