



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 158

February 2013

Your ABCCC News

UNDER THE SPREADING OAK TREE



Above: No blacksmithy here, just a part of the ABCCC compliment at the 2013 Annual General Meeting of the All British Classics Car Club Inc.

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

Executive Positions	Name	Telephone No.	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	
Membership Secretary	Pat Douglas	(03) 9739 4829	
Other Positions	Name	Telephone No.	Other Telephone No.
Contributing Editor	Michael Allfrey	(03) 9729 1480	
Assistant Editor	Betty Taylor	(03) 9739 1879	
AOMC Delegate	Ross Gardiner	(03) 9589 2013 (AH)	
AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949	
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	
Club Events Registrar	Sue Allfrey	(03) 9729 1480 (AH)	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member (Events)	Frank Sawyer	0408 633 778	
Committee Member	Colin Brown	(03) 5964 9291	
Web Master	Ed Bartosh	(03) 9739 1879	
The All British Classics Car Club Website Is: http://www.abccc.com.au/			
The Association of Motoring Clubs Website is: http://www.aomc.asn.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 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. 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 St, 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 Logbook and 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

NEW PERMIT APPLICATIONS

For members wanting to operate a motor car on the Victorian Club Permit Scheme (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 operate a motor car on the VCPS. Nello's position is entirely voluntary, so due consideration should be given when contacting him.

The ABCCC has the following conditions for operating a motor vehicle [twenty-five (25) years old and older] on the Victorian Club Permit Scheme:

1. Initial contact should be made with the club's VCPS Applications Officer, currently Nello Mafodda. He will advise the procedure for application with respect to the conditions set by the ABCCC.
2. A club member who proposes to place his/her motor vehicle on the VCPS under the auspices of the ABCCC must have been a ABCCC member for more than one year.
3. A Roadworthy Certificate must accompany an application for the Victorian Club Permit Scheme under the auspices of the ABCCC.
4. A club member who operates a motor vehicle on the Victorian Club Permit Scheme, under the auspices of the ABCCC, must attend a minimum of three (3) club events per year. The car does not have to attend three events, just the owner. Excluded from the count are the Annual Winter Luncheon and the Christmas Luncheon events.
5. VicRoads requires a permit holder to be in good financial status in order to drive the car under this Permit.
6. The ABCCC will notify VicRoads when a permit holder becomes an unfinancial member.
7. The ABCCC will maintain a Register of those Motor Vehicles operated on the Victorian Club Permit Scheme under the club's conditions. Such Register will be submitted to VicRoads upon request.
8. The motor vehicle operated under the Permit Scheme should be used within the spirit of the motor vehicle club scheme.

PERMIT RENEWALS

VicRoads requires that an ABCCC authorised VCPS Officer's signature is entered on the permit renewal notice. Therefore, your VCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

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

ABCCC EVENTS DIRECTORY 2013

Note: All events listed in this directory are placed in good faith. Events for inclusion here provided to the magazine editor prior to the 14th of January, March, May, July, September and November. Events organised by other clubs or associations have a contact telephone number to use prior to the event.

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

March 2013

- 6 Tore's Mid-Week Run – [An ABCCC Event](#) Tore & Connie Pannuzzo (03) 9764 2276
A visit to the Glenrowan Animated Theatre Show.
Meet at – McKenzie Reserve, Yarra Glen (Melway Map 274; Ref: K1).
- 8 – 10 The Phillip Island Classic – Victorian Historic Racing Register (03) 9744 1807
'World Class Historic Motor Racing'
Venue – Phillip Island Motor Racing Circuit.
- 16 – 22 The RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Start Venue – York On Lilydale, Corner Swansea and York Roads, Lilydale. (Melway Map 52; Ref: G3)
- 24 Kalorama Rally – CFA, Kalorama John Rhodes AH 9879 7460
Start Venue – Manhattan Hotel (9.30 am), Cnr Canterbury & Heatherdale Roads (Melway Map 63; Ref: D1)
Rally Venue – Kalorama Memorial Reserve, (Melway Map 120; Ref: A9)

April 2013

- 7 Run To Geelong – [An ABCCC Event](#) Bryan & Anne Tootell Mob: 0412 549 906
Includes a visit to the Stanton Collection.
Start Venue – BP Service Station, Avalon (About 15 km before reaching Geelong).
- 20 – 21 Como Gardens Open Weekend – An ABCCC Assist Event George & Pat Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.
- 21 RACV Classic Showcase – An AOMC Event AOMC (03) 9555 0133
Formerly the British And European Motoring Show.
Venue – Members' Car Park, Flemington Racecourse.

May 2013

- 5 Rex's Big Day Out – [An ABCCC Event](#) Rex & Deanna Hall (03) 9795 7669
Venue – TBA.
- 19 National Heritage Motoring Day – The Association of Motoring Clubs Inc.
- 19 Geoff and Judy's Day Out – [An ABCCC Event](#) Geoff & Judy Birkett (03) 9755 1772
Venue – TBA.
- 25 – 26 Historic Winton – Austin 7 Club Inc. Noel Wilcox (03) 5428 2689
Venue – Winton Motor Raceway, Winton.

June 2013

- 8 – 10 Hamilton Rally – An ABCCC Invited-To Event Tony Pettigrew (03) 9739 1146
Themed – Wind, Stones and Waves! Organised by the Hamilton Veteran, Vintage & Classic Car Club Inc.
Venue – Hamilton and Victoria's Fabulous Western District.
- 19 Pub Lunch Run – [An ABCCC Event](#) (Mid-Week) Brian & Marjorie Pepper (03) 9439 7875
Venue – TBA.
- 27 – 30 The Great Escape To The Country – [An ABCCC Event](#) Bryan & Anne Tootell Mob: 0412 549 906
Destination – TBA.

July 2013

- 14 Visit To The Morris Minor Garage – [An ABCCC Event](#) Colin Oberin & Craig Douglas (03) 9817 3182
Venue – Start Point TBA. Touring the Harcourt Area.
- 28 Xmas In July (Annual Lunch) – [An ABCCC Event](#) Colin & Joy Brown (03) 5964 9291
Venue – TBA.

August 2013

- 9 – 11 Indulgence Weekend – [An ABCCC Event](#) Peter & Rosalie McKiernan (03) 9787 6003
Touring – TBA.
- 25 Mystery Charabanc Outing – [An ABCCC Event](#) Ray & Lyn Higginson (03) 9336 7306
Venue – Moonee Valley Bus Lines, Tullamarine.

September 2013

- 15 An Overseas Trip – [An ABCCC Event](#) Peter & Lorraine Lester (03) 9795 0033
Sailing To – Phillip Island.
- 29 Phil's Fantastic Day Out – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Venue – TBA.

October 2013

- 13 A Very Special Run – [An ABCCC Event](#) Kevin & Jenny Watt (03) 9734 6040
Venue – TBA.
- 19 – 20 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George & Pat Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.
- 30 Run To Beleura, The House & Garden Tour – [An ABCCC Event](#) Robert & Robin Joiner (03) 5956 8105
Meeting Point – Peninsula Lifestyle Centre, Corner of Nepean Highway & Bungower Road, Mornington.

November 2013

- 5 British Classics Exclusive Display & Picnic – [An ABCCC Event](#) Colin & Joy Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen.
- 10 Frank's Super-Mystery Run – [An ABCCC Event](#) Frank Sawyer & Val McRae (03) 9770 0904
Venue – TBA.
- 24 Driving Melba's Yarra Valley – [An ABCCC Event](#) Wal & Sue Thompson (03) 9761 9192
Meet Point – TBA.

December 2013

- 3 Social Calendar Planning – [An ABCCC Meeting](#) Tony & Maxine Pettigrew (03) 9739 1146
Bring along your ideas for 2014.
Venue – 16 Lawler Lane, Coldstream.
- 15 Christmas Luncheon – [An ABCCC Event](#) Tony & Maxine Pettigrew (03) 9739 1146
Venue – TBA.

Sometime In 2014

- TBA A Very Special River Cruise – [An ABCCC Event](#) Brian & Marjorie Pepper (03) 9439 7875
Cruising the South Australian Murray River (Two, Three or Five Days)
Departing From – Murray Bridge (or Morgan).

EDITORIAL NOTES – ISSUE NUMBER 158

At the Annual General Meeting of our club this year, a most interesting report was tabled by our Webmaster, Ed Bartosh. This contained some interesting information about *Your ABCCC News* and other topics also. Firstly, the 'Current Newsletter' Web Page, portion of our Website, received 16,602 viewings and, to follow that, our 'Other Specific Newsletters' Web Page received 12,516 viewings. Quite sobering statistics for the Editorial Office!

In addition to those mighty figures, a brief amount of research in the Editor's computer's internal organs, has revealed the following averages for the newsletters produced in 2012. Due to the last bumper issue (of 27 pages), the following figures are a little inflated. Ten issues of *Your ABCCC News* were sent out during the year. The average figures are – Number of Pages per issue = 15.3, Number of Words per issue = 8,476.6 and, the Number of Editing Hours per issue on the computer = 22.85. Just how Microsoft manages to work out what 0.6 of a word might be, baffles me! The 'editing' hours are probably inflated due to a certain amount of dogged slowness and overuse of words on my part.

From the ten issues produced, special thanks are due to Betty Taylor for all of her work in keeping the finished product up to standard and for printing and mailing; to Joy Brown for the delightful sketches in the first Vietnam holiday article; to Mary Cheng for a fabulous article on their Vietnam holiday; to all of you who have contributed to the magazine; and to Ed Bartosh for sending out notices and corrections via the Internet.

Some of you will have noted that the 'in between months' edition *ABCCC Newsflash* ceased to exist early in 2012. Strangely this change was not commented upon by the readership!

Those of you with a keen eye will have spotted in our Events Directory, the inclusion of the Kalorama Rally. The Rally has been placed there as a service to the AOMC, so that the event can get some decent exposure. It is not an ABCCC event, but it is an old favourite in the older cars movement. It is good to see that the AOMC is bringing it back to life. If you can, please support this event as it will also help the AOMC continue its good work on our behalf.

Discussing coming events, there are a good number in our Events Directory that do not yet have 'fill-in' information yet. Organisers, please, send in the introductory information so that all the gaps are nicely tidied up.

Prepare For The 2014 AGM

It is my intention, at the 2014 AGM, to stand aside from the Editor's position for a rest. Doing this will let in some new thoughts, processes and styles to keep *Your ABCCC News* alive and vigorous. So, in advance, thank you all for putting up with my ramblings for all these years past. I trust they have been appropriate and entertaining.

Enjoy this month's offering – to the maximum!

Mike Allfrey – Editor

EVENT REPORTS AND NOTIFICATIONS

FAST-APPROACHING ABCCC EVENTS

TORE'S MIDWEEK RUN – Wednesday 6th March, 2013

Keep in mind that this is a mid-week run and, therefore, it happens on a **Wednesday**! So, mark your calendar now for a 9.00 am get together at McKenzie's Reserve, Melba Highway (C275), Yarra Glen (Mel 274; K1). Enter the car parking area from the slip road on left just after Anzac Avenue, from 9.00 am in readiness for a 9.15 am departure for our morning tea stop at Yea. We will then continue to Glenrowan to view the famous Animated Theatre Show and an enjoyable pub lunch to revitalise us for the drive home.

We need to know accurate numbers taking part on our Midweek Run so that proper luncheon and theatre seating arrangements can be made. Please call Tore or Connie Pannuzzo on (03) 9764 2276 to make your booking before 1st March.

Tore Pannuzzo

THE RACV FLY THE FLAG TOUR – Northern Tour – March 16th to 22nd, 2013

Another Interesting Set Of Statistics!

On our Website, during 2012, the Webpage that featured the RACV Fly The Flag Tour brochure attracted 10,582 viewings. In addition to that, the Tour attracted 4,627 visits to its home page, 1,225 visits to the Tour Details Webpage and, 1,009 visits to the Tour's News Webpage. Those are remarkable figures for a limited capacity event.

For those in our club not taking part in the RACV Fly The Flag Tour, we invite you to take your British classic car, with a folding chair, flag and a refreshment pack to a viewing point along the Tour's route. Then, safely parked and seated comfortably, the cavalcade of historic motoring can be watched. Be sure to bring a flag and wave it vigorously to receive a friendly toot in response! The RACV Fly The Flag Tour will be taking us up the Melba Highway to Yea, and then on to Seymour, Nagambie and to Shepparton (first night). The second day the Tour will continue to Cobram, Tocomwal, Finley, Jerilderie, Urana, Lockhart and Wagga Wagga. Day three is a Hub Tour to Ariah Park, for a *Town Take-over* of the friendly type, returning to Wagga Wagga via Temora and Junee. On day four, the Tour will continue to Henty, Culcairn and on to Wodonga. From Wodonga, on day five, the Tour will continue to Beechworth, Milawa, Moyhu, Whitfield and Mansfield. On day six, there is a local tour to Jamieson, Kevington and return to Mansfield. The last day will take in Bonnie Doone, Alexandria, Black's Spur, Healesville and concludes at the Yarra Glen Racecourse.

Mike Allfrey – Editor

VISIT TO THE STANTON COLLECTION – Sunday, 7th April 2013

We will meet at BP Avalon, Princes Highway, about 15 km before reaching Geelong, at 9.40 for a 10.00 am start.

Please Note: This is the first day after Daylight Saving, so NOT bad.

Please try to come with your British vehicle as its really a drive through the Geelong Suburbs together, and it is **desirable** that we create an imposing presence against the might of U.S of A that will face us. We are confident there is at least one vehicle you (and not many others) have never seen or heard of. Following our review of the 'collection' we will proceed to a local hotel for lunch, and, if time allows, a stop at a Ladies 'Barganza', before returning to Melbourne.

Please keep in mind as it will take place shortly after the 'Fly the Flag' and numbers are required BY April 1st.

Anne and Bryan Tootell 0412 549 906.

Bryan and Anne Tootell

THE 34th HAMILTON RALLY 2013 – Saturday, 8th to Monday, 10th June 2013

The Western District's Finest Rally

The ABCCC has elected to participate in the Hamilton Rally this year, so that we can enjoy a weekend away on a historic motoring event in a superb country atmosphere.

The Hamilton Rally, featuring traditional Western District hospitality, fabulous roads, scenic tours and local attractions. The weekend includes a drive through the largest wind farm in the Southern hemisphere. Sunday's Rally is a scenic outing to picturesque Port Fairy with a visit to Bamstone – a local industry utilising Australian Bluestone – and a pleasant afternoon enjoying the delights of this pretty sea-side village. A highlight of the weekend are the dry-stone walls made by the first settlers of the area. Monday's run is through the countryside to the township of Peshurst nestled under Mount Rouse.

To make a firm booking for this very popular rally, contact Tony Pettigrew on (03) 9739 1146. You are advised to get your booking in early, because accommodation can be very tight in Hamilton over the holiday weekend.

Tony Pettigrew

ADVANCE NOTICE

Visit To Beleura House – Wednesday 30th October, 2013

Initial contact has been made with the staff at Beleura House and an exclusive booking for Wednesday the 30th October has been made. The cost per person will be \$33.00, which is concession rate and this includes a short bus ride, morning tea and a light lunch. The event starts at 9:30 am and goes to 2:30 pm.

The maximum number of people that can be handled is forty-eight. Beleura House must be informed one month prior to the visit about definite numbers taking part.

Robyn and Robert Joiner

PLEASURE TRIPS

The sort of recreational driving that the gent will indulge in most frequently are those journeys of no more than a few hours' duration, generally known as 'pleasure trips'. This is a bit of a misnomer because as life progresses such trips become less and less pleasurable.

As a dashing young blade the term may well be accurate, as most trips undertaken will consist of days away with chums and spirited debutantes, for picnics, days at the beach, gymkhanas, sightseeing jaunts or orgiastic Dionysian woodland parties organised by the Hellfire Club, but as a gent's responsibilities and family commitments grew, 'pleasure trips' will increasingly become more stodgy affairs. By the time he has reached his late thirties, the idealised image of a family outing, depicted at right, will bear scant relation to the truth. So-called 'pleasure trips' will consist of ferrying moaning offspring and sour-faced aged aunts on day trips to stately homes and faded seaside resorts.



The essential element of pleasure tripping, however, is to refuse to be rushed:

Now when we set out on a pleasure trip, if such a thing is possible in these times, or ever was, as is the rule nowadays we are on business bent, a calm, contemplative spirit should be engendered. It is the greatest mistake to set out with the fixed intention of getting to a certain place by a definite time, if it can be possibly avoided, as it can in 9 cases out of 10. A dolce far niente spirit should inspire our motoring. How to Drive a Light Car or a Cyclecar, by the staff of The Light Car and Cyclecar, 1917.

Ah yes, the sweet doing nothing of the Italians is the only way to proceed. If anything, pleasure tripping, properly approached, should be primarily about the journey and not the destination. It should therefore take in various essentials: a few hairpin bends, some hump-backed bridges, and a winding road through heather moorland are some of the more traditional features. The slightly more adventurous pleasure tripper may wish to indulge in placing wagers with chums based on challenges such as who can scare the most clergy or produce the most amusing skid.

From A Gentleman's Guide To Motoring – by Vic Darkwood.

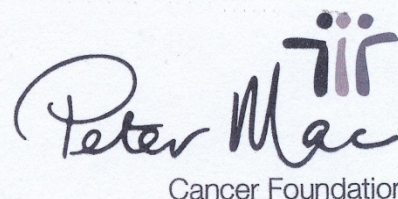
A LETTER FROM OUR FRIENDS AT PETER MAC

The letter, reproduced below, was tabled at our Annual General Meeting. We firmly believe that it should be shared with the club's membership, via these pages.

Peter MacCallum Cancer Foundation

Locked Bag 5 A'Beckett Street
Victoria 8006 Australia
Freecall 1800 111 440
Telephone +61 3 9656 2700
Facsimile +61 3 9656 2740

www.petermac.org



29 January, 2013

Mr Tony Pettigrew
President
All British Classics Car Club
C/- PO Box 40
COLDSTREAM VIC 3770

Dear Tony,

I am writing to sincerely thank the members of the All British Classics Car Club for your longstanding leadership of, and passion for, the RACV Great Australian Rally. I was thrilled to attend the RACV Great Australian Rally again this year, and to see so many thousands of people enjoying the results of the organising committee's hard work and dedication. It was clear that a great day was had by all.

As you know, the RACV Great Australian Rally has become one of the most successful supporter events on the Peter Mac calendar. Your achievements in inspiring your community to help raise funds for Peter Mac's life-saving cancer research are really quite extraordinary. This success, of course, is a direct result of the enthusiasm and dedication of the All British Classics Car Club and your fellow organising committee members, so I thank you for your commitment.

Tony, the funds raised at the RACV Great Australian Rally are incredibly important to the work of Peter Mac. We are home to Australia's largest cancer research group, and with your help, we will be able to provide these world-leading cancer researchers the specialised tools and state-of-the-art equipment needed to discover cancer cures. While our researchers are internationally recognised for their life-saving work, little funding is available for this vital equipment, so the support of organisations like the All British Classics Car Club really is critical.

Congratulations once again on a fine event Tony. Please convey my grateful thanks to every All British Classics Car Club member involved with the event.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Jennifer', written over a light blue background.

Jennifer Doubell
Executive Director
Peter MacCallum Cancer Foundation

ROAD RULES YOU DIDN'T KNOW

And Some You Also Might Realise – Carry Stiff Penalties

Once we've (natives) got our driver's licence, most of us are never re-tested on the road rules for the rest of our lives. Not until we reach the tender age of 85 (in NSW) are we required to do a practical driving test, and even then we aren't submitted to a rigorous assessment of the road rules.

In Victoria, there is no compulsory retesting of older drivers let alone a knowledge test. It is little wonder, then, that many of us unwittingly commit driving offences every day. Some drivers might even willingly commit what they judge to be minor offences, perhaps not realising the consequences.

For example, it is common knowledge that talking or texting on a mobile phone while driving is illegal. But did you know that includes holding it away from you on loud speaker, even while stationary in traffic? Technically, even pressing a button to answer the phone or check a text is illegal if it's not in a fixed bracket. Handling your phone while using it as a navigation device is also an offence because it's not properly docked. Technically it is still a phone. But here's one aspect of mobile phone tickets many drivers don't know: in NSW (a \$298 fine) and in Victoria (\$282), each ticket attracts three demerit points -which is a quarter of your licence. In NSW, if you get caught using a hand-held mobile phone in a school zone, the fine is \$397 and four points.

Is that phone call or text message that important now?

If your car is parked legally and safely off the road (that is, not waiting at the lights or in slow-moving traffic) but the engine is running, you're OK to use the phone in NSW. But in Victoria, if you're parked legally and safely off the road and the engine is still running – and you're in the driver's seat – that's a ticket. In Victoria, the engine must be off; otherwise, you are 'in charge of a motor vehicle'. That is just one of many unusual road rules we unearthed in a *Drive* survey of penalties in NSW and Victoria.

The dubious honour of the weirdest road rule belongs to NSW. Splashing mud on a person waiting for the bus can cost you \$165. Oddly enough, splashing a pedestrian with water is OK. It's the bus and the mud that seem to be most offensive in the eyes of NSW law.

Did you know it is illegal to drive through an orange traffic light if it is deemed you had time to stop? In NSW and Victoria, it carries the same offence as running a red light: \$397 and three points in NSW and \$282 and three points in Victoria.

Be careful how you say farewell to a friend or relative next time you're visiting. A toot of the horn and a wave goodbye out the window as you drive down the street could cost you almost \$600 and three points in NSW: that's \$298 for the "illegal use of a warning device" and a \$298 fine (and three points) for having a "limb protrude" from the car. The same "limb protrude" ticket applies to resting your elbow on the window ledge. In NSW a passenger can be fined for having a part of his or her body outside a window of a moving car: \$298 but no points. In Victoria, the toot and wave will set you back \$282 – \$141 for each offence, but no points.

We all know seatbelts are compulsory but many are unaware that the driver also cops a \$282 ticket (Victoria) or a \$298 ticket (NSW) and three points if a passenger is unbelted. In NSW if two passengers are unbelted, the fine and the points double, and for four unbelted passengers, it's \$1,258 and six points. And you had better keep a close eye on the kids. In Victoria, if the unbelted passenger is under 16, the fine to the driver increases to \$317 for each offence. Unbelted passengers over the age of 16 in both states also receive a fine (\$282 and \$298). Ladies, do you tuck the seatbelt shoulder strap under your arm or chest? That's a \$282 ticket (Victoria) or a \$298 ticket (NSW) and three points because the seatbelt is not properly fitted.

Do you recline the passenger seat on a long interstate drive and have the seatbelt clicked in but the straps loose? Another ticket, as you're not properly secured. As with all traffic offences, it is up to the discretion of police. The officers *Drive* spoke to were divided on whether or not they would issue that ticket. One Victorian police officer gave a sobering example. He said he had attended a collision where the front passenger lived because they were reclined (the car ran under the back of a truck), but he also attended a crash where a front-seat passenger in a reclined seat died because the seatbelt did not provide proper restraint on impact.

Are you annoyed by drivers who use fog lights in clear conditions or in daylight? In NSW it's a \$99 ticket and in Victoria it'll cost you \$141 to use a fog light "unless in fog or other hazardous weather reducing visibility".

Leaving your licence at home during a quick trip to the shops in NSW will cost you \$99 for "not producing" a licence. In Victoria, drivers aged 26 and over have seven days to present it to a police station. Provisional and probationary drivers must carry it with them. Fully licensed drivers who supervise learner drivers must be under the .05 blood-alcohol limit (the learner driver must be .00).

But did you know that a supervising driver could be fined for talking on a mobile phone if they "failed to prevent a traffic breach"? That is, if the learner driver runs a stop sign or red light or changes lanes into the path of another car – and the supervising driver was distracted by his or her phone – the supervising driver can be fined (\$99 in NSW). In Victoria, the supervising driver can be fined only if he or she allows the learner to exceed the speed limit by 25 km/h or more, which is a \$176 ticket. But Victoria also issues a fine to the supervising driver if the learner-driver's car is not displaying L-plates (\$141).

We all know driving an unregistered vehicle is illegal, but police believe that if motorists knew the fine was dearer than re-registering a car, they would be more inclined to pay up. As NSW prepares to axe registration labels on cars from next year, it might be worth noting the penalty for driving an unregistered car (whether it was an innocent oversight or not) opens the driver to three tickets in NSW: driving an unregistered vehicle, driving an uninsured vehicle and not paying road tax. Each fine is \$596, totalling \$1,788.

In Victoria, there is one fine for the driver of an unregistered vehicle (\$704), but the owner also gets, a \$704 ticket for permitting the use of his or her unregistered vehicle.

One unusual law we liked comes from Victoria: "leaving thing dropped from vehicle on road" (such as a piece of timber or debris from a car crash) is a \$176 fine.

If you don't already you might want to take your keys with you when go inside the service station to pay for fuel. Did you know it is illegal to leave your car unlocked, leave the key in the ignition or leave the windows open if the vehicle is unattended? In NSW each of those offences comes with a \$99 ticket; in Victoria, each is a \$141 fine. Leaving the park brake off is also a \$141 fine.

Tempted to leave a bicycle rack on the car when you're not carrying a bicycle? In Victoria, that's a \$141 ticket. Many of us know it is an offence not to give way to an emergency vehicle, but did you know it is a \$246 ticket and three points in Victoria, and \$397 and three points in NSW? As several police admitted, however, it is a difficult ticket to issue because the officers are usually on their way to an emergency.

Opening a door on a passing cyclist is a \$141 fine in Victoria, and \$298 in NSW. You might want to be careful when out of the car, too. In NSW pedestrians who don't cross the road quickly enough or who cross on a red signal risk a \$66 ticket. It's the same fine for crossing a road "within 20 metres of a marked pedestrian crossing".

As for any aspiring Paris Hiltons in the community you cannot drive with an animal on your lap. In NSW the fine is \$397 and three points; in Victoria, it is \$211 and no points.

Here's a road rule that many might find welcome: it is illegal for a car to "emit offensive noise" from a stereo. We're not sure if this refers to Burt Bacharach, heavy metal or volume. In NSW it is a \$150 ticket, but Victoria has no specific fine.

Finally, we found something we thought might be illegal but were glad to find common sense has prevailed: driving barefoot is OK in NSW and Victoria. In fact, some safety experts encourage it, especially over thongs or high heels.

For more on road rules, get the full story on news.Drive.com.au

Joshua Dowling – With Thanks

I get the impression this piece was written for the *Sydney Morning Herald* – another example of . . . Ed.



JOKE TIME

Mick and Paddy are reading head stones at a nearby cemetery.

Mick says "Crikey! There's a bloke here who was 152!"

Paddy says "What's his name?"

Mick replies, "Miles, from London!"

Photo from the Internet

THE CARS WE ADMIRERD IN OUR SCHOOLDAYS

Continuing The Series

In the first of these articles Mike Allfrey brought back some wonderful memories of marques much admired in the 1950s. One marque he didn't mention, which was a particular favourite of mine, is Alfa Romeo. At the time I pronounced it 'Alfa Ro-me-O' which I thought was a very strange name for a car. I am not sure if I ever saw a real one as a kid but I really loved cars and especially my red Alfa Romeo open wheeler (a Dinky model of course).

The Macquarie Dictionary defines 'admire' as meaning 'to regard with wonder, pleasure and approbation' and on that basis I would certainly say I admired that little red Alfa Romeo. Looking back, I think it was probably an Alfa 158/159 Alfetta. According to that fount of all knowledge, Wikipedia, the Alfetta (little Alfa in Italian) won forty-seven of the fifty-four Grands Prix it entered, including every race it entered in 1950.

That's some record for a car designed in 1938.

As a school boy I was a very asthmatic – I still am but the drugs are better now so you wouldn't know it. One result of my illness was enforced inactivity when I was having a bad day. Accordingly I spent many a day (and night) sitting at our front window watching the cars, trucks, steam rollers and baker's cart go by. I don't remember many of the makes and models which passed that window apart from the early model Holdens and Ford Customlines but I wouldn't say I actually admired those cars.

One car which I did admire however was the Rover my doctor drove. I vividly remember the impression of a spare wheel on the boot lid so I now think it was probably a P3 or possibly a P2 as I remember it being quite new when I was little. My memory tells me I had a green Dinky Toy Rover with an impression of the spare wheel on the boot lid. Unfortunately, when I checked Google I failed to find Dinky ever having made a P2 or P3 model so who knows if I did own one or just wished I had. Whatever the truth of my toy collection in the early 1950s, I admired that car and it is no coincidence that I now own a 1948 Rover P3.

There is one other 'car' I admire from my school days – for its tenacity rather than its looks, status or performance. My little Ford Prefect Ute was a 1949 or '50 model and had endured a pretty hard life when my dad bought it for me in the early 1960s. His plan was to use the engine in a boat we were building. While the boat took shape in the garage, the ute stood in the vacant block behind our house. Whenever I got the chance I would pinch some of my dad's mower fuel, pour it into the tank and drive that old Ford around the vacant block. I really learned how to manoeuvre a vehicle in the tight spaces between my dad's shed and the building equipment strewn around that block.

The little Ford was eventually wrecked and the motor installed in the boat but I really admire the way that little vehicle kept starting first try despite my lack of care or attention. At the same time it really taught me how to handle a vehicle in a confined space.

Colin Oberin

PASSION WAGONS

Motor Cars Used In Courtship

More years ago than I care to remember, apprentices in the farm machinery trade during the Monday morning tea-break used to talk about their 'conquests' over the previous weekend. Well remembered were the pieces of advice from those more experienced in the art of courtship in motor vehicles. "Shove the gear lever into reverse and let off the handbrake", advised one. Another, who drove a quite worn-out 1930s Riley Kestrel, always recommended that the pre-selector type gearbox provided plenty of room to manoeuvre! Another, who drove a downright clapped-out pre-war Wolseley Hornet, claimed that car so frightened the girls, they clung to him for consolation. There were other tips for increasing the comfort by placing all manner of soft padded cushions between the front seats, while parked to admire the sunsets over the Bristol Channel and then, when it became a bit darker, indulge in a spot of 'snogging' – not a particularly nice term, but probably, in some cases, quite apt. There was one young lass in our 'circle' who, on finding out that one of us had been out with a girl, always asked, "Well, did you have a good snog then?"

A fair amount of my early courting attempts were carried out on motor cycles. In those days, a dual seat was quite an amorous accessory. A Royal Enfield 350 cc Bullet provided reliable wheels for a couple of years, and a very persistent magneto drive's oil leak resulted in a number of bills for cleaning up the oil stains on feminine rain coats. I took Sue home on that bike one evening after a Rover/Ranger (Scouts and Guides) social evening. I still wonder what Sue's mum thought about the raucous Royal Enfield pulling lustily away up Providence Lane's steep hill after dropping her young daughter off.



Left: A shiny black and chrome Austin 8, very similar to the one described in this story – from the Internet.

By the time Sue and I had started being an 'item', I had graduated to a shiny black Austin '8'. At £30 it was a little-used bargain and, in winter, was much more accommodating than the Bullet. Those were the days when we could drive to the main cinemas and theatres in Bristol and park close-by. We could also drive up to a favourite Swiss restaurant in Clifton and then use IK Brunel's superb suspension bridge to get home, quite a bit later.

With that little Austin and being youthful, I had to have a slicker gear-change set up. I made up a nice little remote system nestled between the seats; it turned out to be a bit of a cuddle interrupter. The stubby gear lever pivoted on a Ferguson tractor steering rod ball joint (a Thompson coupling) and gear changes were much more precise and quicker than with the original long 'stirrer', which came out of the floor close to the clutch pedal. As a trial, I fashioned a plywood cover, fitted it and set off to take Sue out somewhere nice. I was quite dismayed to find that the 'box' acted like a sound booster and the car's interior was filled with transmission and road noise! Sue put up with the whole contraption quite stoically.

Then, a fairly smart-looking 1936 Jaguar 1½ Litre was offered at just £32 10s. I thought that such would impress Sue, it nearly scared the life out of her – and me too! Driving past a place called Tyntesfield, I decided to impress her by starting to overtake a Bristol-bound double-decker bus. Then, I found out that the Jag was quite asthmatic and had zilch performance. There was also England's longest holly hedge to consider. That Jaguar had wandering steering characteristics that were unbelievable. On top of that excitement, there was a Standard Atlas van coming towards us and we missed a major accident by the proverbial hair's breadth! I soon realised that Sue was made of much sterner stuff than I had thought.

On investigating the Jaguar's errant steering, I found that the front brake drums were packed with heavy grease. On asking the seller about the grease, his reply was, "To stop brake squeal". I put it all down to experience and scrapped the Jaguar. Later, we both went and looked at a beautiful sage green Rover 75 (P4 model) for sale in Congresbury. It was well out of my reach and I went looking elsewhere. I finally found a Ford 'Ten' Estate Car, what folk now call, with that awful term, a 'Woodie' style body. At twenty-five quid it was more in my league. The engine behaved quite well, but it was not a comfortable ride, being based on the faithful old Thames van of the late 1940s (and there was no mattress in the back either!). After a few tanks of petrol, the engine started belching oil smoke lustily. Poor Sue, this was about the final straw. She soon christened it the *Kipper Wagon* and never rode in it again! The smoke being that bad.

Then, in the local Saturday *Western Daily Press* newspaper, I spotted a Jowett Jupiter for sale at £35. This was in the days when morning papers were delivered out in the country before breakfast and I had to work half the day on Saturdays. So, I got out my pen and drew a ring around the classified advertisement. I was going to check it out after work. I thought the asking price was a bit high for a scruffy car with its

paintwork in all shades of red. The seller said that the bloke who painted it was colour-blind. That explained paint straight over rust too. Thirty quid was the most I would go to, but Taffy (he was Welsh) stood fast. I told him I would think about it and took Sue out to dinner in the company's Standard Ten van – for both of us, this was luxury with a capital 'L'!

The 1956 Standard van was not a bad courting vehicle, once the gear lever was firmly in 'reverse' position. Late that night, I arrived home to find the Jupiter that I had looked at, sitting by our garage. My father told me that he had spotted the ring around the advertisement, and thought I had put it there for his attention! He had paid the full £35 for it, and thought it was a real snip!

What I didn't realise until later, was that I had found the perfect 'passion wagon'. Father and I put a fair amount of work into the very tired engine, and then to run it in, he let me use it for a holiday with Sue to far north Scotland. Because hotels were fully booked in the summer season, for three nights we slept in that car (try doing that in a Spridget) and bathed in very cold and clear stream water. The comfy bench seat and column mounted gear shift really proved their worth to us. It was a wonderful holiday, in a car that was



surprisingly comfortable and cruised well. Later that year, on my birthday, my father presented me with the Jupiter's keys and told me that it should have been mine all along.

Left: The Jupiter, still with red wheels, after a fast night run from Uttoxeter, North Midlands. The bench seat can be seen. A true 'Crumpet Catcher' in the best Yorkshire tradition!

I then applied for a job in the North Midlands, got it and lived there for a couple of years. By this time, the Jupiter was back in its original green colour (at left), the result of a quick after work re-spray, and running well. Every three weeks or so, I would set off from work on a Friday evening and drive to Stafford and then down the good dual carriageway A449, flat out, to Bromsgrove. From there it was a good fast run down the fledgling M5 motorway to Tewkesbury and on to Gloucester for a spirited drive down the old A38, and finally pulling up outside Sue's parents' home in Long Ashton on the other side of Bristol, with a Jupiter that creaked as it cooled and rested after very fast 142-mile runs.

By this time, after some good 'togetherness' motoring, things were pretty serious between us. A good mate and his wife suggested a canal holiday for the four of us to the east of the Midlands. The arrangement was that Sue would travel north from Bristol with them and I would meet them in a Birmingham suburb. A delicate engagement ring was bought from a jeweller close to my work and, later, in a quiet street in Erdington while sitting close together on the Jupiter's comfortable bench seat, I found that the engagement ring, in its little envelope, had nearly worked its way through the rather dilapidated glovebox towards the car's under dash area. Thankfully, my proposal was enthusiastically accepted. Silently, I thanked my ideal 'courting car' that has now been in our ownership for two rebuilds and fifty years of faithful service.

Mike Allfrey – Editor

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	Car	Model	Year
John Provis	Rover	P5B Coupé	1969
	Ford	Coupe	1935
	Dodge	D24 Custom Convertible	1948
	Ford	Victoria Hardtop	1956
Jonine and Michael Naughton	Austin	Mini	1980
Gregory and Geraldine Anglin	Jaguar	XJ 40	1988

Pat Douglas – Membership Secretary

A RATHER SPECIAL MOTORING STORY – CONTINUED

Editor's Introductory Note:

The continuation of this article has - with editorial licence, been taken from the January 2013 issue of The Jowetteer, the magazine of the Jowett Car Club (1923) Ltd. There must be similar stories featuring other British makes of motor car – Aston-Martin, MG, Lea Francis, Armstrong Siddeley, Riley, Rover, Bentley and Lagonda come readily to mind – that ventured onto the early post-war roads of Continental Europe.

The following article appeared in a monthly magazine dated October 1952, called Racing Review, devoted to, one might say, horsepower on the hoof. This exposé digresses from its core subject and describes an extended road test of the Jowett Javelin by L A Williams who invites a comparison from our Francophiles between life across the Channel then and now. It is called . . .

A JAVELIN THROUGH THE HEART OF FRANCE

We are grateful to David Thom in Devon for having identified himself as the one who sent in this article from a horse racing magazine. We started it last month and conclude as follows. It is late Spring in 1952, and we left our travellers at Auxerre, which they reached by way of a series of minor roads from the N19, in anticipation of good food and lodging for the night. They were not disappointed, but . . .

The next morning started badly. Persistent rain and milder weather meant harder driving with a steamy windscreen. That did not prevent good progress being made down the Paris-Lyon road through Avalon and Saulieu. There the trunk road was left and a diversion made for gastronomic purposes across country on minor roads to a small town called Autun where, it was rumoured, good food was a speciality. The rumour was found to be a fact and the little local restaurant recommended in the *Michelin Guide* was all that had been hoped, appropriate with *vins compris* of three different kinds served with the food.

Again on the quiet minor roads, sign posting was excellent and no mistakes were made. Also, the Javelin took all this in its stride. It may be mentioned at this point that on a number of occasions during the journey the speedometer showed 85 mph which, allowing for some inaccuracy, would permit a claim of 80 mph to be granted; this being with four-up and luggage. By now the Beaune country had been reached and the vineyards were all around. In fact, as is the case all over France, every little bit of land, including steep hillsides, was cultivated in some manner.

Where the Maquis Worked

Fine weather had now appeared and it was not long before the Javelin was taking us through Macon and Bourg to Nantua, Ballegarde, and the foothills before climbing the passes to the Swiss frontier. During that part of the journey, many memorials to the Maquis were noted including one in particular in the mountains where a large block of stone had been carved out of the mountain side in a most impressive manner just above a deep gorge. One could ponder over the sufferings of some of the people there, under the Occupation. From then on, driving was more difficult: a succession of hidden bends, sharp comers, with precipices on one side or the other, stiff climbs over the passes and sudden descents, which the Javelin accomplished with ease. This latter part of the trip called for the best qualities of engine power, braking, steering, and springing. Some of the surfaces had been severely damaged by snow and ice and there had been no time for repairing them. Eventually the Swiss frontier was reached and crossed with the minimum of difficulty with a short run on level roads brought us safely to Geneva, little more than forty-eight hours after leaving London.

It is not the purpose of this article to deal with the Motor Show at Geneva beyond saying that it was heartening to see nearly all the British car manufacturers were represented, and to note how the Swiss and Italian body-builders had designed some intriguing bodies on British chassis. It was also interesting to note how the Jowett Jupiter, on show there, stood up in design and appearance against the foreign body types. Geneva itself was interesting as always, because of its cleanliness and the wide streets, and also its position at the end of the Lake of Geneva with Mont Blanc in the distance. To ill-fed Britishers, the shops and market caused envious sighs. Meat, sugar, eggs, butter, fruit in abundance, and it was noticeable that the purchasers were by no means all of the 'well-to-do' class. In the market particularly, working women were laden with their string bags full of food.

After two whole days and three nights, it was necessary to turn our thoughts and the Javelin towards home, but by a more devious route than that on the outward trip. Accordingly, about noon the car was laden once more with passengers and baggage with the firm intention of lunching in France again on the other side of the passes. This time a new route was taken through the Col de Gex along similar winding roads, continually climbing and descending with breath-taking views on all sides. Fairly high speeds were necessary as Nantua was the lunch objective. Thence, retracing our route through Bourg and Macon, we left it just beyond Macon and made for Nevers – 177 kilometres north-west – for food and sleep.

Tours and Le Mans

The next day, quite a long trip was to be accomplished via Bourges, Vierzon, and Tours to Le Mans. However, time was allowed for, alas! only an all too brief glance at these historic French cities and to admire their cathedrals and ancient buildings. Le Mans on a wet Sunday evening is probably better than Wigan, but even then it was not exactly exhilarating so it was good to find one of the recommended restaurants for replenishment after a long run from Tours, thus having travelled along a small part of the famous course where the twenty-four-hour race is held. The forthcoming event was the main reason for this half of our journey – arrangements having been made for the stabling of man and car, in this particular case, a team of Jowett Jupiters. The British victory in 1951 has spurred on a number of famous foreign makes to attempt to regain the laurels for the Continent and it looks as though this year's battle will

be more exciting than ever before. As mentioned earlier, the Jupiter is the sports version of the Javelin, but the engine is the same basically.

The following morning, the final day of this one thousand mile journey turned out to be fine with good roads ahead it promised to be an excellent finish to a most interesting trip. And so it proved. Passing by the ancient city of Alençon and leaving the Normandy battlefields on our left, very good time was made towards Rouen, stopping on the way for lunch at a modest little wayside restaurant, where another fine meal was soon prepared for us. The wide roads and good surfaces allowed the Javelin to show its paces under the best conditions and some high speeds were attained, rather higher indeed than one or two of the car's occupants had deemed possible. In this connection it must again be stressed that the trip had been a gruelling one. Each day had marked up more than three hundred miles and nothing had been done to the car except to add petrol and a very small amount of oil. It is to be remembered that the Javelin is a relatively small car and that the nature of the country, coupled with the heavy load of passengers and luggage, entailed the use of second and third gears at some periods for quite a long stretch. This did not prevent us doing more than thirty miles to the gallon of petrol. After Rouen, where rebuilding seemed to be going on at a good pace, we passed through the battered towns of northern France: Neufchatel, Abbeville, and so on to equally battered Boulogne. Here, in the late evening, our last gastronomic feast (still with an eye on the few remaining francs) was held, and leaving with some regret and a promise to return, Dunkirk and the ferry hove into sight. It had been a notable journey for both driver and passengers, but seemingly nothing out of the ordinary for the Jowett Javelin!

From The Jowetteer – With Thanks.

AOMC DELEGATES' MEETING REPORT

Meeting Opened By President Iain Ross (Bristol Owners Club) at 7:30 pm. Following a couple of apologies from the floor, and introduction of three new Delegates, President Iain named the seven newly-joined clubs. People from these new clubs, which were mostly small memberships, had been interviewed by the AOMC Committee. President Iain Ross stated that the AOMC had been impressed by the standard of the leadership of these recently formed clubs.

Treasurer, David Williamson (Rover Car Club) reported on the finances, which were in good shape at this stage of the year, in spite of some outlays of about \$800 GST, and the forthcoming Motoring Shows, the main sources of funds, as follows:

Shannons/AOMC American Motor Show at Flemington Sunday 7th April.

RACV/AOMC Classic Showcase (British & European), also at Flemington Sunday 21st April.

Philip Johnstone (Triumph Sports Owners Assoc.) was asked to report on the proposed meeting with Presidents and Secretaries of all member clubs. This has been set down for mid-June. Its aim is to learn what clubs want the AOMC to do, now that the VCPS (Victorian Club Permit Scheme), was firmly in place. Clubs will be invited to bring along new ideas and projects.

President Iain apologised to the Delegates present for the fact that some Delegates had not yet received the latest AOMC Newsletter. There had been a hold up with the printer, but they had all been posted from the Moorabbin Post Office on Monday 11th February. They should have been delivered during the past week. There were copies of the Minutes of the November meeting available for those who had not yet received their Newsletter.

Guest Speaker Fred Gibson (Gibson Motor Sports) was introduced. Fred is a former Australian racing driver and race team owner/manager. Mr Gibson told us fascinating stories of his long association with the greats of motor racing, from his start as a Fitting and Machining Apprentice of 19. With the help of his 'petrol head father', he converted Fred's MG A into a racing machine. Fred, without any notes, entertained us with stories of his life on and around the racing circuits and his association with the other greats. Some of the stories centred around his long association with the Nissan and Ford Teams. Fred was asked what was the worst car he had driven, without a moment's hesitation, he said the Nissan Bluebird. Some cars in the early days had lost their brakes well before the end of the race, so they used to pump the brake pedal in the straights so they had a pedal when they came to a corner.

For a long time Mr Gibson had his own engineering business where he specialized in tuning race cars. Fred concluded by saying, "I've been there and done that".

Following a break for supper, Delegates were reminded about several upcoming events:

1. Following the break-up of The All Makes Swap Group, The AOMC and VDC, (Vintage Drivers Club) have combined to put on **The All Aussie Car Show**. The next is **Sunday 18th August at Flemington**. Details later.
2. **Heritage Day – Sunday 19th May. RACV/AOMC Cavalcade to Seymour**. A Delegate asked if a medal was to be available this year. President Iain said there would. Since many clubs were running their own Heritage Day elsewhere, it was suggested that the medal be available to them.

Iain assured Delegates that an early request for the number required, would ensure sufficient quantity.

3. Motor Classica 25th to 27th October Exhibition Building.
4. Delegates were reminded to ensure their club used the mailing address AOMC 1/3 Edgecombe Court Moorabbin. 3189. The old PO Box number is no longer in use.
5. The popular RACV Club Liaison Officer, Brian Kelly, is retiring. The RACV is looking for a replacement. A hard act to follow.

VCPS Report was given by President Iain Ross (Rod Amos was away in Tasmania). There is to be a report going to the Minister soon. A Technical Group will meet in March (AOMC is to be represented). The meeting's aim is to sort out where modified vehicles fit into the VCPS.

Several Delegates were asking about approval of roadworthiness from a club 'Expert'. President Iain suggested they seek advice from their Insurance Company. He suggested that they would probably insist it only be done by a properly qualified person. There is nothing in the VCPS regulations about qualifications required.

Philip Johnstone (TSOA) reported on Engine Number Records. There have not been many requests lately. Delegates were reminded that there is information available; it is just a matter of requesting it. The form and information are on Pages 26/27 of the AOMC Newsletter.

Delegates Reports.

1. One of the Delegates from Ballarat informed that the Ballarat Swap is now being run by the combined local Rotary Clubs, and that they have 2,500 sites already paid for next weekend.
2. Bill Carson from VDC reported that the **VDC Swap** is on again this year, Sunday 3rd March at Yarra Glen Racecourse.
3. The Austin 7 Club Delegate reported on several events. (a) 7th April Myrniong Historic Car sprint, (see Page 6 in Newsletter)
(b) Historic Winton last full weekend in May. (see Page 7 Newsletter).
(c) Goldfields Airfield 14/15th September **Wings & Wheels**. Historic planes to fly in on the Saturday 14th.
4. The Mercedes Benz Delegate reported on their gathering in Canberra in March to celebrate fifty years of the Mercedes-Benz Pagoda style sporting car. They leave Melbourne on the 13th and spend time returning the long way home. Away for 10 days.

Mike Allfrey and Bill Allen – with help from Graham Hutchinson (CHACA).

ANNOUNCING THE 34th ANNUAL HAMILTON RALLY



'Wind, Stone and Waves'

Annual Queen's Birthday Weekend Rally

June 8th – 10th 2013

Featuring traditional Hamilton hospitality, scenic tours and local attractions.

The weekend includes a drive through the largest wind-farm in the Southern hemisphere. The Sunday run will be a scenic drive to picturesque Port Fairy with a visit to Bamstone – a local industry utilising Australian Bluestone – and a pleasant afternoon that

will take in the delights of this pretty sea-side village. A highlight of the weekend are the dry-stone walls made by the first settlers of the area. Monday's run is through the countryside to the township of Peshurst nestled under Mount Rouse.

Enquiries to: Tony Pettigrew (03) 9739 1146

Note: Due to extra functions in Hamilton during the 2013 June Long weekend, accommodation may be at a premium. Please book early.

ORGANISED BY THE HAMILTON VETERAN, VINTAGE & CLASSIC CAR CLUB
