



An incorporated club

A0035462V

A friendly family social motoring club

Edition 137

April 2010

Your ABCCC News

REX'S LATEST TOY



Rex and Deanna Hall have just become proud owners of a bright red 'Big' Austin-Healey. Perhaps there will be a good story about this exciting acquisition? The 'Big' Healeys gave us some very entertaining results in rallies and sports car racing.

This one appears to be authentic and unmolested, just as it should be!

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.

Life Member: Pat J Douglas

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

Position	Name	Telephone	Other Telephone No.
President	Tony Pettigrew	(03) 9739 1146	
Vice President	Ray Higginson	(03) 9336 7306 (AH)	(03) 9310 5286 (BH)
Treasurer	Bill Allen	(03) 9846 2323	
Secretary	Pat Douglas	(03) 9739 4829	
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AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer	Nello Mafodda	(03) 9719 7949	
VCPS Officer	Colin Brown	(03) 5964 9291	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Colin Brown	(03) 5964 9291	
Webmaster	Ed Bartosh	(03) 9739 1879	

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*

Your ABCCC News, is the official magazine of the ABCCC (Vic) Inc. The magazine's issue date is during the week of the 25th of every second month – February, April, June, August, October and December. 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 of those months. 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. cannot 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 that 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.

April, 2010

- 11 The Renowned Cream Sponge Run – [An ABCCC Event](#) Geoff & Judy Birkett (03) 9755 1772
The cream sponge equivalent of Dot Sawyer's sausage rolls – the best!
Start Point – Ferny Creek CFA Station (Melways Map 74, Ref: D1), Sassafras, Victoria.
- 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

- 2 An Overseas Trip – [An ABCCC Event](#) Anne & Bryan Tootell (03) 9891 6905
Touring – French Island
- 12 Club Run to Portsea Hotel – [An ABCCC Mid-week Event](#) Peter & Rosalie McKiernan (03)9787 6003
Mid-week Run
Venue – Portsea Hotel, Portsea, Victoria.
- 23 Rex's Pub Lunch Run – [An ABCCC Event](#) Rex Hall (03) 9795 7669
- 29 – 30 Historic Winton – Austin 7 Club

June, 2010

- 4 – 6 Special Touring on the Murray – [An ABCCC Weekend Run](#) Frank Sawyer 0408 633 778
Touring Base – Tocumwal, New South Wales.
- 27 TBA – [An ABCCC Event](#) Nello & Diane Mafodda (03) 9719 7949
Venue – TBA, But it will be good!

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,

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

- 3 Friday Night Dinner and Slide Show – [An ABCCC Event](#) Mike Allfrey (03) 9729 1480
Includes a presentation of trip to India and Club Event Images
Venue – Lilydale International Club, Nelson Road, Lilydale, Victoria.

- 15 Garden Day Out – TBA – [An ABCCC Event](#) Geoff & Judy Birkett (03) 9755 1772
A Mid-week Run
Venue – TBA.
- 26 Pine Ridge Museum Visit – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Venue – Mornington Peninsula.
- 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.
- 31 ABCCC 2011 Calendar Planning Meeting Tony Pettigrew (03) 9739 1146
- November, 2010**
- 13 – 14 National Swap Meet Bendigo Pat Dyball 0427 446 660
- 17 – 24 ABCCC Holiday Trip – [An ABCCC Tour](#) (Dates TBC) Marjorie Pepper (03) 9439 7875
Expressions of Interest please, as soon as possible Karen McDonald (03) 5975 1867
Touring – Tasmania
- 28 Rob Roy Hillclimb (Historic) – MGCC Colin Brown 0408 343 176
- December, 2010**
- 12 ABCCC Christmas Lunch Run – [An ABCCC Event](#) Karen McDonald (03) 5975 1867
Venue – TBA.

EDITORIAL NOTES – ISSUE NUMBER 137

You will have all received the first edition of *ABCCC NewsFlash!*, the in-between news sheet that advised of changes that affect *Your ABCCC News*. This occurred at the Annual General Meeting of our club. We are still hoping for member contributions for our magazine. They can be hand written; typed on a classic typewriter; sent on computer disc; or E-mailed direct to me. Editorial contact details are as follows:

Mike Allfrey, 59 Rowson Street, Boronia, VICTORIA, 3155

E-mail: <http://www.abccc.com.au/contact.php>

Any stories about your cars will be most welcome. In 2009, Phil Cook was awarded the annual Editor's Award for an article published in *Your ABCCC News*. Now is the time for you to put in your submission for this prestigious award. So, get writing, typing or keying and we shall see who wins next year.

You will notice that, in the Committee List on Page 2, the E-mail addresses have been deleted. This is an attempt to reduce our 'Junk Mail' mailbox clutter. From now on we will be using the Website 'Contact Us' for E-mail as shown above. Just select "Newsletter Query" to direct it to me or use one of the other subject/event selections to direct your comment, question, or submission. Ed Bartosh will re-direct other messages to those to whom they refer. Thanks for that action, Ed.

Our 2010 has started off in a successful way with a surprisingly good result for the RACV Great Australian Rally. This was in spite of dire weather predictions and a couple of squally showers while we were at Mornington. The Advisory Committee have already examined options for next year's event and planning is under way.

We are looking forward to good attendances at our events this year, so please help this year become as successful as previous years. Look forward to seeing most of you at the famous Cream Sponge Run!

Mike Allfrey

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
David Peck	Daimler	104	1956
	Rolls Royce	Silver Cloud III	1963
	Rolls Royce	Corniche Convertible	1974
	Daimler	DE 27	1946
	Beardmore	London Taxi Cabs	1976-1986
Steve & Rose Babinczky	MG	'B'	1974
	Jaguar	XJ6	1975

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.

RACV CLASSIC SHOWCASE – Sunday 28th February, 2010

Formerly The AOMC British & European Motoring Show



The Long Lunch – to a backdrop of Volkos!

Most of us met at the zoo's car park and quickly drew the ire of "he who thinks he is very important" - the car park attendant. Soon we were threatened with parking fine notices and so we pulled out. Pat Douglas was



intent on getting into the zoo's back entrance to see the baby elephant. After this little diversion, we were soon on our way to Flemington as a stretched out group. Next year we will gather at the approach road inside of the racecourse so that we can make a grand entry that befits our club.

Left: Lagonda, Reliant, Rover and MG form the front row of our display. Very appropriate.

In our display of fourteen cars, the Rover marque was well represented. Also featuring more than one car were MGs, Jaguars and Fords. There were also two

club members, Jowetts across the roadway. It was good to meet up with Kevin Ryan and his Ford Cortina, along with Colin Oberin and his smart Rover P3. Our display was augmented by Rex Hall's 'Big' Healey, which took part in the Car Of The Show competition.

Nearby our site Bill Ballard had parked his 'proper' Ford Escort along with some other small Fords. The weather stayed dry and hoods could be left in their lowered positions – not so evident in the photo above! All in all, it was a good show. It was wonderful to see a top quality row of Alvis cars. These cars can qualify well for the true British sense of proper proportions in their styling. Other good displays were put on by the Austin-Healey, Jaguar, Singer, Bristol, and the Jensen clubs.

Our thanks to the RACV and the AOMC for putting it all together for our benefit. This is an event that is well worth our club's support. So please make the effort and come along next year. A special thank you to all of those who attended and made our display the interesting social event that it was.

Mike Allfrey

A PRESENTATION TO PETER MAC – Monday 1st March, 2010

A Cheque Is Handed Over

On the first Monday of each month the committees for the RACV Great Australian Rally and the RACV Fly The Flag Tour meet at the RACV Club in the city. This month we took the opportunity of making it an occasion and invited representatives from the Peter MacCallum Cancer Institute to receive the proceeds of the 2010 RACV Great Australian Rally. Peter Chandler (ABCCC member and RACV Board Member) announced to the group that over the years our rally had raised more than \$250,000.00 for Peter Mac. Next Tony Pettigrew came to the mi-

crophone and announced that we were pleased to present a cheque for \$43,000.00 to Craig Bennett, CEO, Peter Mac. Craig was obviously deeply moved to accept our cheque. In his acceptance speech he gave us a good insight into how Peter Mac really appreciates the work that we do on this important event. It was a special moment.



Tony Pettigrew presents the cheque to Craig Bennett.

In attendance at the presentation were:

Tony Pettigrew (ABCCC President)	Peter Chandler (RACV)
Colin Brown (Rally Organiser)	Pat Douglas (ABCCC)
Craig Bennett (Peter Mac, CEO)	Margie Wood (Peter Mac, Supporter Group Manager)
Ray Higginson (ABCCC)	Jennifer Doubell (Peter Mac, Executive Director)
Don Kinsey (ABCCC)	Anne Rahilly (Peter Mac, Public Relations Manager)
Peter McKiernan (ABCCC)	Colin Moss (Fairfax Community Newspaper Group)
Mietta Dwyer (RACV Club)	Mark Bennetts (RACV Club & Resorts Manager)

Apologies:

Frank Sawyer (ABCCC)	Ross Wolstenholme (ABCCC)
Brian Kelly (RACV)	George Hetrel (ABCCC)

The RACV Great Australian Rally is a very important event for both the All British Classics Car Club and the RACV. It is also vitally important for all in the heritage motoring movement. In some way, cancer touches all of us in many ways. There are a number of motoring enthusiasts who are being expertly cared for by our friends at Peter Mac. It is for these patients that we work so hard to raise funds and, sincerely hopefully, help those so much in need. Please continue to help make our Rally a much bigger event so that we can give even more.

We now have the Fairfax Community newspaper Group actively supporting our cause. Colin Moss has asked to be present at our committee meetings. This will allow him to get involved and help us with presenting the best information possible about the RACV Great Australian Rally for his group's readers.

For next year's event, we are actively involving other car clubs - including country clubs, in the Rally. A number of clubs have our rally firmly pegged on their events calendar. We need more clubs to be committed in the same way. In truth, the RACV Great Australian Rally raises funds for Peter Mac. That is not the end of the story. Peter Mac, through their ongoing research, passes new cancer knowledge on to the hospitals of our state, and the rest of the country. The heritage motoring movement is proud to be associated with the research and knowledge that is generated by Peter Mac.

The 2011 RACV Great Australian Rally Advisory Committee is desirous of as many heritage motoring clubs to be a major part of our Rally. If you are a member of another motoring club, please help us by actively promoting the Rally within those clubs.

Our grateful thanks to you all.

Mike Allfrey

VISIT TO BLUE LOTUS WATERGARDEN – Wednesday 10th March, 2010

Some Of The Most Interesting Plants In The World

As we approached our usual meeting point, the weather looked a bit grim; Plan 'B' might have to be brought into play. The wind was fresh and rain clouds hovered around us, but at the Lilydale International Club, it stayed dry. In deference to recent hail storms, we took the young Rover and left the Jowett in the garage. A sizeable group of us gathered in readiness for the start of our day's adventures.

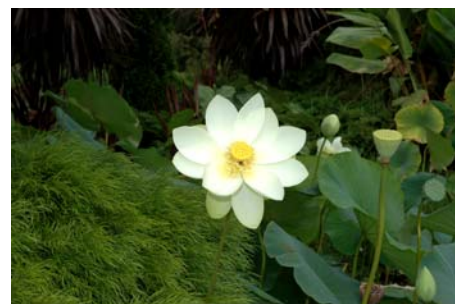


An Aussie Classic and its future classic brethren. It was that dark, the camera's flash took over, note Jaguar reflectors.

We set off for Killara Estate Winery for morning coffee and splendid Yarra Valley views. This is a very new winery and looks to be a likely lunch stop some time soon. Geoff, the winery's owner explained the way they have their wines made and how they supply grapes to the valley's larger wine producers. Joy Brown had put on some marvellous cakes for us to enjoy with our coffee. All too soon it was time to set off up the road and proceed towards Warburton for our next stop just past Yarra Junction.

This was at the Blue Lotus Watergardens, where another Geoff greeted us and explained how the family got out of growing vegetables and started the watergardens. At first, the project was hugely experimental, but a glance around us showed that the experiment was successful. To us, it appeared as if the lotus flowers and waterlilies were multiplying rampantly!

Right: A lotus flower with attendant insect. Note buds and seed pod at right.



There were flowers at all stages of bloom and featured some exquisite and delicate colours. There were walking paths with Monet-style bridges, large ponds fed by the Little Yarra River. If we had so wished, we could have walked fourteen kilometres on paths within the gardens,

We had found out that the lotus plant is not at all tropical, but due to being seasonal, can hibernate in quite cold winters in northern China. Geoff also told us that the seed pods and stalks were in great demand from florists. In fact at times the staff picked 5,000 stems in a week. After Geoff's introduction to the gardens, we enjoyed our lunches and studied Monet paintings in a book that Joy had kindly brought along.



Then we strolled the watergardens and, interestingly, finished our walk in the Amazonica hot house that houses those fantastic *Victoria Amazonica* Lily, that have enormous fan-like leaves. We soon found out that these floating leaves can easily support reasonably large water fowl. We also discovered that, aside from piranha fish, swimming in the Amazon can be even more dangerous. These huge leaves have, on the outside, large thorns that are very sharp – and numerous!

Left: In the Amazonica Hothouse – those fantastic leaves.

Some of our ladies spent time in the boutique's changing rooms and picked up some bargains. After we had our lotus and water lily fill, we went on to supervise some grape crushing at *Domaine et Chandon*. A fine way to finish off our day out. Our thanks to Colin and Joy for putting it all on. Thanks also to Betty Taylor for helping with morning coffee. A most interesting day.

Mike Allfrey

THE RENOWNED CREAM SPONGE RUN – Sunday 11th April, 2010

A Fun Run With A Superb Lunch At The Finish



It is on again! Come and join us for the best cream sponge-cake morning tea ever. There will be a warm welcome for you at the Ferny Creek CFA Station in Clarkmore Road, Ferny Creek (Melways Map 74, Ref: D1). We gather at 10:00 am, enjoy our morning tea and make a generous donation to the CFA. Then we will set off on a light run through the hills to the Paradise Valley Hotel at Clematis (Melways Map 127, Ref: A3) with lunch on the veranda. There will be fine views of our cars in the car park, and of the famous Puffing Billy Railway.

Our run will be about fifty kilometres and there will be some easy questions along the way. Bring a pen to be in the running for fabulous prizes. If you wish to join in the fun, please contact Judy and Geoff on telephone number (03) 9755 1772 before Thursday, 8th April at the latest. The

CFA and the hotel are very accommodating for us, but numbers are required for catering purposes.

The Dandenong Ranges can be glorious at this time of year, so be ready to enjoy the views and the sharp, fresh air.

Judy and Geoff Birkett

OPEN GARDEN WEEKEND – Saturday 17th and Sunday 18th April, 2009

Come Along And Help With This Worthy Fundraiser At Como Gardens

Over the past several years, our club has provided assistance with the running of the Como Gardens Open Garden weekend. This time around, it is the turn of the autumn opening and with recent rains, the garden will be looking especially good. There is quite a lot for us to help with – train rides; serving morning and afternoon teas; selling tickets; car parking; and much more. Your help will be greatly appreciated on either or both days. This is a very popular event with visitors coming from far and near. This time, the beneficiaries will be the St John Ambulance and the local State Emergency Service (SES). The garden is open from 10:00 am until 4:30 pm each day.



A new attraction will be the Scarecrow competition. This is a free competition; however, entries will have to be registered before 14th April. You can be registered either via E-mail to comogardens@bigpond.com or, telephone George or Pat on (03) 9761 1341. A number will be provided, which must be attached to the scarecrow and be water-proof. There will be prizes for:

- Best Under 15 Year-old Entrant
- Best Over 15 Year-old Entrant
- Best School Entrant

All scarecrows must be erected in the gardens before Friday 16th April. Participants may position their scarecrow anywhere within the gardens – examples: guarding the veggie patch, guarding the train station or keeping watch over the pond. Judging will take place from 10:00 am on the Saturday and prizes will be presented on the Sunday at 2:00 pm. All exhibitors must collect their scarecrow during the following week.

In addition to the usual activities and the interesting car collection, there will be feature displays put on with the generous help from some specialist organisations.

- The Rainy Day Bookstall – the best little bookshop in the hills.
- Horticulture – ferns and orchids for sale.
- Garden tours and a sausage sizzle, Devonshire teas and other refreshments.
- Model boats, live music and croquet on the lawns. Rides on the Como Gardens Miniature Steam Railway.
- The world's most powerful motorcycle – bring your earplugs!
- Visit the Fairy Tree for face painting, children's activities and dolls from around the world display.

We can also look forward to live demonstrations of the St John's Ambulance; the Alpha Dog Training Group; and the SES.

Como Gardens are at 79 The Basin – Olinda Road, The Basin (Melways Map 85, Ref: H7).

If you can provide some assistance on either or both days, please contact George Hetrel on (03) 9761 1341. Club cars can be displayed outside the car museum.

George Hetrel

AN OVERSEAS TRIP – Sunday 2nd May, 2010

Please Note: Due to the size of the tour bus, we can only have a maximum of 40 persons for this trip to French Island. The cost is \$40 per person for return ferry, bus tour and morning tea. Lunch is additional:

- BYO
- Light lunch – Quiche and Salad \$14 inc desert and tea/coffee
- Substantial Lunch – Hot Meat and Veg: \$18 inc desert and tea/coffee

*****We must provide a count for meals *****

The Ferry departs Stony Point Wharf at 10:15 am. We are requested to be there by 9:45 am.

As tour costs will be prepaid, we would like you to settle with the organizers prior to departure.

PLEASE NOTE: If you are LATE and miss the boat, you will still be charged for the prepaid tour.

Our return Ferry leaves Tankerton at 4:30 pm for the trip home to Stoney Point.

Please contact: Anne or Bryan on 0412 549 906 or email annbry@optusnet.com to attend.

Anne & Bryan Tootell

CLUB RUN TO PORTSEA HOTEL – Wednesday 12th May, 2010

Imagine sitting on a sun drenched deck overlooking Port Phillip Bay while enjoying a scrumptious meal of your choice. Then you take a sip of a glass of wine or cold beer. You gaze upon the ocean liners enter and exit our lovely bay. Then the Sorrento-Queenscliff ferry passes by. This is the pleasure that this run will provide and it can be yours.

We will meet in the car park of the Villa Adriana Function Centre, 525–531 Frankston Road, Dandenong (Melways Map 128 Ref: C2) at 9:00 am for a 9:15 am start. We will then proceed via the Mornington and Westernport Freeways to our morning tea venue, - the recently reborn Merricks General Store where you may sample local wines and produce. After morning tea we follow the coast of Westernport Bay before driving overland to Port Phillip and our destination at Portsea.

If the thought of all this indulgence gathers your interest, please indicate your intention to be part of the day by telephoning Rosalie or Peter McKiernan on Ph: (03) 9787 6003 or mobile: 0407 876 023.

Peter McKiernan

THE AOMC 2010 WINTER SEMINAR – Saturday 31st July, 2010

Will Appeal To All Club Members

The Association of Motoring Clubs (AOMC) is organising a Winter Seminar that re-visits the motor vehicle restoration scene in a practical way. The topics to be covered by guest speakers are:

- Radiator repairs and reproduction radiators
- Manufacture and supply of wiring looms (harnesses)
- Body panel manufacture and fabrication
- Body trimming
- Batteries of various shapes, sizes, 6-volt and 12-volt

The Seminar will commence at 8:30 am and will be conducted in the Chevrolet Car Club's clubrooms at 1/3 Edgecombe Court, Moorabbin. Tea and coffee will be available from 8:00 am.

Bookings are essential so that morning tea can be catered for. Please contact the AOMC office on (03) 9555 0133 or, E-mail to secretary@aomc.asn.au or, you can contact the writer and a booking will be made on your behalf.

Mike Allfrey – An AOMC Delegate .

INDULGENT WEEKEND – 8th -10th October, 2010

Indulgence No. 5

It is on again – this time Indulgence No. 5. After four successful indulgent weekends Rosalie and Peter are now attempting to emulate their previous successes.

We will be meeting at the Shell service station (outbound) at Todd Road at 9:00 am for a 9:30 am departure. After approximately a one-hour drive we will stop for morning tea and a cookies. Then is on to our luncheon venue. Following lunch we continue on to our accommodations. After settling in, we shall enjoy nibbles and drinks before we head off to our dinner venue.

After a hearty breakfast, we will be picked up by coach to have a tour of the general area, stopping at various wineries. Our luncheon venue - a vineyard and deli is well known for its quality wines and foods.

During the afternoon, our tour will continue until we return to our motel. Again, after nibbles and drinks we will as usual enjoy our barbeque and wine tasting.

On Sunday we will proceed to a well known café venue for brunch prior to returning to Melbourne.

Final costs are not yet available and will be provided in the next issue of *Your ABCCC News*. We are limited to the number of participants. It may be necessary for some attendees to be accommodated in an adjoining motel. To date we have received expressions of interest from some sixteen parties. If you intend to be part of this weekend, please get in early. Contact Rosalie or Peter at 9787 6003 or mobile number: 0407 876 023.

Peter McKiernan

CLUB HOLIDAY TO TASMANIA – 17th to 24th November, 2010

A Call For Expressions Of Interest

Over the past number of years, our club has organised some excellent and most enjoyable Club Holidays. Last year, Marjorie Pepper and Karen McDonald put on a fabulous trip to Norfolk Island. As is often said, things get bigger and better. In this case Marj and Karen have opted for a bigger island for our Club Holiday destination. Yes, we will be doing a thorough tour of all that Tasmania has to offer – wine, gourmet foods, fantastic scenery, interesting towns and villages to explore.

This is quite an undertaking and our supremely skilled organisers are looking, initially, for expressions of interest in joining our holiday group. There is a little carrot here, because if we get a good show of interest, our club can apply for a grant from Events Tasmania. There are conditions of course such as: tour group size; and the number of nights stayed in motels while in Tasmania. With a good show of committed interest, we should easily qualify.

This will be a good one, because Tasmania in the spring time is sensational and, on top of that, we should have a smooth crossing of Bass Strait in one of the *Spirits* ferries – both going and coming home.

Please contact Marjorie on (03) 9439 7875, or Karen on (03) 5975 1867 and lodge your booking.

Marjorie Pepper & Karen McDonald

THE VICTORIAN CLUB PERMIT SCHEME REVIEW

A Small Amount Of Movement

At the end of 2009, VicRoads set up a discussion paper describing the proposed changes to the Victorian Club Permit Scheme (VCPS). VicRoads asked motor vehicle clubs and individuals to examine the discussion paper, obtain a consensus of opinion from club members and write to VicRoads stating the results of discussion with club members. All of that had to happen before 29th January. A person has to wonder about the timing of the Discussion Paper because the majority of motor vehicle clubs virtually close down for the holiday break.

Rod Amos (*Vintage Sports Car Club*) announced at the February AOMC Delegates' Meeting that more than three hundred motor vehicle clubs have written to VicRoads with very significant support for the proposed 90-Day Logbook Scheme. A small number of individuals had also written to VicRoads with some of those did not support the proposed VCPS.

In early December, the AOMC hosted a seminar for member clubs to provide an opportunity for questions to be put to the AOMC committee and VicRoads' representatives. The Seminar was a question and answer session chaired by Rod Amos. There were about one-hundred and fifty Delegates present, with John Lewis and Fergus McDonald (VicRoads) on hand to answer questions. Most questions related to the VicRoads proposals for a Logbook driven scheme. These questions were dealt with on the basis of how such a scheme might operate.

A number of issues were raised by the attendees. The following is a summary of the main issues discussed:

Transition To New Scheme

It is put that at the end of the comment period, VicRoads will make recommendations to the Minister for Roads. Then if the changes are authorised by the Minister, then a period of around twelve months will be required for the planning and implementation process. Detailed conversion procedures have not yet been developed. VicRoads understands that there may be some keenness for immediate access to a new scheme. A means to allow users to changeover as conveniently as possible will be looked into. Clearly a wholesale conversion of all users in a very short time is not feasible.

It is not anticipated that a formal new application for VCPS, - with club validation and RWC etc., will be required for existing users on the scheme. The period of a permit will remain at one (1) year. A three (3) year term, as in South Australia, is not a possibility.

Club responsibilities

The process for authorising new club-member vehicles and annual renewal will remain basically the same. Given that VicRoads is seeking to make changes to allow clubs to have access to information about vehicles on the scheme. A new function may be required to allow the list maintained by VicRoads of vehicles authorised club cars to be cross-checked against that club's own list.

AOMC has identified another issue with regarding the use of the Department of Justice Model Rules for incorporated bodies. In their standard form these rules do not specify that access to club services and facilities is dependent on payment of subscriptions. Clubs that have not adopted suitable clauses to cover this will need to do so. This will provide the club's authorisation for the VCPS be tied to financial membership of the club. In the near future, AOMC will publish a more detailed analysis of this issue, together with guidelines.

Clubs will also need to consider how they will deal with new applications/renewals for VCPS members whose fees are due but not yet paid for the current year. This mainly concerns the grace period often granted by clubs when annual fees are due and the point at which a member is considered delinquent.

Some questions were asked about who would have access to information VCPS, and VicRoads advised that this would be restricted in ways to ensure that only clubs with a valid reason for seeking information would be have access. A suggestion was made that the authorising club may be Included in the details shown on the proposed VCPS windscreen label.

Clubs will not have responsibility for how vehicles on VCPS are used.

30-Year Eligibility

The proposal to change the eligibility age for VCPS from 25 to 30 years, met with adverse comment from a number of attendees. Opposition to the idea was based on concerns about the loss of older vehicles to scrap-page due to the extra time required for surviving examples to become viable as hobby vehicles. This change could reduce the number of younger people into the clubs.

Transfer of VCPS Plates

Retention of VCPS plates on a vehicle upon transfer was questioned. VicRoads responded that a vehicle being transferred from one owner to another within the same club could be allowed to retain its VCPS plates. The same would apply to a transfer of a vehicle from one club to another while owned by the same person. They are opposed to any trade in VCPS plates.

Personalised And Old-Style Registration Plates

A number of questions were raised concerning continued use of full registration plates (e.g., personalised or old-style numbers related to the vehicle's period) when a vehicle transfers to the VCPS. VicRoads will not support continued use. This would be contrary to the difference between the vehicle being on a permit as opposed to full registration. This point is central to the exemption from stamp duty. It is also a requirement of law-enforcement agencies that vehicles be clearly identifiable by their plates as being on the VCPS. The plate displays the permit number and for this reason a personalised form of VCPS plate is also not possible.

Owner/Driver Responsibilities

At present, the VCPS will recognise two entities. The owner is responsibility for: ensuring that the vehicle is put on the scheme according to the rules (e.g., re current membership of a club etc); that the annual fees are paid; that the windscreen sticker is in place, etc. The driver will be responsible for proper completion of logbook details for each day's use. A driver is not required to be a member of a club.

Learner Drivers

Learner drivers will be permitted to use VCPS vehicle with proper supervision and relevant logbook entry.

Logbook Details

Details of the precise information to be completed have yet to be determined. However it is not intended to make them excessively detailed, nor to include information not necessarily known, such as destination. If use of a vehicle extends beyond midnight on a given day, then a second logbook entry (and day's use) is required for the second day.

Modified Vehicles

Further work is scheduled on modifying vehicles, with a view to seeking a Code of Practice for pre-1969 vehicles such that certain clubs may be able to sanction modifications within a defined range. This is intended to cover the majority of modifications that many older vehicles have acquired over time or which have become commonly adopted means of dealing with design deficiencies or parts availability problems. The intention is to avoid placing a large number of vehicles under the cost and technical burdens of compliance with regulations designed for more modern vehicles and/or more extensively performance-modifications. AOMC will set up a working party to undertake development of this Code. This will then be subject to review and acceptance by VicRoads technical and safety authorities. It is hoped that this work will be done during the time that planning for implementation of the new VCPS is being performed.

Costs

VicRoads confirm that under a logbook system the current permit fee will remain the same (subject to normal CPI adjustments, etc). The 45-day permit charge will be half that of the 90-day. TAG has stated that their component will remain unchanged for the 90-day permit, with the 45-day charge to be determined. AOMC reported that RACV Insurance has stated that their Veteran, Vintage and Classic policy charge for vehicles on VCPS will remain unchanged as a result of a change to a logbook scheme. Shannons have verbally stated that they anticipate no changes for currently insured vehicles on the VCPS.

There may be a maximum fifteen per cent increase for more modern vehicles going onto VCPS, where they perceive a potential for greater usage under a new scheme.

Interstate Use

When used in other states, Victorian CPS vehicles will be legal if used as required in Victoria, including proper completion of logbook details. The previous difficulty in Western Australian - recognition of the Victorian scheme, is now believed to have passed. This will be confirmed.

Rod Amos
From the AOMC Newsletter – with thank

JOKE TIME!

The Post Turtle

While sewing a cut on the hand of a seventy-five year-old Aussie farmer, whose hand had been caught in the gate while working cattle, the doctor struck up a conversation with the old man. Eventually the topic got around to Kevin Rudd and his role as our Prime Minister.

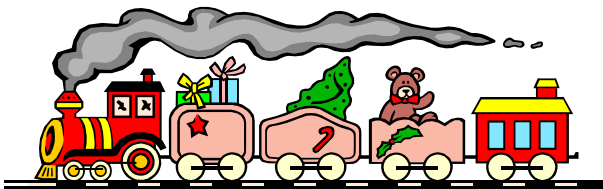


“Well, you know, in my opinion Rudd is a Post Turtle,” said the old man. Not being familiar with the term, the doctor asked him what a Post Turtle was.

The old Farmer said, “When you are driving along a country road and you come across a fence post with a turtle balanced on top, that’s a Post Turtle.”

The farmer saw the puzzled look on the doctor’s face, so he continued to explain. “You know he didn’t get up there by himself, he certainly doesn’t belong up there, he doesn’t know what to do while he’s up there, and you just wonder what kind of dumb idiot put him up there to begin with.”

Colin Brown – Via E-mail



A SIMPLE BRAIN TEASER!

An electric train is travelling southwest at 152.8 kph, and the wind is blowing northeast at 152.8 kph. In which direction does the smoke blow?

Answer is elsewhere in this magazine – find it!

VERY INSPIRING!



As we get older we sometimes begin to doubt our ability to *make a difference* in the world. It is at these times that our hopes are boosted by the remarkable achievements of other ‘seniors’ who have found the courage to take on challenges that would make many of us wither.

Harold Schlumberg is such a person.

“I’ve often been asked”, ‘What do you old folks do now that you’re retired?’”

“Well. . . . I’m fortunate to have a chemical engineering background, and one of the things I enjoy most is turning beer, wine, Scotch, and margaritas into urine.” Harold added, “And I’m pretty damn good at it, too!”

Harold should be an inspiration to all of us.

Via E-mail – With Thanks.

DAMPER: HONEY AND ALMOND

Continuing Our Series From The *History and Country Cooking from Victoria's Western District*

'Konongwootong' was built in 1866 by William Swan out of local sandstone. Since that date it has had several owners and is now owned by A and J Sutherland. The property's original title consisted of approximately 57,000 acres of steep to undulating grazing land. The keystone, situated above the kitchen door, features the date of construction, the initials W.S., and a 'fleur-de-lis' design.

Konongwootong

Ingredients:

3 level cups self-raising flour
30 grammes (1 oz) butter
¼ teaspoon salt
1 egg, beaten with 1 tablespoon milk
2 tablespoons chopped almonds
2 tablespoons honey and water

Method:

In a bowl place the flour and salt. Rub in the butter. Put the almonds in the mixture. Place the honey in a cup and add enough water to make one cup of liquid. Stir over a low heat until honey has dissolved, use liquid to make stiff dough. Knead lightly and shape dough. Brush the top with beaten egg mixture. Bake for approximately 35 minutes in 220 °C oven.

With thanks to the National Trust of Australia, Joanne Dickinson and Jill Williams.

Jessica Sutherland – With Thanks



THE WAY IT WAS – COOL CURE

Tips For Hotting-Up-Low-Temp Engines – Timely Advice From February 1960!



An engine that runs over-cool is an unmitigated nuisance. It is not working at anything like full efficiency, wastes petrol, wears much faster than it should. It lacks real punch, and the heater will never work really well. Ideally, a cool engine can be made to work better by fitting it with a water pump and thermostat. By this method the temperature of the engine is automatically controlled and the driver does not have to worry about keeping an eye on the gauge.

Ford cars are easily fixed because the makers sell a special number of components to convert the system quickly and reasonably cheaply. The full kit includes a water pump, a thermostat, a special top hose and a longer fan belt at a total cost of a little over £4.

On pre-1939 side-valve engines there are holes drilled in the front engine bearer to carry the export water pump. The bottom hose runs are altered to bring the pump into the circuit with the longer fan belt driving the pump. The pump drives the water around the cooling system quickly under pressure. A thermostat can then be easily fitted. But remember, that a thermostat cannot be fitted to an engine without a pump. On the Ford, it is simply a matter of removing the old top hose and replacing it with a special hose that has a bulge in its length. The thermostat is pushed into the hose so that it sits in the bulge with the bellows pointing towards the cylinder head.

It is as simple as that. The thermostat will stop the water flowing in the cooling system until it reaches a temperature of about 73°C. It then opens and allows the hot water to flow through the system. Owners of other cars can still alter their engines, although it may be more difficult. Provided you can fix the Ford export water pump on the front of the engine, you can follow the instructions already given and the idea will work just as well on any other car.

It may happen that the pump will just not fit on the engine anywhere and other ways of heating up the engine will have to be looked at. A super-quick idea is to remove the fan blades from the car. This has the effect of raising the temperature with no further fuss and you have the bonus of extra power and better fuel consumption. You can also try blanking off the lower half of the radiator with a sheet of aluminium.

A more refined variation on the blanking off theme, is to fit a radiator blind. Mory and the Midland Car Gear Case companies are two firms that make these useful gadgets. The idea is to blank the whole radiator off from the driving seat and to progressively lower it as the temperature rises. A bonus fitting takes the shape of a radiator muff that clips on the outside of the radiator shell. You can raise this to any desired height so that the engine temperature will come up quickly. When the car is parked for any length of time, it can be rolled up to blank the radiator right off. This will shield the radiator from the wind and consequently keep the engine warm.

From Car Mechanics – February 1960 – With Thanks.

OF BOLTS AND NUTS

At a recent old car event, one of the more prominent sports cars came to a sudden stop. A damaged clutch friction disc was the initial diagnosis. It was considered that, the *March of Progress* had raised its menacing head yet again. The symptoms were the same as those experienced by a fellow owner where a piece of the organic friction lining had broken away and jammed between the sound part of the disc and the flywheel face. This effectively jammed the clutch. This time it was more sinister!

The car was pushed onto a hoist; the gearbox slid back; and the clutch assembly removed. The problem's cause was revealed. The head and shank of one of the engine flywheel securing bolts had parted company with its threaded portion thus thoroughly jamming the clutch release mechanism. The other three bolts were removed and closely inspected. All three of them had necked.

The term 'necking' as applied to bolts does not mean that they have a snogging session in the back seat - it means that the bolts have been tightened beyond their yield-point and, effectively, stretched them at the threaded portion. In this case, the engine had been fully rebuilt recently and new bolts had been installed to secure the flywheel. The owner did say that the bolt tightening process felt 'strange' while using the torque wrench. What he felt, in this case, was the stretching of mild steel bolts. The bolts in question were 7/16" BSF (British Standard Fine). It is my understanding that all BSF bolts are of high-tensile steel — probably equivalent to the SAE Grade 8 tensile strength. The bolts removed from this engine were most definitely machined from mild steel. An interesting point occurs in this case, because in many instances a 7/16" high tensile bolt/stud can handle 70 to 75 ft lb of tightening torque with ease. The torque specification for the flywheel bolts in question is 55 ft lb, well below the normal maximum. This means that, when the new bolts were installed, the required torque should have been applied without any 'give' at all.

The message here is that great care should be taken when purchasing new bolts and nuts. In most cases it is easy to identify a high tensile bolt by either markings on its head. It will be blackened heat treated colour or the rolled thread format. In the case of these flywheel bolts, genuine bolts are of the machined type, but they are most definitely of the required high tensile type. There is no smoke – it is electric!

Fitting the correct grade of bolt can give great peace of mind. In this incident that was certainly not the case. Upon tightening the first bolt, a skilled mechanic would have realised that the wrong bolts had been selected, and would have certainly sourced some correct grade bolts of an item as important as the flywheel.

Staying with bolts, recently a package of four ¼" UNF setscrews was purchased. The brand was Champion with the hardware being made in China. The following points were noted:

1. The bolt head was 10 mm across the flats -- should have been 7/16" AF.
2. The nuts were 7/16" AF.
3. The nuts were a very loose fit on the bolts supplied with them.
4. In spite of the packaging clearly stating that the hardware was of high tensile grade, it was of very soft mild steel. I used two of the nuts supplied on the original studs in a Mini's engine; they stripped with consummate ease.
5. The plain washers supplied were more suited to a loose-fit 5/16" bolt shank diameter.

What is the world coming to? Why do we accept such poor quality? Why do we have to endure the use of two different spanner sizes/sets to tighten (very gently) a bolt and nut set? We certainly don't need such potentially dangerous products for the restoration of our beloved motor cars — do we?

Mike Allfrey



ACCIDENT DAMAGE

An Other Driver's Negligence?

Ken and Karen McDonald were driving their immaculate Jaguar home from our AGM and, near Frankston, the car was assaulted while negotiating a roundabout.

The car has suffered a bit more damage than can be seen here, and was 'written off'.

Happily, Ken and Karen have found another superb Jaguar.

Watch out for it on a front page!