



An incorporated club

A0035462V

A friendly family social motoring club

Edition 135

December 2009

A RENTED TRIUMPH!



Parked by the Moeraki Boulders in 1973 on New Zealand's South Island is this fine Triumph 2.5 PI. This car was hired on a work trip and, on my return, there was trouble with the company I worked for. Their policy was to rent Holden Kingswoods and the rule had been disobeyed! All was satisfactory when it was explained that the Triumph was about half the rental cost of a Holden. It was nice motoring while it lasted! Editor.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Inc. is \$35.00. There is a once-only joining fee of \$30.00. Please send membership subscriptions to

Pat Douglas

PO Box 201, Chirnside Park, VICTORIA, 3116.

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

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED 23rd SEPTEMBER, 1997.
Club Founder – The Late Frank E Douglas**

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

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

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

The Official Club Magazine – Your ABCCC News

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December each year. 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, event information and photographs are with the 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 acknowledgement be given.

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

Disclaimer

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

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

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

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

The Victorian Club Permit Scheme

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

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

THE VICTORIAN CLUB PERMIT SCHEME AND THE EVENTS DIRECTORY

IMPORTANT, BE AWARE OF: All ABCCC 'noted events' in the Events Directory above are VCPS authorised. To qualify for the VCPS, under the auspices of the All British Classics Car Club Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year, from the date of the motor car's permit issue.

VICTORIAN CLUB PERMIT SCHEME RENEWALS

For your Victorian Club Permit Scheme (VCPS) renewal, please forward your completed renewal form to Colin Brown, 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 VicRoads for you.

NEW VCPS APPLICATIONS

For members wanting to place a motor 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 able 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 2009

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 organised 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.

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

December 2009

- 12 VCPS Seminar – Presented by the AOMC Mike Allfrey (03) 9729 1480
Venue – South One Lecture Theatre, Monash University, enter from Wellington Road.
- 13 Christmas Luncheon – An ABCCC Event Tony Pettigrew (03) 9739 1146
Venue – Mornington Golf Club, Mornington, Victoria.

January 2010

- 10 The RACV Great Australian Rally – An ABCCC Pre-Rally Event Maxine Pettigrew (03) 9739 1146
Rally Bag Stuffing Session – Please come along and help with this activity.
Venue – 16 Lawler Lane, Coldstream, Victoria.
- 17 The RACV Great Australian Rally – An ABCCC Major Event Colin Brown 0408 343 176
Start Points – Melbourne CBD, Stud Park Shopping Centre and Westernport Marina at Hastings.
Finish and Display – Mornington Racecourse, Racecourse Road, Mornington

February 2010

- 14 The All British Classics Car Club Annual General Meeting Tony Pettigrew (03) 9739 1146
Venue – Como Gardens, 79 Basin-Olinda Road, The Basin, Victoria.
- 28 RACV British & European Motoring Show – AOMC Mike Allfrey (03) 9729 1480
Venue – Members' Car Park, Flemington Racecourse. Enter from Epsom Road.

March 2010

- 20 – 26 The 9th RACV Fly The Flag Tour – An ABCCC Major Event Tony Pettigrew (03) 9739 1146
The Gippsland Tour
Touring – Noble Park, San Remo, Cowes, Bairnsdale, Maffra, Walhalla, Yarram, Traralgon and Moe.

April, 2010

- 2 – 5 Bushman's Rally – Broken Hill Veteran & Vintage Car Club inc. Don Pruszinski (08) 8088 3036
Venue – Broken Hill, New South Wales.
- 11 An Overseas Trip – An ABCCC Event Anne & Bryan Tootell (03) 9891 6905
Touring – French Island
- 17 – 18 Como Gardens Open Weekend – An ABCCC Assist Event George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 Basin-Olinda Road, The Basin, Victoria.

May 2010

- 16 AHMF Motoring Heritage Day – A National Event
- 19 Club Run to Portsea Hotel – An ABCCC Event Peter & Rosalie McKiernan (03) 9787 6003
Mid-week Run
Venue – Portsea Hotel, Portsea, Victoria.

June, 2010

4 – 6 Special Touring on the Murray – An ABCCC Weekend Run Frank Sawyer 0408 633 778
Touring Base – Tocumwal, New South Wales.

July, 2010

11 Girls' Day Out – An ABCCC Ladies Event Pat Douglas (03) 9739 4829
Venue – TBA.

25 Christmas in July Luncheon – An ABCCC Event Colin Brown 0408 343 176
The traditional annual lunch
Venue – Marybrooke, Sherbrooke Road, Sherbrooke (Melways Map 75 Ref: J2)

August, 2010

8 ABCCC Coach Trip – An ABCCC Event Ray & Lyn Higginson (03) 9336 7306 (AH)
Includes a Trip on Central Goldfields Railway – Castlemaine to Maldon
A Higginson Charabanc Tour Company Event.

22 Pub Lunch Run – An ABCCC Event Frank Sawyer 0408 633 778
Venue – TBA, but will include a light bush walk.

September, 2010

15 Garden Day Out – Rhododendron Gardens – An ABCCC Event Geoff & Judy Birkett (03) 9755 1772
Venue – The Georgian Road, Olinda, Victoria (Melway Map 66, Ref: K6).

October, 2010

8 – 10 ABCCC Indulgence Weekend – The ABCCC Event Peter & Rosalie McKiernan (03) 9787 6003

16 – 17 Como Gardens Open Weekend – An ABCCC Assist Event George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 Basin-Olinda Road, The Basin, Victoria.

22 – 24 MOTORCLASSICA – Exhibitions & Trade Fairs Pty Ltd (03) 9321 6760
Venue – Royal Exhibition Building, Carlton Gardens, Melbourne, Victoria.

30 ABCCC 2011 Calendar Planning Meeting Tony Pettigrew (03) 9739 1146

November, 2010

Early ABCCC Holiday Trip – An ABCCC Tour Marjorie Pepper (03) 9439 7875
Touring – Tasmania Karen McDonald (03) 5975 1867

13 – 14 National Swap Meet – A Federation Event (03) 5443 4785
Prince of Wales Showgrounds, Bendigo, Victoria.

NOTE! There will be a complete Events Directory in the January Edition.

EDITORIAL NOTES – ISSUE NUMBER 135

First of all, a humble apology for the glaring mistake with the front cover picture caption in last month's magazine. Once again, I was in a bit of a rush and clumsy fingers came into play yet again. It should of course have been 'Bob's BMW Cabriolet – A thorn between two roses?' – or, 'Is it a rose between two thorns?' The BMW Cabriolet belongs to Robert and Gloria Westmoreland, and the photograph was handed to me some time ago, but somehow became separated from Robert's note in the Editorial filing system. As always, the error was spotted as soon as my copy arrived, and the note was found soon after, underneath the suspension files in the cabinet drawer. This proves that nothing gets actually lost, just embarrassingly mislaid. Apologies for any confusion generated.

It is that time of year again, your membership subscriptions are due again and, for your convenience, the back page is the Subscription Renewal Form. We understand that you value your magazine highly and, therefore, we will accept photocopies. Please ensure that cheques are made payable to the All British Classics car Club Inc. in full, not just 'ABCCC'. Also, please post your completed form c/w cheque to Pat Douglas at the address shown on the form. For those operating motor cars on the Victorian Club Permit Scheme, it is good advice to keep your membership current at all times.

Speaking of which, the VicRoads Club Permit Review has been submitted to the Minister for Roads and Ports. The Minister has now authorised its release for a final period of public consultation. We will soon be receiving a proposals and community comment document from VicRoads for our input.

Mike Allfrey.

BROKEN HILL VETERAN & VINTAGE CAR CLUB INC.

EASTER BUSHMAN'S RALLY 2nd – 5th APRIL, 2010

The ABCCC has been invited to this event. Entry forms are available from the Editor. It would be wonderful to be represented at this very popular event. Contact (03) 9729 1480 for an entry form and schedule.

A WARM WELCOME TO NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Make Of Car	Model	Year
Keith & Elizabeth Bell	Jaguar	Mk IV	1947
	Jaguar	Mk II	1961
Stephen & Tania Power	Morris	Mini 850	1962
	Morris	Mini 850	1964
	Morris	Mini K	1970
	Leyland	Mini	1977

Pat Douglas – Membership Secretary.

PAST AND FUTURE EVENTS

A section devoted to reporting on what has happened, or is about to happen within our club. All club members, not just those who have organised events, are encouraged to submit reports for inclusion here in Your ABCCC News. Event reports will be accepted in hand-written form, typed or via the E-mail system.

CUP DAY AT THE RACES – YARRA GLEN CUP – Tuesday 3rd November, 2009

A Fun Day At Victoria's Premier Racecourse



The forecasters told us the night before that we should expect rain on Cup Day – they were very nearly wrong, but the rain did hold off until we were about to set off for home, late in the afternoon. Colin Brown had organised a superb place for our display and picnic. A marquee had been provided for us on the lawns to the rear of the grandstand and it was a nice shady spot for drinks of all colours from Thermos flasks! That we could not see the races from our position didn't matter at all. It was just pleasant watching the world walk by, entertainingly due to the antics of stiletto heel wearers on the soft soil areas, and keep our cars company.

Left: Master Of The Sweep, bookie 'Honest Colin' surveys the form.

There was a huge crowd of picnickers and some spilled into our space. Ian Hankey's Austin had been given pride of place, but this became a little bit disturbing, when some placed their drinks glasses on the very accommodating running board. The motor car was soon moved to a safer place and the lunch continued. Our display was quite varied and included a Lea Francis, Reliant Scimitar, Jaguar XK-150S, E-Type and XJ6, MG TF by two, Morgan, vintage Austin and a Jowett Jupiter. We could have clawed back all of our losses in the betting, by charging for all of those photos of young ladies posing beside the E-Type! All of these years on, and an E-Type still serves as a Crumpet Catcher.

Right: Anne Tootell's impressive and super-high-class hat. Please excuse the blue plastic sculpture in the background!

As to the Fashions-in-the-Field, it was probably a very difficult photo-finish amongst our ladies. They left the rest of the field far behind in the fashion stakes. We ran two sweeps and Berni Gibson took out one of them and (I think) Anne Tootell took the other. Tony Pettigrew had a small amount of winnings on Shocking, the Melbourne Cup's winner – but not enough to cover the Lagonda oil leak prevention project.



It was a great day out and our thanks go to Colin and Tony for organising it all for us to enjoy. Thanks are also due to the Yarra Glen Harness Racing Club for providing us with good facilities.

Mike Allfrey.

GRANDCHILDREN'S PICNIC – Sunday 15th November, 2009

A Grand Family Fun Day Werribee Open Range Zoo

On a pleasantly cooler morning we had a good run, in the Editorial Rover, to the Werribee Open Range Zoo. We utilised the V8 power to such an extent that we had time to stop for a welcome coffee at the Shell Roadhouse (what was) close to the Point Cook turn-off from the freeway. What used to be an excellent roadhouse is now a

trendy Subway fast food provider. Some of us still live in the past, as the place used to serve first-rate coffee, to help fortify us for the rigours of Geelong Road and the south west. The coffee is now not as good and, worse still, it came in a paper drinking vessel – real Gloria Jeans' stuff.

We found our way back onto the freeway and set off for the Duncan Road turn-off and so, on to the zoo. This is where I became a bit confused, because Google Maps had indicated the zoo's main gate to be much further along 'K' Road. We soon spotted the bright red Reliant Scimitar and the blue Land Rover (real safari vehicle, this one!) of Frank Sawyer and Geoff Birkett, and pulled in for greetings and a chat. This outing saw a fair sprinkle of Moderns, due mainly to child seating arrangements (November 9 and all that!) and air conditioned comfort. At about the prescribed time, we set off into the grounds to find more of our group at the proper entrance. Here, there was absolute evidence that our generation had gone forth and multiplied, there were excited young children everywhere!

Great dollops of sunscreen were applied to tender young skins and various formulas of insect deterrent sprayed or rolled on and we were ready to explore. Some of us headed into the Pula Reserve on the walking trail to have a



good look at some hippopotami in their billabong. We learnt that a hippo could hold its breath for quite a long time as it walked and browsed along the bottom of the billabong. While we were there it surfaced twice and only briefly took air. On our way we saw a majestic cheetah (left) basking in the warm sun, calmly looking at its next meal as it walked past, and an ostrich near some zebras who were quietly grazing. All of this was before our safari bus ride at 11:30 am prompt. Marjorie had booked the bus for our exclusive use, and we set off on the forty-minutes tour. The bus was a really robust specialist vehicle and there was a commentary from the driver as we went along. We saw some

very rare species that now only exist in zoos, of antelope type animals and some rhinos enjoying a dust bath.

After our bus safari it was time for a picnic lunch on the lawns in the shade of trees near the African village. We then explored further looking for the lions and on the way found that the vervet monkeys were having a siesta as were the African wild dogs. On reaching the lions viewing area it was time to head back and let the children play on the slide in the playground. Then it was time to set off for home on Geelong Road which was a bit daunting, due to all the traffic wanting to go faster than the traffic in front. It was quite alarming to look in the rear view mirror and see a moving sausage of SUV's four lanes wide and hounding you at the State limit. It was a relief to get off at the Princes Highway exit and on to a fairly quiet road again!

Our thanks to Marjorie and Brian for putting it all together for us. I suspect Marlene also played a part in the event, and thanks are due to her too!

Mike Allfrey.

A GENTLE OBSERVATION RUN – Sunday 22nd November 2009

A Wet, But Enjoyable Day Out

Due to our part in the warming of our home planet – there is a direct relationship in temperature rise and the number of engine cylinders within our club, you know – we had endured the hottest spell in November since records began, or 'ever', depending on who you listen to, it was to be a hood down motoring event. It rained, so the *Future Classic* Rover was put into use. It needed the exercise and, as I was on my own, seemed appropriate with its electronic brake distribution, anti-lock braking and traction control systems that could be useful. On the way to our meet-up point in Loch, fairly dense fog was run into and even more rain came in flurries. Once in Loch, it all cleared up – briefly.

We met in the Cosy Kitchen and the nice ladies soon provided hot coffee and such. It turned out that the majority of us were in Moderns, so I was not embarrassingly alone. Heather Cannon was in charge for the day, and soon clue and direction sheets were handed out and the rules of the event spelled out. The rain held off until we had settled in our cars. Then we had a true Gippsland storm, with the cloud coming right down (or, were we up?) and reducing visibility considerably. What a start! On leaving Loch, and a little way towards Korumburra, a right turn was made into Bena and it was there that I made my first mistake. There was a yellow sign lying in the road and around a bend in the well made and maintained road of a bit more than 'C' quality, an earthen bank rose up out of the gloom with a sign that said "Road Closed". The *Future Classic's* electronic systems came into play and I came to a well controlled stop a couple of metres before the barrier. I was thankful that Microsoft had not had a hand in the design of the electronics, because there was no 'Do You Want To Go Ahead With This' message during the heavy braking part of the episode! A careful three-point turn was executed and I drove back to the yellow 'Road Closed' warning sign, and, getting wet, re-erected it. Either I was running last, or no one else made the same mistake as I had. From that point on, I knew my way to Poowong, Nyora, Lang Lang and Warook Farm – the finish point and lunch venue. The clue sheet was in the front passenger's foot-well, having smartly slid there while the electronic

systems were protecting my *Future Classic* and myself. Such systems have not yet been developed to keep observation run sheets and road atlases in place.



Sorry Heather, it was yet another Editorial Observation Run flop – again.

Left: Enjoying lunch at Warook Farm, Monomeith.

However, our run did take us through some wonderful scenery, even if it was hidden by cloud! It was a most enjoyable drive in the wet conditions and the lunch venue was easily found after leaving Lang Lang. We had lunch in a lovely room all to ourselves, snugly out of the weather. It was then time to mark the sheets and Heather ensured that sheets were marked by other participants than themselves. There was an amusing incident with respect to a wanted number on a blue letter box. It turned out that there were two blue letter boxes at that point in the route directions – thus, we suddenly had a two points answer!

No matter, Diane and Nello won by a handsome margin with a score of 34 out of a possible 37 (I think). There were a few more disputed answers, but Heather and Tom had done a thorough job.

Our thanks to Pat Douglas, Harry and Jean Cooper, Nello and Diane Mafodda, Brian Skewes and Emily Ong, Colin Forrest and Val Jefferyes, Bob and Peggy Kilpatrick, and myself, who braved the elements.

It was a good run, certainly worth getting wet for. It was well put together and our thanks go to Heather and Tom for making it all happen – to the extent that no one was lost – and for finding a very pleasant lunch venue.

Mike Allfrey.

CHRISTMAS LUNCH RUN – Sunday 13th December, 2009

There Is Some Revised Information Here, So, Take Note



Christmas lunch this year will be at the Mornington Golf Club kindly organised by Karen and Ken McDonald, who are liaising with the golf club staff. Our luncheon will be a prepaid event and, therefore, appropriate bookings are essential. Luncheon cost will be \$35.00 per person and payment is due before 1st December, 2009. Cheques should be made payable to the All British Classics Car Club, and they should be sent to:

Karen McDonald, 8 Morven Street, Mornington, Victoria, 3931.

Please note late cancellations and 'non shows' will not be refunded.

A booking form is located at the bottom of the back page, if you do not wish to damage your copy of the magazine, a photocopy of the form is quite acceptable.

Plan to arrive between 12:00 noon and 12:30 pm for our lunch to commence at 1:00 pm. There will be a Kris-Kringle exchange of presents with, this time, **a limit of \$10.00 per gift value.**

The Mornington Golf Club is located off Tallis Drive, Mornington (Melways Map: 104, Ref: J8). If arriving from the north on Nepean Highway, turn right at the Shandon Street and Bungower Road traffic lights (Bunning's in corner) and Tallis Drive is first right on Shandon Street. The clubhouse is at the end of the private road.

If travelling via EastLink, take the Seaford Road exit, to avoid the end of freeway bottle-neck, continue to Nepean Highway and turn right at the Shandon Street and Bungower Road traffic lights.

For enquiries and dietary requirements, please contact Karen and Ken on (03) 5975 1867, or 0409 028 534.

Tony Pettigrew – President.

OUR MAJOR EVENTS – 2010

THE RACV GREAT AUSTRALIAN RALLY – Sunday 17th January, 2010

Rallying For A Cure

This important event is coming together very well and entries are flowing in nicely. We do need more, so get your entry in for the 2010 RACV Great Australian Rally.

There is now a dedicated Website for the Rally, where an entry form can be downloaded for your convenience. The site address is www.greataustralianrally.com.au and it contains news about this important fund raising event.

If you can help us in any way, please give me a call. We would appreciate suitable donations of items to help make the rally bags worthwhile. Small amounts of items will be greatly appreciated.

We also need marshals at the City, Rowville and Hastings start points. Just as importantly, we require marshals at the Mornington display area. Please contact me if you can help.

Colin Brown – Rally Organiser.

A LETTER FROM GEORGE HETREL

Dear Pat,

Please convey our appreciation to those members who assisted in conducting our recently held *Open Garden Weekend*. Weather-wise, we appeared to be on shaky ground on the Saturday, also unable to open the fragile onsite car park area for the entire weekend.

However, come Sunday, the big pay day of our events, the Gods were kind and our visitors poured through the turnstiles like you wouldn't believe – leaving their cars parked at the best opportunity. The event was a total sell-out that left us with a bottom line in the region of \$12,000, equally divided between Knox SES and St John's Ambulance – most worthy recipients.

Attached, please find a cheque in favour of the ABCCC, for \$1,000.

Best regards,
George Hetrel.

A TIP FOR THE MONTH

Borrow money from a pessimist – he doesn't expect it back!

THE STANDARD STORY

By Douglass Scott

When the first locally-assembled Standard, engine rolled off the production line at Fisherman's Bend last month, it marked one of the most important forward steps taken by the most Australian of car makers in this country. The late J. F. Crosby, a prominent Melbourne shipping man, probably didn't realise that he was starting off a huge industry when he obtained the Victorian franchise for Standard cars way back in 1929. Mr Crosby was principal partner in Wm. Crosby and Co., who were, among other things, agents for Talbot cars. They dropped the Talbots so they could concentrate on Standards. That was in 1933.

The name was changed in 1938 from Standard Cars Pty. Ltd. to Standard Cars Ltd. Three years ago it became Standard Motor Products Ltd. Just before the war, a satisfactory total of 200 Standard cars a month was being sold in Victoria and New South Wales. They were partly assembled here.

Things continued at this steady rate until 1949 when, as a joint venture between the Standard Motor Co. Pty. Ltd., Coventry, and Standard Cars Ltd.; the Standard Motor Co. (Aust.) Pty. Ltd. was formed. Business was becoming so good that this company had to be formed to obtain additional facilities to meet the body-making requirements of all Australia.

First step was the purchase of a coach-building works in New Street, Brighton, a Melbourne suburb. The plant was enlarged to deal with the van and utility work of Standards. The standard Motor Co. (Aust.) Pty. Ltd., in 1952, became a subsidiary to the newly-formed Standard Motor Products Ltd. Only 14.6 per cent of the shares were retained by the English company. This new company had as subsidiaries The Standard Motor Co. (Aust.) Pty. Ltd., Standard Cars Pty. Ltd., British Farm Equipment Ply. Ltd., and Bishop's. Implements Pty. Ltd. The holding company, Standard Motor Products Ltd., is for most purposes an all-Australian one; 85.4 per cent of the shares are Australian and all the preference shares are held locally.

It's not the biggest motor company in this country, but at least it is Australian. With a nominal capital of five million pounds, the company employs 2,500 people and has an annual payroll of more than two and a quarter million pounds. The first big step after the Standard Motor Co. became a part of Standard Motor Products Ltd., was the purchase of 10 acres of land at Fisherman's Bend, Victoria. An additional 23 acres has been bought since then and up till July this year 170,000 square feet of it was under roof. Sir John Black, then chairman and managing director of the Standard Motor Co. Ltd. in Coventry, officially opened the plant in 1952. Steady interchanging of staff between England and Australia proved to be an enormous help in keeping up with the latest overseas developments. Standard's claim that they have one of the most modern plants of its kind in Australia, being as it was, founded only six years ago. On top of this, Standards in Coventry willingly supplied full details of their latest ideas for improved production, such as special jig and tool assemblies.

In 1947, the Standard Motor Co. had one acre of land and an acre of buildings. July 1955 saw 33 acres of occupied area and six and a half acres of buildings. By December this year, the area of buildings should be increased to 10.2 acres. The value of the buildings, plant and equipment in 1947 was £190,000; in July this year it was £1,500,000 and by December it should be touching £2,200,000. Body output in 1947 is not known for sure, but the figure was small. In 1950, 200 bodies a month were being produced, and this year 1,500 a month was the figure.

The new engine assembly plant is capable of producing at least 100 units a day. Eventually the Fisherman's Bend factory will have its own foundry and the entire engine will be built up here. Currently 52 per cent of Standard parts are Australian-made, and all things being equal, this will increase to 62 per cent by the end of next year. Under the terms of the agreement with the English company the entire car will be made in Australia reasonably soon.

Component parts manufacturers in this country are working flat to the boards and many of them just can't keep up

with the demand, so they are naturally not accepting new orders. It is this which is causing serious delays in increased local content of some makes of cars. There are more than a thousand suppliers of parts for Standards in Australia, including electrical equipment, tyres, and wheel rims.

The merchandising and owner-service division of Standard Motor Products Ltd. is Standard Cars Pty. Ltd. — the oldest subsidiary of the group. Until World War II broke out, they were distributing eight, 10, 12, and 14 horsepower models in Victoria and New South Wales at the rate of about 200 a month. The assembly work was carried out in plants in both Melbourne and Sydney. When the Vanguard was introduced in 1948 it proved so popular in a short time that it was soon apparent that more than 200 a month would be needed to satisfy the public. There are now more than 90,000 Vanguards on Australian roads.

Eighteen months ago the little Standard '8' put in an appearance. Sir John Black said at the time it was his company's answer to the challenge of Continental manufacturers. Nine months later the '10' appeared on the market. During the period they have been on sale in this country more than 17,000 'Tens' have been sold.

Service facilities is one extremely good aspect of the Standard set-up. Using the unit exchange principle, so popular in Europe, it is possible for a Standard owner to drive into Standard Cars with, for instance, a damaged gearbox. Instead of taking it out, repairing it and putting the box back, a factory-reconditioned unit is put in instead. The saving in time, and therefore cost, is obvious. The service is available for things ranging from engines to bumper bars, and all company-owned and dealer service stations can supply them.

Another thing which helps to keep service at a high level are owner meetings, at which owners of Standard cars are invited to discuss car ownership and service with executives of the company. Travelling servicemen of the company. provide free inspection and reports for owners on special 'service days'.

Financially, Standard Motor Products Ltd. seem to be very firmly placed and are making a tidy profit. Shareholders have received 60 per cent dividends in four of the last five years. True, the Standard outfit is a long way off being the biggest motor works in Australia, but the important thing seems to be that it's financed by local money and doesn't receive injections of overseas money whenever required. Service training schools at which the company's servicemen are obliged to attend are also open to dealer staffs, fleet owner personnel and road service organisations. The school is free.

A small turnover of staff is a thing of which Standards are justifiably proud. Carefully worked out staff-employer relations have paid dividends. Standards have one of the smallest staff turnovers in the motor industry.

Standard's engine production line is the first of its kind in the world, and is one of the most modern and efficient ever devised. Almost entirely automatic, the line can turn out as many as 150 engines in a single eight-hour shift. One of the most important features is a device which partly runs-in every engine. Designed by one of Standard's own men, the object of installing the line is to increase the Australian content of the cars produced at the Fisherman's Bend plant. Already pistons, piston rings, gudgeon pins, circlips and valve springs are supplied by local part manufacturers. Eventually the entire engine will be made in Australia, including cylinder-block and head.

On the assembly line the engine block is placed on a fixed dummy sump and built up from there. In the final stages of assembly the engine automatically attaches itself to a driving shaft. The engine is then driven for twenty minutes under auxiliary power. This process beds down the engine parts, such as bearings, cylinder walls and piston rings without actually putting any load on the engine.

When the owner gets his new car he still has to run it in, but the likelihood of any actual damage occurring during that period is greatly reduced, so increasing engine life.

When the engine attaches itself to the drive shaft an operator has to connect an oil pipe to the engine from an overhead tank. Oil is circulated through the engine in a constant clean stream to remove any pieces of foreign matter that may have collected in the engine during assembly. The oil is pumped into a cleaning mechanism and returned to the storage tank, ready for use again.

Careful gauging is carried out at each assembly point and in the event of a faulty engine getting on to the line, it automatically rings a bell and is pin-pointed on the control panel. The engine is then diverted to a hospital bay where it is made healthy again. At the end of the assembly line the crankshaft and flywheel are dynamically balanced and the engine is run on a dynamometer to test the horsepower, revs, torque, oil pressure, etc. After fitting small external parts, such as valve covers, air cleaners and sumps, the engines are ready to be placed in their cars. All types of Standard engines can be placed on the assembly line at random without upsetting the system.

This article was borrowed from a magazine, Cars, of October 1955. The magazine was lent by John Holmes, to whom thanks are due from an Editor-in-need.

All of this raises the question again, except for Len Butcher's fine example (and the van restored by the Harry Ferguson Tractor Club), why have all of those sturdy Standard Vanguards disappeared from the local scene? They appear to be quite a rarity these days – which is a great shame.

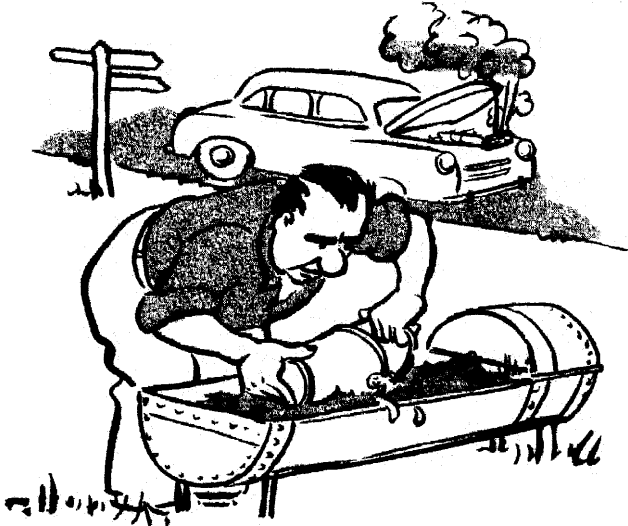
From Cars Magazine – with thanks.

NEXT ISSUE – ACROSS THE SAHARA IN A JOWETT JUPITER

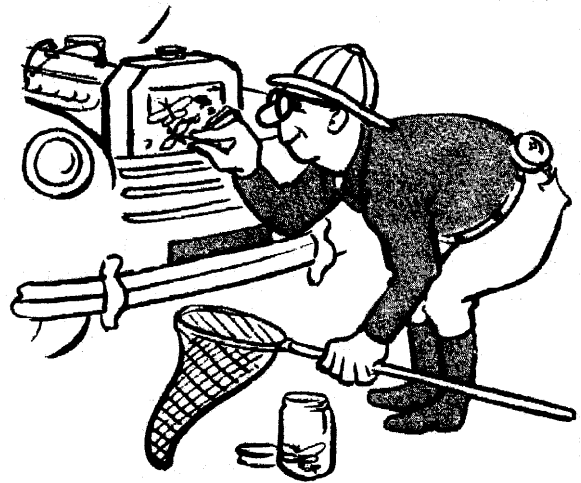
Compelling Reading!

A TIMELY TIP FROM NATRA

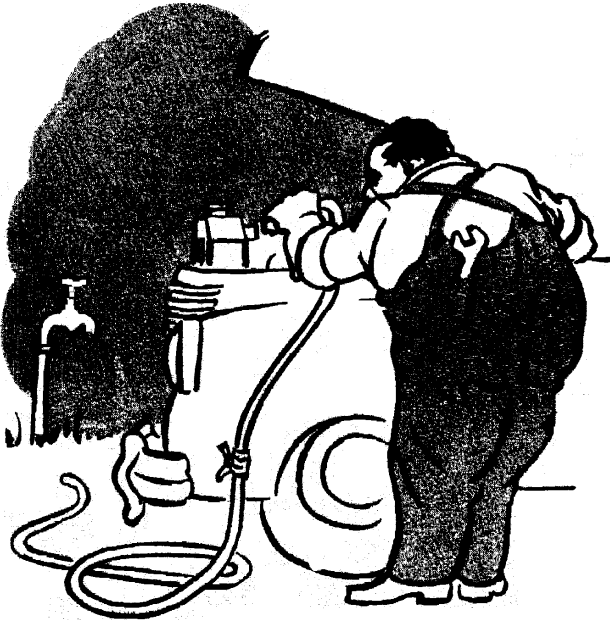
Summer Is Cooling System Stress Time



DON'T risk a cracked cylinder block by filling your radiator when the engine is overheated - and use only clean water!



DON'T impair your cooling efficiency by allowing insects and dust to clog the radiator core.



DON'T cause serious blockages in the waterways by using spongy or ill-fitting hoses - and use only a proper RADIATOR hose!



DON'T OVERHEAT your engine by running the engine with the fan belt disconnected.

DO avail yourself of the service provided throughout Australia by NATRA radiator specialists. This way you can be sure of getting first-class workmanship and first-class materials - always look for the NATRA sign and for replacements insist on NATRA TUBECOR or VEECOR cores.

From Cars Magazine, October 1955 - With Thanks.

CHRISTMAS GREETINGS!



To all of our readers, we wish a most enjoyable Christmas and a happy New Year!

Happy Christmas, Frohe Weihnachten und Bon Noël!

May the New Year be a good one, and here's hoping that it will be a safe, fun-filled Classic Motoring one.

Drive safely over the festive season - we want to see you at our events next year.

Your Committee.

IMAGES OF 2009 ABCCC EVENTS

A Selection For End Of Year Memories



Rally Bag Stuffing Group



RACV Great Australian Rally Start at Stud Park



ABCCC Annual General Meeting



Presenting \$43,000 to Peter Mac Cancer Institute



RACV Fly The Flag Tour Marshals Group



RACV Classic Showcase – Our Cars On Display



June Long Weekend In Bright



Convicts Night On Norfolk Island

**2009? – A Good ABCCC Year!
Thanks for joining in!**

THE VICTORIAN CLUB PERMIT SCHEME (VCPS) REVIEW

There Has Been Some Movement On This Important Matter

In September 2007, VicRoads issued to our State's peak-level bodies – the Association of Motoring Clubs and the Federation of Veteran, Vintage & Classic Vehicle Clubs (hereafter the AOMC and the Federation) – a Discussion Paper outlining the VCPS Review. What was in that Discussion Paper is now history. However, now, after two-plus years, there is a degree of movement on this, important to motoring clubs, matter. This 'movement' involves all of us who have an interest in the VCPS and how it is conducted.

Our club, being a member-club of the AOMC and being a VicRoads authorised club to operate vehicles on the VCPS, has received a letter from the AOMC advising us that VicRoads will soon be sending us a *Proposal for Revision of the Victorian Club Permit Scheme* Discussion Paper for Community and Stakeholder consultation. This means that the Minister for Roads & Ports has authorised its release for a final period of public consultation and VicRoads will shortly be issuing the proposals document. We will first deliberate on the content of the letter from the AOMC.

At the centre of the proposed changes is the adoption of a 90-Day log book system (with a 45-Day option) as the AOMC has been supporting throughout the review process. A number of other secondary changes will also be set out in most of which reflect the position the AOMC has either proposed or endorsed during the review.

The AOMC will make a submission on behalf of its member clubs, but in VicRoads' view the most important feedback will be direct from the clubs in the VCPS. Therefore, it is most important that they get a widespread response from clubs. This will be our opportunity to present a clear picture of our club's view on how the VCPS should develop. The period for consultation will be 60 days and will, therefore expire on 29th January, 2010. It is important that our club makes its reply as soon as possible.

Our letter to VicRoads must explain that the views expressed are the views of our club's Committee/membership. This is not simply a vote on the 90-Day log book aspect in the VCPS, there are also other aspects that require careful thought. We need to consider what is being recorded in the log book, costs and how it applies to you. The main objective is to demonstrate that the log book concept is the old vehicle movement's preferred way ahead.

One important matter needs to be clarified. At this stage discussions regarding an approach to the question of modified vehicles on the CPS are still in progress. The proposals document refers to this as being a matter for further work. It has been treated this way so as not to bog down or delay the progress of the log book concept. Therefore, development of the Code of Practice approach put forward by AOMC is not detailed and is not called for comment at this point. It will be further developed over the next few months and clubs will be informed of progress during that time, with opportunities for their input. For the moment it has been separated from the process of progressing other areas of change in the VCPS.

The VicRoads *Proposal for Revision of the Victorian Club Permit Scheme* Discussion Paper, a document of eight pages and too large for this magazine, is now available for download from the Internet. It is easiest to download it from the AOMC Website www.aomc.asn/CPSupdate.htm and clicking on the link titled 'VicRoads Discussion Paper of Nov 2009'. This document is currently in the Editorial File and, for those who can not access the Internet, copies can be posted out from this office. It is important that those of us, who operate motor cars on the VCPS, are all well aware of what is being proposed.

Read the Discussion Paper carefully and then convey your support for, or rejection of, the proposals set out by VicRoads to our Secretary, Pat Douglas. Do not contact VicRoads direct on this matter. We must act quickly on this, as all club correspondence must be with VicRoads before 29th January, 2010. To help with this process, the AOMC is conducting a Seminar on 12th December, 2009 at Monash University, commencing at 9:30 am. Details can be obtained from the Editor or, downloaded from the AOMC Website.

The Federation is very much in favour of maintaining the *status quo*, with respect to the VCPS. They have some serious concern that, with the introduction of a 90-Day Log Book based scheme, the club use of the VCPS will be much less, and private use will grow to the extent that clubs will see less vehicles on their runs and events. Club membership may well increase, but it could be a very hollow membership. Really, this aspect is up to individual clubs and our club has counteracted this situation with a rule that requires those members with motor cars operated on the VCPS under our club's auspices, to attend three club events per year. We need to protect our club from a ghost membership that simply uses us for cheap private motoring.

Writing this has been very difficult for me, because I have personal views on the matter and I don't want them to intrude at club level. I must say this though, the Victorian heritage motoring movement as a whole, appears to have been dazzled by the 90-Day log book aspect. There have been comments over the past couple of years in which there is an instant reaction of, "Beauty, I can use the VCPS car for work!"

Please consider this whole matter, and its ramifications for our precious club, very carefully.

Mike Allfrey – Editor.

Also a Delegate to the AOMC of Long Standing.

JOKE TIME – Again, Your Editor Is At The End Of His Tether

Oldies In Florida

Two elderly ladies were sitting on the verandah of the retirement village clubrooms, quietly watching the sunset. One turns to the other and tentatively asks:

“Do you still get horny?”

“Yes, I do”, replies the other.

“Well, what do you do about it?”

“I suck a life-saver”, replied the other. There was a long pause for thought.

“So, who drives you to the beach?”

It Gets Worse!

A man in Miami is having a chat to his neighbour over the fence. “I have just bought the best hearing aids ever, modern technology is fantastic, but they cost me \$6,000.”

“What kind?” asked his neighbour.

“Twelve-thirty,” came the quick reply.

We All Remember Delia Smith, The TV Cook – A Series Of Tips Followed

Delia's Way:

Cure for headaches: take a lime, cut it in half and rub it on your forehead. The throbbing will go away.

The Real Woman's Way:

Cure for headaches: Take a lime, cut it in half and drop it into 250 ml of vodka. Drink the vodka . . . you might still have the headache, but you won't give a damn! Why waste it? Rub the lime on your forehead afterwards, it may soak straight in? Unless you have another 250 ml of that vodka left, of course? . . .

Anon, Via E-mail.

NOTICE

THE ANNUAL GENERAL MEETING OF THE ALL BRITISH CLASSICS CAR CLUB INC. WILL BE HELD ON SUNDAY 14th FEBRUARY, 2010. VENUE IS COMO GARDENS, 79 THE BASIN TO OLINDA ROAD, THE BASIN (MELWAYS MAP 85, REF: H7). MEETING STARTS AT 2:00 pm AFTER A BARBECUE LUNCH. FULL DETAILS IN THE NEXT ISSUE OF YOUR ABCCC NEWS.

Tony Pettigrew – President.



CHRISTMAS LUNCH RUN 2009 – BOOKING FORM

Please Reserve Seats For: Name

Enclosed is my Cheque/Postal Note/Money Order for \$

Payable to: All British Classics Car Club Inc,

Send To: Karen McDonald
8 Morven Street
Mornington
VICTORIA 3931



ALL BRITISH CLASSICS CAR CLUB INC.

A0035462V

PO Box 201, Chirnside Park, Victoria, 3116

ANNUAL MEMBERSHIP RENEWAL FORM

Membership renewals are due as of 1st January – those members who operate vehicles on the Victorian Club Permit Scheme (VCPS) should ensure that their membership is paid prior to that date, or their VCPS plates are CANCELLED until their membership is paid. Victorian government laws state that you MUST be a current financial member at all times, or your VCPS plates are invalid and you will be driving an unregistered and uninsured vehicle that is ineligible for road usage – fine for such is currently \$500.00.

Thanks to all members for your ongoing support

Annual Subscription Is \$35.00 Per Family Membership

Please make your cheque out to the All British Classics Car Club Inc.

Send to care of Pat Douglas, PO Box 201, Chirnside Park, VICTORIA, 3116.



Name Partner

Address Post Code

Phones: Home Bus.

Mobile

E-mail Address

Payment of \$35.00 is attached.

Please update your vehicle ownership as we need the information to keep the club's records current.

Year Make Model Reg. No.

Year Make Model Reg. No.

Year Make Model Reg. No.

Year Make Model Reg. No.

Year Make Model Reg. No.

Year Make Model Reg. No.

Please use a further page for additional vehicles, attach and return – Thanks.