



## All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 163

August 2013

*An important anniversary!*



*This year marks the 100<sup>th</sup> year for Aston Martin motor cars. This fine example belongs to Ross and Pat Wolstenholme and has been our James Bond car for a number of our RACV Fly The Flag Tours.*

*Photograph by Gordon Lindner – With Thanks.*

### MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club . 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 Members: Pat J Douglas, Ross Wolstenholme*

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC.,  
FOUNDED 23<sup>rd</sup> 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 (Acting)*	Bill Allen	(03) 9846 2323	
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	
<b>The All British Classics Car Club Website is: <a href="http://www.abccc.com.au/">http://www.abccc.com.au/</a></b>			
<b>The Association of Motoring Clubs Website is: <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a></b>			

\* Till next AGM

### 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) . The magazine's issue date is during the week of the 25<sup>th</sup> 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 14<sup>th</sup> 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 web site 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 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. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC 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 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) and proof that the permit holder has a current membership in the auspicious club (e.g., your ABCCC membership card). 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.

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## ABCCC EVENTS DIRECTORY 2013

**Note: All events listed in this directory are placed in good faith. Events for inclusion here, must be provided to the magazine editor prior to the 14<sup>th</sup> of each month. Official ABCCC events are those with 'ABCCC' shown after the event's title. These events are recorded for the Victorian Club Permit Scheme's Register. Events organised by other clubs or associations have their own telephone number to use prior to the event.**

**The Registrar for ABCCC events is Sue Allfrey. Event organisers, please send attendance lists to [sue.allfrey@bigpond.com](mailto:sue.allfrey@bigpond.com) as soon after the event as is practicable.**

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

### August 2013

- Sunday 25<sup>th</sup>. A Day Of Special Motoring – [ABCCC Event](#) Lyn Higginson (03) 9336 7306  
Start Venue – 670 Old Calder Highway, Keilor.
- Sunday 25<sup>th</sup>. Federation Square Display - Jaguar Car Club of Victoria – John Mann [vice@jagvic.org.au](mailto:vice@jagvic.org.au)  
Venue – Federation Square - starting at 11:00am

### September 2013

- Sunday 15<sup>th</sup>. An Overseas Trip – [ABCCC Event](#) Peter & Lorraine Lester (03) 9795 0033  
Drive to Baxter Railway Station, train to Stony Point and ferry to Phillip Island - and back.
- Sunday 29<sup>th</sup>. Phil's Phantastic Day Out – [ABCCC Event](#) Phil Cook (03) 9842 5449  
Start Venue – Harvey Norman parking lot, 400 Whitehorse Road, Nunawading.

### October 2013

- Saturday 5<sup>th</sup>** Social Calendar Planning – [ABCCC Event](#) Tony & Maxine Pettigrew (03) 9739 1146  
Bring along your ideas for 2014.  
Venue – 16 Lawler Lane, Coldstream.
- Friday 11<sup>th</sup> to Sunday 13<sup>th</sup> Jindera Pop The Top Festival – Jindera District Multi-purpose Stadium Committee David Peck  
Soft Top / Convertible Expo – Contact: (02) 6025 0200 0411 465 098  
Venue – Resort Siesta, Wagga Wagga Road, Lavington, NSW. [info@pophetopfestival.com.au](mailto:info@pophetopfestival.com.au)
- Sunday 13<sup>th</sup>. A Very Special Run – [ABCCC Event](#) Kevin & Jenny Watt (03) 9734 6040  
Start Venue – McDonalds Restaurant on Mickleham Road, Tullamarine - to Bacchus Marsh Winery.

## October 2013 (continued)

- Saturday/Sunday 19 – 20 Como Gardens Open Weekend – [ABCCC Assist](#) George & Pat Hetrel (03) 9761 1341  
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.
- Wednesday 30<sup>th</sup> Run To Beleura – [ABCCC Event](#) Robert & Robyn Joiner (03) 5956 8105  
Meeting Point – Peninsula Lifestyle Centre, Corner of Nepean Highway & Bungower Road, Mornington. This is a pre-paid event, see page 13.

## November 2013

- Tuesday 5<sup>th</sup>. British Classics Exclusive Display & Picnic – [ABCCC Event](#) Colin & Joy Brown (03) 5964 9291  
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen.
- Sunday 10<sup>th</sup>. Frank's Super-Mystery Run – [ABCCC Event](#) Frank Sawyer & Val McRae (03) 9770 0904  
Venue – TBA.
- Saturday/Sunday 16 – 17<sup>th</sup> Bendigo National Swap Meet–Veteran, Vintage & Classic Club Bendigo [info@bendigowap.com.au](mailto:info@bendigowap.com.au)  
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.
- Sunday 17<sup>th</sup>. Triumph Classic Car Display – A Triumph Car Club Invitation Event. Frank Sawyer (03) 9770 0904  
Venue – New Quay Promenade, Docklands (Mel 43; B8)
- Sunday 24<sup>th</sup>. Driving Melba's Yarra Valley – [ABCCC Event](#) Wal & Sue Thompson (03) 9761 9192  
Meet Point – TBA.

## December 2013

- Sunday 15<sup>th</sup>. Christmas Luncheon – [ABCCC Event](#) Tony & Maxine Pettigrew (03) 9739 1146  
Venue – Chirside Country Club, 68 Kingswood Drive, Chirside Park (Melway Map 37; Ref: K3).

## January 2014

- Sunday 19<sup>th</sup>. RACV Great Australian Rally – [A Major ABCCC Event](#) Colin Brown (03) 95964 9291  
Mornington Racecourse, Mornington.

## February 2014

- 9<sup>th</sup>. Annual General Meeting Of The ABCCC Pat Douglas (03) 9739 4929  
Venue – TBA, Victoria.

## March 2014

- Saturday 15<sup>th</sup> to Saturday 22<sup>nd</sup>. RACV Fly The Flag Tour - [A Major ABCCC Event](#) Tony Pettigrew(03) 9739 1146  
Tour details will be announced as soon as they have been arranged.

## Sometime In 2014

- TBA A Very Special River Cruise – [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).

## EVENT ORGANISERS!

**PLEASE ENSURE THAT EVENT INFORMATION IS WITH THE EDITOR THREE MONTHS IN ADVANCE OF THE EVENT BEING PROMOTED. FREQUENTLY, SCHEDULES CAN BE A BIT TIGHT. HOWEVER, WE NEED TO BE AWARE THAT THE MEMBERSHIP BE INFORMED OF EVENT MEETING POINT AND OTHER PERTINENT INFORMATION IN A TIMELY MANNER SO THAT MAXIMUM EXPOSURE PROVIDES GOOD RESULTS.**

## EDITORIAL NOTES – ISSUE NUMBER 163

Inside this edition, you will find descriptions for events conducted by clubs other than our own. These promotional pieces are to assist with their special events. With respect to the event at Docklands being staged by the Triumph Car Club, this is a spot of one club helping another, because the Triumph Car Club has, over the years, been very supportive of our own RACV Great Australian Rally. In addition to that, you can be assured that you will see some enthusiastically maintained Triumphs on display. Some of them may be powered by a meritoriously tuned tractor (Ferguson TE-20) engine, an engine that is close to my heart.

There is also a listing for a popular event in NSW, the Jindera Pop The Top Festival which is based at Lavington, just past Albury. This event caters exclusively to those who have a love of hood down motoring. In our Events Directory I have included David Peck's contact number. David took part in last year's festival, discovered it was an enjoyable event and he can provide outline information. Alternatively, contact can be made directly to the festival's organisers.

Another display worth a look is the Jaguar Car Club's prestigious display at Federation Square. Unfortunately, this falls on the same day as our own scheduled event, organised by Lyn Higginson, to Aireys Inlet (on the Great Ocean Road). That is where our loyalties really lie, but there are very likely some of you who may not have the whole day to

devote to Lyn's event, but could easily pop into Federation Square to look at a number of Jaguars, a D-Type is always a great draw-card for those of us with a 1950s Le Mans fascination.

It may also be a good idea to have some 2014 RACV Great Australian Rally one-page brochures to hand out at these two events. Any volunteers out there?

There is yet another events clash, the Triumph Car Club's display falls on the weekend of the Bendigo National Swap Meet. Fortunately, the Bendigo Meet is a two-day event and, from experience, the Saturday is the better option.

**SO, EVENT ORGANISERS, PLEASE GET INFORMATION TO THE EDITORIAL DESK AS SOON AS POSSIBLE!**

This is particularly noteworthy because, a) we have a flurry of events coming up, and, b) because there may not be a September issue of *Your ABCCC News* due to Sue and me taking in a tour of Italy. For many years, Sue has wanted to visit Venice and for me a visit to the excavations at Pompeii has been a 'want to do' item on my list. Doing that will be a great opportunity to check out chariot wheels, their bearings and how they were lubricated – watch this space!

There is a lengthy piece from the AOMC discussing the Victorian Club Permit Scheme (VCPS) and VicRoads' proposals for modified vehicles which operate under it. This matter requires in-depth scrutiny, because, these proposals will affect any modification made to a motor car. Concerns should be communicated to our AOMC Delegates.

It is quite surprising, sometimes frightening and, frequently pleasing to find our magazine is read by many outside our club. It seems to be held in great respect by those who comment on it.

Mike Allfrey – Editor. E-mail: [michael.allfrey@bigpond.com](mailto:michael.allfrey@bigpond.com)

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## A CALL FOR A COMMITTEE POSITION NOMINATIONS

Nominations are called for the position of Vice President. If there are more than one nomination, a ballot will be held at the Annual General Meeting in mid-February, as per the Model Rules (see below) under which we operate.

Please note that Bill Allen has helpfully taken on the role of Acting Vice-President to fill the position till the AGM.

Nominations should be posted, in a sealed envelope, to:

Pat Douglas, PO Box 201, Chirnside Park, VICTORIA, 3116.

Tony Pettigrew – President.

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## RULES OF THE ALL BRITISH CLASSICS CAR CLUB INC.

*[Extract of the new rules (model rules) dealing with elections]*

### Division 3. Election Of Committee Members And Tenure Of Office

#### 49 Who is eligible to be a Committee member

A member is eligible to be elected or appointed as a committee member if the member —

- (a) is 18 years or over; and
- (b) is entitled to vote at a general meeting

#### 50 Positions to be declared vacant

(1) This rule applies to —

- (a) the first annual general meeting of the Association after its incorporation, or
- (b) any subsequent annual general meeting of the Association, after the annual report and financial statements of the Association have been received.

(2) The Chairperson of the meeting must declare all positions on the Committee vacant and hold elections for those positions in accordance with Rules 51 to 54.

#### 51 Nominations

(1) Prior to the election of each position, the Chairperson of the meeting must call for nominations to fill that position.

(2) An eligible member of the Association may —

- (a) nominate himself or herself; or
- (b) with the member's consent, be nominated by another member.

(3) A member who is nominated for a position and fails to be elected to that position may be nominated for any other position for which an election is yet to be held.

#### 52 Election of President etc.

(1) At the annual general meeting, separate elections must be held for each of the following positions —

- (a) President;
- (b) Vice-President;
- (c) Secretary;
- (d) Treasurer

- (2) If only one member is nominated for the position, the Chairperson of the meeting must declare the member elected to the position.
- (3) If more than one member is nominated, a ballot must be held in accordance with rule 54.
- (4) On his or her election, the new President may take over as Chairperson of the meeting.

### 53 Election of ordinary members

- (1) The annual general meeting must by resolution decide the number of ordinary members of the Committee (if any) it wishes to hold office for the next year.
- (2) A single election may be held to fill all of those positions.
- (3) If the number of members nominated for the position of ordinary committee member is less than or equal to the number to be elected, the Chairperson of the meeting must declare each of those members to be elected to the position.
- (4) If the number of members nominated exceeds the number to be elected, a ballot must be held in accordance with Rule 54.

### 54 Ballot

- (1) If a ballot is required for the election for a position, the Chairperson of the meeting must appoint a member to act as returning officer to conduct the ballot.
- (2) The returning officer must not be a member nominated for the position.
- (3) Before the ballot is taken, each candidate may make a short speech in support of his or her election.
- (4) The election must be by secret ballot.
- (5) The returning officer must give a blank piece of paper to —
  - (a) each member present in person; and
  - (b) each proxy appointed by a member.

#### Example

If a member has been appointed the proxy of 5 other members, the member must be given 6 ballot papers — one for the member and one each for the other members.

- (6) If the ballot is for a single position, the voter must write on the ballot paper the name of the candidate for whom they wish to vote.
- (7) If the ballot is for more than one position:
  - (a) the voter must write on the ballot paper the name of each candidate for whom they wish to vote,
  - (b) the voter must not write the names of more candidates than the number to be elected.
- (8) Ballot papers that do not comply with Sub-rule (7)(b) are not to be counted.
- (9) Each ballot paper on which the name of a candidate has been written counts as one vote for that candidate.
- (10) The returning officer must declare elected the candidate or, in the case of an election for more than one position, the candidates who received the most votes.
- (11) If the returning officer is unable to declare the result of an election under Sub-rule (10) because 2 or more candidates received the same number of votes, the returning officer must:
  - (a) conduct a further election for the position in accordance with Sub-rules (4) to (10) to decide which of those candidates is to be elected; or
  - (b) with the agreement of those candidates, decide by lot which of them is to be elected.

#### Examples

The choice of candidate may be decided by the toss of a coin, drawing straws or drawing a name out of a hat.

*Your Committee.*

## 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
Anthony & Helen Stedman	Land Rover	LWB	1966
	Mercedes-Benz	220 SE Cabriolet	1966
	Volkswagen	Type 3	1968
	Volkswagen	Golf Series 1	1972
	Lotus	Esprit	1997

*Pat Douglas – Membership Secretary.*

# The AOMC'S view of PROPOSALS for rules intended for MODIFIED VEHICLES operated on the VICTORIAN CLUB PERMIT SCHEME

## Introduction

On 1<sup>st</sup> June 2013 the Association Of Motoring Clubs (AOMC) organised a seminar for clubs on this subject. The following is a summary of the presentation. Some aspects of the presentation have been revised to reflect feedback received from attendees, but any such changes are minor in nature.

## Background

From the outset of the review of the Victorian Club Permit Scheme (VCPS), begun in 2005, VicRoads have indicated that new rules regarding modified vehicles would be developed. After the introduction of the logbook system in 2011, VicRoads introduced changes to the Street Rod scheme including new processes for engineers' inspection. Street Rods are a specific category of vehicle based on pre-1949 vehicles modified to a national Code of Practice established by the Australian Street Rod Federation.

Recently VicRoads have foreshadowed new rules for vehicles on Veteran, Vintage, Classic and Historic plates. At this stage motorcycles or trucks are not included in any new rules. For some time there has been concern in a number of groups about heavily modified vehicles (not Street Rods) joining the VCPS. Such vehicles are not subject to engineering inspection. (Note – Italics below are for emphasis).

*For some time AOMC has been very vocal in expressing such concerns and has consistently made clear that it support moves to ensure that significantly modified vehicles are subject to an inspection process. The organization has been equally clear in saying that it does not support the blanket imposition of an inappropriate set of rules across the full spectrum of historic vehicles.*

*Such an arbitrary approach would unnecessarily and unjustly subject many owners to costly and complex processes for vehicles which do not in any way represent the type of vehicle that is the cause for concern. The thrust of our discussions and proposals have been centred on keeping the focus on seriously modified vehicles – that is the target category – whilst avoiding 'collateral damage' to a very large number of VCPS participants who in no way fit that target.*

At a meeting between car club peak bodies and VicRoads in late 2012 it was agreed that a new plate type for modified vehicles was desirable. Such a new plate would have a format of five numerals followed by one or two letters. The discussion at this meeting was centred on examples of radically modified vehicles. The matter of how regulations would define the extent of modifications and the inspection standards for vehicles to go onto the new VCPS plate type was to be discussed at later meetings.

It is clear that in some in VicRoads the intention is that the rules to be applied to modified VCPS vehicles should be those recently introduced for vehicles on full registration. Those rules are contained in documents known as VSI 8 and VSB 14.

VSI 8 is a VicRoads document specifying what changes may be made to vehicle without requiring inspection and certification by an engineer authorised by VicRoads [these are appointed under a scheme known as the Vehicle Assessment Signatory Scheme (VASS)]. VASS inspectors are independent businesses and conduct their inspections using the standards and test procedures laid down in VSB 14. They set their own charges and often inspection costs run into many hundreds or thousands of dollars.

VSI 8, as re-written in October 2011, can be found at [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au) and by clicking on 'vehicle standards' beneath 'Registration' on the map of VicRoads.

VSB 14 is a nationally developed code and can be found at the Commonwealth Dept. of Infrastructure's website [www.infrastructure.gov.au](http://www.infrastructure.gov.au) under 'top requests' on their home page. It is a very large and complex document.

In essence these rules would make the definition of a modified vehicle very narrow and would mean that a very large number of VCPS vehicles would be caught in the net, meaning that quite minor alterations which have evolved on cars over many decades would require VASS inspection. This view has been repeatedly expressed by AOMC to VicRoads. At a second meeting of peak bodies with VicRoads in early 2013, AOMC presented concerns and outlined suggested ways of dealing with those concerns.

## What is AOMC's position regarding these rules?

AOMC is strongly opposed to the imposition of these rules across all VCPS vehicles. We regard VSI 8/VSB 14 as suitable for highly modified vehicles and as suitable for vehicles of the modern era [i.e., after the advent of government set rules for vehicle design such as the Australian Design Rules (ADRs) introduced from 1969]. However, they should not be imposed on the many thousands of vehicles on the VCPS with only minor departures from standard. And in many instances the modifications cannot work for older vehicles.

## Why does AOMC want a different approach for older vehicles?

In principle AOMC believes that any rules should be fair, reasonable and should reflect the level of risk that gives rise to them. Historic vehicles on the VCPS range across 90 years and represent such a wide range of design and manufacture methods that they cannot be treated as if they are all the same. Owners of historic vehicles should not be subject to undue costs or oppressive regulations which do not reflect these principles.

VCPS vehicles present a very low risk profile deriving by their recreational use. There is little or no night-time or peak traffic use. The driving requires a high level of concentration with drivers practicing defensive driving techniques

to spare their vehicle. The owners devote considerable effort to maintaining them to preserve their intrinsic and financial value.

Insurance statistics bear this out. VCPS vehicles do not figure meaningfully in any statistical analysis of vehicles causing road incidents involving injury or death. Therefore AOMC believes the much lower risk profile of the normal run of Veteran/Vintage/Classic/Historic vehicles on the VCPS should influence the inspection requirements.

Any rules for modified vehicles on the VCPS should take into account the fact that there are two quite distinct categories of modification

1. Major change to driveline, body, suspension, wheels etc. such as to create a vehicle of significantly different character and with markedly altered driving characteristics.
2. Minor adaptations/improvements aimed at enhancing usability. These have often been driven by issues such as parts availability and design shortcomings where options to adapt or substitute components have evolved among the (international) hobby vehicle movement and are well recognised among car clubs.

In the first case AOMC supports a VASS inspection regime. In the second we believe that the soundness of such changes can be properly assessed by existing roadworthiness/safety checks. This has been the case for more than fifty years of the VCPS's existence.

### **How does AOMC want the issue addressed?**

AOMC believes that the vehicles which should be VASS inspected and placed on a special VCPS plate type are those with:

1. Major alterations to the body/chassis unit whereby the resultant structure's strength needs to be checked.
2. Changes to the suspension and/or wheels and tyres such as to potentially affect the steering, stability and balance of the vehicle on the road.
3. Major engine/driveline components have been replaced with items significantly different from those of the original vehicle so that the integrity of their installation needs to be checked.
4. Major increase in performance, necessitating verification that acceleration and speed potentials are matched by the structural strength and dynamic behaviour of the vehicle.

These principles underpin the way one class of highly modified vehicles (Street Rods) are already treated.

AOMC does not support the use of VSI 8/VSB 14 as a mechanism suitable for pre-1969 cars. VSI 8/VSB 14 were written in the context of modern vehicle technology. They are keyed to ADRs and the ready availability of detailed manufacturer specifications. They are predicated on modern design and construction techniques.

Under a blanket application of VSI 8/VSB 14 many hundreds of those non-radical changes and adaptations evolved over time to keep old vehicles on the road and safe and practical to use (but without altering their period character) would become subject to costly investigation. This would be conducted by assessors who may have no insight into old vehicle design and manufacture and without access to authoritative specification data (as required by those regulations).

These matters are likely to influence the time and cost and outcome of such assessments to the detriment of owners who have in no way contributed to the issue of real or perceived risk on the road. The existing roadworthiness inspection adequately covers the need to check the soundness of these types of changes.

VSI 8/VSB 14 were not written with any consultation with the older vehicle movement and do not recognise the different technologies of earlier eras. This is evident in a few examples such as –

- A very modest increase of power in a typical vintage car, an A-Model Ford, for example, would require (among other things):
  - radical modification to modern dual circuit brakes
  - lap/sash seatbelts (on a coach built body it is questionable as to the ability to do it legally)
  - two-speed wipers
  - a de-misting systems
  - a collapsible steering column
  - potential change to modern tyre sizes.

It is worth noting that this example of a 21% increase bringing the power-to-mass ratio up to 35 kilowatts per tonne could arise just from the process of a full engine rebuild with the almost inevitable use of substitute pistons, cam profiles etc. even without any overt intention to 'hot it up'. Moreover the power-to-mass ratio involved should be considered in the context of the VicRoads rule that says P-plate drivers may drive vehicles with up to 100 kw/tonne.

- Body changes are predicated on modern unitary construction. When applied to coach built bodies they become unworkable and irrational. A car that was once converted to a farm ute could not be rebuilt as a tourer or roadster (or even left as a farm ute, for that matter) without coming up against VSB 14 rules that would be effectively not possible to meet.
- The beaming and torsion tests specified by VSB 14 in the case of any body alteration could not be passed by typical pre-war chassis.



- Fuel tank re-location from the scuttle location typical in many vintage vehicles to a rear mounting would likely be illegal.
- Any changes in tyre sizes are required to meet ADRs or be listed in a mandated industry standards manual. Neither makes any reference to sizes in use prior to 1940.
- The common replacement of an engine no longer economical to repair by a readily available alternative (a Datsun 1200 in a Morris Minor, for example) would require a VASS inspection. VSI 8/VSB 14 make the definition of modification so tight (that is virtually any departure from strict manufacturer specification) that a detailed VASS inspection would be required in cases such as:-
- A change in crown wheel and pinion to alter final drive ratio.
- The common solution to the structural weakness in a well-known early post-war car's stub axles by utilising later BMC items machined to fit.
- Pre-1929 brakes on another very well-known car were delivered with the handbrake operating the front wheels and the footbrake working the rears. An almost universal alteration to make the footbrake apply all four, which entails little more than some spanner work would need a VASS inspection.

The foregoing is a brief view of the ways that VSI 8/VSB 14 represents an inappropriate basis for focussing on the real issue of modified cars on the VCPS without a great deal of unwarranted implications for vehicles and owners which do not warrant attention.

### **Would these rules be made retrospective?**

This has not been made clear by those in VicRoads proposing that VSI 8/VSB 14 be imposed. But this retrospectivity would have a number of issues which would cause concern. In principle retrospectivity would be unfair and unreasonable treatment of vehicles that have been quite legitimately on the VCPS. If retrospectivity did not apply it nevertheless give rise to discriminatory treatment of VCPS vehicles with only very minor changes between those already on the scheme and those going onto it in the future (or even those which have been on The VCPS and have changed hands, changed club or lapsed during a rebuild etc.) Again these are strong arguments for not imposing unduly restrictive rules on the large number of vehicles with only minor modifications.

### **What does AOMC propose?**

AOMC contends that the regulation of modified vehicles on the VCPS is not well served by a quick-fix approach but would be more effective if focussed on the type of vehicles causing concern. Suggestions that this would entail significant cost or take a long time are spurious.

There is no need to develop another cumbersome framework of rules.

The AOMC proposal simply requires an addendum to VSI8 (or a separate VCPS rule) that would treat older vehicles in three age categories - based on construction technology and performance character:

- Up to 1949
- 1949 – 1969
- 1969 – on

Each of these categories would have a simple set of rules to determine changes requiring VASS/VSB 14 assessment. Vehicles modified to the extent that they require VASS/VSB 14 assessment would be placed on a new VCPS plate type.

Such a set of simple rules could look like:

**Pre-1949** (Including vehicle models made after 1948 to a pre-1948 specification) and vehicles built after 1948 with separate chassis and coach built bodywork).

- Departure from the following will define the vehicle as 'modified' and its modifications will be subject to assessment under the relevant provisions of VSB 14\*
- Wheel diameter to be no more than 75 mm smaller or tyres 25 mm wider than that fitted originally to this make and model series. Tyre size to be no less than 15 inches in diameter and to have an aspect ratio no less than 0.80.
- Ride height to be no more than 50 mm lower than original for this make and model series
- Major components (engine, gearbox, axles, steering and brakes) must be to pattern for a vehicle of this period and type and to a design no later than the end of the decade following the vehicle date or 1948, whichever is earlier.
- Construction methods, materials and appearance must be in accordance with vehicles of that date and type.

\* VSB 14 requirements for beaming and torsion testing, fitment of non-period technology components or systems or requiring modification to the body/chassis structure will not apply.

**1948 to 1969** (Including models made after 1969 to a pre-1969 design)

Departure from the following parameters will define the vehicle as modified and its modifications will be subject to assessment under the relevant provisions of VSB 14\*\*

- Tyre size to be no more than 25 mm smaller in diameter or 50 mm wider than that fitted originally to this make and model series. Tyre aspect ratio to not be less than 0.65.
- Ride height to be no more than 50 mm lower than original for this make and model series.

- Major components (engine, gearbox, axles, steering and brakes) must be to pattern for a vehicle of this period and type and manufactured no later than the end of the decade following the vehicle date.
- Body/chassis changes beyond that allowed in VSI 8.
- Construction methods, materials and appearance must be in accordance with vehicles of that date and type when new.
- No change to engine or power resulting in a power-to-mass ratio more than 130 kW/tonne.

NB Conversion from left to right hand drive to be inspected under VSB 14.

\*\* VSB 14 requirements for fitment of non-period technology components or systems or requiring modification to the body/chassis structure will not apply 1969 onwards.

Vehicles must conform to the requirements of VSI 8/VSB 14. It should be noted that there have been some minor amendments made to the above in light of feedback. Moreover, AOMC is prepared to fine-tune its proposals in the face of sensible and practical suggestion.

#### **What is the position of other peak bodies?**

The other peak body which has been in discussion with VicRoads on this matter is the Federation of Veteran, Vintage and Classic Vehicle Clubs\*\*\*. The President of the Federation has recently issued a letter strongly urging VicRoads to immediately implement VSI 8/VSB 14 for the VCPS without any alteration or amendment.

\*\*\* The Federation comprises around 100 clubs with 8,500 members, many smaller regional based clubs (AOMC has over 200 member clubs with 35,000 members and 50 of the member clubs affiliated with the Federation are also members of AOMC).

#### **What can AOMC member clubs do to assist AOMC in moving its proposals forward?**

AOMC clubs who support the principles of the AOMC position and proposals can make a material contribution by writing to VicRoads to make clear their concerns and their endorsement of the position we are taking. Even a club that does not believe that the regulations in prospect would impact on their members may wish to express their support for our stance on behalf of their fellow historic vehicle clubs whose members are likely to be seriously affected. In this way, VicRoads can be assured that the AOMC voice is that of its member clubs. Letters to VicRoads should be addressed as follows:

Mr Mario Cattapan  
 Manager, Registration and Licensing Business Practices (Development)  
 VicRoads  
 60 Denmark Street  
 Kew, VICTORIA 3101

Should clubs wish to make input to refining the detail of AOMC's proposals they are welcome to send an E-mail to [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)

*Prepared By The Association Of Motoring Clubs Inc.*

*Note: This document is a transcript of that posted on the AOMC Website – [www.aomc.asn.au](http://www.aomc.asn.au)*

## **EVENT REPORTS AND NOTIFICATIONS**

### **PAST EVENTS – WHAT WE HAVE BEEN DOING**

#### **THE GREAT ESCAPE TO THE COUNTRY – 28<sup>th</sup> to 30<sup>th</sup> June 2013**

**Friday** – Twenty one members met at the IGA at Coldstream. It was a very chilly morning with weather forecasts looking rather gloomy for the days ahead but it turned out to be a weekend of beautiful sunny weather.

After going through Seymour where some visited the Vietnam Museum, a 'must' see when in the area, our morning tea stop was at Plunketts Winery just off the Hume highway at Avenal. We were served a scrumptious scone, jam and cream; with some even having a wine tasting and a purchase to be consumed later on.

Lunch was at the Trawool Comfort Inn resort, a lovely setting in the bush with undulating hills which was very pleasant on the eyes whilst eating a delicious lunch. Tore and Connie had travelled down from the caravan park at Euroa in the International and they were very proud to show us all. They brought caravanning friends along with them for lunch. After lunch it was off to Euroa to the motel. For some strange reason we were looking for the 'Jolly Jumbuck' motel which turned out to be 'The Jolly Swagman'! It didn't take long to unpack, meet in Tony and Maxine's room and enjoy a few whites and reds. Some went to investigate the local shopping as well.

Dinner was at the Seven Creeks Hotel where we were looked after very well with a fine food selection.

**Saturday** – Breakfast was an own choice. At 10.00 am we all met for our country tour to Strathbogie for lunch, and to



Mt Wombat lookout from where most of Victoria can be viewed.

◀ *On top of Mt Wombat* ▶

Anne and Bryan did a grand job of convincing the local store at Strathbogie to prepare a beautiful lunch of home-made soup and bread, pie, sausage roll or quiche for us all. Tore had



a few body problems with the International losing the bonnet but with Nello's assistance they continued on.

Off to Mt Wombat after lunch and wow, what a bumpy ride it was to the top. There were a few bottom-outs, and some expletives over the condition of the dirt, rocky and very dusty road but we all made it to the top and the view was worth the trip up.

Violet Town was the next port of call where the local antique store was visited and some treasures were purchased. We visited the Euroa Museum where Robyn saw a photo of a relative on one of the many historic displays. Well worth a visit if you are in the Euroa area. 'Shopping' again in the local shops. Back to the motel for pre-dinner drinks and a brisk walk to dinner at the Pickled Olive where the Italian cuisine went down rather well with plenty of animated discussion about the eventful day.



**Sunday** – Breakfast was our own arrangements again. Peter and Darrell called the RACV to check out the rather sporting note that had developed in the Mercedes-Benz Pagoda only to be told that the rear muffler has seen it days. We all left Euroa at 10.00 am for morning tea at Seymour and then on to our lunch venue at the Donnybrock Growling Frog Country Golf Club where another delicious lunch was enjoyed.

*Left: Tony at the end of the line descending the dirt track at Mt Wombat.*

A Great Escape to the Country enjoyed by all. Thanks to Anne and Bryan for organising such a great weekend.

*Rex and Deanna Hall.*

### VISIT TO THE MORRIS MINOR GARAGE – 14<sup>th</sup> JULY 2013

Not surprisingly with such a poor weather forecast there were scratchings before the starting line. Several participants arrived later than planned due to the Domain Tunnel being closed causing an unscheduled detour with one driver actually getting lost . . . and that was just getting to the starting line at Calder Park. The weather was cold



but dry as Craig flagged the cars off at one minute intervals. Armed with a questionnaire and route instructions, the cars initially drove up the Calder Freeway then onto some picturesque country roads. Several participants (including your truly) wimped it by driving their modern vehicles but one was driving a Riley drop top. Despite the roof being up this driver got very wet. Fortunately they were well rugged up and despite the name tag reading "Connie" we think it was really Tore.

*Left: Our group on their guided tour of the garage.*

The route went via Gisborne, Woodend, Kyneton, Malmsbury, Taradale and then through Harcourt to the Morris Minor Garage at Harcourt North. By this time it was raining steadily and the mist had rolled in hiding the wonderful view. As we all warmed up again with morning tea in the gallery, there was talk of who got lost, who missed a turn off, where was the sign for Market

Street, etc. The solo drivers had enough trouble following the route without also trying to answer the questions. Some participants suggested the questions were too hard but our winners got 28 of 29 right. There was a close tussle for second place. As the second and third place winners received identical bottles of wine the one point difference between them wasn't too important.

- Winners: Maxine & Tony Pettigrew
- Second: Gordon Paterson & Gillian Hutchings
- Third: Greg & Geraldine Anglin

After the prize announcements we all adjourned to the Garage. Host Richard McKellar told us a little of the history of the Garage and their plans for future expansion in the entrance area before he raised the roller door letting us into the main garage with its gleaming Morris Minors. Examples of other brands namely Chevrolet and Holden were also on display in the garage. Richard regaled us with stories about the provenance of several of the vehicles. While the Mother & Son TV series played on the screen in the background, Richard talked about the Morris Minor convertible he has which was featured in the series (actually his is one of three identical vehicles used). He also talked about restoring the woodie van (the wood isn't just stuck on but actually forms part of the frame), a UK Post Office van (which had Yale locks, wire grills and a lockable bar fitted across the rear doors as they used to carry valuables in these vehicles), a 1929 Morris Minor Sports (identical to the first MG model but cheaper) and an example of the first post WWII Minor (1948 low light which was widened by the designer at the last minute to better proportion the vehicle but as the bumpers were already made they were cut in half and a painted joiner added in the middle). Other Minors included a restored One Million Limited Edition vehicle and a former London Police vehicle. If anyone is interested in learning more about the garage and the vehicles these can be checked out at [www.morrisminorgarage.com](http://www.morrisminorgarage.com)

After a good look around the garage we all adjourned in the rain to Castlemaine for a pub lunch and then the drive home. It rained lightly most of the way home until the city came into view illuminated by a weak winter sun. Despite the weather it was an enjoyable outing for those hardy souls who braved the elements this Bastille Day.

*Text: Colin Oberin; Photos: Craig Douglas*

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## FAST-APPROACHING ABCCC EVENTS

### THE ANNUAL CLUB OUTING – Sunday, 25<sup>th</sup> August 2013

The proposed Mystery Bus Trip has been changed to a normal motoring event. We will be meeting at the Keilor Hotel, 670 Old Calder Highway, Keilor (Mel 14; J6) at 9.00 am for a 9.30 departure. We will travel along the Western Ring Road, the Princes Highway heading towards Geelong and then taking the by-pass road towards Anglesea. We will be stopping for morning tea along the way at the BP Service Centre on the Geelong road and if time permits we may also stop at Anglesea for about half an hour. After this break we will head along the Great Ocean Road to Aireys Inlet for lunch at the hotel. I have booked tables for approximately fifty people for lunch to be ordered and served from 12.45 p.m. onwards.

If you are interested in attending please contact me on 9336.7306 or 0418 995 183.

*Lyn Higginson*

### FEDERATION SQUARE DISPLAY – Sunday, 25<sup>th</sup> August 2013

The ABCCC was asked by John Mann of the Jaguar Car Club to help promote their event at Federation Square. It does clash with Lyn's event described above, however, there may be some folk who may only have time to have a good look at some fine Jaguars.

On the last Sunday of every month car aficionados transform the Flinders Street frontage of Federation Square into the most glamorous car park in town. Classic cars one month, vintage the next, and modern sports cars another. All lovingly restored and cared for.

Sunday 25<sup>th</sup> August, Federation Square will play host to the Jaguar Car Club of Victoria.

The display will run from 11:00 am to 2:30 pm and will comprise of up to thirty Jaguars, which will provide visitors the opportunity to get close to some of the most desirable and most beautiful Jaguars through the ages.

For more information regarding this event, please contact; [vice@jagvic.org.au](mailto:vice@jagvic.org.au).



*John Mann – Jaguar Car Club of Victoria.*

### OVERSEAS TRIP TO PHILLIP ISLAND – Sunday, 15<sup>th</sup> September 2013

#### By Land, Rail And Sea.

Not quite trains, planes and automobiles but an adventure experiencing three modes of transport. Our trip for the day starts out with a leisurely drive to the Baxter Railway Station (Mel 107; B4) arriving at approximately 10.30 am. Parking is available in the supermarket car park. Be sure and **bring your Myki**. After the usual greetings we board our train at 11.14 am for a nostalgic trip to Stony Point. On arrival at Stony Point, non-Senior Card holders will be able to purchase their return ticket for the Ferry for \$24.00 from the Kiosk. Seniors are free at the weekend and therefore may proceed directly to the Ferry where they will be asked to present their **Seniors Card**.

Our Ferry to Phillip Island via Tankerville (French Island) departs at 12.00 Noon. After an enjoyable overseas trip, we disembark at Cowes at 12.30 pm and proceed to the Continental Hotel on The Esplanade - only a short walk from the wharf. There we will enjoy the marvellous views of the beach and sea and partake of a three course Sunday Roast (\$25.00) washed down with your choice from the bar, at bar prices.

After lunch is at leisure for you to spend time relaxing, playing the poker machines, walking the street, shopping, having a coffee and of course the beach.

We return to the Wharf at 5.00 pm for a 5.25 pm departure. On arrival back at Stony Point we once again take the train for our return trip to Baxter departing at 6.30pm. We arrive Baxter at 6.55pm where we bid everyone farewell and take our drive home. We very much look forward to as many as possible joining us for this adventure. It would be much appreciated if those attending could let us know by Friday 6<sup>th</sup> September as we need to confirm numbers, please. Our contact details are, Telephone: 9795 0033 or Peter on 0412 172 495; Email: [retsel@bigpond.net.au](mailto:retsel@bigpond.net.au).

Lorraine & Peter Lester

## PHIL'S PHANTASTIC DAY OUT – Sunday, 29<sup>th</sup> September 2013

We will meet at the car park outside Harvey Norman's store located at 400 Whitehorse Road in Nunawading, Melway Map 48; Reference G9. Time 9.00 am for a 9.30 am drive off.

After driving through Warrandyte and Panton Hill, we will drive up the hill to Kinglake. Then on to Pheasant's Creek where we will stop at the Flying Tarts Bakery for Morning Tea/Coffee. After a short break, we will drive to a lovely country pub where we will have lunch. Meals will be at a nominal charge of \$15 – \$20. Drinks will be at bar prices. As catering needs to be confirmed, will those members who are interested in participating on this event, please let me know. Full route details will be given at the start of the event. Contact Phil Cook, after referring to the note below, on telephone number (03) 9842 5449, or 0417 568 851 to make your reservations.

*Editor's Note: Things have become a little tight on this one, because Phil will be overseas during the time club members have the opportunity to book in on this event. Phil will be away from 1<sup>st</sup> till 10<sup>th</sup> September 2013. Please do not try to contact Phil via his mobile telephone at the aforementioned time, otherwise it could be an expensive call.*

Phil Cook

## A SPECIAL RUN TO BACCHUS HILL WINERY – Sunday, 13<sup>th</sup> October 2013

At last we have made some headway on the organisation of the Run for Sunday, 13<sup>th</sup> October. We have been let down by non-replies from places which were originally planned run. So we have started afresh.

Start at McDonalds Restaurant on Mickleham Road, Tullamarine at 9.30am (Mel 5; J9). Morning Tea/Shopping? at Gisborne. Lunch and Wine Tasting at Bacchus Hill Winery, Bacchus Marsh. Great views and a selection of menu choices, yet to be finalised. A short drive to Bacchus Marsh to maybe pick up some fresh fruit or take in other attractions. Return to Melbourne via the Western Highway, connecting to the Western Ring Road or the Monash Freeway.

Kevin & Jenny Watt

## VISIT TO BELEURA HOUSE AND GARDEN – Wednesday, 30<sup>th</sup> October 2013

This will be a pre-paid event, limited to forty-eight people.

Beleura was built in 1863 and described as one of the finest mansions in the colony. Beleura was subsequently owned by a succession of rich, powerful and successful families. In 1950 Jack Morton Tallis took Beleura by family agreement. He spent the remainder of his life on its preservation. Tallis died in 1996 and bequeathed Beleura and its considerable contents to the people of Victoria. "A Theatre of the Past"

Our day includes morning tea a guided tour of the house & garden and a light lunch. 9.30 am to approx. 2.30 pm

**Meeting place:** 9.00 am at the Peninsula Lifestyle Centre in Bungower Road, Mornington, close to the intersection with Nepean highway and behind the Bunnings Warehouse. Park in the parking bays opposite the Dollar Curtains store; from here a bus will take us to Beleura and back. Parking in this area is free for Beleura visitors (Mel 104; J11). Toilets are located near The Sober Mule Café. *Note: You cannot drive directly to Beleura. The only way in is on the bus. Please advise any special dietary needs; gluten/fructose/vegan. Wear comfortable walking shoes.*

**Payment:** Payment is required by Oct. 1<sup>st</sup> by Beleura so we may have exclusive access on the day. Cost \$33.00 per person (All inclusive concession rate). Please forward your cheque by 1<sup>st</sup> October, 2013 made payable to: **All British Classics Car Club**. Mail to: Robyn Joiner, PO Box 2056, Cowes, VICTORIA 3922.

**Note:** Beleura House must be informed one month prior to the visit about definite numbers taking part.

Robyn and Robert Joiner

## TRIUMPH CLASSIC CAR DISPLAY – Sunday, 17<sup>th</sup> November 2013

### Venue – New Quay Promenade Docklands



Presented by the Triumph Car Club of Victoria, all owners of Triumph cars are invited to display their cars on this fabulous display venue at Docklands. Arrival time is 10.00 am to 11.00 am, concluding at 3.00 pm. A show 'n shine will take place for all club members. Separately awards will be made for car of the day and a public choice where "all" attendees will be eligible.

A fee of \$20 will be charged for each car on display and ALL proceeds will go to the BERRY STREET FOUNDATION,



dedicated to young people in need. Display cars will be greeted at the Pearl River entry to the promenade and directed to a parking location. Visitors parking is plentiful in the large car park immediately behind the display. This is a static display and vehicles must not be moved once on the display.

BYO lunch or feast at any of the local restaurants and food outlets. The Sunday market is nearby with and all the usual Docklands activities will be in operation.

Further information: e-mail to [csallmann@bigpond.com](mailto:csallmann@bigpond.com), Chris Sallmann 0419 892 468, or Graeme Oxley 0413 135 779

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## A VERY SPECIAL PRESENTATION

At our Christmas in July Luncheon a presentation of Life Membership was made to Ross Wolstenholme.

In recognition of service to our club, Ross was presented with a Life Membership Pin badge. Over the years, Ross has provided a vast amount of expertise for our club. In truth, he has been a very important gear wheel in the well-oiled machine that is our club. Ross has been the quiet kingpin of the Mornington display, at the finish of the RACV Great Australian Rally.

*Right: Ross receives his Life Membership Pin from Club President Tony Pettigrew.*

We, collectively, thank Ross and Pat for their untiring support of our major events. Indeed the use of a photograph of Aston Martin 007, on our front cover had been decided to coincide the 100<sup>th</sup> Anniversary of the famous Aston Martin Marque. Now it is doubly important!

Hearty congratulations Ross and Pat. Be sure to wear your badge with pride – as it should be!

*Mike Allfrey – Editor*



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## FOR SALE

Unfortunately Ray Higginson was unable to complete his project of restoring his 1917 model Hupmobile R series. Due to heavy work commitments Ray's sons will not be able to fulfil his undertaking. We have decided to sell the car. The chassis work is almost complete and the guards have been made. Most of the parts we have. If you are interested in purchasing Ray's dream, please ring either Garry or Craig (03) 9310 5286 or Lyn (03) 9336 7306. Price to be negotiated.

*Lyn Higginson*

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## THE TRUTH!

My wife hosted a dinner party for both sides of our entire family and everyone was encouraged to bring all their children as well. During dinner, my four-year-old niece stared at me sitting across from her. The girl could hardly eat her food but for staring. I checked my shirt for spots, felt my face for food, patted my hair in place but nothing stopped her from staring at me.

I tried my best to just ignore her but finally it was too much for me. I finally asked her, "Why are you staring at me?"

Everyone at the table had noticed her behaviour and the table went quiet waiting for her response. My little niece said, "I'm just waiting to see how you drink like a fish."

*From Peter Hibbert – With Thanks*



**Flashback! 2008 Cream Sponge Run.**