



An incorporated club

A0035462V

A friendly family social motoring club

Edition 117

April 2008

A 1949 TRIUMPH ROADSTER



I thought I would send you this photo for the magazine, better than Jowetts. It was originally registered in New South Wales and getting it fully registered in Victoria was fun but it was worth it.

The steering box had to be rebuilt with spray welding of the worm. The icing on the cake was the fact that I was able to pick the following registration number off the VicRoads shelf, TR 1949.

A question for members to consider is, whether whitewalls suit this car? Any comments?

Best wishes, Chris Baker

Please send in photographs of your British Classic so that it can be featured here – otherwise, definitely more Jowett pictures!

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to:

Val Jefferyes and Jim Spence
PO Box 8092, Burnt Bridge Shopping Centre
Croydon VIC 3136

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

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23rd 1997
THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.
Club Founder – The Late Frank E Douglas

"Owning And/Or Appreciating The Spirit Of Fine British Classics"

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

President	Tony Pettigrew	(03) 9739 1146	tony1@uvtc.net.au
Vice President	Ray Higginson	(03) 9336 7306 (AH) (03) 9310 5286 (BH)	lhigginson@kangan.edu.au
Treasurer	Tony Hodges	0419 307 026	siddeley@netspace.net.au
Secretary	Pat Douglas	(03) 9739 4829	patjdouglas@iprimus.com.au
Membership Secretary	Val Jefferyes	(03) 9725 1117	spencestandard8@optusnet.com.au
	Jim Spence	0412 808 050	spencestandard8@optusnet.com.au
Magazine Editor	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
Assistant Editor	Mary Nolan	(03) 5978 7798	MaryCheng@bigpond.com
AOMC Delegates	Bill Allen	(03) 9846 2323	
	Ross Gardiner	(03) 9589 2013 (AH)	consultanalogue@hotmail.com
Club Regalia	Bill Allen	(03) 9846 2323	
Victorian Club Permit	Nello Mafodda	(03) 9719 7948	dimafodda@hotmail.com
Scheme Officers	Colin Brown	(03) 5964 9291	colin.brown@hotmail.net.au
Committee Members	Frank Sawyer	0408 633 778	frank.cars@bigpond.com
	Colin Brown	(03) 5964 9291	colin.brown@hotmail.net.au
Website Maintenance	Chris Newell	0438 007 021	chrisnewell@abccc.com.au

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

IMPORTANT CLUB INFORMATION

Introduction

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 All British Classics Car Club 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 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.

Seven marshals' safety vests are missing! If you know of their whereabouts, please call Maxine Pettigrew on (03) 9739 1146. We need them for the RACV Fly the Flag Tour.

THE VICTORIAN CLUB PERMIT SCHEME

For your Victorian Club Permit Scheme (VCPS) renewal, please forward your completed renewal form to Colin Brown at PO Box 40, Coldstream, Victoria, 3770. Please enclose a stamped envelope, addressed to VicRoads along with a cheque/money order for your VCPS Fee, and I will sign on behalf of the club and forward it on to Vic Roads for you.

Please note that the Customer Copy and VicRoads Copy must be intact It is your responsibility to maintain the motor car in a safe operating condition.

Colin Brown.

NEW VCPS APPLICATIONS

For members wanting to place a car on the VCPS, under the auspices of our club, please contact: Nello Mafodda on (03) 9719 7949, who is the ABCCC VCPS Officer in Charge. Nello will be pleased to provide all the information required to place a motor car on the VCPS.

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

ABCCC EVENTS DIRECTORY

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.

April 2008

- 5 – 11 RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Touring The Famous Western District.
- 6 Shannons American Motor Show – An AOMC Event AOMC (03) 9890 0524
Venue – Members' Car Park, Flemington Racecourse, enter from Epsom Road.
- 19 – 20 Open Gardens Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Note the corrected telephone number.
Please offer your help to George, details inside.
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.

May 2008

- 3 – 4 Rusty Springs Weekend – [An ABCCC Event](#) Rob Nolan (03) 5978 7798
Venue – Avenel, Victoria.
- 18 Visit to Point Cook Homestead – [An ABCCC Event](#) Pat Douglas (03) 9739 4829
This event forms a part of the AHMF's National Motoring Heritage Day.
Meet Point – Todd Road Service Area, West-bound Westgate Freeway.

June 2008

- 7 – 9 The Echuca Steam Rally – [An ABCCC Weekend Run](#) Lyn Higginson (03) 9336 7306
See inside for details and map.
Meet Up Point – Cadell On The Murray Resort.
- 22 A Visit To The Nyora Speedway – [An ABCCC Event](#) Heather Cannon (03) 5659 0264 (AH)
Venue – Nyora Speedway, Grundy Avenue, Nyora, Victoria.
- 28 The Great ABCCC Trivia Challenge – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Please note that this is a Saturday evening event, and the booking is firm.
Venue – The Lilydale International Club, Nelson Road, Lilydale, Victoria.

July 2008

- 2 Morningstar Visit – [An ABCCC Event](#) Ken & Karen McDonald (03) 5975 1867
Meeting Point – Manyung Gallery, Nepean Highway, Mount Eliza.
Venue – Morningstar Estate, 1 Sunnyside Road, Mount Eliza, Victoria.,
- 13 You Yangs Day Out – [An ABCCC Event](#) Anne Tootell (03) 9891 6905
Meet At – Todd Road Service Area (Near KFC), Westgate Freeway.
- 26 AOMC Information Seminar AOMC Sec. (03) 9555 0133
Venue – TBA
- 27 Club's Annual Dinner – [An ABCCC Event](#) Colin Brown (03) 5964 9291
Venue – Tokar Estate, Coldstream, Victoria.

August 2008

- 10 BYO Lunch Outing – [An ABCCC Event](#) Judy Birkett (03) 9755 1772
Venue – TBA
- 30 – 31 The Wonderful ABCCC Indulgence Weekend – [An ABCCC Event](#) Peter McKiernan (03) 9528 4644
Meet Up Point – TBA

September 2008

- 14 The ABCCC Picnic Day Out – [An ABCCC Event](#) Marjorie Pepper (03) 9439 7875
Venue – Hanging Rock Reserve or Hanging Rock Winery.
- 24 Mid-week Run – [An ABCCC Event](#) Maxine Pettigrew (03) 9739 1146
Meet Up Point – Lilydale International Club, Nelson Road, Lilydale, Victoria.

October 2008

- 12 Rolling Hills Run – [An ABCCC Event](#) Rob Nolan (03) 5978 7798
Venue – Gippsland, Victoria.
- 18 – 19 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 31 – 4 Nov. Touring The Limestone Coast – [An ABCCC Event](#) Bryan Tootell (03) 9891 6905
Visiting South Australia.

November 2008

- 15 – 16 Bendigo National Swap Meet – Federation Event
- 26 Archery Competition Round 2 & Lunch – [An ABCCC Event](#) Colin Brown (03) 5964 9291
A Mid-week Event.
Meet At – Lilydale International Club, Nelson Road, Lilydale, Victoria.
- 30 Mystery Bus Tour – [An ABCCC Event](#) Ray Higginson (03) 9336 7306
Provided By The Higginson Charabanc Tour Company.
Meet – Alexandra Avenue, Adjacent To Anderson Street Intersection, Melbourne, Victoria.

December 2008

- 14 Christmas Luncheon Function – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – TBA

It should be noted that telephone numbers provided above are 'At Home' numbers.

Note: All ABCCC 'Noted Events' are Victorian Club Permit Scheme (VCPS) Authorized. To qualify for the VCPS, under the auspices of the ABCCC Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year, from the date of the vehicle's permit issue.

Note: The above listed events may require confirmation.

EDITORIAL NOTES – ISSUE 117

There has been a bit of an Editorial mix-up – some time ago John Holmes had very kindly sent me a submission for The Veritable British Classic Car quest. The E-mail it was sent with was placed in the ABCCC Archive file, and there, after inserting a picture of the car, that was where it stayed! Having formatted the article and inserted the picture, I had sort of convinced myself that it had been placed into a recent edition. Thanks for bringing the matter to my embarrassed attention, John. Obviously I am not yet fully *au fait* with this modern electronic filing system, yet.

Reference the front cover picture – a car with a tractor engine better than a Jowett? Confession time, not at all sure on that one! Yes, there were farm tractors powered by a Jowett engine – but that's the other way round! Maybe a good measuring method would be consideration of which appears more often at club events? Hang on, all cars are equal in this club, and we all know very well that the world's most expensive car is just as disabled as would be the world's cheapest – if they both had a flat tyre.

Mention of which leads us to the whitewall tyres question, very likely, such tyres were the brainchild of someone who never had to clean them. This fact probably comes from those times when the Landed Gentry and Newly-rich Americans employed chauffeurs to drive their motor cars and, in idle moments, clean those pampered cars.

Probably the best way to come to a decision on this is to look at the period brochures for the car concerned, Should a brochure illustration show that the model was equipped with whitewall tyres, then they can be used today with confidence. However, having written that, the 1976 Rover P6B 3500 looks awful on whitewall tyres! I seem to remember that the original tyre equipment for these cars was, either Pirelli or Dunlop plain wall tyres.

It has to be said that, whether or not a car should be equipped with whitewall tyres, it depends entirely on the owner's preference. The Editorial Rover has narrow section whitewalls on it and they are not much liked. It is good

fortune that the tyres are about at the age when they need replacing. The replacement tyres will certainly be like a New Zealand rugby team – all black!

On Page 11, there is an item taken from the AOMC Newsletter giving a report on the progress (or lack of it) on the Victorian Club Permit Scheme Review. Rod Amos (*Vintage Sports Car Club*) has put together a very informative explanation about what has happened so far. The process has been extremely slow-moving, that it is about time those responsible at VicRoads displayed signs of acute embarrassment.

Fair enough, there has been, reportedly, considerable upheaval at VicRoads during recent years. All very well, but that is not really a valid excuse because, in any *working* institution, the work goes on in spite of structural changes in the way the overall business is conducted. A number of clubs are expressing concern at the ongoing delays in getting the revised scheme approved. It is also distressing to note that there is no mention of getting Club Permit vehicles on to the VicRoads database for police reference. To have a vehicle, that is being used completely within the Victorian Club Permit Scheme parameters, but not being listed in the registered vehicles database is extremely strange indeed, and must be addressed with an absolute minimum of delay.

I could not be present for the visit arranged by Jim Spence to Islands Phillip and Churchill, hence the literary brevity and minimalist detail in the report on that one. My only excuse is my loyalty to the AOMC British Motoring Show (Classic Showcase be blowed!), having put a fair amount of work into it in the early days. In fairness to the AOMC, they experienced long delays in being allocated a date for the Flemington venue. This delay forced us to have the RACV Fly The Flag Tour while the American Motoring Show is being held.

Mike Allfrey.

PAST AND FUTURE EVENT REPORTS

AN OVERSEAS VISIT – Sunday 2nd March, 2008

Due to Jim Spence having a spell in hospital, Tom Cannon very kindly took over the running of this event. This report is taken from verbal comment, so may not be absolutely correct. Those that took part, met in Grantville for a morning tea before proceeding on to the Vietnam war Museum on Phillip Island, just near the airfield. This was a



surprisingly good place to visit and have a good look around. After spending the rest of the morning looking at some of the exhibits, it was time to motor on to Churchill Island for lunch. Judging by the photographs that Bob Kilpatrick sent me, we just about filled the room at the café. Our lunch lasted a fair while and some decided to go straight home to beat the motor cycle traffic after the Super Bike GP and some stayed on to visit the Nobbies. Those who stayed on were held back to leave the roads clear for the multitude of bikes that attend the races. It is probably a very good idea to let the bikes have command of the highway for a spell. Probably would have been a good day to drive serenely over Black's Spur!

We all wish Jim a full and wholesome recovery and, above all, thank him and Val for doing all of that ground work. Thanks

are also due to Tom for taking the event over at short notice.

Mike Allfrey.

MID WEEK RUN – Wednesday 12th March, 2008

Archery Competition – Round 1



Twenty highly trained archers assembled at Lilydale International for the short drive to Don Road Archery Centre, where a great morning tea awaited us. Instruction was then give in the art of archery, some hit the floor, some hit the roof, but most hit the wall, some even hit the target (not necessarily theirs). We were broken into three groups – Robin Hood's – Maid Marions – Knights – the Maid Marion's being triumphant, thanks to Harry Cooper and Rob Nolan finding the centre of the target.

After lunch an individual competition was held, Ed Bartosh defeating myself in a shoot out, which I had to let him win. (if you believe that you'll believe anything)

Left: Enjoying lunch after the serious business of the archery competition.

We then adjourned to the outside fairway, where we fired arrows at 3D targets of pigs, chooks, rabbits etc. I think the wild life of the world is safe from harm by the ABCCC. Then the dangerous art of golf was next on the agenda, very scary, the wild life was in danger from the moment Bill Bonner picked up a club. All good fun.

Most of us then drove up Don Road to David and Paddy Bullards country estate, where Paddy provided afternoon tea on the veranda overlooking Don Valley – a delightful way to spend the afternoon.

Thank you Paddy, and all you great club members, for your support for our club functions.

Colin Brown.

COMO GARDENS OPEN WEEKEND – Saturday 19th & Sunday 20th April, 2008

The gardens will be a wonderful delight in the late-coming autumn and are well worth a visit. Also worth taking in are steam train rides, model boats on the lake and those sumptuous scones with cream and jam. In addition to all of that, there is the fabulous motor museum to interest all of us.

This is an event that raises money for worthy causes and, for our club, a contribution to our funds in exchange for a few hours assisting with running the open days. We need help with car parking, collecting entry fees, assisting with the train rides and help with the refreshments. If you can provide some help, please contact me on (03) 9761 1341. I can also be contacted on mobile telephone number 0418 323 376, or on fax number (03) 9761 3239.

WE NEED YOUR HELP ON BOTH DAYS, BUT MORE SO ON SUNDAY!

The Como Gardens now has its own Website – www.comogardens.com.au

Como Gardens are located at 79 The Basin-Olinda Road, The Basin, and any help will be gratefully received.

George Hetzel.

RUSTY SPRINGS WEEKEND – 3rd to 4th May, 2008

This weekend away is preferably a 2 night stay.

All people coming Fri night so far are: Rob & Mary Nolan, Colin & Joy Brown, Phil Cook & Glenda Veale, Ross Paul & Elinor Boyd, Brian & Marjorie Pepper and Don & Marlene Pepper.



So still room for you yet, don't miss out!

Friday night, hot soup & crusty bread supper, tea and coffee etc awaits you.

Economical prices still bring finalised if all rooms filled for 2 nights.

Refer previous month's newsletter for most details.

Sunday will still be a full day till say 3pm for those wishing to get away after lunch!

A pleasant "fun filled" weekend is assured with a home cooked dinner Saturday night.

This is a W/nd away not to be missed ! Note: Mothers Day is the next w/end 11/5/07.

Please RSVP asap, otherwise you will miss out. Accommodation is unfortunately limited on this event.

Contact Rob and Mary Nolan on (03) 5978 7798 or RobNolan@bigpond.com

Rob Nolan.

AHMF'S NATIONAL MOTORING HERITAGE DAY – 18th May, 2008

Point Cook Homestead Visit

Each year, the Australian Historic Motoring Federation (AHMF) sets aside a day in May to celebrate the heritage motoring movement and its activities. The idea is to have as many heritage vehicles out on the roads, on the one day, as possible. This year the date for this significant event is 18th May, and our club is participating in the AHMF Motoring Heritage Day by having a day out to Point Cook Homestead. The run will incorporate lunch at the café and a visit to the homestead. This café can be highly recommended for a cooked breakfast at lunchtime!

We will meet at our usual 'Westside' meeting place, the Todd Road Service Area on the Westgate Freeway, heading west, and parking near the KFC facility, Meet here in good time for a 10:00 am departure for Point Cook.

Our chosen venue will provide maximum exposure to the public, with our cars arriving at the Todd Road Service Area from all directions, preferably not using the freeway/tollway systems until close to our meet-up point. There will also be good exposure at Point Cook. We would like to have as many older cars on this run as possible.

The event will be reported to the AOMC for forwarding to the AHMF, so that they can gain a fair indication of the number of cars involved nationwide. This event is for heritage vehicles, please don't bring your modern – Joe Public just will not notice it! This is our day to show off our splendid British classics and we are looking forward to a very supportive participation in this AHMF event by our club members. A similar event is run in Britain and the support by heritage vehicle clubs for that event has been exceptional. We will need to know numbers for the luncheon arrangements, so, if you wish to participate in our event, please call Pat Douglas on (03) 9739 4829. Important – Be There – in your classic!

Pat Douglas.

THE ECHUCA STEAM RALLY – 7th to 9th June, 2008

The Steam Rally weekend in June is going to be a completely casual affair. We do not have anything specific organized. You can make it a four day weekend or a three day weekend. We have rooms reserved at the Motel from Friday night until Monday morning. If you wish to attend this weekend please contact the Cadell Motel in Moama (Phone 5482 4500). The price quoted was three nights \$285, two nights \$240 this is on a twin share basis.



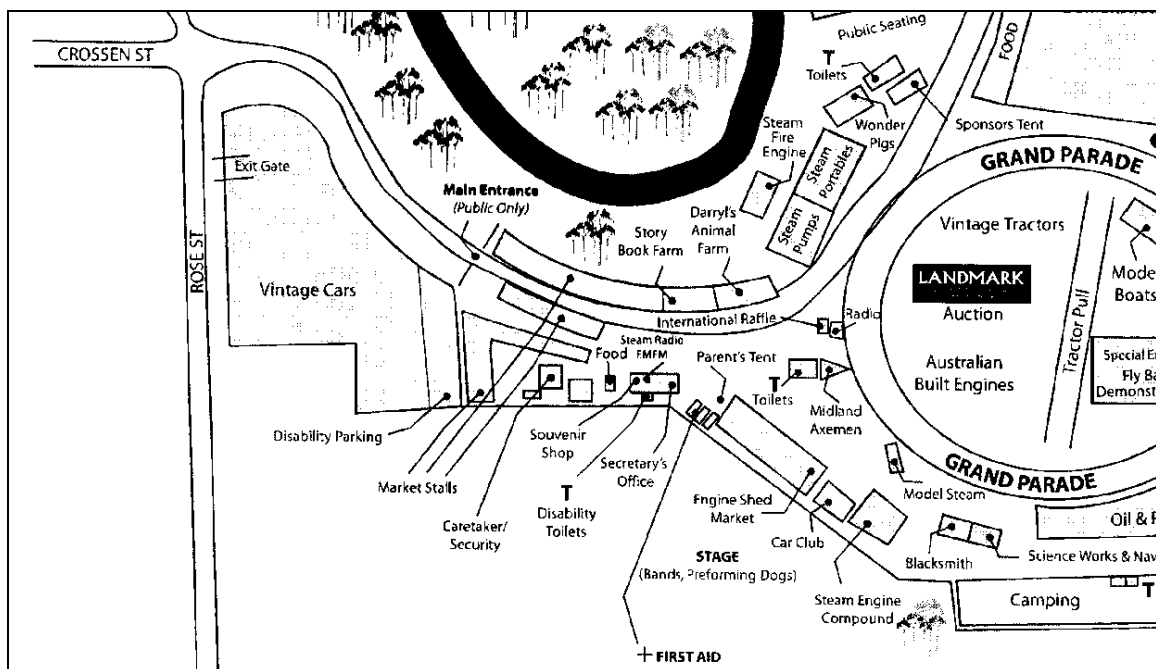
We are booked into the Rich River Country Club for an evening meal on the Friday night, and will be picked up by the courtesy bus at about 5.30 p.m. On Saturday and Sunday nights we will have our meals at the Motel, possibly a BBQ one night and Chickens and Salads the next night and will work out a price per head when we have our big shop, so the happy hour will start sometime in the afternoon. No worries about booze buses or driving.

Left: All the majesty of The Grand Parade!

We will be leaving early on the Sunday morning to put our cars on display and the rest of the day is yours to explore the many events at the rally. Saturday is a free day for you to go wherever you wish in

Echuca, there are many different events here so I decided that you can do your own thing here as some might wish to do a river cruise, some may wish to visit friends and or family, some may wish to shop, or some may even wish to have a completely lazy day.

Regarding the actual rally please go on the Internet and look up www.echucasteamrally.com.au and then click on Program. There is a heading near the top of the page 'New .. download exhibitor form', click on this. The entry form is for 2007 but the person that I spoke to regarding this said to change it to 2008 and fill out the form. We are entering as a Classic Car Display. Send the form off with entry fee to the Steam Horse & Vintage Rally Inc, P.O. Box 199, Echuca, Victoria, 3564, with a short covering note stating that you are unable to download the 2008 entry form and if fees are more could they please contact you.



Map showing our entrance and parking in relation to the Grand Parade arena

Note: Rose Street actually runs east to west and the Steam Park is south of Rose Street..

Referring to the map on the previous page, we will be entering the display area from Crossen Street. The entrance gate for display cars is adjacent to the main entrance gate. Our cars will be ranged alongside the driveway into the Steam Rally site, As last time, we will need to get a display number from the Rally Office. These numbers are necessary if we take part in the Grand Parade.

On Monday morning we will be leaving Echuca and will have lunch at a hotel in Bendigo and then say a fond farewell to all our companions for the weekend.

When you have booked the Motel could you please email me on lhigginson@kangan.edu.au and let me know that you will be attending. I have reserved about 20 rooms at the Motel so when I can see that it is getting close to being full I will see if I can have some more rooms (if available). So as you can see the booking of the Motel and the entry into the Steam Rally is completely up to you as I have found in the past that this is the best way to organize this type of weekend. Please come along and have a really good time laughing and joking with your friends and having a relaxing time.

Lyn Higginson.

THE AOMC INFORMATION SEMINAR – Saturday 26th July, 2008

The Association Of Motoring Clubs (AOMC), during the winter runs an Information Seminar for motoring clubs in Victoria. In the past, these seminars have concentrated on how clubs should be run, the Victorian Club Permit Scheme, Public Liability Insurance and other such topics. These seminars have always been of good value, being crammed with interesting information and having lively guest speakers.

This year the theme of the AOMC Seminar is going to be a little different. The topic will be Restoration Techniques and will concentrate on the mechanical aspects of a motor car's restoration. There will be sessions delivered on varying topics with respect to the chassis, rear axle, transmission and engine. Due to the collective experience of the presenters, much information can be gained.

The AOMC Seminar is a Saturday morning event and should have items of interest for all of us. For morning tea catering and printed hand out information the AOMC needs to know how many are attending the seminar.

There will be more information as it comes to hand.

Mike Allfrey.

THE WONDERFUL ABCCC INDULGENCE WEEKEND – 29th to 31st August, 2008

It's on again – the justly famous "All British Indulgent Weekend", This year we are heading east, meeting at Berwick on Friday 29th and departing in an easterly direction

Accommodation is at a famous 4½ star location with indulgent meals and surprise entertainment to keep you occupied all the weekend, returning home on Sunday afternoon.

All this for just \$585.00 per couple (excluding morning tea and pre-dinner nibbles). Spaces are limited. To ensure your place contact Rosalie or Peter McKiernan on (03) 9787 6003, or on mobile 0407 876 023.

See you in August.



Peter McKiernan.

CLUB HOLIDAY TO THE LIMESTONE COAST – 31st October to 4th November, 2008

Due to restricted motel accommodation at this period, the group will be limited to 12 couples(or 12 rooms), so first in best dressed and be prepared to be placed on an emergency list.

Day1. Travel via Ballarat to Casterton.

Day2, To Penola, with wine tastings in the Coonawarra region.

Day3. To Robe, to sample the best crayfish on the Mainland.

Day4. To Mt Gambier to experience the "Blue Lakes"

Day5. To Hamilton, via Limestone Caves and Nelson.

Day6. To Melbourne, with lunch at Inverleigh before making our way back to the big smoke.

If you may be interested in participating please contact- Bryan Tootell on mobile 0412 549 906

Bryan Tootell.

IMPORTANT! SEVEN OF OUR MARSHALS' ORANGE SAFETY VESTS ARE MISSING AFTER THE RACV GREAT AUSTRALIAN RALLY. IF YOU KNOW WHERE THEY ARE. PLEASE CALL MAXINE PETTIGREW ON (03) 9739 1146.

AOMC DELEGATES' MEETING REPORT – February, 2008

Before starting the report, attention should be drawn to several articles in the AOMC Newsletter (February 2008 Edition), which should be brought to members' attention.

1. Pages 16 & 17 regarding external rear tail light switch which was mandatory up to mid 1950's.
2. Page 19 "National Motoring Heritage Day". Please urge your club to have something arranged to showcase your cars to the general public.
3. Page 10 gives a warning about some cheap but dangerously inferior tyres.
4. Page 11/12 gives details of RACV "Fly The Flag" tour of the Western Districts. The organisers are hoping to have spectators with their cars at the various country locations. It starts on 5th. April at the Fox Classic Car Collection, in Batman Drive, Docklands.

Delegates Meeting was opened by President Mr. Rod Adler, (*Vintage Drivers Club*), with thanks to RACV for use of the facilities. Rod introduced the two guest speakers who were to inform us about the Peter Brock Foundation. The main contributor was Peter Brock's brother, Lewis Brock, assisted with comments from Ian Smith.

Lewis started with the early days, when there was no money for elaborate mechanical devices, so everything had to be made from scrap, or anything available. Their father was a talented "bush mechanic", who grew up in the depression times. They were always able to make whatever was required. Mr. Brock went through the early history starting with the Austin 7, then the A30 with the HR Holden motor, followed by Toranas and Holdens. He also spoke of the fiercely competitive spirit of their mother, which Peter had inherited from her.

Both Lewis and Ian Smith remarked on the frenetic pace set by Peter Brock in everything he did. From his 1975 tours of schools on behalf of the Government to encourage road safety in the young, to charity work with all sorts of disadvantaged groups and individuals. They only found out about most of this on going through Peter's diaries.

Lewis mentioned the 1984 health problems suffered by Peter due to his working with the high octane fuels and fibreglass car bodies etc. They gave examples of the many charities and individuals who had been helped by Peter, and that they were trying to continue to assist through the Peter Brock Foundation.

Following thanks to the two guests, the Delegates Meeting continued. President Rod Adler stated that in the absence of Treasurer Peter Richards (*Mustang Owners Club*), who was interstate, he asked **Iain Ross** (*Bristol Owners Club*), to read the Treasurers report. Following the list of figures, Ian indicated that AOMC finances were in a healthy state, and that now thanks to the work of Bookkeeper Mrs. Pam Hill (*Veteran Car Club*), our taxation paperwork was totally up to date, and all finances were now in order.

However Iain reminded Delegates that the AOMC relied heavily on the revenue from the two Motoring Shows and urged them to make every effort to get their club members to attend

Brian Kelly, RACV Liaison Officer, was asked to give a report on RACV activities. He thanked all those who supported the recent RACV Great Australian Rally at Mornington, where \$45,000 was raised for the Peter Mac Cancer Institute. He especially thanked the people from the All British Classics Car Club who were involved in this event. Brian also remarked on the success of the inaugural City to Cape Run.

The next event will be the RACV Motoring Show next Sunday, (mentioned above). Followed by forthcoming "Fly The Flag" Tour (also see above), 5th. to 11th. April, around the Western District with 200 cars taking part.

Mr. Kelly reminded Delegates about the Brocks' Great Uncle Henry James spoken about by Lewis Brock earlier. This gentleman was one of the foundation members of what today is the RACV. He was one of the people who took part in the 1903 run to Tooradin, which was to develop into a motoring club. This club evolved into the RACV.

Rod Amos (*Vintage Sports Car Club*), was asked to report on any progress with VicRoads on the VCPS Review (Log Books). There appears to be little further advancement from the report given at the November Delegates' Meeting. Rod remarked that there were so many staff changes at VicRoads, that there are very few of the original people left who were involved in the earlier proposals. We still have the old system, so this explains the apathy of VicRoads. Rod said that while this is frustrating, there appears to be little which can be done to speed things up. What we must avoid is for the new staff members wanting to throw it all out and start again. That would be a disaster, especially since we have been able to have many sensible amendments made to the very first draft.

The only hope I see is for the police to get cross with VicRoads, and start putting pressure on them. Even this has some danger attached to it for us. We don't want to see the baby thrown out with the bath water.

Philip Johnstone (*Triumph Sports Owners Association*) reported that engine number record requests were coming in and being dealt with. Philip suggested that people seek this information early, and not leave it until they were about to approach VicRoads for registration following restoration. It appears that being armed with previous records does help. The request form is always in the back of the AOMC Newsletter.

Phillip also raised a proposal which may be of help to all clubs. That is to produce a booklet "*Club Library of Tours*". For this to be successful, many clubs would have to contribute information on runs they had done. There was interest from Delegates, and Phillip is to develop a form so that clubs can insert relevant information. More in the May AOMC Newsletter.

Paul Vellacott (*Australian Lancia Register*) reported on the 2008 AOMC Information Seminar. 25th July (more likely 26th July) This year it is to be a series of talks on Technical Restoration. Paul is to contact the VACC, and he is seeking suggestions on who could contribute. Paul is looking to concentrate on engine & mechanical matters this

year. If you would like to do a session yourself, or know a suitable person, please phone Paul 9690-0258 More details in May AOMC Newsletter.

General Business

Philip Johnstone raised the question of the Robert Shannon Grants through AHMF (Australian. Historic Motoring Federation). This is a means of young people gaining a grant in order to assist them with a motoring restoration. There were several grants made last year to interstate projects. The ones from Victoria were not presented in a satisfactory way, so were not successful. It was suggested that advice be sought from the AOMC this year, to see the form of the request for a grant contains the information required. If you have a young person known to your club, put in a submission. The final draft to be in by 10th. June.

A Delegate requested information relating to legal and insurance matters with their club having branches in other States. It was suggested that legal advice be sought. Brian Kelly suggested that the RACV Legal people should be approached. It was also suggested that several large clubs were set up as a "Company Limited by Guarantee"

A Delegate spoke about copies of the new Constitution being mailed to all clubs. He suggested that it was important for all Delegates to have a copy. Graeme Jones, Office Administration (*Ford Fairlane Club*), indicated that there were copies of the Constitution available on the table. There were two other matters, relating to Graeme Jones:

1. Graeme mentioned that there were twenty-five clubs which were to get letters this week, as they had not yet paid their membership fees.
2. Minutes were now being taken for him at all meetings by Mrs. Heather Slater. Welcome Heather.

Next Delegates Meeting 26th May, 2008.

Graham Hutchinson & Mike Alfrey.

ANOTHER GREAT RECIPE

Glendinning



Continuing our series of wonderful recipes from Victoria's famed Western Districts, here is one from Glendinning to tempt your palates with splendid ginger flavours/. Glendinning, near Balmoral, was originally part of 'Engelfield' which was settled by Edward Bell in 1841. Mr Bell claimed 140,000 acres, but this proved to be too onerous so several separate runs were established, including Glendinning. The homestead was built by Mr Anthony Barber in 1909 from bricks made on the property. The present owners of Glendinning are Mr and Mrs K Hallmark.

Ginger Fluff

Ingredients

- ¾ Cup Sugar
- 4 Eggs
- 2 Dessertspoons Plain Flour
- ½ Cup Arrowroot
- Pinch of Salt
- 1 Dessertspoon Golden Syrup
- 1 Teaspoon Ground Ginger
- 1 Teaspoon Cinnamon
- 1 Teaspoon Cocoa

- 1 Teaspoon Cream of Tartar
- ½ Teaspoon Bicarbonate Soda

Method

Beat eggs, salt and sugar well. Add golden syrup and beat for few more minutes longer. Sift the dry ingredients three times. Fold them in gently. Cook in two deep sandwich tins in a hot oven for twenty minutes. Fill with whipped cream. This recipe is delicious if served as a dessert with fresh strawberries or raspberries. Enjoy!

With thanks to the National Trust.

A SIGNIFICANT PRESENTATION

On Monday 3rd March an important and very impressive presentation was made by the All British Classics Car Club and the RACV to representatives of the Peter Mac Cancer Institute. Our President, Tony Pettigrew, presented a cheque for \$25,000 to Craig Bennett, Chief Executive Officer of the Peter MacCallum Cancer Institute. Colin Brown, RACV Great Australian Rally Organiser, presented a cheque for \$20,000 to Dr Grant MacArthur, representing the Clare Oliver Melanoma Fund. Colin also presented a cheque for \$500 to Professor Peter Chandler, representing the RACV Foundation. There were a number of senior RACV staff, and several members of the Great Australian Rally Advisory Committee present to witness the noteworthy presentation.

Mike Alfrey.

THE VICTORIAN CLUB PERMIT SCHEME

The following progress report has been taken from the AOMC Newsletter, our thanks for the use of it. It has taken, with due consideration, a long time to reach the current state of proceedings. This is particularly frustrating due to VicRoads giving the AOMC and the Federation, a very small amount of time to respond to the original proposal. VicRoads, at that time, were desirous of getting the VCPS Review approved and implemented quickly. At that time, there was little chance of proper discussion between AOMC and its member clubs. Now, the VCPS Review has well and truly stalled.

There is still no indication that those vehicles operated on the VCPS, will be placed on the VicRoads computer database. Most of the 'grey area' problem seems to be that our vehicles are not on the database and therefore, in the event of police activity, are not classed as registered vehicles. Before the police have spoken to the driver of a pulled over VCPS vehicle, they are most probably initiating an 'unregistered vehicle' illegal activity. Having our VCPS vehicles on the VicRoads database would solve many problems. Because, if the fee has been paid and the vehicle is being used legitimately, there should be no dramas about dealing with an unregistered vehicle.

The other point about VCPS eligibility, with respect to modified vehicles. This writer has always been of the opinion that, if a modified vehicle fully qualifies for full registration, then, if over twenty-five years old, it should also qualify for operation under the VCPS. With respect to the 'replica' vehicle concern, most of the AC Cobra look-alikes are just that – look-alikes. They are not true replicas of the original motor car.

Mike Allfrey – ABCCC Editor.

The Review By VicRoads – The Story So Far

In late 2005, VicRoads advised AOMC and other motor club organisations of their intention to review a number of aspects of the Victorian Club Permit Scheme (VCPS). A formal Discussion Paper was issued soon after this and comment invited on their initial, broad proposals.

These included some relatively minor matters regarding plates — some of which have already been implemented, and a series of major initiatives to alter core aspects of the operation of the scheme. The scheme had been running in basically the same form since the nineteen sixties, as a means of allowing vehicles over twenty-five years of age to be operated by members of approved clubs for use in club events and other activities and in preparation for such use. Difficulties were being experienced in enforcing the scheme's regulations due to lack of clear definitions and some risks of abuse of the scheme required a more thorough set of regulations. These concerns gave rise to proposals in four main areas;

Introduction of a log book system for users, changes to assist clubs in defending against abuse of the scheme and to provide VicRoads with powers to suspend clubs, or owners, found to abuse the scheme, more effective definition of 'replica' vehicles, more clearly defined inspection requirements for modified vehicles.

AOMC, together with the Street Rod Federation, have maintained a high level of focus on these issues on behalf of their members and have been very active in responding to VicRoads with concerns about aspects of the proposals and with suggestions to improve the concepts being considered. The initial Discussion Paper was commented upon very extensively by AOMC in 2005 and the views of member clubs were actively canvassed to ensure we reflected the views of the grassroots motoring world.

The key concept of a log book-based system to monitor usage is viewed by the AOMC as a practical way to sustain the concept of limited use (and concessional cost) in keeping with the hobby nature of old vehicle activity. Moreover, it makes possible the incidental use of old vehicles and their servicing, repairing and testing, without the present uncertainties deriving from "grey" areas of legal definition. AOMC's view is that it is fair, it is conducive to the growth and general health of the old car movement and it is a practical method of monitoring usage, best serving clubs and owners. The changes proposed for tightening the legal regulatory framework to protect the scheme's integrity are clearly in the interests of all legitimate users. Proposals to better define replicas will help to resolve the question of certain vehicles which have sought inclusion but which are clearly outside the scope of a scheme intended for old vehicles. Finally, the clarification of an inspection regime for modifications will make for a clear set of guidelines for clubs and owners.

Since the first detailed response by AOMC to VicRoads, we have sought opportunities to follow up with further explanation of the points we have put forward. Following the first Discussion Paper, a second version was released in 2006, to which AOMC again responded in considerable detail. Since then we have continued to seek regular contact to ensure that our concerns and suggestions are clearly conveyed and enlarged upon where necessary. Throughout this process we have found the attitude and approach from VicRoads to be consultative and open to reasonable suggestions. AOMC's input has been focussed on a number of aspects of the operation of a log book scheme and we have put forward alternative proposals regarding log book format, the information to be recorded and the administrative aspects of club verification of eligibility. Perhaps the most important area of our input has been the proposal for optional periods (ninety and forty-five days) to accommodate the needs of little-used vehicles and owners of multiple vehicles. In respect of Replica vehicles we have suggested definitions which we believe will solve the problem of inappropriate modern-type vehicles relying on a "retro" style to gain entry to the scheme. We have strenuously sought scope in the approach to modifications that would recognise the special nature of older vehicles and the inapplicability of standing regulations aimed at modern-type vehicles being imposed on old vehicles. Our view is that a code of practice needs to be developed which would fit the historic and engineering context of cars from earlier eras.

The present state of play is that a final Paper recommending changes to the scheme has been completed. We are

hopeful that these final proposals include all of the major points we have sought to present. This paper will now be reviewed internally by senior management at VicRoads prior to being released for comment.

It is worth recalling that VicRoads is an organisation which has been subject to significant upheaval and change during the time of this review. It should also be recalled that the Scheme review has been of a lesser priority than some other issues being dealt with by that organisation in the past two years. Furthermore, much of the management structure has been changed (and is still in flux) so it is not clear how quickly the internal review process will take place. AOMC will continue to monitor the process and will report to its members as new developments unfold.

Rod Amos (Vintage Sports Car Club).

THE VERITABLE BRITISH CLASSIC MOTOR CAR

It is my view (perhaps influenced to some degree by nostalgia!) that the cars built immediate pre and post war embody a timeless styling that will be admired well into the future. Those of the vintage period, great as they are, tend to be rather square in design while the moderns are computer aided aimed primarily at following a fashion trend. By comparison those of the period in question were designed for appeal from the imagination of a designer's mind.

Such cars as the Jaguar Mk IV, the Rileys, and MG SA/WA models, pre-war through to Armstrong-Siddeley Sapphire and Jaguar Mk II at the start of the '60s display an appearance that is surely pleasing to the eye.

Selecting from that era therefore becomes rather difficult from the large array of that period.

Having given the matter considerable thought, there are two cars in particular that I feel come foremost in searching for the "veritable classic", both of which I find have already been referred to in the previous offerings to this question! One is the immediate post-war Rover P3 which was selected by Bill Allen in the October 2006 edition of our ABCCC News. I have always been an admirer of the P3 which was at the time referred to as the "poor" man's Rolls-Royce. I feel it embodies all that one comes to expect of the British classic - solid construction, comfortable interior and ride, and balanced pleasing lines. If I can add an anecdote to the virtue of this model, I recall a family friend of the 50's who consistently drove large American prestige vehicles of the period, such as Packard and Pontiacs, but who bought his wife a P3 and which he subsequently chose to regularly drive himself! This I feel illustrates the appeal this model can have.



Image filched from the Editor's file of club cars, George Hetrel's exquisite Riley Kestrel.

However my other and first choice as "veritable classic" comes from the same stables as MG, the make of my passion these days as borne out in the October 2005 edition in which I made mention of the Riley Imp and MPH, - being the pre-war Riley "Kestrel" saloon. In fact it was brought to my notice recently that the re-design of the TD to the TF was influenced by Riley in the form of the RM, by then produced in close proximity. Perhaps some nostalgia plays a part in this selection as I have very fond memories of being driven as a young lad in my uncle's Kestrel. I can still recall clearly in my mind the sporting note of the engine, the whine of the Wilson pre-selector box, and that gleaming green saloon on its high wire wheels. I view the coachwork as classic British styling in its interior and exterior with the flowing mudguards, neatly tapered bonnet, angular door treatment and flowing tail treatment. Bill Ballard made mention of the Riley circa 1937 in his submission last December in which he commented that the model "just exuded beauty" and had looks "just right". I presume it was the Kestrel he had in mind, while George Oliver in the PROFILE series wrote that the Kestrel design had "long lasting influences". I share their views.

This then is my selection as the *Veritable British Classic*.

John Holmes.

HOW MOSES ACQUIRED THE TEN COMMANDMENTS

God went to the Arabs and said,

'I have Commandments for you that will make your lives better.'

The Arabs asked, 'What are Commandments?'

And the Lord said, 'They are rules for living.'

'Can you give us an example?'

'Thou shall not kill.'

'Not kill? We're not interested.'

So He went to the Blacks and said, 'I have Commandments.'

The Blacks wanted an example, and the Lord said,

'Honour thy Father and Mother.'

'Father? We don't know who our fathers are. We're not interested.'

Then He went to the Rumanians and said, 'I have Commandments.'

The Rumanians also wanted an example, and the Lord said, 'Thou shall not steal.'

'Not steal? We're not interested.'

Then He went to the French and said, 'I have Commandments.'

The French too wanted an example and the Lord said, 'Thou shall not commit adultery.'

'Not commit adultery? We're not interested.'

Finally, He went to the Jews and said, 'I have Commandments.'

'Commandments?' They said: 'How much are they?'

'They're free.'

'We'll take ten.'

There, that should offend just about everybody.

Colin Brown – Via E-mail.

A MESSAGE FROM JOHN CLEESE

To The Citizens Of The United States Of America:

In light of your failure to nominate competent candidates for President of the USA and thus to govern yourselves, we hereby give notice of the revocation of your independence, effective immediately.

Her Sovereign Majesty Queen Elizabeth II will resume monarchical duties over all states, commonwealths, and territories (except Kansas, which she does not fancy).

Your new Prime Minister, Gordon Brown, will appoint a governor for America without the need for further elections.

Congress and the Senate will be disbanded.

A questionnaire may be circulated next year to determine whether any of you noticed.

To aid in the transition to a British Crown Dependency, the following rules are introduced with immediate effect:

You should look up "revocation" in the Oxford English Dictionary.

1. Then look up aluminium, and check the pronunciation guide. You will be amazed at just how wrongly you have been pronouncing it.
2. The letter 'U' will be reinstated in words such as 'favour' and 'neighbour.' Likewise, you will learn to spell 'doughnut' without skipping half the letters, and the suffix -ize will be replaced by the suffix -ise. Generally, you will be expected to raise your vocabulary to acceptable levels. (look up 'vocabulary').
3. Using the same twenty-seven words interspersed with filler noises such as "like" and "you know" is an unacceptable and inefficient form of communication. There is no such thing as US English. We will let Microsoft know on your behalf. The Microsoft spell-checker will be adjusted to take account of the reinstated letter 'u' and the elimination of -ize. You will relearn your original national anthem, God Save The Queen.
4. July 4th will no longer be celebrated as a holiday.
5. You will learn to resolve personal issues without using guns, lawyers, or therapists. The fact that you need so many lawyers and therapists shows that you're not adult enough to be independent. Guns should only be handled by adults. If you're not adult enough to sort things out without suing someone or speaking to a therapist then you're not grown up enough to handle a gun.
6. Therefore, you will no longer be allowed to own or carry anything more dangerous than a vegetable peeler. A permit will be required if you wish to carry a vegetable peeler in public.
7. All American cars are hereby banned. They are crap and this is for your own good. When we show you German cars, you will understand what we mean.
8. All intersections will be replaced with roundabouts, and you will start driving on the left with immediate effect. At the same time, you will go metric with immediate effect and without the benefit of conversion tables. Both roundabouts and metrication will help you understand the British sense of humour.
9. The Former USA will adopt UK prices on petrol (which you have been calling gasoline) – roughly \$US6.00 gallon. Get used to it.
10. You will learn to make real chips. Those things you call French fries are not real chips, and those things you insist on calling potato chips are properly called crisps. Real chips are thick cut, fried in animal fat, and dressed not with ketchup but with vinegar.

11. The cold tasteless stuff you insist on calling beer is not actually beer at all. Henceforth, only proper British Bitter will be referred to as beer, and European brews of known and accepted provenance will be referred to as Lager. South African beer is also acceptable as they are pound for pound the greatest sporting Nation on earth and it can only be due to the beer. They are also part of British Commonwealth - see what it did for them.
12. Hollywood will be required occasionally to cast English actors as good guys. Hollywood will also be required to cast English actors to play English characters.
Watching Andie McDowell attempt English dialogue in Four Weddings and a Funeral was an experience akin to having one's ears removed with a cheese grater.
13. You will cease playing American football. There is only one kind of proper football; you call it soccer. Those of you brave enough will, in time, be allowed to play rugby (which has some similarities to American football, but does not involve stopping for a rest every twenty seconds or wearing full Kevlar body armour like a bunch of nancies). Don't try Rugby - the Aussies and Kiwis will thrash you, like they regularly thrash us.
14. Further, you will stop playing baseball. It is not reasonable to host an event called the World Series for a game which is not played outside of America. Since only 2.1% of you are aware that there is a world beyond your borders, your error is understandable. You will learn cricket, and we will let you face the South Africans first to take the sting out of their deliveries.
15. You must tell us who killed JFK. It's been driving us mad.
16. An internal revenue agent (i.e. tax collector) from Her Majesty's Government will be with you shortly to ensure the acquisition of all monies due (backdated to 1776).
17. Daily Tea Time begins promptly at 4 pm with proper cups, never mugs, with high quality biscuits (cookies) and cakes; strawberries in season.

God save the Queen.

Via e-mail.

REGALIA NEWS

Set out below is a listing of the ABCCC's current Club Regalia items:

➤ Metal Bumper/Grille Badge	\$35.00 Each
➤ Metal Bumper/Grille Badge (Cheaper Style)	\$5.00 Each
➤ Window Decal (Self Adhesive)	\$2.00 Each
➤ Stainless Steel Key Ring (Special Price)	\$8.00 Each
➤ Pocket Knife (Special Price)	\$4.00 Each
➤ Lapel Badge	\$4.00 Each
➤ Cloth Badge – 75 mm Diameter with Club Logo	\$3.50 Each
➤ Cloth Badge – 205 mm Diameter with Club Logo	\$25.00 Each
➤ Club Vest (New Style)	\$30.00 Each
➤ Club Polo Top. All Sizes (New Style)	\$25.00 Each
➤ Torch, Small Pocket & Key Ring, with ABCCC Logo (Exhausted Batteries)	\$2.00 Each
➤ Pens, Good Quality with ABCCC Logo (Special Price)	\$2.00 Each
➤ Cap – With Club Logo (Special Price)	\$7.00 Each
➤ Wind-proof Jerkin (Blue/White), NEW!	\$30.00 Each
➤ Jackets with Club Logo (Heavy Weight) S. M. L. XL & XXL (Special Price)	\$70.00 Each
➤ Assorted Polo Tops and 'T' Shirts (Clearance Price)	\$5.00 Each

Special price items open to negotiation. I will bring a range of Club Regalia to the Annual Luncheon at Tokars on 27th July, 2008, for perusal or purchase. For all your Club Regalia desires, please contact me on (03) 9846 2323.

Bill Allen – Regalia Purveyor.

**PLEASE COME ALONG AND HELP WITH THE COMO
GARDENS OPEN WEEKEND, WE NEED YOUR HELP
TO MAKE THE EVENT RUN SMOOTHLY.**

DATES: SATURDAY 19TH, SUNDAY 20TH APRIL, 2008

WHERE: 79 THE BASIN-OLINDA ROAD, THE BASIN

CONTACT: GEORGE HETREL ON (03) 9761 1341"