



ALL BRITISH CLASSICS CAR CLUB

VIC

An incorporated club

A friendly family social motoring club

A0035462V

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January 2001

YOUR A.B.C. NEWS

Jan 21. 2001

RACV GREAT AUSTRALIAN RALLY

Once again we have the responsibility of running this rally for the Peninsula Hospitals and if all goes well some \$25,000 could be handed to this worthy cause.

With all the aspects to be attended to we will need over 100 helpers & Marshals. Various service clubs are giving us helpers, BUT we our members in important positions as well.

HELP

Ring Frank 9739 4829

President
Frank Douglas
9739 4829
.....
Vice President & Treasurer
Tony Hodges
5263 1580
.....
Secretary
Val Jefferyes
9879 1213

Events

Tom & Heather Cannon. 9791 2949
Ross Wolstenholme 5975 0970
Pat Douglas 9739 4829

Early morning runs

Neil Wakeman 0411 456 047

Membership

John Gardner ..5942.7535

Editorial fax. 9739.6324. Email. Frankd@opalsaust.com.au

RACV Great Australian Rally Up date

Rally bag stuffing & BBQ is at John & Shona Cheesemans home at 11 Olive Gve Boronia at 2.30.PM Sun Jan 14. BYO Food & Drinks. 9762 8292 if you need information etc.

Sat 20th Jan. is the all important RALLY BRIEFING & BBQ. All Senior Marshalls should attend to get the big picture as well as collect Marshalls vests, caps, two way radio's, phone lists, maps & all other items appropriate to your area of The rally

Food & Drink will be provided by Peninsula Health.

IF YOU CANNOT ATTEND,,, DEPUTISE someone

We will start at 6 pm & all finished by 8.30. Pm

12 Grandvalley Dve Chirnside Park 9739 4829

Marshalls in charge.

RALLY.....	Frank Douglas	0419598505.
Deputy.....	John Gardiner	0418387259
MCG.....	Craig Douglas	0418543544
Melbourne Town Hall.....	Mariop Napoleone	0402052488
Frankston, Ballam Park.....	Ross Wolstenholme	0429850482
Frankston deputy.....	Heather Cannon	0415244152
Hastings.....	Neil Wakeman	0411456047
Mornington Racecourse.....	John Gardiner	0418387259
Peninsula Health Admin.....	Sue Haddon	0409406588
Media. Peninsula Health.....	Fran Hinkey	008314058
.Rally Chairman.....	Prof. Peter Chandler	0418385817
Police Traffic Opps.....	.Sgt Vince Hubbard	59860444

Two English friends recently decided to drive a lowered Corvette from Melbourne to Perth across the Nullabor. As they found out, Aussie is different to driving in the UK.

CROSSING THE NULLARBOR

A 1972 V8 Chevrolet Corvette Stingray roadster (with lowered suspension) is perhaps not a car that springs to mind as the ideal vehicle to cross the vast open spaces in Australia between Melbourne and Perth a distance in excess of 2,300 miles. The trip included a huge area of outback known as the Nullarbor Plain and the longest stretch of straight road in Oz. To put this into European perspective the total distance is similar to that from London to Moscow, Refuelling stops for both car and occupants are few and far between, some as much as 100 miles plus.

The trip came about because my Son, Andrew, whose home is in Perth was seconded to Melbourne for six months. Having time on his hands and without his MGB his eyes started wandering to other exotica. The macho image and 5 litres of power of the Stingray soon caught his eye and within a few months he had bought a red 1972 model.

Volunteers to co-drive back to Perth were a little slow in coming forward, so seeing this as a chance in a lifetime not to be missed I flew out to Melbourne in October. The car was given a good service by a Vette specialist and a number of items repaired or replaced. Dire warnings were voiced by the mechanic about rear wheel bearings over heating and others warned, as did many road signs, of the danger of hitting Kangaroos, Emus and even Camels, particularly when driving in the evening. We were also warned to watch for venomous snakes when alighting from the car in the outback! We packed additional petrol and plenty of drinking water together with minimal changes of clothing into the very limited luggage space behind the seats.

Day 1 (Saturday 28th October) - was a dream - good fuel consumption (17-18 mpg) and an easy journey to Mount Gambier. Having previously "done" the Great Ocean Highway and seen some of the most magnificent coastal scenery of Victoria we short-cut through Colac, I wanted an easy first day to "prove" the car, and myself having never driven it before. We over-nighted in a typical Motel and wandered in to a local eatery at 7.15pm, sorry says the girl behind the counter we are not open until 6pm - of course we had crossed into South Australia which is 1 ½ hours behind Victoria, our first change of time zone.

Day 2 - (Sunday 29th October) - an early start due to the 1 ½ hours gained, hope we didn't wake up too many motel guests getting all 8 cylinders firing, very pleasant run in nice weather, brief diversion down an unsealed road to view the scenery, and then a little later a wobble! And it got worse... We stopped to check and 2 of the NEW wheel studs previously fitted had sheared and the other 3 nuts had nearly come off.... Andrew had previously left a telephone message with the possibility of seeing George a company colleague at Murray Bridge but now that was definitely on, the alternative was a 200km crawl on 3 studs to Adelaide. George, also a car nut, offered (thank God for mobile phones) to come to the rescue with a trailer, but we managed to limp to his house and an hour later in true Aussie traditional hospitality we were moving his neighbour's ute out of a well stocked workshop. Luckily we had bought 5 extra wheel studs so 15 minutes later all was well - *"we ****ing wish" as George would have said...* NO - 7 hours later, after having a nightmare with every nut, bolt and clip we finished the job and got the spare wheel on.....phew! The original wheel was damaged around the stud holes and would require replacement or extensive repair work. In the late evening we travelled slowly (limited slip diffs don't like slightly smaller spare wheels) to Adelaide and stayed at the posh Chifley Hotel where I showered and Andrew drowned his sorrows in the bar.

Day 3 - (Monday 30th October) - I phoned Andrew's room to ask if he realised that because of day light saving time which came in overnight the clocks had now *advanced* an hour so it was 7 not 6!!! Quickly into his company's local office and after spending half an hour on the phone contacting all known Corvette places in South Australia he realised that we had a problem....no

Vette wheels to be had anywhere. They're like hens teeth. Then another colleague, a Ford GT owner and general saviour, popped round with a name and telephone number. A further call suggested a wheel repairer, incredibly, just around the corner from the office. The wheel was taken there late morning, welded, re-drilled, painted and tyre re-fitted all before 5 pm, we were back on course. Just in case, a pack of Holden wheel studs from the local GM garage would be a, hopefully, unused spare as they don't quite have the same head but they were close enough in an emergency! In the meantime I grabbed public transport to a northern suburb of Adelaide to return to JP Engineering, a set of pistons for a 1935 Armstrong Siddeley Special which, for a friend, I had carried all the way from the UK. At least it freed up some luggage space!

Day 4 – (Tuesday 31st October) - a little conscious of the re-welded wheel and newly fitted wheel studs we set off early, allowing us time to jump out with the wheel brace to check the nut tightness at regular intervals until we gained confidence in the repair. Now in our third time zone we are a little disorientated! Well that's our excuse as we tangled with Adelaide commuter traffic (almost as bad as that in the UK) and in trying to head north we ended up going east into the hills! Eventually back on track we passed through some little known wine making areas, pity we couldn't have stopped for a tasting. Our next port of call was Clare where we met the Corvette specialist who had recommended the wheel re-construction centre in Adelaide. He took us for a guided tour of his private collection including a very nice silver 70's Vette similar to ours and a 90's model which does not have the macho image of the earlier model. Back on the road we arrived at Port Augusta and joined the Eyre Highway which would take us some 1000 miles across South Australia to Norseman in West Australia. We had hoped to bed down at Ceduna, which is really the beginning of the outback, but realised that it was out of our reach that day so we stopped half way across the Eyre Peninsula at Wudinna. The motel had very good accommodation with a reasonably priced poolside restaurant adjacent. The massive steaks almost beat us. Early to bed – early to rise.

Day 5 – (Wednesday 1st November) - Now we're well into our journey and the single carriageway road, although well surfaced, is getting slightly narrower and straighter, the speed limit is 110kph but we managed to d***e that on occasions. Because of the vast distances in Australia, lorries tend to be somewhat bigger (and very intimidating) and are allowed in South Australia to tow one large trailer (two in the Northern Territories), these are known as road trains, we move well to the left when we see one approaching in the distance!. As we approach Ceduna we get our first glimpse of the Great Australian Bight and the Southern Ocean which stretches right down to Antarctica. After brunch we detour to Denial Bay for fresh oysters - yum - although we had to go back to Ceduna for lemon and fresh water to wash out the salt and sand. On the diversion we pass through a "fly station" which checks and sprays lorries and their cargoes to minimise the spreading of pests. We are now getting into the outback proper, many of the named villages on the map turn out to be nothing more than a petrol station with perhaps a café adjoining, sometimes you blink and you're past them without realising. Traffic is very sparse, the road ahead and behind often being completely empty, lets hope that the car keeps going. We stop at Yalata Roadhouse for a drink and enquire about the whales in the Head of Bight, but we are probably too late in the year. However the diversion to check was worth it, the 270 feet high cliffs edging the Bight are spectacular and deserved more time to admire, but we had to press on. Somewhere along here I was pressing on at a gentle 130 kph when there was the most awful scraping noise, gently pulling over we found that the front-hinged spare wheel tray has dropped down and was dragging along the road, something that a bit of brute force and a length of wire soon repaired, only one lorry passes during that repair job. It was now starting to get hot and at Nullarbor "village" we stopped for a beer, or two, and felt like staying for the afternoon, we chatted to an Ansett pilot who was flying a private Cessna (parked behind the filling station) around Oz, it used very little more fuel than the Vette! Finally we arrived at the SA/WA border, declaring our now melted bar of Nestles fruit and nut chocolate as the only fruit we have on board. All fruit must be declared (and probably confiscated) to avoid the spread of pests and disease, the Nullarbor Desert is considered a good natural barrier. We are booked into

the motel at Eucla, just inside Western Australia, and find that it observes an unbelievable 1 hour 45 minute time difference to SA – we're told it's unofficial but it's the time the local bar keeps so the local police must also abide by it. A young woman arrives at the bar having driven to this her local bar, some 175 kms on dirt roads to have a drink! She counted 77 'roos and hit only 1 on the way. When leaving Eucla the next day we passed an official sign noting the end of the unofficial time zone.

Day 6 – (Thursday 2nd November) - We had felt that we were making good progress but nothing had us prepared for the 900+ kms to Kalgoorlie. The weather now was getting hot, we had to have the hood up to prevent us being grilled alive, the air through the open windows is like a hair dryer. The vegetation of the outback varied from long grass through small bushes to large straggly bushes, with various combinations in between. The vastness and depth of colour of the open sky was truly awe inspiring. Occasional signs indicated that the roadway is used by the Royal Flying Doctor Service as a landing strip and even has the conventional markings of a runway. The road now was more tram-lined by the road trains than in SA and hence the car jiggled around a fair bit which, when running at 110mph (plus!), can be a little disconcerting especially when passing these huge lorry/trailer outfits! This didn't deter us from celebrating the completion of our drive along the record breaking 90 mile dead straight road from Caiguna to Balladonia, I operated the Video camera while Andrew achieved ???kph coming out of the western end of the road, but of course what do you find at the end of a dead straight road – a BEND – oh well he made it with a bit of wheel twirling! If we had been wise we would have stayed the night at Norseman but instead pushed on, that last 200 kms nearly killed us! The car was running hot and it must have been 40 degrees plus in the cabin – the hair dryer blowing through the open windows was now up to maximum and we were wilting. Kalgoorlie arrived and we settled in for another early night! Kal is the centre of a gold mining area with lots of lonely miners abounding, it reputedly has numerous dens of iniquity to keep them happy, but we didn't have time to investigate!

Day 7 – (Friday 3rd November) - So near yet so far.... We felt like we were nearly home and emptied some of the spare water out plus put the spare 20 litres of petrol into the tank. Shame really coz 2 hours later with Southern Cross still 30kms away we were running out of fuel, but we made it with fingers crossed. On through Merredin and then a strange smell came through the car. We pulled over and checked under the bonnet but could see no nasties. Another mile down the road the smell got worse, and we pulled over onto the hard shoulder to investigate. There's smoke coming from the rear wheel!!!!!!!!!!!! Oh my God it's not going to burst into flames is it? Quickly, our only 2 litres of drinking water was sprinkled over the tyre and wheel and eventually the smoke thankfully subsided. The car was jacked up and we started loosening the wheel when we realised that the wheel was already loose!! It was the wheel bearings which had previously been mentioned as a point of weakness. Ce la vie. 100 miles to go and we ended up on the back of an RAC truck. Fortunately due to the low ground clearance of the Vette a special flat bed breakdown truck was called from Northam. Northam being in the Metro area of Perth meant that the truck could take us all the way to a place of our choice in Perth with the RAC footing the bill.

It was fun and fascinating to cover such vast distances with such little variation of scenery, particularly across the flat Nullarbor. Although we saw little live wild life (a family of Emus, a couple of wedge-tailed eagles and possibly a family of dingos) we did see quite a few dead 'roos and other squashed bodies (of the wildlife variety), on the road so it was not possible to relax while driving. The Vette was reasonably comfortable even without air con, the lowered suspension resulted in much grounding of the exhaust system with no doubt a shower of sparks. The same journey in a modern car could possibly prove boring, in a classic it was never so.

2001

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Sun 14th Jan..2.30.PM. Rally Bag preparation & B.B.Q. Time at John & Shona Cheesemans home at 11 Olive Grove Boronia. Pne 9762 8292. BYO Eats & drinks.. YES WE DO NEED YOUR HELP & COMPANY FOR A NICE DAY.

Sat 20th Jan. 6pm. Briefing at 7.30.pm. RACV Great Australian Rally Marshalls & Officials collection & briefing BBQ.

ALL SUPPLIED. 12 Grandvalley Dve Chirnside Park 97394829.

Sunday 21 January 2001.. RACV GREAT AUSTRALIAN RALLY.

Sun Feb11 Picnic at Hanging Rock.

Feb 17. All British Classics Car Club, Annual General Meeting. Meeting venue & time in Feb magazine.

Join in & ENJOY life

You only have ONE LIFE.. This is it, use it, or lose it

FOR.EVER

Advertising of Classic Cars

In a previous edition an explanation re the laws covering the advertising of your classic car was printed. This information has now been REVIEWED & you should read & understand the contents of this review.

Dear Marion

I sent you some information for the September Vintage Driver in reference to research I had done in relation to the advertising of vehicles for sale where the state requirement for advertising is to have included in the advertisement positive vehicle identification numbers. I had made the suggestion that any vehicles manufactured before 1st January 1943 was by definition exempt from that requirement. I was wrong the exemption applies only to some forms of advertising by a motor car trader. However I believe there is good news for all years of vehicles, not just those before 1943, advertised for sale in a club magazine / newsletter **NOT GENERALLY** circulating in the whole of Victoria. This is the paragraph that I believe gives that exemption.

Motor Car Traders Regulations 1998

S. R. No. r 22

(4) If a person (other than a motor car trader or a servant or an agent of a motor car trader) publishes or causes to be published an advertisement offering a used motor car for sale in a newspaper generally circulating in the whole or any part of Victoria or in a motor car specialist magazine generally circulating in the whole of Victoria, the person must include in the advertisement -

- (a) the cash price of the motor car ; and
- (b) whichever of the following is applicable -
 - (i) if the motor car is registered, the registration number ; or
 - (ii) if the motor car is unregistered, the engine number of the vehicle

Garry comment..... If you consider I am wrong in my interpretation, then further to the above the regulations allow that if the above numbers cannot be supplied you can use " substitute " engine or other identifying number.

- (2) In regulation 22 (2) (b) and (4) (b) of the Principal Regulations, for sub - paragraph (ii) substitute -
" (ii) if the motor car is unregistered -
(A) the engine number of the vehicle ; or
(B) the chassis number of the vehicle ; or
(C) the vehicle identification number ; or
(D) the registration number (if any) last assigned to the vehicle ; or
(E) if none of those numbers are reasonably ascertainable, any other number by which the vehicle may be identified . "

Garry comment..... (E) I would not believe that the model number would be accepted to identify a particular vehicle but a body number would.

As before any comments or opinions are mine and not that of the Vintage Drivers Club committee and if the committee makes any decisions as to the advertising requirements for the club magazine members would be notified in the magazine. I will present my case to our committee for their discussion.

Please do not misunderstand my motives. In my discussions with the Department of Justice they said that they had spoken with many " vintage " car clubs that said they would comply. There are many historic vehicles that did not have manufactures numbers on them or the numbers have gone through rust and if we want to sell an unregistered vehicle through the print media we cannot comply with the regulations as they broadly appear to be enforced.

Garry Jewell

Phone (03) 93383037



Association of Motoring Clubs
"Working for the hobby motorist"



THE INAUGURAL

RACV GREAT WINGS & WHEELS DAY

1st APRIL 2001

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