



## All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 176

October 2014

### ON THE ROAD AGAIN!



*Tony and Maxine Pettigrew's superbly restored Lagonda is at last back on the road, as a fine example of a very careful restoration.*

*Long may it keep on motoring!*

Association Incorporation Registered Number: A00035462V

#### MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club (Victoria), Inc. from October, 2014 will be \$45.00. 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”**

**Your ABCCC News**

## THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Executive Committee	Name	Telephone
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<b>Vice President</b>	Nello Mafodda	(03) 9719 7949
<b>Treasurer</b>	Bill Allen	(03) 9846 2323
<b>Secretary</b>	Pat Douglas	(03) 9739 4829
Committee Positions	Name	Telephone
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<b>AOMC Delegate</b>	Michael Allfrey	(03) 9729 1480
<b>AOMC Delegate</b>	Bill Allen	(03) 9846 2323
<b>VCPS Officer (Applications)</b>	Nello Mafodda	(03) 9719 7949
<b>VCPS Officer (Renewals)</b>	Colin Brown	(03) 5964 9291
<b>Club Events Registrar</b>	Sue Allfrey	(03) 9729 1480
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<b>The Association of Motoring Clubs Website:</b> <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>		

### 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. 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 Website at the same time that the printed copy of the magazine is mailed to those who do not have access to the Internet.

**Advertising Policy** – The only advertising information that is allowed to be placed in *Your ABCCC News* is that for financial members' cars and/or spare parts thereof.

**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 Inc. cannot be held responsible for any inaccuracies relating to other clubs' events.

**Corresponding With The ABCCC** – All correspondence should be addressed to the Editor *Your ABCCC News*, 59 Rowson St, Boronia, Victoria, 3155 or [michael.allfrey@bigpond.com](mailto:michael.allfrey@bigpond.com).

Other Editorial contact information is listed above.

*The All British Classics Car Club Inc.*

# THE VICTORIAN CLUB PERMIT SCHEME

## New Permit Applications

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, 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.

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 an 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 clubs' *modus operandi*.

## 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

**Note: All events listed in this directory are placed in good faith. Events for inclusion must be provided to the Magazine Editor prior to the 14<sup>th</sup> of each month. Official ABCCC events are those with 'ABCCC Event' 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 contact details.**

**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.**

### October 2014

Thursday 16 <sup>th</sup> to Thursday 23 <sup>rd</sup>	Proud Mary River Murray Cruise – <a href="#">An ABCCC Holiday Event</a> Meet-up Point – To Be Advised.	Marj Pepper (03) 9439 7875
Saturday 18 <sup>th</sup> & Sunday 19 <sup>th</sup>	Como Gardens Open Weekend – <a href="#">An ABCCC Assist Event</a> Venue – 79 The Basin To Olinda Road, The Basin.	George Hetrel (03) 9761 1341
Sunday 19 <sup>th</sup>	Celebrating 50 Years – Rover Car Club of Australia Inc. Probably the finest display of Rover motor cars, ever in Australia. Venue – Cardinia Cultural Centre, Lakeside Boulevard, Pakenham.	Jane Petryszyn (03) 9460 7825 For information only.
Wednesday 24 <sup>th</sup> To Friday 26 <sup>th</sup>	Motorclassica – Exhibitions & Trade Fairs Pty. Ltd. Venue – Royal Exhibition Building, Melbourne, Victoria.	Paul Mathers (03) 9321 6760

## November 2014

- Sunday 2<sup>nd</sup> Visit to the Old Aeroplane Co. – [An ABCCC Event](#) Gordon Lindner (03) 9707 1294  
Start Venue – Somerville, Victoria.
- Tuesday 4<sup>th</sup> Melbourne Cup Day – A Day At The Races Colin Brown [colin.brown@hotmail.net.au](mailto:colin.brown@hotmail.net.au)  
Venue – Yarra Valley Racecourse, Enter from Armstrong Grove, Yarra Glen.
- Saturday 8<sup>th</sup> The ABCCC Calendar Planning Meeting Tony Pettigrew 9739 1146  
Venue – 16 Lawler Lane, Coldstream, Victoria.
- Friday 14<sup>th</sup> The Famous Indulgence Tour – [An ABCCC Event](#) Peter McKiernan (03) 9787 6003  
to Sunday 16<sup>th</sup> Start Venue – To Be Advised
- Sunday 30<sup>th</sup> An Escape to Allambie by Ian Hodge and Robert Nolan – [An ABCCC Event](#)  
Lunch Venue – Near Yarragon in Gippsland Rob and Mary Nolan 0488 547 499  
Start Venue – McDonalds Car Park, Clyde Road, Berwick.

## December 2014

- Sunday 14<sup>th</sup> Christmas Lunch – [An ABCCC Event](#) Maxine Pettigrew (03) 9739 1146  
Venue – Natalie's, 669 Maroondah Highway, Mitcham, Victoria.

## January 2015

- Sunday 18<sup>th</sup> RACV Great Australian Rally – [An ABCCC Major Event](#) Colin Brown (03) 5964 9291  
Finish Venue – Mornington Racecourse, Racecourse Road, Mornington, Victoria.

## February 2015

- Sunday 15<sup>th</sup> The Annual General Meeting of the ABCCC Inc. Pat Douglas (03) 9739 4829  
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park (Mel 37; K3).
- Sunday 22<sup>nd</sup> RACV Classic Showcase – An AOMC Event Iain Ross (03) 9890 0524  
Venue – Mornington Racecourse, Racecourse Road, Mornington, Victoria.

## March 2015

- Saturday 14<sup>th</sup> RACV Fly The Flag Tour – [An ABCCC Major Event](#) Tony Pettigrew (03) 9739 1146  
Saturday 21<sup>st</sup> Touring – Route To Be Advised.

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## EDITORIAL NOTES – Issue Number 176

In Issue Number 175 of *Your ABCCC News*, we featured a request calling for volunteers to assist with marshalling at the 2015 RACV Great Australian Rally. Rex and Deanna Hall have taken on the task of coordinating the various marshalling tasks that ensure smooth and safe running of this important event. I am very sad to report that response to our call for assistance has been extremely disappointing. For that reason, the form for volunteering has been placed in this issue as well.

To recap some of our club's early history, two major events were established - one to generate membership for our fledgling club, and the other being the RACV Great Australian Rally was to raise significant and useful funds for our friends at the Peter MacCallum Cancer Institute. A small percentage of the money raised is being kept to ensure a reliable financial base for our club. Generous sponsorship from RACV has meant that, over the years, our major events have worked well in fulfilling the objectives. Your Committee appreciates this sponsorship, which ensures that the preparation work can be funded throughout the lead up to our Rally. However, time has meant that some of our original volunteers can no longer cope with some of the Rally's on-the-day workload. Hence our now urgent request for some extra volunteers. We need your help.

A spin-off of our club's fundraising activities is since we have a reasonably sound financial base, we can provide the drinks at our Annual General Meetings and at our Christmas Luncheon functions. This is a way of saying, "Thank you for your assistance over the past year". So, while you are completing the booking form for our Christmas Luncheon function, please consider completing the form to volunteer for a marshalling task at our RACV Great Australian Rally. Every extra marshal will help with raising funds for Peter Mac. Join in!

Now, because this is the October issue, it is appropriate to recollect special motor car related activities of the past. In the 1950s, October meant a visit to London for the Earls Court Motor Show – a sort of motor enthusiast's pilgrimage. For me, it was a case of catch the train, properly steam hauled by a GWR King or Castle class to the original Great Western Railway terminus at Paddington. Then racing down into the Underground and alight in the Earls Court exhibition hall's foyer. At each station along the way, there were the enticing car maker's posters to look at. Then, it was a short walk into that vast hall with all of those car makers' banners hanging from the huge concrete ceiling. For a young schoolboy, this was quite a moment. We had read *Autocar*, *The Motor* and, of course, *Motor Sport* magazines earlier in the week to find out what new motor cars were being released at the show that set our day's schedule. There were also some very impressive displays. One was the BMC Mini's release in 1959 complicated system of turntables, with a Mini sectioned into quarters - one each on its own turntable. These were mounted on extending arms and, as the entire assembly rotated, the quarters swung out on their arms and rotated for a turn before swinging back to the centre to form a complete car. Quite an



achievement! This display was fascinating to watch from above on the mezzanine floor where the trade displays were located.

In this issue, there is information about the 1963 Motor Show, which highlighted the 1964 models. This was the Show where the Rover 2000 P6 was released for the first time to the public. It was of great importance then as it is now still providing great motoring pleasure to enthusiasts. I remember getting an invitation to sit in one of the display Rovers! Featured in this issue of our magazine is the Rover 2000 release as reported in *Autocar*, dated 11<sup>th</sup> October, 1963.

It is my suggestion that our magazine feature in the October issues a segment in similar vein of other Earls Court Motor Show releases. These provide period (pre-Clarkson) sentiments about then-new, but which are now proper British classic motor cars.

Enjoy the rest of this issue!

*Mike Allfrey – Editor*

## RACV GREAT AUSTRALIAN RALLY NEWS

Please note that Rex and Deanna Hall will be out of the State for a portion of October. The volunteers will be contacted when they return. Currently, Rex is putting together a schedule for marshal duties at the City, Stud Park and Hastings starting points as well as the Mornington display. Once again, the saying 'many hands make light work' rings true. On the last page there is a form you can use to volunteer for the RACV Great Australian Rally next January.

We are still seeking a diverse range of items for our rally bags such as product samples, pens, note pads, key rings, caps, stress balls, mugs and other items carrying sponsor brands and logos. If you have any contacts in the industry who may be interested in becoming one of our Rally Bag Sponsors, or have any suggestions as to who might be interested please contact Colin Oberin on 0411 646 769 or [Ancolk@gmail.com](mailto:Ancolk@gmail.com). Thank you for your support.

*The Rally Advisory Committee.*

## SHOW PIECES

### A Résumé of the Latest Models now being Assembled for Your Inspection at Earls Court

While the recent shows at Frankfurt and Paris have each had a share of 'firsts' to display, London has most of those plus a few of its own. It must be some years since Earls Court held such significance, especially from our own factories – even if two of these are American-owned.

There are two very new British babies with engines of around one litre, the Hillman Imp and Vauxhall Viva. The Imp, of course, has a superb, all-aluminium engine with single overhead camshaft allied to an equally excellent all-synchromesh gearbox and mounted at the back. In complete contrast, the Viva has the traditional layout even to a live rear axle, and the only unusual feature is the method of linking the axle to its springs instead of bolting them firmly together. It is almost identical with Germany's established Opel Kadett, another GM Product, so it should not suffer many teething troubles.



*Less than 1-litre, the Hillman Imp . . . . . in complete contrast – The Vauxhall Viva.*

This year there are no really new Minis, although the Cooper 'S' was introduced since the last London Show, and anyone with doubts about such a car's endurance must have been reassured by the astonishing performance of the Hopkirk-Liddon car in the very recent Tour de France. Four doors are important to some people, and several under-one-litre Continentals can provide these – Renault (4L and R8), Simca 1000 and Panhard, for instance; the ingenious new NSU Prinz 1000, with its transverse and air-cooled four-in-line at the back, is another. Taking 1,100 to 1,300 cc as the next arbitrary category, the first name that comes to mind appropriately begins with A – the Austin 1100. Almost identical with the Morris 1100 and costing the same, it has a different grille and instrument panel, so it's really a case of which of these two B.M.C. marques one favours.

In this class the little jewel, if one is looking for a beautiful mechanism on a small scale, is undoubtedly the 1,091 cc vee-four Lancia Fulvia, which was first shown at Turin last autumn. It is virtually unknown in this country, since production of right-hand drive versions has only started very recently. Like the larger Flavia it has front-wheel drive. Germany has two novelties, the DKW E12, and the little Glas 1300 GT Coupé. The Simca 1300 is a good-looking French family car with excellent handling qualities.



*Left: Ford's new Corsair is an obvious magnet.*

Of the 1500s, Ford's new Corsair is an obvious magnet. It is made in several forms, and supplements the many Cortinas, some with the same engine specifications. These days it would take a Ford: dealer to memorize and enumerate all the various combinations available. The Corsair is roomy, fast and efficient. Regarding styling, does the nose seem out of harmony with the rest?

Other 1,500s include the new Glas saloon introduced at Frankfurt and the souped-up version of the VW 1500, as well as the Simca 1500, which has a similar body to that of the 1300. Vauxhall have carried their Victors and VX4/90 into the 1,600 category, and the Victor in particular has had a very significant (and necessary) increase in power. It is well worth trying the new seats in the deluxe models; they are especially comfortable.

The Hillman Minx and Singer Gazelle, their following remaining despite their having such close relations in the Super Minx and Vogue, have been made crisper in appearance, mainly by altering the roof-line, and the Humber Sceptre is another newcomer since last year. It seems to have a Sunbeam radiator grille, which may be embarrassing when the next Sunbeam Rapier is introduced.



*Right: Humber Sceptre – another newcomer since last year.*

Peugeot have just given the 404 engine two extra main bearings to add to its *robustness*. The Alfa Romeo Giulia TI is probably the fastest of the 1600s, with a top speed of comfortably over 100 mph and certainly is one of the pleasantest to drive, having a superb five-speed gearbox. Those cloth-trimmed seats which look rather ordinary at a casual glance are really very comfortable and also grip one well when hurrying round corners.

Becoming increasingly important is the next category of about 1,800 – 2,000 c.c., and in this there are two new British cars of great significance, the Rover 2000 and – but word of the second one must await its eve-of-show announcement. Both are quite exceptional in their rather different ways. The Rover costs more, is slightly faster but less roomy; it is a most remarkable car which is bound to attract enormous attention for Continental buyers as well as those on the home market. Its standard of internal finish and layout are excellent for such a moderate price, and the ride comfort, steering and road-holding are exemplary thanks in part to its de Dion rear end.

Two Continental cars which have had their engines enlarged from 1.5 to 1.8 litres, although the smaller engines are still available, are the Lancia Flavia and BMW, making them both 100 mph family saloons. The Lancia also has revised indirect gear ratios which must make it a more attractive car for road conditions in this country. Others in this class are the Volvo, which continues almost unchanged, and the Citroën ID and DS. However, the DS is now made in an alternative version called the DW with the manual gear change of the ID, which pleases many motorists better than the powered system with its rather slow reflexes.

In the 2- to 3-litre category there are no completely new cars, except that the Mercedes 230SL comes to Earls Court for the first time. The coupé has that unique concave roof, which is rather more than a styling gimmick, the particular advantages being the excellent vision provided by very deep windows and the ease with which one can enter or leave the car through the large doorways.

Lancia's vee-6 Flaminia has been stepped up from 2.5 to 2.8 litres, and, like the Flavia, has had its gear ratios closed up to suit. It is very little faster than its predecessor, but it should have better low-speed torque and tractability. Its closest native rival is the Alfa Romeo 2600, a fast and comfortable car on conventional lines.

One of the star attractions among the big cars will be the new Mercedes 600, the first large-engine car to come from this factory since the late 'thirties. Low-built, angular and heavily chromed, it is just the thing for the Herr Graf; a pity, though, that the long-wheelbase version, currently the world's largest car, is not coming to London this year.



*Right: Jaguar 3.8 litre 'S' – added comfort and improved road-holding.*

On the Jaguar stand the 3.8-litre S will be the only new exhibit. It is, in effect, a reduced Mark 10, for those who want that car's luxury equipment without its considerable



bulk. The chief advantages over the normal 3.8 are the added comfort and improved road-holding resulting from the independent rear suspension, and much greater space for luggage.



The very fine Jensen C-V8 has had its frontal appearance tidied up, the only important mechanical change being the fitting of electrical adjustable rear dampers. Also face-lifted are the Chrysler-engine Bristol, now called the 408, and the 3-litre Alvis which has gawn two more head-lamps. Aston Martin have the new DB5 to show, with four-litre engine, electrically operated windows as standard, and the extra options of a five-speed gearbox or automatic transmission.

*Left: Aston Martin have the DB5 to show.*

*From Autocar – October 1963 – With thanks.*

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## AOMC NEWS

### A Letter From The AOMC

11 September, 2014

Dear AOMC-affiliated Club,

On 27<sup>th</sup> August VicRoads issued to clubs registered for the Club Permit Scheme (CPS) the proposed changes to the scheme. These changes are mainly concerned with establishing a framework for inspection of modified vehicles applying for a club permit. They are the result of a lengthy and at times intense process of discussion between VicRoads and peak car club bodies.

AOMC's position throughout this process has been to ensure that new rules are appropriate for the historic vehicle movement. We sought a distinction between highly modified vehicles (where significant changes to a vehicle's performance and/or structure indicate that engineering inspection is warranted) and the many older vehicles which have undergone relatively minor changes in specification arising from long-established practices evolved from parts availability issues or period-appropriate component upgrades. For the most part AOMC's voice was the only one pursuing that goal.

VicRoads' initial approach was to apply the existing rules for full registration (VSI 8 and VSB 14) to the CPS. This would have resulted in a highly restrictive regime and high costs of conformance for a very large number of owners of older vehicles. AOMC argued vigorously against this and put forward alternatives. The new VSI 33 defines those alterations which will not require formal certification and reflects most of the proposals put forward by AOMC.

While we have been able to gain recognition of most of the cases we put forward for special treatment of older vehicles there are certain issues which VicRoads were not prepared to change their view. It is possible that there are some subjects which will affect your members which have not been covered by VSI 33 as it stands.

Now is the time for clubs to take the opportunity to make their own individual comment on VSI 33 and the other proposed changes to the CPS. We would encourage your club to make a written response to VicRoads, expressing your support for the changes where appropriate and pointing out where you believe there may be issues or problems for your members, with suggestions as to how they might be addressed.

AOMC has two major areas of concern and will continue to make representations to have them addressed.

1. The exclusion of post-1968 "continuation models" from VSI 33 (as they have been accepted in the pre-1949 category). From the outset VicRoads was adamant that post-1968 vehicles would be subject to VSI 8 but their rigid adherence to that precept in the case of vehicles built after 1968 but which are of a design introduced before that date is illogical and unreasonable. The result is that many owners will be subject to more restricted rules and to inspection costs that will not apply to owners of the same model which differs merely by having been built earlier. VicRoads' use of ADRs as a reason does not stand up to scrutiny. ADRs are only relevant to the vehicles in question to the extent that any ADR that applies to such vehicles must continue to be conformed with.
2. Alterations to pre-1949 braking systems to improve efficiency should be allowed under VSI 33 provided the braking performance of the vehicle meets RWC standards. This would cover such things as the common changes to brake coupling arrangements (e.g. early Austin Sevens) and period after-market brake upgrades (e.g. Rocky Mountain brakes on T-Model Fords) and so on. Most of such arrangements have been on vehicles for many years or decades and have an established record of not impinging on vehicle stability or braking effectiveness compared to that of their contemporaries.

If your club has members who may be affected by these matters it would be helpful if your response to VicRoads expresses support for AOMC's position. If there are other matters that present anomalies in the case of

vehicle types or specific models catered for by your club that would subject your members to an undue or unfair impost under the new rules then these issues should be highlighted in your response to VicRoads. We would also ask that a copy of your letter to VicRoads be sent to us or [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)

It is in the interests of our Permit Scheme that VicRoads receive direct feedback from clubs regarding these proposals, so we encourage your club to convey its views in support of those aspects which are seen to be positive and at the same time to put forward your views on issues that can be shown to unreasonably affect your members.

Yours faithfully,

Rod Amos (Signed)

AOMC Vice President.

**AOMC Delegate's Note:** Please note that this letter has been included here for club membership information purposes only.

*Mike Allfrey – AOMC Delegate.*

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## 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
Les McCure & Ann Wilson	MG	Midget	1970
John & Cheryl Vernon	Jensen	Interceptor	1976
	Jaguar	XJ	2008
	Jaguar	XK-S	2009

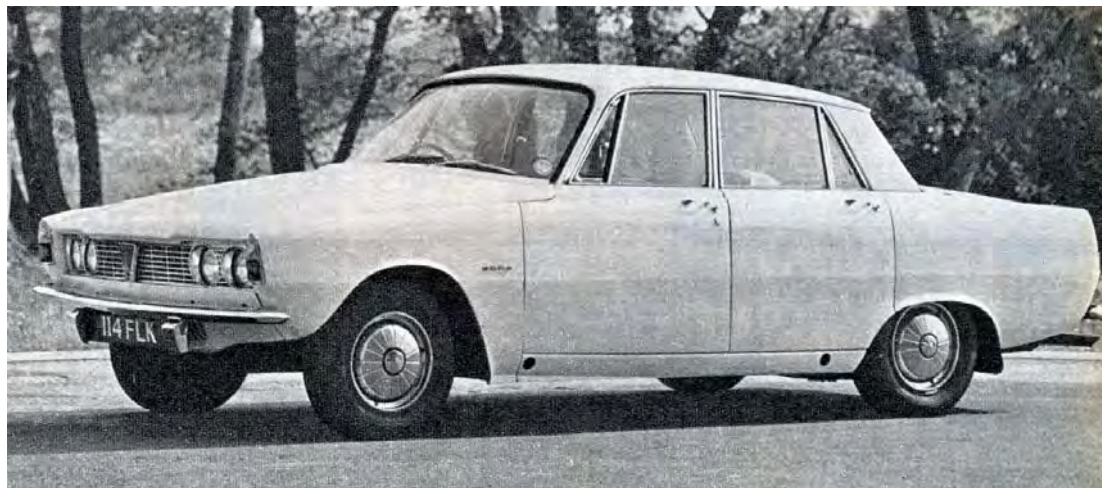
*Pat Douglas – Membership Secretary.*

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## 1964 MODELS – ROVER 2000

**A Completely new Model with Clean Styling and Outstanding Handling Qualities – Price £1,264 9s. 7d.**

In a bid to regain a place in the medium-price, medium size market where they had considerable success in the 1930s, Rover now announces their 2000 model. This is a 1,978 cc four-seater saloon, priced at £1,264. It has a de Dion rear suspension, a new four-cylinder single overhead camshaft engine, a new type of front suspension, all-round disc brakes and a multitude of innovations which not only make it one of the most technically advanced introductions but endow it with outstanding qualities of handling and comfort.



*Styling of the 2000 is functional and practical, with good ground clearance. Sealed beam headlamps are used and the grille is an anodised aluminium extrusion.*

For the market at which the 2000 is aimed anything new must be justified by improved results. Thus, variable track de Dion rear suspension has been incorporated because it was considered to be the only layout combining predictable handling with low unsprung weight. The front suspension was chosen because it combined widely spaced, and therefore lightly loaded, wheel pivots with a reduction of braking nosedive and a reduced susceptibility to accidental damage. Another feature which will be appreciated by owners and insurance companies alike is the body construction, which consists of quickly detachable body panels fastened to a monocoque base structure; the panels can be replaced with new ones finish-painted in the event of damage.



Right: A full-width parcels shelf on top of the fascia rail is an interesting innovation, as are the moulded plastic lockers, large enough to hold bulky objects. Fresh-air vents on the edge of the fascia rail are adjustable for intensity and direction of flow. Production cars will have means of locating objects on this parcels shelf. (Note: Buff tinges are from aged paper.)



## Engine

When designing the new engine, the Rover engineers precluded the use of the familiar Rover 'F' head with overhead inlet and side exhaust valves; there were several reasons for doing this. The claimed advantages of the 'F' head layout are more theoretical than real, for it does not provide a good combustion chamber form and is also relatively expensive to manufacture. Furthermore, with its high surface-to-volume ratio it has no place in an engine with modern proportions: the new Rover power unit is square, with equal dimensions for the bore and stroke (85.7mm – 3.375 in) for a displacement of 1,978 cc. It was therefore decided to follow diesel practice and invert the combustion space by placing the chamber in the piston where there was greater latitude, with its size and shape unbounded by the valve sizes used. Additional advantages are the ability to diecast the combustion chamber form to fine tolerances and simplification of the cylinder head machining. Finally, it was recognised that, in the interests of long life, the classical Henry-conceived operation of the valves by means of inverted bucket-type tappets and overhead camshaft driven by chains was not only superior technically but also desirable from the production angle.

Right: The long, over-square engine fills the bonnet, yet all auxiliaries are readily accessible for servicing.

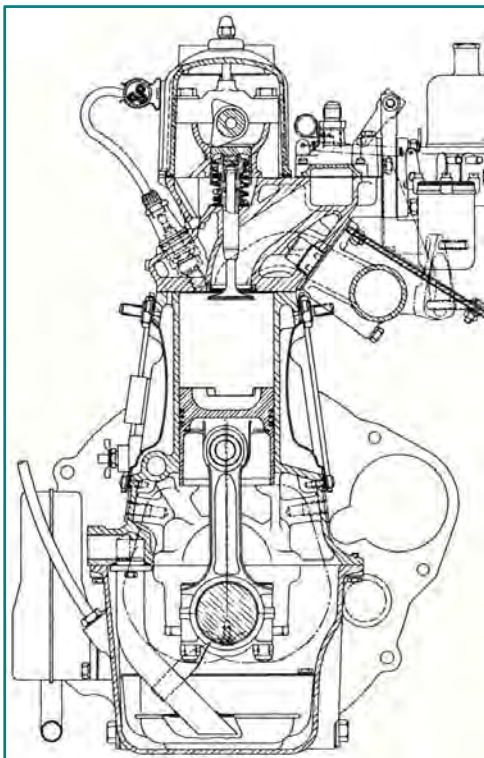


In most respects the five-main-bearing engine follows normal practice, but it is unusual in having the inlet tracts integral with the

diecast cylinder head, while there is a novel power take-off on the back of an extension of the timing case from which all the auxiliaries are driven. Output of the engine is 90 bhp (net) at 5,000 rpm and a maximum torque in the installed condition is 114 ftlb at 2,750 rpm; maximum engine speed is 6,000 rpm.

The cylinder head is manufactured as an aluminium gravity die-casting. A horizontal baffle cast into the head ensures that the cylinder deck and the area round the ports are well 'scrubbed' with coolant before it passes into the upper part of the head.

Left: The heavy scantlings of the engine more than compensate for the slight extra reciprocating weight resulting from the design of piston. With a single HS6 SU carburettor an output of 90 bhp net is produced.



Pistons are of the solid skirt Bricomatic type with a steel anti-expansion ring cast into the top of the skirt. There are two compression and one scraper rings fitted above the gudgeon pin, which is of the fully floating type and offset by 0.040 inch towards the major thrust side to reduce kick over slap at t.d.c. The forged-steel, five-main-bearing crankshaft runs in 2.50 inch diameter Vandervell VP2 indium-flashed lead bronze bearings and carries a Holsett vibration damper on its front end. Big-end bearings are of 2.00 inch diameter and have replaceable shells of the indium-infused lead-bronze type.

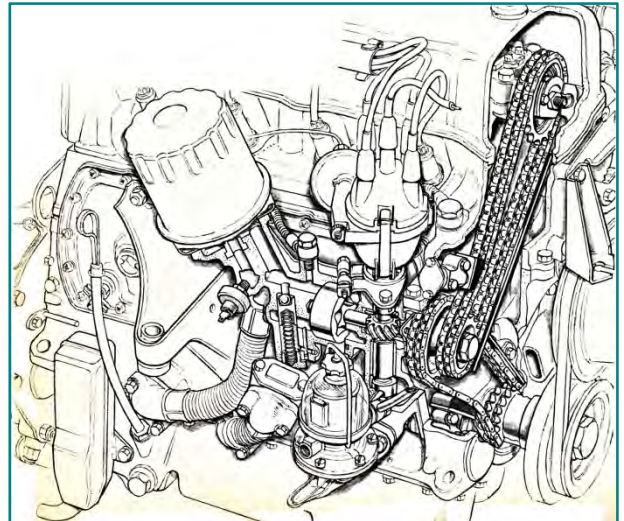
Bolted to the top face of the cylinder head is a cast-iron tappet block. In it is mounted the six-bearing camshaft, which is a chrome iron casting with chilled cast cams, and the inverted bucket-type tappets. An unusual feature for this design of valve gear is the use of two circular discs for adjustment of valve clearance, which appears to increase the reciprocating weight and undoubtedly contributes to the use of dual valve springs.

To ensure clear waterways between the cylinder jackets, the block has open sides. They are enclosed with pressed steel plates, zinc-coated to resist corrosion and attached with self-tapping screws. An innovation is the Pioneer silicone rubber-steel seal at the rear of the crankshaft; it is a one-piece moulding running on the outside of the flywheel mounting flange.

*Right: A small jackshaft housing, bolted to the back of the timing case provides a take-off point for all of the ancillary drives. The pump has a weir, shown alongside the petrol pump, in the suction side to keep it flooded.*

A skew gear in the middle of the jackshaft housing drives a vertical shaft to the distributor at the top and the petrol pump cam at the bottom. The Hobourn Eaton oil pump is flange mounted to the rear face of the housing and driven off the end of the shaft. The oil pump housing incorporates a pressure relief valve and a full-flow oil filter.

Power is transmitted through a Borg and Beck diaphragm spring clutch with hydraulic operation, to the four-speed, all-synchromesh gearbox. This unit is quite conventional in layout, with Borg-Warner barrel-type synchromesh and single helical constant mesh gears. To eliminate gear lever chatter, the remote control change mechanism is mounted on the transmission tunnel, with a single operating rod to the selector fingers protruding through the rear of the gearbox.



Primarily to introduce some wind-up in the transmission, and incidentally to reduce propeller shaft length, the hypoid final drive unit has a long nosepiece housing a bevel pinion extension which is waisted to act as a torsion bar. The aim is to provide a controlled degree of flexibility in the drive line.

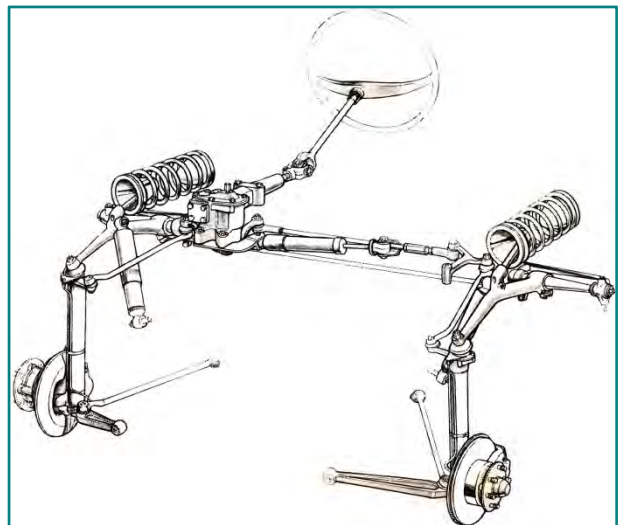
Dunlop Series III disc brakes are mounted inboard on the final drive casing. The front brakes are completely shielded to protect them from grit and water, and have 10.75 inch diameter discs with the callipers set behind the hub line. A vacuum servo unit is combined with the common hydraulic circuit for the front and rear systems.

## Front Suspension

At an early stage in the design programme the intention was to install an alternative gas turbine power unit in the P6 (the factory code name of the new car) driving the rear wheels, but the T4 front-wheel-drive installation turned out to be more efficient. However, the front suspension and steering system designed to go round a portly gas turbine unit was retained because of the advantages it offered in space saving and immunity from minor collision damage.

*Right: Front Suspension and steering assembly. The diagram shows how the upper links act as rocking levers and are connected to the springs by push rods.*

It is virtually an unequal length wishbone layout with the upper triangle turned through 90 degrees so that it can be pivoted on the scuttle, thus eliminating the need for suspension pillars. To give even more space the coil springs have been taken away from their usual position and mounted horizontally in the top of the front wing valances, the suspension movement being transmitted to them by pushrods from the cranked upper links. By careful location of the fulcrum points of the upper arm it is possible to provide slight forward inclination of the kingpost, which counters 'nosedive' when braking.



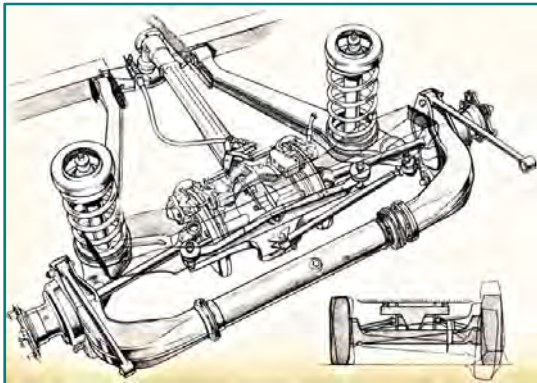
The upper suspension arms are tapered forgings with a boss at the knuckles serving as an abutment for the road spring pushrods. The arms clamp to stiff tapered counter-shafts mounted transversely in rubber bushes on the front face of the scuttle. The steering kingposts are fabricated from large diameter tubes with forged ends, these upper forgings combining the steering lever and ball joint. Impregnated nylon bushes are used in the kingpost ball joints and the radius arms are rubber bushed to eliminate greasing points.

The steering cross linkage assembly, like the upper suspension, is based on the engine bulkhead, with drag links leading forward to the steering arms on the tops of the kingposts. The Adamant-Marles hourglass worm steering box is flange-mounted to the vertical face of the bulkhead with a Hooke-type joint in the column. A double steering-arm system is used, one being connected directly to the right-hand drag link (on r.h.d. cars) and the other to a horizontal idler lever. A hydraulic steering damper is mounted between steering box and tie rod.



## Rear Suspension

Half-shaft sliding splines are the Achilles heel of any de Dion and most fully independent rear suspension systems. Under power they can bind and stiffen up the whole suspension, unless they are of the expensive recirculating ball type. To overcome this deficiency, the half-shafts of the Rover 2000 are of the fixed length type and do double duty by providing transverse location; since the wheels move in an arc when viewed from the end or side of the car, the de Dion tube has a telescopic and torsionally free centre joint to accommodate these variations.



*Left: In the variable track de Dion layout the sole job of the de Dion tube is to keep the back wheels parallel to each other. The inboard disc brakes have a self-adjusting handbrake mechanism with a warning light switch in the linkage. The diagram shows how the telescopic joint, which has its own oil bath, slides as the wheels rise and fall.*

It is located fore and aft by a Watt's linkage which absorbs driving and braking forces. Its telescopic central joint is a simple sliding bronze-hushed bearing incorporating an oil reservoir. Thus the only task of the de Dion beam is to keep the road wheels parallel.

The half-shafts are steel forgings with sealed-bearing Hooke joints, and the de Dion tube is built up around the tubular telescopic centre section. The forward arms of the Watt's linkages also act as spring levers; they are wide U-section pressings swaged out forward of the wheels to provide spring seatings.

## Body Construction

Detachable body-panel construction automatically meant increased weight because none of the outer panels could be used as load bearers. However, the roof panel is attached to the base structure with close-spaced bolts and carries normal roof stresses, so that only the sill skins and front and rear wing panels are un-stressed panels.

The inner sills are box section members, and with the deep transmission tunnel carry the main beam loads of the structure. At the rear they are tied together with a deep box member, and amidships there is a double transverse wave in the floor which provides considerable stiffness. At the scuttle the stressed sills pick up with vertical box members tied together by a deep box member which is also the transverse hot air duct from the heater. The upper links of the front suspension are mounted on the front face of this duct. The scuttle is stiffened further by a 'U' shaped transverse section formed by the ducts for the face-level fresh-air supply.

Behind the final drive casing, light box section members extend aft from the sills to support the luggage compartment and to provide anchor points for the rear arms of the Watt's linkage. Forward of the scuttle, the front wing valances support the radiator and grille carrier, while at their lower edges they pick up with box section engine support side members. These in turn are joined at their forward extremities by a large U-shaped transverse member. The whole front end of the car is therefore exceptionally rigid.

*Right: Even without doors or body panels the Rover 2000 is quite mobile and is given a preliminary test run at the factory in this condition. The labyrinth of tubes on the rear quarter panel is the petrol tank breather system.*



Once the mechanical elements are fitted to the basic body hull the partly assembled car can be driven and tested for mechanical noise before the painted panels and the trim are added.

Doors swing on a new type of adjustable ball point hinge developed by Rover to cut out the need for skilled door fitting. From the outset an interior layout with four separate seats was planned. All are upholstered in real hide with shaped backs and deep roll surrounds.

Fore and aft adjustment of the front seats is 8.62 in, and they have fully reclining backs as standard equipment. The reclining mechanism is of Rover design and is infinitely variable. A secondary workshop adjustment is provided to bring the main locking levers into their original operating arc should wear take place.

Swing-down plastic-moulded lockers, crushable in the event of an accident, are fitted under the fascia. The visible surfaces are padded and trimmed in leather to match the seats. There are no door pockets, the only interior stowage other than that mentioned being on the rear parcels shelf. Deep pile carpets cover front and rear floors, and the headlining is in washable plastic.

All the instrumentation, including a horizontal ribbon type trip speedometer, is in a rectangular binnacle mounted on the parcels shelf in front of the driver. Switches are grouped on the narrow fascia rail, the starter and ignition switch in the middle and the lighting, side lamp, headlamp and screen wiper switches on either side. The rotary switch for the variable speed wipers is combined with the electric screen washer switch and has a distinctive knob for touch identification in the dark.



## New Type Heater

A completely new Smith's heater system has been designed for the 2000; it is of the hot matrix type used by Rolls-Royce and Bentley. There is a permanent flow of hot water through the heater matrix and the temperature of the air supply into the car is controlled by mixing streams of hot and cold air inside the heater box. A supply of cool air to two 'face level' outlets on the edges of the fascia rail opposite the front seat passengers is channelled off the cold chamber and regulated by flaps on the outlet grilles.

Behind the Rover, 2000 there is five years of development and 555,000 miles of road testing. The results of this work have produced a car which is; not only complete in its specification but, as shown by our road test on the following pages, is at least equal, and better than most in its road manners. Furthermore, at its price of £1,264, no concessions have been made to the traditional Rover standards of finish and furnishings – it represents a remarkable value for money.

*Editor's Note: There were more illustrations, but limited space here precludes their inclusion.*

*From Autocar – October 1963 – With thanks.*

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## EVENTS' REPORTS

### WHAT WE HAVE BEEN DOING

#### OUR TAHBILK WINERY RUN – 31<sup>st</sup> August 2014. Organised by Greg and Geraldine Anglin.

Twenty-three club members, in an assortment of classic and modern cars, met at the end of Melbourne airport's runways soon after 9:00 am. The weather was looking good for a drive, but with airplanes taking off just above our heads, it was hard to decide whether we should be in the air going somewhere, or on the ground going somewhere. No plane bookings, so it was off to lunch on the ground.

After a comfortably short but interesting drive, we stopped for morning tea/coffee and scones at Lancefield. The hour or so break allowed for plenty of conversations and discussions about a wide range of topics. Onwards then, to Tahbilk Winery for lunch with time to explore the winery, including the cellars, and find out for ourselves why their Marsanne is one of their flagship wines. The tastings made it very easy to choose a wine for lunch.

The winery was established in 1860 and purchased by the Purbrick family in 1925. It is family owned and has been home to five generations of Purbricks. The winery is embarking on a carbon balance journey and has achieved a carbon neutral position with a combination of re-vegetation projects and the purchase of carbon offsets – a great achievement. Lunch was very tasty and we left the winery sometime after 2:00 pm. Many thanks to Greg and Geraldine for a very well organised and fun day.

*Rick Lloyd.*

#### RUN to MALMSBURY – Sunday, 14<sup>th</sup> September 2014

After meeting at the BP service station near Calder Park, we ventured off at 9:30 am for Malmsbury straight up the Calder Highway without going onto back roads for a change. We all arrived soon after 10:00 am at a new coffee shop-cum Motor Museum for some great coffee and cake, with plenty of chit-chat and laughter; the place was abuzz. Then some went and explored the Botanical Gardens; some the Antique places. What made it really good fun was the warm sunshine and the jovial people all round. Then at 12:30 pm we all sat down to a hearty meal at the Pub, with light entertainment from Carl and Penny whose stage name was *Pot & Kettle*. After consuming our fare we all made our way home. I don't know about all the others, but I plonked into my favourite chair and had a nanny nap, gee, I must be showing my age

*Yours in happy motoring, Tore and Connie Panuzzo.*

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### WHAT WE ARE ABOUT TO DO – Coming Events

#### VISIT to the OLD AEROPLANE COMPANY in TYABB – Sunday, 2<sup>nd</sup> November 2014

On Sunday 2<sup>nd</sup> November Gordon and Elaine Lindner have arranged for the club to visit the Old Aeroplane Company in Tyabb. After meeting at Somerville for breakfast or coffee from 8.45am onwards, we will have a short drive to the Old Aeroplane Company where we will have a guided tour at 10.00am. This will be followed by a two-course lunch at Hastings at \$30.00 per head.

The Old Aeroplane Company is about 45 minutes from Melbourne. The hangar is home to the largest collection of airworthy historic aircraft in Australia. These people live for their craft and their passion. The collection includes classic aircraft such as the Tiger Moth, P51 Mustang, several Harvards, a Wirraway, a unique Merlin engine P40N under restoration, a Chipmunk, a Bird Dog and a T-28.

It seems a long way off, but I suggest booking early as the numbers are limited. Bookings and payment are essential by October 5<sup>th</sup> for catering purposes. Contact Gordon on 0418 540 920, or [gh123@internode.on.net](mailto:gh123@internode.on.net)

*Gordon Lindner.*

## MELBOURNE CUP DAY 2014 – Tuesday, 4<sup>th</sup> November 2014

### Yarra Valley Racecourse

This year we will return to our original format. I have arranged with the racing club for two marquees to be provided free of charge along with an area set aside to showcase 20 classic vehicles. This area will be on the main promenade so that the public may inspect and appreciate our classic cars. The only cost to members will be the entry fee to the track, (\$25 on the day, or \$20 if we pre-pay). Bring along your picnic or purchase food at the track.

This is a great day out with all of the excitement of being at Flemington, without the hassle. Lots of entertainment, fashions on the field, wine tastings, music, and of course bookmakers.

To help organise this event could you please notify me ([colin.brown@hotmail.net.au](mailto:colin.brown@hotmail.net.au) preferred, or 0408 343 176) if you plan to attend, and what car you would like to display. It is important that we select the most interesting cars that we can. Member's cars not selected for display will be parked in the member's car park adjoining the track.



*Colin Brown*

## YIPPEE! IT'S ON AGAIN! – THE FAMOUS INDULGENCE TOUR – 14<sup>th</sup> to 16<sup>th</sup> November 2014

The Tour this year will have an international connection, as we are being joined by club members Peter and Joanne Schneider, who are visiting from New York (USA). The Tour is to the Gippsland Lakes district of Victoria departing from Cranbourne, proceed down the South Gippsland Highway before turning off to travel the Strzelecki Highway through central Gippsland. Morning tea with freshly-baked delicacies will be at Mirboo North.

Lunch with drinks will be at the *Foster Place Café*, a sheltered workshop at Maffra. After lunch we will proceed to our destination, *The Moorings* at Metung. Once we have unpacked and freshened up, pre-dinner drinks and nibbles will be available (remember to bring some nibbles). Dinner will be at the Metung Gallery a short walk from our motel.

On Saturday morning after breakfast (at your expense), we will board a Pal's Cruises for a tour of the Gippsland Lakes, nibbles and drinks will be available on board. We will berth at Lakes Entrance for lunch at the Lakes Bowling Club. After lunch we return to our cruising of the Lakes, before returning to Metung late afternoon where nibbles and drinks will again be available.

Dinner on Saturday evening will be a 'BBQ' on the banks of Bancroft Bay (weather permitting). Sweets and drinks will be available.

**Note:** Volunteers are required to assist with the BBQ (drinks will be supplied).

On Sunday we arise and again proceed to the Metung Gallery where a cooked breakfast will be served prior to our departure for home or other locations. The cost of this extravaganza will be \$421.00 per couple/ \$210.50 for a single, plus cost of accommodation at The Moorings.

We have reserved some 15 units at The Moorings. We are required to pay a deposit for each unit. Since numbers are limited, early registration is necessary. Contact Rosalie or Peter McKiernan (03) 9787 6003 or 0407 876 023. When booking, please advise of any special dietary requirements. A deposit of 50% is required at the time of booking.

**Note:** Once we arrive at Metung you will not need your car until you wish to return home.

*Peter and Rosalie McKiernan.*

## ESCAPE TO ALLAMBEE (Gippsland) – Sunday, 30<sup>th</sup> November 2014

**NOTE: This will be a BYO lunch, no cost outing. Also, please bring chairs, and picnic table, etc. There will be a BBQ and microwave will be available, if needed.**

We will meet at McDonald's car park in Clyde Road, Berwick (Mel 111; C10) south side opposite Monash University Campus from 9:00 am for a 9:30 departure. From there we will enter the Freeway before turning off onto some scenic back roads. We will then arrive at a surprise location for a photo opportunity at Nilma (just south of Warragul) for a morning tea stop at a picturesque private property. After a break, we will proceed to our wonderful lunch location at Allambree, where we will be entertained by a lovely couple at another private property. There will be Alpacas to inspect, beautiful scenery to view, and of course some fine cars to examine and ask questions about. It should be a great day out in beautiful Gippsland!

We can just relax after lunch and enjoy our host's hospitality. For those who still feel energetic and wish to, we could go to the newly opened Early Holden Museum in Trafalgar for a look. That is a \$5 p/p entry. Please RSVP anytime up to 28/11/14 – with: Rob and Mary: 5978 7798, 0488 547 499, or [robnolan@bigpond.com](mailto:robnolan@bigpond.com) Or: Ian and Mary 9578 8227 or [ianhodge105@bigpond.com](mailto:ianhodge105@bigpond.com)

*Rob Nolan.*

**CHRISTMAS LUNCH – Sunday, 14<sup>th</sup> December 2014**

This year our Christmas Luncheon will be held at Natalie’s Restaurant, within the Quality Hotel Manor complex located at 669 Maroondah Highway (also known as Whitehorse Road), Mitcham. The hotel is on the northern side of the highway between Warnes Road and Dampier Grove. It can only be accessed from the service road, enter from the Deep Creek Road intersection while motoring eastwards.



We will gather at 12:00 noon for a three-course luncheon at 12:30 pm. Drinks will be provided by our club. Cost of the luncheon will be \$35.00 per person. We advise that you book early. A booking form is within this edition of *Your ABCCC New*. Please posted your cheque made out payable to the All British Classics Car Club Inc. to: Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria 3770.

Father Christmas will, of course, be in attendance and we are asking that gifts for distribution in our ‘Kris-Kringle’ be of \$10.00 minimum. Please remember that if you do not put in, you are not eligible to take out gifts. NOTE: This event is for **financial members only**.

*Maxine Pettigrew.*

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**BOOKING FORM – ABCCC CHRISTMAS LUNCHEON**



**Timing**

Date: 14<sup>th</sup> December 2014  
Time: 12:00 noon for 12:30 pm Commencement

**Booking Details**

Please reserve seats for: . . . . . People

Name(s): . . . . .  
. . . . .

*Note: This Special Event Is For Financial Club Members Only.*

Payment \$ . . . . .

Please Post this form and your Cheque, payable to the All British Classics Car Club Inc. to:  
Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria, 3770. Telephone No.: (03) 9739 1146

*Note: If you do not wish to damage your magazine, a photo-copy of this form will be quite acceptable.*



## **RACV GREAT AUSTRALIAN RALLY – Sunday, 18<sup>th</sup> January 2015**

Run by the ABCCC and sponsored by the RACV, the Great Australian Rally has become Victoria's premier annual showcase of veteran, vintage and classic cars, motorbikes, military and commercial vehicles. The Rally raises money for cancer research at Peter MacCallum Cancer Centre and has been described as one of the most successful and important supporter events on the Peter Mac calendar. Please support our event with your help with preparations and attendance. We will be using the same starting points as last year, the Deaf Institute St Kilda Road, Stud Park Shopping Centre, and the Hastings Marina.

Last year we donated \$60,000 to Peter Mac from this event, and we look forward to doing better this year.

## **ABCCC ANNUAL GENERAL MEETING – Sunday, 15<sup>th</sup> February 2015**

Our next Annual General Meeting is scheduled for the 15<sup>th</sup> of February 2015 at the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park (Mel 37; 3). Please plan to attend. Lunch will begin at 12 noon, with the AGM to start at 2pm. The agenda and other information will be announced closer to the event.

## **RACV FLY THE FLAG TOUR – Saturday, 14<sup>th</sup> March 2015**

### **Announcing the Running of the RACV Fly The Flag Tour**

As advised at our Annual General Meeting, the Tour will definitely be conducted next year. We are pleased to advise that the Tour will commence with a breakfast on the morning of Saturday 14<sup>th</sup> March, and will conclude with a special luncheon in the Yarra Valley on Saturday 21<sup>st</sup> March, 2015. The basic route has been locked in and preparations are being made with respect to meal venues, accommodation houses and to local road conditions and their suitability for our touring purposes.

You can be assured that it will be a great RACV Fly The Flag Tour in 2015. We will visit some new attractions and some that we have visited before.

*Tony Pettigrew.*

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## **JOKE TIME**

A couple in their nineties were both having problems remembering things. During a check-up, their doctor told them that they're physically OK, but they might want to start writing things down to help them remember little tasks. Later that night, while watching TV, the old man got up from his chair. "Want anything while I'm in the kitchen?" he asks his wife.

"Will you get me a bowl of ice cream?"

"Certainly."

"Don't you think you should write it down, so that you can remember it?" she asks.

"No, I can remember it."

"Well, I'd like some strawberries on top, too. Maybe you should write it all down, so's not to forget it?"

He says, "I can remember that, easily. You want a bowl of ice cream with strawberries."

"I'd also like whipped cream. I'm certain you'll forget that, write it down?" she asks.

Irritated, he says, "I don't need to write it down, I can remember it! Ice cream with strawberries and whipped cream – I've got it right, for goodness sake!"

Then he toddles into the kitchen. After about twenty minutes, the old man returned from the kitchen and hands his wife a plate of bacon and eggs. She stared at the plate for a moment.

"Where's my toast?"

*From Colin Brown – With Thanks.*

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## **TOPICAL IPHONE NEWS**

### **The Apple 'Bendgate' Affair**

Quite a topic on the Internet news is the apparent concern about the Apple iPhone 6 Plus (or Pro, or whatever) being bent while carried in back pockets. Apple stated that 'millions' of these iPhones have been sold during the first week since its release. Quite a statistic on its own! Out of all those millions of customers, there have been only nine actual complaints about bending iPhones.

However, at the bottom of the news story, there is a photo of a Heineken beer bottle cap with the caption, 'No Worries, it happens to us all the time!'

The story is actually, very revealing about how risky it can be to release a new product, and how super-quickly a news story can spread in these modern times. It has to be wondered, who can cause instant hysteria about what turned out to be a minimal concern.



*Mike Allfrey – Editor.*



## NOTICE TO ALL MEMBERS

### RACV Great Australian Rally – 18<sup>th</sup> January 2015

The Great Australian Rally is one of Our Club's major rallies and funds raised go to the Peter McCallum Institute for Cancer research. The 2014 Rally was the 17<sup>th</sup>, with a total of nearly \$500.000 being raised for the Peter McCallum Cancer Institute.



We need of members to assistance the 2015 Great Australian Rally to ensure that we maintain an adequate level of participation to achieve successful monetary results. In this respect, please consider our founding member, Mr. Frank Douglas', comments to the Great Australian Rally.

"The All British Classics Car Club has the operational role of conducting the Great Australian Rally, organised in conjunction with the RACV and the Peter MacCallum Cancer Institute. The ABCCC provides the marshals and together with Peter Mac, the manpower required to run such an event."

With regards to the above and to operational changes over the years, the ABCCC now has the sole responsibility for the Great Australian Rally; we are now asking members to volunteer. Please complete the form below and return it to Rex Hall @ [rha41579@bigpond.net.au](mailto:rha41579@bigpond.net.au) or 158 Seebeck Road, Rowville, Vic 3178.

✂----- Cut and Return -----

#### 1. Setting up Mornington, grounds/facilities/marketing out of parking areas:

##### A. Friday:

Name . . . . . Tel. No. . . . .

##### B. Saturday:

Name . . . . . Tel. No. . . . .

##### C. Sunday – Marshaling and assistance generally at Mornington:

Name . . . . . Tel. No. . . . .

Please circle the time frame preferred:

**\*8am to 10am – \*10 am to 12 noon – \*12 noon to 2 pm – \*2 pm to 4 pm**

#### 2. City:

Name . . . . . Tel. No. . . . .

#### 3. Hastings:

Name . . . . . Tel. No. . . . .

#### 4. Stud Park:

Name . . . . . Tel. No. . . . .

#### 5. Mornington Monday (if needed):

Name . . . . . Tel. No. . . . .

I intend to prepare a schedule with the names of Marshals, the time required and the location of the Marshaling areas allocated. As you would all be aware, adequate and responsive marshaling is essential to ensure a successful Rally.

We look forward to your support as a proud member of the ABCCC.

Rex Hall  
Great Australian Rally  
Mornington Coordinator.  
Mobile 0408 303 129  
Email [rha41579@bigpond.net.au](mailto:rha41579@bigpond.net.au)