



An incorporated club

A0035462V

A friendly family social motoring club

Edition 72

March 2004

Your ABCCC News



The owners of the above 1985 1.6L Panther Kallista are Robert and Mary Nolan. This article is a bit of history of the Panther cars. More detail can be found on the Panther club web site in the UK www.pantherclub.co.uk.

The original Panther Westwinds car producing company set itself up in 1972 in sight of the famous Brooklands Race Course, and was the brainchild of Robert Jankel who produced hand built sports cars to the highest specification using modern principles of engineering and performance but with the styling of a bygone era. 1740 Kallistas were assembled in England between 1982 and 1991. Approximately 200 Kallistas were manufactured in South Korea between 1992 and 1994 when production ceased.

The Panther Kallista comes in the following models, 1.6, 2.8, 2.8i, 2.9I (2.3 on the last Korean built models). It was produced in the greatest numbers with an aluminium body on a steel Panther chassis and Ford engines in various guises.

Similar style to a Morgan, but definitely different and unique!

The ABCCC is interested in your car! If you would like to write a brief of your car and have it published with its photo, please contact the editor.

ALL BRITISH CLASSICS CAR CLUB (VIC.) INC. – YOUR COMMITTEE

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THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

IMPORTANT CLUB INFORMATION

The All British Classics Car Club of Victoria Incorporated, hereafter called the 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: A0035462V.

The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25th of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14th of each month.

Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated 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' listed events.

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 <http://www.abccc.com.au> at the same time

that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

The Association of Motoring Clubs Inc.

The ABCCC Inc. is a long-time club member of the Association of Motoring Clubs Inc. (AOMC). It maintains two Delegates to the AOMC, who attend four Delegates' Meetings conducted by the AOMC per year. The meetings are on the last Monday of February, May, August and November and they commence at 8:00 pm. The venues for the meetings can be obtained from the ABCCC Delegates. Visitors are very welcome at all AOMC Delegates' Meetings. The ABCCC also sends representatives to AOMC conducted Information Seminars. The ABCCC also supports, enthusiastically, the motoring shows presented by the AOMC.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

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

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

Membership Subscriptions

The annual membership subscription for the ABCCC Inc. is \$35.00.

There is a joining fee of \$20.00.

Membership subscriptions should be paid prior to the end of December.

COMING EVENTS

Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14th of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue.

There are some important non-ABCCC events listed so that, at the planning stage, the ABCCC events do not clash.

March 2004

- | | | |
|---------|--|---|
| 4 – 7 | QANTAS Australian Formula 1 Grand Prix
Venue – Albert Park, South Melbourne. | GP Corp. (03) 9258 7100
www.grandprix.com.au |
| 7 | Visit to the McClelland Art Gallery – ABCCC Inc.
Details – Page 8.
Venue – McClelland Art Gallery, McClelland Drive, Langwarrin, Victoria. | Peter Chandler (03) 9572 1112 |
| 14 | RACV British & European Motoring Show
Details – Page 8.
Venue – Greaves Reserve, Dandenong Showgrounds, Bennett Street, Dandenong. | AOMC (03) 9555 0133 |
| 20 – 24 | RACV Fly the Flag Tour – ABCCC Inc.
Details – Page 9.
Start Venue – Government House, Victoria. | Frank Douglas (03) 8704 2533 |

- 21 Annual Concours – Daimler Lanchester Club (Vic) Keith Vaughan (03) 9724 9066
Venue – Deepdene Oval, Deepdene, Victoria.
- 28 RACV American Motor Show – AOMC Inc. AOMC (03) 9555 0133
Featured Marque – 40 Years of Ford Mustang
Venue – Greaves Reserve, Dandenong Showgrounds, Bennett Street, Dandenong.

April 2004

- 8 – 12 Broken Hill Bush Rally – ABCCC Inc. Frank Douglas (03) 8704 2533
Details – Page 9.
Venue – Tour to Broken Hill, NSW for participation in Bush Rally.
- 9 – 11 8th National Rally – Daimler Lanchester Club Keith Vaughan (03) 9724 9066
Venue – Cowra, New South Wales.
- TBA Visit to Joan & George Chrystie TBA
Venue – Kinglake, Victoria.

May 2004

- 2 Walhalla via Moe – ABCCC Inc. & JCC of Aust. TBA
Venue – Walhalla, Victoria.
- 29 Winton Historic Race Meeting – ABCCC Inc. Mike Allfrey (03) 9729 1480
Race Meeting conducted by the Austin 7 Club
Details – Page 11.
Depart – Lilydale International Car Park 5:30 am.
Venue – Winton Motor Raceway, Benalla, Victoria.

June 2004

- 6 Peninsula Tour – ABCCC Inc. TBA
- 20 Confectionary, Catering & Lunch – ABCCC Inc. TBA

July 2004

- 10 Trivia Night – ABCCC Inc. TBA
- 25 Annual Dinner – ABCCC Inc. TBA
This will be a 'Christmas in July' Lunch.

August 2004

- 8 Scheduled ABCCC Inc. Event
- 22 Scheduled ABCCC Inc. Event

September 2004

- 12 Scheduled ABCCC Inc. Event
- 26 Scheduled ABCCC Inc. Event

October 2004

- 9 – 17 Tasmania Temptations – 04 – ABCCC Inc. Don Johnson (03)9830 0945
Details on Pages 9 & 10.
- 30 – Cup Day Weekend at Lorne. Tony Hodges (03) 5263 1580
2 Nov. Early Details, but Book Now! – Page 14.

November 2004

- 13 – 14 Bendigo National Swap Meet – FVV & CVC
- 21 RACV Wings & Wheels Day – ABCCC INC. Frank Douglas (03) 8704 2533
Venue – Lilydale Airfield, Lilydale, Victoria.

December 2004

- 5 Christmas Break-up Luncheon (Note could be on 12th)

EDITORIAL NOTES

At our Annual General Meeting held on 1st February, it materialized that I was elected as Magazine Editor, and Mary Nolan was elected as Assistant Editor. As previously, Chris Newell will be placing *Your ABCCC News* on to the club's Website. Somehow, the Editorial election process went very smoothly. This issue is the test that will verify if the team approach works properly.

From now on, I will be preparing the major text material, Mary will ably handle the front cover and other creative aspects of the magazine's production. She will also print off the copies that are mailed to the club's membership. From that point, the completed magazine will be passed on to Chris Newell, who will place it on our Website:

<http://www.abccc.com.au>

There was a bit of a disaster with the January 2004 *Your ABCCC News*, and it was most likely my own fault that it happened. The two motorcycle pictures were the cause of the problem. An entire afternoon was spent trying to E-mail my input to Heather. It wasn't till late afternoon that my computer informed me that there was a 'fatal error'. The photographs were consuming too many bytes (or some-such) to be transmitted. Because of this, Heather was given the text on a floppy disc; along with the two photographs for her to scan and insert into the article. It appears that Heather also had trouble E-mailing the completed article to Chris. Hence the E-mail issue of *Your ABCCC News* being, to some extent, different from the printed to paper version. Sincere apologies from me, for any inconvenience this blunder may have caused.

It is very appropriate to give Heather Cannon a colossal thankyou for the work that she has put into *Your ABCCC News* over the years. Heather and Tom are in the process of building a new house and, while things are somewhat hectic in the house building sector, Heather has decided to drop out of the Committee – for now. There is one proviso on this, Heather, anything you and Tom learn about building a garage suitable for classic British cars, please let me know and I will publish it! Just remember, the first item to be drawn on your plan is the garage – the house is merely incidental. On top of all the building activity, Tom and Heather are learning all the delights of Rover P5 ownership. The 'new' Rover's first outing was to the AGM at the RACV Country Club at Healesville, and very smart it looked in the car park.

Recently, a member of another club was killed when there was an accident that may have been caused by not having a properly supported motor car while working underneath it. Such tragedies are so easily prevented – they just should not happen. On Page 11 an article commences about the proper support of a raised vehicle. It is lengthy, but there is an important message.

Mike Allfrey.

PAST AND FUTURE EVENTS

THE RACV CENTENARY GREAT AUSTRALIAN RALLY

It was a surprisingly cool, for summer, evening when the marshals met for a Rally Briefing and a sausage sizzle at the Lindsay Fox Classic Car Museum site. First, we were informed of various rally route phenomenon that may affect the running of the event. Then, it was the turn of the Senior Marshals for each start point to provide details of what would be happening at their start points. Finally, discussion took place about the marshalling at the rally's finish at Mornington Racecourse. Thus we were well prepared.

This year we decided to give Ray Higginson a hand at Mornington, so we missed the official start at Casey, where we had booked to start from. Maybe it was just as well, because as we set out in the Jupiter and were motoring down Stud Road the light was a bit strange. Later, we found out that our course had taken us along the edge of a fairly heavy rain storm that really soaked the Brandon Park starters. Things also looked grim over towards Berwick, but there were no reports about ankle deep water from there.

The start points for the RACV Centenary Great Australian Rally were the Lindsay Fox Classic Car Museum at Docklands, the Brandon Park Shopping Centre, the Casey Civic Centre and – for older vehicles – the marina facility at Hastings on the Mornington Peninsula. The first three start points had the numbers of vehicles virtually divided equally and flag-off ceremonies took place at all start venues. As soon as the RACV Centenary Great Australian Rally was officially started, the inclement weather changed into a very pleasant form for motoring.

Excellent maps of the rally finish area at Mornington Racecourse had been prepared by Ross Wolstenholme and we soon adopted Leonie Graham's (*Armstrong Siddley Club*) stride as the bench mark for measuring distances between rows for parking. Thanks for all the work you and your helpers did, Leonie, it was greatly appreciated.

It was amazing how soon after the initial laying out of parking bays, that rally cars started entering the finish arena. A few must have come in direct from home, they were that early. Those of us who were marshalling the entrants into their parking spaces were kept busy until well after midday. Those vehicles that were being judged for the beautiful prizes, were directed into a special area. There were that many the display spilled onto the lawns in front of the grandstand area. It was time to take stock of what was of particular note in both arenas. It was soon observed that a great number of the vehicles in the non-judging area, would have ably qualified for prizes – had they been judged. The quality of vehicles, condition-wise, at our displays is most impressive and is developing constantly.

A first impression of good club participation was the BIM-BIM-BIM noise and its accompanying two-stroke haze. The DKW-Auto Union Club had a really good turn out and we could not miss them. Another very impressive club presence was that of the Bristol Owners Club. It is quite some time since we have seen so many of those evocative cars from Filton in one place – a truly wonderful sight, all that aerodynamic beauty! From those two performance extremes our attention was drawn to the Rover display of the Williamson's 1933 Rover Special 10 and all the P3s, P4s, P5s, P5Bs, P6s and P6Bs, along with a few that had lost the celebrated 'P' tag. This is really turning out to be the year of the Rover.

Another very interesting exhibit was the Hartnett owned by Rod Fulton. A compact car that demonstrates that, even now, that it is all the motorist really needs. Another car that impressed greatly was the large grey 1940 Vauxhall saloon. In reality, there were too many interesting and well presented vehicles and they can not all be commented upon here.

Superbly crafted prizes were awarded to the following vehicles and their owners:

PRIZE	YEAR	CAR & MODEL	WINNER'S NAME
Perpetual Trophy, Longest Dist.	1928	Morgan Super Aero	Greg & Christine Stevens (Brisbane)
Best Motor Cycle	1940	Indian Sports Scout	Meredith Spykers
Best Commercial Vehicle	1972	Austin Taxi	Roger Stanley
Best Military Vehicle	1942	Willys Jeep & Trailer	Gordon Edwards
Best Modern/Late Classic (Non European)	1971	Ford Falcon GTHO	Steve Warton
Best Modern/Late Classic (European)	1978	De Tomaso Pantera	Danny Papadopoulous
Best Classic (Non European)	1965	Ford Mustang	Peter & Sandra Hibbert
Best Classic (European)	1953	Allard Palm Beach	Christopher Lowth
Best Early Classic (Non European)	1937	Buick 8/40	Paul Carman
Best Early Classic (European)	1948	Ford Anglia	J & C Allan
Best Vintage Vehicle	1923	Alfa Romeo	Peter Shepard
Best Veteran Vehicle	1912	Rolls Royce Silver Ghost	Fiona & George Forbes

Dr, Max Lay Trophy (Best Outright Vehicle Overall)	1913	Ford Model 'T'	Brian Hussey
Best Outright Runner-up	1925	Vauxhall 23/60	George Cox
Best Costume			Greg & Christine Stevens

Our thanks to the judges, seeing the quality and variety of vehicles that they had to judge, it was certainly not an envious task. In addition to the above awards, participating clubs received special awards. Those clubs that fielded the following numbers of vehicles, received appropriate awards:

Ten (10) or more vehicles	Bronze Award
Twenty (20) or more vehicles	Silver Award
Thirty (30) or more vehicles	Gold Award

The following clubs achieved Bronze Award Plaques:

Buick Car Club of Australia Inc.
 Classic & Historic Automobile Club of Australia Inc.
 Chevrolet Car Club of Victoria Inc.
 Jaguar Car Club of Victoria Inc.
 Mercedes-Benz Club (Victoria) Inc.
 Model T Ford Club of Victoria Inc.
 Morris Minor Car Club of Victoria Inc.
 Mornington Peninsula Historical Vehicle Club Inc.
 Mustang Owners Club Inc.
 Sunbeam Car Club Inc.
 Triumph Sports Owners Association Inc.
 Veteran Car Club of Australia (Victoria) Inc.

The following clubs achieved Silver Award Plaques:

Rolls Royce Owners Club of Victoria Inc.
 Rover Car Club of Australia Inc.
 Southern Peninsula Classic & Historic Car Club Inc.

The following clubs achieved Gold Award Plaques:

MG Car Club of Victoria Inc.
 Vintage Drivers Club Limited

Our sincerest congratulations to all of the above mentioned clubs, your participation in the RACV Centenary Great Australian Rally was magnificent. The whole event was a splendid result. Our thanks to all the sponsors:

The Royal Automobile Club of Victoria	Magic 693 Radio
Mornington Racing Club Inc.	Mornington Peninsula Shire
The All British Classics Car Club (Vic.) Inc.	Independent News Group

Please support our sponsors, for without them we would not have had such an enjoyable event. Thanks also to all of our volunteer helpers on the day, and before the event, you did a splendid job. Thanks again to Frank and Pat for making it all come together. However, the call goes out yet again – where were the Standard Vanguard?

Mike Allfrey.

WANTED KNOWN

Where can string-backed driving gloves be purchased? Please let me know – Mike Allfrey.

VISIT TO McCLELLAND ART GALLERY

Sunday 7th March 2004

An official event, the All British Classics Car Club will be visiting the McClelland Art Gallery and Cultural Centre for a morning's viewing. We will be meeting at the Gallery in McClelland Drive, Langwarrin (UBD Directory Map 428 Ref: E20, Melways Directory Map 103 Ref: E3), in the car park at 11:00 am.

This is the last day of a major exhibition and, maybe, a bargain or two may take your eye. You will enjoy the art on display and the rather nice light lunch following the viewing.

Fellow club member, Professor Peter Chandler is the Chairman of the McClelland Art Gallery and any enquiries should be made to Peter on telephone number (03) 9572 1112.

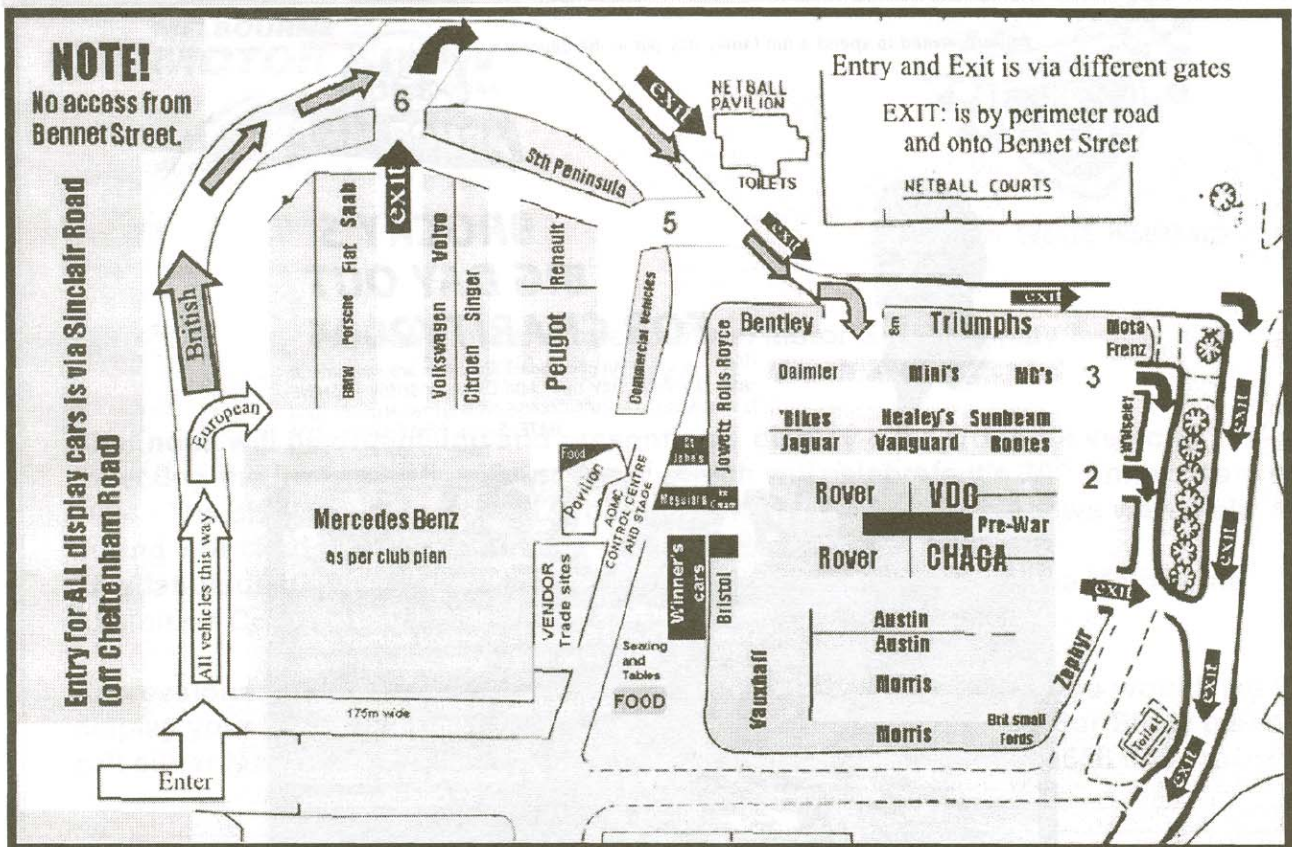
So, please come along and have an enjoyable time.

Editor's Note: I will not be able to attend this event, therefore I will be hoping for a good report for the March edition of Your ABCCC News. Contact details inside front cover.

THE RACV BRITISH & EUROPEAN MOTORING SHOW

Sunday 14th March 2004

The Association of Motoring Clubs Inc. (AOMC) is proud to present the RACV British & European Motoring Show. Both this show and the RACV American Motoring Show are almost here and the AOMC is asking for your support for these important events. This year, things are a little bit different, all show vehicles will be entering the show arena from Sinclair Road. The Bennett Street gate will be closed. Sinclair Road can be accessed from Bennet Street via Bramley Street. After turning to the left through the gate, the flow of cars will divide into two streams – left lane for vehicles of British origin, right lane for those of European origin. See Map below:



AOMC British & European Motoring Show – Arena Map

As you can see on the map, we enter the British Zone at the first entry on the right after crossing centre thoroughfare. There will be Bentleys and Triumphs on each side of the entrance.

This year the feature marques are Rover and Peugeot. The Rover Car Club is in the throes of celebrating 100 Years of Rover, and the Peugeot Car Club are very busy celebrating the 50th Birthday of their club – quite significant milestones for both clubs.

ABCCC members do not have to group together for this display, feel free to join in with your own marques, and don't forget, the Rover Car Club will need all the Rovers they can get. Their aim is to have one-hundred Rovers on display. We need to beat the Mercedes-Benz Gruppe on this one! We look forward to your participation in this, one of the most important events of the year.

Enquiries to Mike Allfrey, telephone number (03) 9729 1480.

Mike Allfrey.

RACV FLY THE FLAG TOUR

Saturday 20th – Wednesday 24th March, 2004

This important event, a significant part of the RACV's Centenary Celebrations, is now not at all far away. There are still a few vacancies on this event, so if you want a really good time on a well organised tour of Western District, Victoria – talk now to Frank.

Enquiries about the Tour to Frank Douglas on (03) 8704 2533.

EASTER BUSH BASH – BROKEN HILL

Thursday 8th – Tuesday 13th April, 2004 (Easter Weekend)

Over recent years a great camaraderie has developed between the Broken Hill Historic Vehicle Club and our club. This has been mostly due to having Broken Hill as a stop-over during our legendary ABCCC Opal Safaris to Andamooka. Now it is time to have some extended fun in Broken Hill, by taking part in the Broken Hill Historic Vehicle Club's Easter Bush Rally. This is an event not to be missed.

Our group will be departing for Mildura on Thursday 8th April and the intention is to arrive in Broken Hill at lunchtime and participate in the Easter Bush Rally. After enjoying the rally, it is our plan to arrive back in Melbourne on Tuesday 13th April.

This exciting tour is one that is not to be missed, and you can be assured of a warm welcome at Broken Hill, the home of some very interesting motor cars. There are still a few vacancies, and, as you all know, call Frank!

Enquiries to Frank Douglas on (03) 8704 2533.

“TASMANIA TEMPTATIONS – 04”

Saturday 9th – Sunday 17th October, 2004

Preparations are now well in hand for the tour, which is shaping up to be the highlight of club events for 2004. This is your opportunity to participate. Proposed numbers limited to 20 cars. The booking deadline has been extended.

Bookings now close 6th March, 2004. Don't miss out! Confirm now to avoid disappointment!

Our host for this event will be the State Government Agency, Tourism Tasmania, which has now responded to our itinerary, and subject to return of confirmed numbers is block booking all fares, accommodation, most meals and entry to attractions. Cost inclusions are on a twin-share per person basis as follows:

Return travel by Spirit of Tasmania, outside (port-hole) cabins reserved, 6 nights accommodation, cooked breakfast daily, 3 course dinner on 4 evenings, lunch on 2 days (includes Gordon River cruise) and entry to all attractions (these to be finalised).

There is a booking form at the end of this item. To avoid damaging your magazine, please make a photocopy or download and print off, and post it in.

Tour Itinerary

By now, most Club Members and friends will be aware of TASMANIA TEMPTATIONS which promises to be a thoroughly enjoyable mix of motoring, luxury cruising, and some of the finest sightseeing attractions in the world.

Already, expressions of interests and firm bookings have been received from over 15 couples – it only requires those who have not yet decided to do so NOW. DON'T DELAY!

Mr Garry Ranson of Tourism Tasmania, our tour co-ordinator, reminds us of the urgency of finalising NOW to secure a place on the tour.

For those not in possessions of the tour itinerary, the following overview is current:

- SUNDAY: Devonport – Launceston via National Motor Museum, Woolmers Estate (Historic House and Garden – Lunch), the Evandale Village – Launceston – Gt Northern Hotel.
- MONDAY: Launceston – Cradle Mountain Lodge – Lunch – Strahan Village Hotel for the night.
- TUESDAY: Gordon River Cruise – Lunch on board. Return to Strahan.
- WEDNESDAY: Free time: there is an optional day trip on the local "Puffing Billy" to Queenstown and back. Return to Strahan.
- THURSDAY: Strahan to Hobart – multi attractions including Wellington, Cadbury's, Salamanca Market. Stay at Hadleys Hotel.
- FRIDAY: Hobart and environs.
- SATURDAY: Salamanca Market. Leaving 12.00 noon sharp for Devonport. Estimated travel time 5-6 hours. Board the 'Spirit' at 7.30 pm for 9.00 pm sailing. "Bon Voyage!"

Tour Costs

Adult fare per person \$1242, Senior per person \$1178, Single Supplement +\$479

A deposit of \$60.00 per person is required by 6th March, 2004 to secure. Please complete form below and return with cheque, made payable to All British Classics Car Club, to:

DON JOHNSON PO BOX 72, PARKVILLE, 3052

For further information, call: **Don & Aurora Johnson (03) 9830 0945**

Mobile: 0417 118 093, 0418 536 238, Email: aurora@corplink.com.au

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CONFIRMATION / EXPRESSION OF INTEREST

NAME(S)

ADDRESS

PHONE (H) MOBILE

CAR REG CHASSIS

CONFIRMED. HEREWITH CHQ

SIGNATURE

WINTON HISTORIC RACE MEETING

Sunday 30th May, 2004

For many years now, the Austin 7 Club have been conducting a historic race meeting at Winton on the last full weekend in May. Usually, because accommodation in the Benalla area is so heavily booked, we leave Melbourne very early, about 5:30 am(!), on the Sunday morning, the run through Yea and Swanpool at this time is breathtaking, we stop at Benalla for breakfast at a nice bakery. Our arrival at Winton Motor Raceway is in time for the first of many action-packed race events for the day.

If we can get a group together, we can display our vehicles in a special area near the Start-Finish line. To enjoy the privilege of this space reservation, we need to know soon how many will accompany us to this event. It will be an official ABCCC event, and those vehicles operated on the Victorian Club Permit Scheme will be eligible to take part. Please let us know if you wish to join us for this event.

If you wish to join us, contact Mike & Sue Allfrey on (03) 9729 1480.

A WARM WELCOME FOR NEW MEMBERS

The All British Classics Car Club extends a warm welcome to the following new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We look forward to meeting you all at one of our events very soon.

Dr Simon Royce	1969 Jaguar 420 G, 1967 Jaguar 420, 1962 Jaguar Mk X and a 1966 Humber Super Snipe Series V.
Matt Sawyer and Felicity Capp	1953 Austin A30.
Brian Skewes and Emily Ong	1929 Ford A Roadster and a 1959 Jaguar Mk II 3.4 Litre.

USE OF VEHICLE JACKS AND SUPPORT STANDS

Introduction

Recently, tragically, a classic vehicle enthusiast was killed while working under his car that was supported by a jacking device. The circumstances related to this incident are the subject of a Coronial Inquiry, and so the assumed cause of the accident can not be discussed in detail here. It is, however, appropriate that proper notification be placed in these pages about the dangers associated with working under vehicles that have been raised from the ground. This may appear to be a lengthy article, but it carries very important safety messages.

Vehicle Jacking Systems

It should be understood that the jacking device supplied with a vehicle can only be considered as an emergency jacking device. Usually, the vehicle manufacturer supplies a jack that is capable of just lifting the vehicle sufficiently to remove and replace a road wheel. It has been designed for one purpose only – to facilitate the changing of a road wheel. These jacks are manufactured to meet minimum criteria with respect to lifting the vehicle.

Generally, a vehicle's jacking device relies on a screw thread to perform the actual lifting operation, and the jack would be of the scissor-lift type, or it could be a long vertical device that hooks into the vehicle and is operated by a convenient crank handle and gearbox (deluxe version), a reversible ratchet handle, or the vehicle's wheel nut spanner (wheel brace). Another type is similar to the vertical screw type, but is of the pawl and tooth format operated by a lever. All of these types are the minimum requirement to lift one side or corner of the vehicle at a time. All vehicle jacks require that a road wheel be chocked, to prevent vehicle movement during and after the lifting process. Sadly, some vehicle manufacturers do not supply a suitable road wheel chocking device. Jacking instructions supplied with the vehicle will refer to chocking a road wheel for safety reasons, but it is up to the vehicle operator to cast around for a suitable piece of rock or wood. Not very convenient when a puncture occurs in a clean bitumen car park!

Criteria for jacking a vehicle are the requirement for it to be on a level and firm surface capable of supporting the small footprint of the jacking device, the parking brake to be firmly applied and all vehicle doors be closed. It is wise to carry in the spare wheel well a pair of wooden blocks, that are long enough to span the width of the tyres and of at least 100 x 50 mm (4" x 2") dimensions. The chocking blocks should not be so large that a road wheel might push the block forward along the ground. Rather, the wheel should try to climb up the block, thus using the vehicle's weight to force the block into the ground and pin it in place.

The vehicle manufacturer's jack operating instructions must be adhered to implicitly. A jacking device should only be placed under a vehicle at the positions designed for it.

Vehicle Support Stands

We, as classic vehicle owners, tend to carry out a fair amount of the servicing on our treasures. Part of this servicing and repair activity requires that the vehicle be raised and road wheels be removed. In the home workshop this can be a fairly tricky operation. However, having the right equipment can make this task safe and logistically easy, for a reasonably minimal cost. If service and repair work does require that the vehicle be raised, then it is best to equip yourself properly before commencing any part of the job.

The first requirement is a minimum of two good quality vehicle support stands. There is quite a variety of types in the shops and making a choice should be done with care. The first point to look for is a suitable support surface to provide ground stability. The next area to look at is the support area that will be in contact with the vehicle. It should firmly support the vehicle, and not be able to slip away at any time. Next, consideration should be given to the method of height adjustment. There are three common types – typically using a telescoping stem within a tube – a series of holes and a pin on a chain, or a screw and nut, or a wedging latch into notch.

The stem of the support must slide freely in the main stand to provide easy adjustment. The notched stem in the wedge action type must have clearly defined adjustment notches and the U shaped locking pin must pivot freely. The adjusting notches in the stem should not have any casting defects that may interfere with the action of the locking pin. Obviously the support stands chosen, must be rated to support the weight of your vehicle.

When placing a support stand under your vehicle, make sure that the base of the stand sits firmly on the hard surface without rocking. If it can rock, in any direction, raised vehicle stability can be compromised and a potentially dangerous situation will be the result. The stand must also be positioned so that the stem is absolutely vertical. If this cannot be achieved, lower the vehicle and relocate to a level area for the work to be carried out.

The support stands must be placed securely under the vehicle, and the weight carried by them, prior to any work commencing under the vehicle. For maximum safety, they should support the vehicle in a level plane, while it is being worked on. The jack should be left in place if practicable, to provide an extra safety support should the need arise.

Vehicle Jacks

When choosing a home workshop jack great care has to be taken in the choice process. Several questions have to be asked – can it lift the whole vehicle safely?; in the lowered position, is it low enough to fit under a suitable jacking point when one or more tyres are deflated?; will it lift the vehicle high enough to place the support stands underneath?; do you have good control over the lowering device?; are the wheels (trolley jack) and axles strong enough for the type of work you intend to do with the jack?; is the base large enough to take the weight of your vehicle on your work surface? All of this has to be taken into account prior to making a purchase. Another valuable point to consider is, after making your decision, to select a jack of 30 per cent more capability than that of your initial choice, after considering the questions listed above.

When using a jack to lift a vehicle, careful thought must be given to the behaviour of the vehicle and its road wheels during the lifting process. If a vehicle is being raised at one corner, the di-

agonally opposite road wheel will, in some cases, take more weight and will, as the angle of the vehicle changes the wheel – or the jack – whichever has the least resistance, will tend to move. If using a trolley type jack, it must be arranged in the direction that will allow the jack to 'follow' the vehicle as it moves. No matter what, the road wheels that remain in firm contact with the ground, must be chocked firmly. As soon as a vehicle is lifted off the ground, and the jacking process has stopped, support stands must be put into place to adequately support the raised portion of the vehicle.

It is often stated that the placement of the removed wheel underneath the vehicle to act as a support in the event of a jack mishap, is a good safety precaution. It may be, to a certain extent, but, just take the time to lie alongside your spare wheel and see how much protection it will give you. Usually, if there is a jack mishap, the vehicle will move forward or backward and may thus finally land in such a position that the wheel is deflected. In any case, it is simply not safe workshop practice to jack up a vehicle, and then remove the wheel without safe back-up support. All of us have a tendency to take short cuts or save money by not using support stands. This is not good behaviour around a vehicle being serviced or repaired – even at the roadside.

If using an hydraulic jack, be it of the static bottle type or trolley style, then care should be taken during operation. It is important that the jack is used and stored in such a way that the ram and its seals are not damaged. A damaged ram shaft can cut the seal and permit the leakage of fluid and thus allow the vehicle to drop. Most cheap hydraulic jacks have unplated ram shafts that, if left in the extended position, are prone to rust damage. During storage the ram shaft must be in the fully 'home' position. This also applies to chrome plated shafts. The chrome plating is applied directly to the steel shaft and, because chromium plating is porous, rust can quickly cause serious problems with sharp edges of pitting lacerating seal components.

Jack Quality

It is sound advice to avoid purchasing the cheapest vehicle jack that is available. There are so many hydraulic trolley type jacks that are available now, that great care should be used when making your choice. Every home workshop should have a good quality vehicle jack amongst the servicing equipment. Your life could very well depend on your choice of jack! Extra money spent here is very well worth it.

Back in 2001, there was a product safety recall on a certain type of trolley jack that was claimed to meet Australian Standard AS2615-1987. There were two known jacks that came from the one factory, but under different brand names. The jacks were recalled because they did not comply with the Mandatory Standard AS/NZS 2615-1995 (Trolley Jacks). This product safety recall was advertised prominently in the AOMC Newsletter for several issues.

Another point, if you have an hydraulic jack of any type, and it is leaking fluid, then the cause of the leak must be investigated immediately it is discovered and suitable repairs effected. A seal or other damaged component in an hydraulic system has the potential to completely fail and cause serious injury, or death. The leak would be an adequate warning signal that a serious problem with the safety of the jack exists.

It is a very sad situation where most of us will invest a vast amount of money in the restoration of a classic vehicle, but will scrimp to the very lowest denominator when it comes to purchasing a safety oriented item such as a vehicle jack for the home garage. It should be remembered that if an item is very cheap, then it is very likely that short cuts have been taken during its manufacture and assembly – to the extent that personal safety may be compromised.

I have no connection with the vehicle jack trade and usual disclaimers apply. However, I do value greatly your friendship and trust that common sense when using vehicle jacks will prevail.

Mike Allfrey.

CONCESSIONAL REGISTRATION IN SOUTH AUSTRALIA

There are quite a number of motoring enthusiasts here in Victoria, who are calling for VicRoads to adopt a similar scheme to that used in South Australia. I won't go into details here, Graham Allum has covered the topic very thoroughly in the Jan-Feb 2004 edition of that excellent publication, *Restored Cars Magazine*. The South Australian authorities have tightened up the eligibility criteria for motor vehicles to operate using that Concessional Registration scheme.

Graham's article is interesting reading and it shows just how draconian authorities can be. There are many areas that need careful consideration before placing a vehicle on the scheme. The main demand is that the vehicle be authentic in every way, even to paint finish and interior trim as well as the usual mechanical and structural specifications that have to be met. Obeying the letter of the law, means that a modern oil filter conversion would not be acceptable.

Here, in Victoria, we have a fair and workable Club Permit Scheme. Let's keep it that way.

Mike Allfrey.

Lorne Great Ocean Road Weekend Trip

for

Melbourne Cup Weekend

of

Saturday 30 October 2004 - Tuesday 2 November 2004

Following the success of last years' visit to Marysville, it is proposed to hold another weekend away this year.

Accommodation

will be at

Erskine House

Please contact

Tony Hodges

Phone: 5263 1580

e-mail: siddeley@pipeline.com.au

and register your interest ASAP

Numbers need to be known soon, so as to be able to secure the accommodation booking in advance.

A more detailed program will be issued later.