



YOUR ABCCC NEWS

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC. INC.

Edition N^o. 198

August, 2016

WET'N'WILD – 2016 – SOME MISSED IT!



A whale dip-diving off the coast at Warnambool, probably luxuriating in our warm waters. Warm? You may well ask, but this water is somewhat warmer than that further south in the Southern Ocean. It is quite difficult to get such a photograph, because this is a brief moment caught just in time, and, who knows where a whale may surface next?

Photo credit – Rex Hall.



Associations Incorporation Registered Number: A0035462V



THE ALL BRITISH CLASSICS CAR CLUB VIC. INC. – YOUR COMMITTEE

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| The Association of Motoring Clubs Website http://www.aomc.asn.au/ | | | |
| The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/ | | | |

CONTACTING THE ABCCC VIC. INC.

On The Web <http://www.abccc.com.au>
 On Facebook www.facebook.com/AllBritishClassicsCarClub
 Postal Address PO Box 201, Chirnside Park, Victoria, 3116

CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic. Inc.

Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic. Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic. Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806. Telephone Number 0418 540 920.

Note: Membership subscriptions are due before the end of December each year.

**The All British Classics Car Club Vic. Inc. was founded by the late Frank E Douglas
on 19th September, 1997**

LIFE MEMBERS

**The ABCCC Vic. Inc. is proud to grant Life Membership to those who provide exceptional service to our club.
Current Life Members are: Pat J Douglas, Ross Wolstenholme**

ABCCC EVENTS DIRECTORY

Event Organisers – please provide basic event-start details as soon as possible – Thank you.

August 2016

Wednesday 24th Mid-week Twilight Run – An ABCCC Event Peter McKiernan (03) 9787 6003
Start Venue – Burvale Hotel Carpark, Corner of Burwood Highway and Springvale Road, Nunawading (Melway Map 62; Ref: D7).

Sunday 28th Picnic At Marong – An ABCCC Supported Federation Event Neil Athorn 0408 033 839
Venue – Malone Park, Marong, Victoria. Map 626; Ref: C11(Detailed) or, Map 44; Ref: D5.

September 2016

Saturday 3rd Something Spritely – An ABCCC Event Robert Stark (03) 9728 6308
Start Venue – Lilydale Lake, enter from Swansea Road (C401, Melway Map 38; Ref: G7).

Sunday 18th Brewery Tour, Tasting and Lunch – An ABCCC Event Greg Anglin (03) 9876 3293
Venue – Gippsland, Victoria.

October 2016

Sunday 2nd **The Peppers' Alternative Pub Run** – An ABCCC Event Marj Pepper (03) 9439 7875
Start Venue – Eltham Tea Rooms, 7 Falkiner Street, Eltham. (Melway Map 21; Ref: H9)

Sunday 2nd Australian National Show and Shine. www.australiannationalshowandshine.com.au
Venue – Seven Creeks Park, Clifton Street, Euroa, Victoria. (Map 677; Ref: P12)

Friday 7th to Club Holiday in Vietnam and Cambodia – An ABCCC Event [Pat Bullard](#)
Wednesday 26th **Some vacancies are still available, please contact Pat Bullard as soon as possible!**

Saturday 8th **The ABCCC 2017 Calendar Planning Meeting – An ABCCC Meeting** Tony Pettigrew (03) 9739 1146
This meeting is for those club members are volunteering to organise events.
Venue – 16 Lawler Lane, Coldstream, Victoria.

Saturday 15th & Como Gardens Open Weekend – An ABCCC Assist Event Tony Pettigrew (03) 9739 1146
Sunday 16th Venue – 79 The Basin to Olinda Road, The Basin. Bill Allen (03) 9846 2323

Sunday 16th Britain To 'Bunna – Rover Car Club (Tasmanian Register) webmaster.roverclubaust@gmail.com
Venue – Triabunna, Tasmania.

Friday 21st to Motorclassica – Association of Motoring Clubs Inc. [Motorclassica](#) Paul Mathers (03) 9321 6760
Sunday 23rd Venue – Royal Exhibition Building, Melbourne, Victoria.

Sunday 23rd Touring Visit to Puckapunyal Tank Museum – An ABCCC Event Ian Terry (03) 9841 9876
Start Venue – BP Wallan Station, Outbound on Hume M31 (Melway 2007 Map 610; Ref: L10).

November 2016

Tuesday 1st Melbourne Cup at Yarra Glen – An ABCCC Event Colin Brown (03) 5964 9291
Start Venue – Meet at Coldstream, Victoria.

Wednesday 9th Special Mid-week Run – An ABCCC Event Bryan Tootell 0412 549 906

Sunday 13th Triumph Display Day – See Page 11 for details. Tony Pettigrew (03) 9739 1146

Friday 18th The Famous ABCCC Indulgence Weekend Peter McKiernan (03) 9787 6003
Information Indulgence – TBA

Sunday 20th Concours And Display Day – A Jaguar Car Club of Vic. Event Ann Isaacs 0409 021 987
An ABCCC Supported Event. More on Page 11.
Venue – Wesley College, 620 High Street Road, Glen Waverley, Victoria.

December 2016

* Saturday 10th Christmas Luncheon – The ABCCC End of Year Event Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside park, Victoria.

February 2017

Sunday RACV Great Australian Rally – A Major ABCCC Event Colin Brown (03) 5964 9291
Start Venues – Melbourne City, Stud Park and Hastings.
Display Venue – Mornington Racecourse, Mornington. **See note on Page 14.**

Important!

Please Note: Our scheduled event on Saturday 10th December could be affected by renovations planned for the rooms that we will be using at the Chirnside Park Country Club. Any changes will be notified in forthcoming issues of Your ABCCC News, be sure to be aware of all likelihoods of event change information in this Directory. Our Website will also be a location where these changes could be realised.

*** Note the change of date for this event.**

EDITORIAL NOTES – Issue N^o. 198

In this issue there are two items 'borrowed' from a 1940 edition of *The Autocar*[®] and the first, about motor car reliability could well have been published seventy-six years later, the only difference would be the terminology for the failed components. Instead of a failed carburettor float, we would read, today, about a dodgy electrical connection at a fuel injector, or a frustratingly intermittent fault with a camshaft position sensor (assuming that the other three camshafts are still in their correct timing positions!). Is reliability in these modern times any better than it was all those years ago?

Judging by the recent announcements from Toyota (235,000 vehicles) and Mitsubishi (more than 500,000 vehicles), all of these vehicles being recalled for fixes related to safety and reliability, we have to wonder. Today, we seem to accept that a car is just a part of modern consumerism and, probably like a washing machine, once bought requires minimal maintenance, but will operate to maximum levels of performance from cold starts and vehicle newness. The Rover 75 is a good example of our present day attitudes, there are examples of 2001 manufacturing year models with very high kilometre counts, that have never had camshaft drive belts changed! The sad fact about such negligence of proper maintenance procedures is that, in the case of an expensive timing belt failure, the car gets **all** of the blame for the failure, never the negligent owner.

Far gone are the days when a failed fuel pump could be by-passed with a 2-litre metal can of petrol hanging under the bonnet to gravity (more reliable than pumps) feed a carburettor or two so that the car can be driven home and the faulty pump repaired at comparative leisure and reasonable cost.

The other article shows how motor transport infrastructure projects that should be funded from vehicle registration fees and petrol/diesel fuel taxes are syphoned off for other government projects, while the motorist foots the bill. Nothing, in all of those years, has changed at all.

Mike Allfrey – Editor.

WANTED

To complete a specific set of badges struck for the RACV Fly The Flag Tours, I am looking for 2002 and 2003 examples of the badges, as shown at right. The set, when completed, will be donated to the RACV Foundation for their raffle during the next tour.

If anyone holds such badges that they wish to dispose of, here is your chance to move them in an acceptable way.

Please advise me on (03) 9739 1146 or, mobile 0408 128 420.

Also, on E-mail:

president@abccc.com.au



Tony Pettigrew – President.

WHEN INSULTS HAD CLASS

These glorious insults are from an era before the English language got boiled down to four-letter words.

A member of Parliament to Benjamin Disraeli – “Sir, you will either die on the gallows or of some unspeakable disease”.

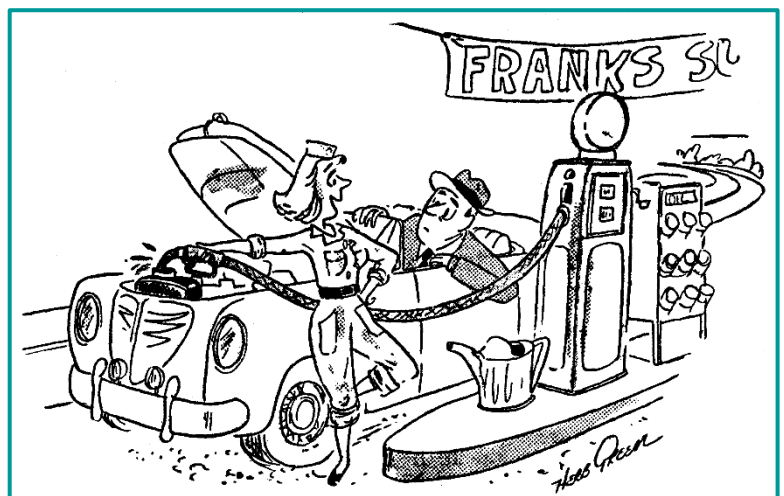
“That depends, Sir”, said Disraeli, “as to whether I embrace your policies or your mistress.”

“He had delusions of adequacy” – Walter Kerr.

“He has all the virtues I dislike and none of the vices I admire.” – Winston Churchill

“I have never killed a man, but I have read many obituaries with great pleasure.” – Clarence Darrow

Text, and more to come, from Betty Taylor.



“Frank’s sick, so I’m taking over for a few days.”

RACV Great Australian Rally Date – To Be Advised, 2017

COMPREHENSIVE INSURANCE AND THE N.S.W. LOG-BOOK SCHEME

We have been made aware *via* the CHMC (Bush Council) magazine, *The Bush Telegraph*, that there may be some issues with comprehensive insurance cover.

Seems that some members contacted NRMA Insurance to check on their cover when using their vehicles on the 60 day logbook scheme trial. They say they were told by NRMA Insurance that if the use of the vehicle is not for hobby or recreational purposes then the cover in their policy is void.

They stated that if it is for private use, such as going to the shops or picking up children from school, then there is no coverage.

Hard to define, as going to the shops for a cup of coffee may be considered recreational?

Also informed that they consider that a limit of ten days in any one month is all that the vehicle can be used for. This may restrict some members who are going on trips with their club. You may be able to notify NRMA of a longer trip and they will consider it depending on your particular history and claims (if any).

The information above is second or third hand but from a reliable source in our opinion.

We contacted Shannon's to check what their ideas were and we were told that if the vehicle is used within the rules of the registration system it is on, then the vehicle is covered by their policy.

They are monitoring the NSW claims coming in since the October, 2015 introduction of the logbook trial to see if anything changes but, at this stage they see no reason to alter policies or premiums.

We suggest that if you have a policy with any other insurer apart from Shannon's it might be a wise move to enquire about your cover.

*Terry Thompson OAM – President, Council of Motor Clubs Inc. (NSW).
From – The Preserve, Newsletter of the NSW Council of Motor Clubs Inc.*

NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club (Vic.) Inc. 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 |
|-------------------------|--------|----------|------|
| Grant and Chris Barrett | Jaguar | XJ-C 4.2 | 1976 |

Gordon Lindner – Membership Secretary.

THESE THINGS STILL HAPPEN

The Modern Car Is Well Nigh Perfect But . . .

In connection with the present-day car the very word breakdown has almost ceased to exist. So rarely does the modern machine fail on the road, so reliable is it year in and year out, that the majority of owners have never experienced the necessity of returning home from a journey by any other means of transportation than the car in which they started out. And that, in present times, is just as well!

It is common knowledge that this praiseworthy state of affairs has been reached even, with cars of the least expensive types, and it does not apply merely to the higher-priced vehicles. In view of the scant attention received by many cars from their owners it is a particularly satisfactory and even surprising position.

To complain, therefore, of comparatively insignificant mechanical misbehaviour savours of rank ungratefulness or a desire to find fault needlessly. But human nature is apt to demand more, even when perfection is near.

It is a fact, nevertheless, that while our cars do not, except on the most infrequent occasions, fail us as a result of major breakage or derangement of some vital part, they do still provide us with a certain amount of unexpected bother at times.

For example, within a few days of taking delivery of a new car of highly reputable make an owner of my acquaintance was let down by a carburettor float which had become very nearly full of petrol as a result of a defective seam.

It is not to the point that at the time he was near home and able to reach assistance in spite of the consequent loss of petrol. This was before rationing started.

In another instance an electric horn on a new car elected to sound permanently, a retaining bolt having come adrift and fallen into the entrails of the instrument, thus causing a short-circuit. Considerable excitement – mental as well as electrical! – was occasioned, and the drastic course of cutting the wire from the battery was necessitated.

On another nearly new car the owner was very soon bothered with a throttle pedal that refused to return to the closed position when released, thereby producing the most erratic gear-changing imaginable, and involving unpleasant situations in traffic. The trouble in this case was due in part to a prematurely-weakened return spring.

Such things do happen, and they give rise to very considerable annoyance, to say the least. The question of complete breakdown being to all intents and purposes of the past, manufacturers will no doubt be able in the future to give

increased attention to the reliability and longevity of some of the small, but none the less important, components, which persist in causing trouble at unexpected moments.

From The Autocar® – October 4th, 1940 – With Thanks.

GATES vs GENERAL MOTORS

Now, Isn't This The Truth?

For all of us who feel only the deepest love and affection for the way computers have enhanced our lives, read on.

At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated, "If GM had kept up with technology like the computer industry has, we would all be driving \$25.00 cars that got 1,000 miles to the gallon."

In response to Bill's comments, General Motors issued a press release stating:

"If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics" (and I just love this part):

1. For no reason whatsoever, your car would crash . . . twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a manoeuvre such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive – but would run on only five percent of the roads.
6. The oil, coolant temperature, and alternator warning lights would all be replaced by a single 'This Car Has Performed An Illegal Operation' warning light.
7. The airbag system would ask "Are you sure?" before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as with the old car.
10. You'd have to press the 'Start' button to turn the engine off.

Sent in by Bryan Tootell.

SOMEONE SAID "NO!"

Britain Could Have Had Adequate Air-raid Shelters Had The Underground Car Parks Been Built

It was at the end of 1938 that, in spite of Hitler's signed promise of 'Peace for All Time', Britain started seriously to think of air-raid precautions. I say seriously, because certain councils had been digging frantically in the parks before Mr. Chamberlain's historic visit to Munich, and were feeling a little self-conscious about it. No doubt they realised that, with a few months' respite, they could do much better than trenches, which would be waterlogged in winter and at the best could furnish no better protection from plane-dropped bombs than a ditch.

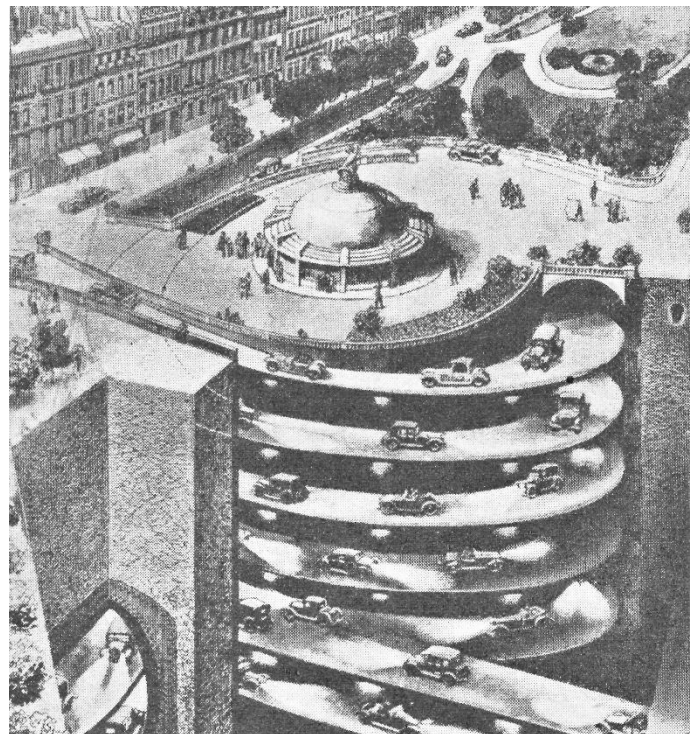
Several councils suddenly thought of underground shelters, which in peacetime could be used as garages – a proposition, only the other way round, i.e., underground car-parks which could be used as air-raid shelters in wartime – which *The Autocar* had been advocating for fifteen years or more.

Right: Imaginative but not impracticable; a French design for a spiral ramp underground car park, in conjunction with roadway tunnels.

The Holborn Borough Council considered a scheme for such a dual-purpose shelter to accommodate 77,000 people under the gardens in Russell Square.

But someone said, "No!"

There should have been such air-raid shelters-cum-car parks under many London and, provincial squares, but they did not materialise, although they had been proved a success at Hastings. Perhaps the cost was considered too high, yet £20,000,000 was spent on steel shelters for private



gardens, and many more millions have been spent on pavement shelters which will cost more money to remove when the war is over.

In the meantime tube railways are being adapted as shelters of the kind which, had more foresight been displayed, would have been in existence long before war was declared.

The Eternal Negative

Someone says "No" whenever any big scheme is suggested for the betterment of the community if it has any connection with motoring. Witness the fate of the Bressey Report, which represented three years of hard work by Sir Charles Bressey, commissioned by the Government and pigeon-holed almost without examination of its merits or the necessity for the reforms suggested.

Someone said "No" for ten years when it was proposed to take down the old damaged Waterloo Bridge.

Someone says "No" every time a comprehensive road scheme has been proposed; someone has said "No" when it has been made plain that inadequate roads have been responsible for half the accidents, and someone will continue to say "No" as long as governments regard the motor car only as a necessary evil – an evil because its interests sometimes clash with those of the railways, and necessary because it is so useful in providing the Chancellor of the Exchequer with, in pre-war days, sufficient money to support the Navy and the Air Force.

Yet in the motor industry the country has had, in the last war and in this, the means to supply the Forces with munitions and transport. It was to the motor industry the Government had to turn to establish the shadow factories.

What Should We Have Done?

The Government's support of the railways' opposition to road transport is notorious, yet in the present crisis what would the country have done without it? And how much more useful could road transport have been had it been allowed a freer development, and if roads had existed adequate to render the country immune from disorganisation by temporary stoppages of the railways!

The Government has seen enough during the past few weeks to realise the shortcomings of our present road system, the inadequacy of main arteries with only two-car width, and the absence of any attempt at street planning.

When the war is over, is it too much to expect that these facts will be remembered, and, if they are, will someone still say "No" to any scheme to eradicate them?

Since the motoring movement started in earnest after the last war successive governments have played fast and loose with it, exploiting it at every opportunity and squeezing it dry by taxation. Prior to the 1914-1918 war the average taxation of motor cars was £4 4s. When the war ended and the roads needed reconstruction, motorists agreed to a heavy taxation of £1 per h.p., and were solemnly promised that the money raised would be devoted to road construction.

How much these promises were worth is known to all, for almost every year the Road Fund was raided by the Exchequer to make up Budget deficiencies. To-day the taxation is 25s. per h.p., and fuel is taxed a further 9d. per gallon. Motorists would not have complained so much if the millions they have contributed had been devoted to road improvements. At present the case is admittedly exceptional. Everyone is highly taxed and is paying up as cheerfully as he can in the common cause. But that does not account for the millions that were paid in the past two decades of peace. What of them?

In twenty years about £900,000,000 has been contributed by motorists and the motoring movement generally. Had this money been spent on roads, road transport at the present time would have been much easier now that it is doing yeoman service relieving the strain on the hard-pressed railway services and bringing workers to and from their homes and factories. There is no gainsaying that railways are vulnerable; road transport can adapt itself instantly to changes in conditions.

Will those in authority continue to say "No", when measures are proposed after the war to make transport in this country safe from disorganisation by air attack?

Slade Kennedy, The Autocar®, October 1940 – With Thanks.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

THE WET AND WILD WHALE WATCHING TOUR – Friday 29th to Sunday 31st August, 2016

Most Participants arrived very early for the start at Avalon as the expected Melbourne Friday morning peak gridlock just didn't happen.

We were blessed with reasonably fine weather for the entire weekend. After lunch at the Winchelsea Tavern, we headed off to Warrnambool. Between Cobden and Allansford some experienced GPS 'glitches', which proves satellites are not yet as reliable as stars for negotiating our way around the Planet. Upon arrival, we all rugged up and headed to Logan's Beach for some whale watching. There were no gales and no whales. With all the fantastic infrastructure provided, and the huge number of Southern Rights that have calved there, you would expect swimming lanes should be in place to enable an orderly swim past the expectant gathering. With only one mother and calf sighted at Portland, 90 kilometres away, maybe weather conditions have upset the schedule. Similarly, at Tower Hill where Emus and 'Roos are normally in abundance. None to be seen.

Fortunately, this had little impact on our main purpose of the weekend, being a Members get together with good food and a 'few' glasses of wine and most importantly lots of laughter. All were invited to the Captain's Cabin for pre-dinner

drinks, nibbles and merriment, of course enjoyed by all (except the Organiser who was disabled in his Cabin with a bottle of Whisky, for the cold of course). Fortunately, the man with the shaky hands did not attend, so Maxine didn't have to clean any spilt red wine off their bedroom carpet. Our Accommodation was beyond excellent, recommended by Tony and Maxine, we have them to thank for the King Size Beds and great facilities. There was a broad range of food of diverse Nationalities at the various restaurants and cafes we attended. At Ramella's in Port Fairy owned and run by a lovely Turkish couple who were off to Turkey on Sunday to visit the Chef's Family in the hills of Turkey. Hence the Turkish Décor and influence on our Cuisine, which was enjoyed by all.

Right: Our intrepid whale watchers watching for the antics of whales.

Then Saturday night, it was Chinese at Hao Kai in Warrnambool (which had been recommended to us by our President and his Dear Lady) it was a delightful night and I am sure that no one went home hungry as it was an all you can eat Buffet. I did notice that the Staff were constantly refilling the dishes, especially the sumptuous Prawns. Our final meal together at the Inverleigh Hotel was marred by one table having to wait too long for their meal, but I am sure on the arrival of same it would have been (almost) worth waiting for. Our thanks to all the participants for a great weekend.



Anne Tootell.

WARRNAMBOOL WEEKEND – Friday 29th to 31st July, 2016

(AKA – W'nW, WW@W) – Report II

Bryan and Anne Tootell extended invitations to our members to join them for 30th/31st July at Warrnambool and for a social whale watching experience.

We grouped at Little River BP service station Friday 29th. 11:00 am. Bryan and Anne issued adequate BIG print precise instructions, maps and information. We departed around 11:30. The result was 23 members and friends attending. Four folk, unfortunately, were unable to get away. Off on the wet Princes Freeway taking the Colac exit. The lunch stop was at Winchelsea Hotel. The service and meal provided excellent and warming.

Then off through Colac, Cobden towards Warrnambool. Still raining! Bryan and Anne booked the Colonial Village Motel for two nights. It was excellent accommodation in comfortable warm rooms at \$100/night.



A quick trip to the ocean shores around Logan's Beach to spot whales. Not raining then, but bitterly cold with a moderate wind. No whales spotted!

As usual, Tony and Maxine invited all for a drink and nibbles in their room each evening. Dinner that night was at Piccolo's Restaurant on Viaduct Road. EXCELLENT!

Left: Yep! Having eaten again! Around the table from left, a replete Greg Anglin, Bill and Terri Allen, Hans and Christine Pedersen, and, just Geraldine's hands.

On Saturday, we assembled at the Pavilion Café for a morning tea or breakfast. We noticed domed structures at the beach shoreline that were a bit mysterious, with many guessing the former use? Tony Pettigrew later produced a page copy from

the Information Bureau revealing it was an Aquarium from 1971 to 1998. The full story is available at:

<http://danieldendy.blogspot.com.au/2014/08/wai>

Then off to Logan's Beach for watching, but again to no avail but fun anyway. Around 11:15 am we departed to Port Fairy for lunch (yep, eating again) where we walked the shops and lunched at Ramella's Restaurant around midday.

The afternoon was free to wander around historic Port Fairy and again go whale spotting. Still no luck as seemingly the only sightings were at Portland. Return to Warrnambool via Tower Hill viewing the crater and countryside wildlife from around the rim.

The dinner venue was the Hao Kia Chinese buffet restaurant at a reasonable cost.

On Sunday, perhaps a last look for whales (no sightings!) prior to leaving for a Terang street wander and on to Camperdown for a morning tea break. Off again via Foxhow and Cressy. Lunch was arranged at the historic Inverleigh Hotel. Generous and delicious! Farewells, gratitude speeches, hugs and smooches then off to our respective homes.

We all had so much fun with laughter and great camaraderie all weekend. Most of the group drove modern vehicles with one very nice MG among us.

Sincere thanks especially to Bryan and Anne who again ensured we were organised and ensured a great getaway. Keep up the driving passion.

Cheers, Peter and Sandy Hibbert.

THE ABCCC ANNUAL CLUB LUNCHEON – Sunday 14th August, 2016

It was one of those mornings that only the Yarra valley could put on for us. After a lengthy damp and wet spell, the sun shone through a partly cloudy sky. But it was much warmer than in recent weeks. Our Rover, *Pea Soup*, had been fettled and cleaned for a fast drive up to Seymour the day before for the AOMC's Delegates' Meeting out in country Victoria, thus it was chosen for the run up to Killara Wines Estate for our luncheon function. The provided address was laboriously keyed into the TomTom GPS thing and, after not electing to drive to other Seviles Australia-wide, we set off with good time to spare. Usually, when driving to this winery, we turn right in Coldstream and head into Sunnyside Road to avoid the traffic on the Warburton Highway. The TomTom thought differently though and directed us through the hills *via* Wandin to Seville, a strangely quiet drive and, once again overshot the turn-off into Sunnyside Road and had to carry out a Land-Rover style 'U' turn to get back to where we wanted to go.

As we arrived, well before the appointed time, we felt that we were quite late arrivals – had it been a breakfast do? No matter, as we walked into the room for our luncheon, we collected our place name tags and 'bagged' a spot. Then it was time to distribute about sixty flyers for *Something Spritely*, Robert and Stella Stark's soon to come event. I was in luck, because most of our attendees were standing around chatting, while the flyers were easily put in place.

it was great to see people that we had not seen for a while and all too soon it was time to sit down for our meal. The entrées were served, alternately crumbed prawns and tender pieces of calamari on salad greens. The prawns were really good as was the calamari. Later came the main courses, again alternately served, roast lamb or a chicken in white sauce dish. The lamb was excellent, but for me, would have benefitted from a dollop of the wonderful 4-Kings Mint Jelly that I found at the display day market at Chirnside Park earlier this year. The vegetables were nicely roasted, but, it seems that the chicken in some instances was a little dry.

Speech time came around, and even though a new set of hearing instruments had been provided to replace faulty ones, it was extremely difficult to understand any of what was said. No matter, Sue heard and relayed most of it! New members of our club were introduced and the pending RACV Great Australian Rally date change was announced.

After a good natter session, it was time to say farewells and head *Pea Soup* for home. Intending to ignore the rigors of the Warburton Highway, I elected to take the Coldstream route, only to find that a bridge was very much closed for repairs. This entailed an about turn and drive home *via* Wandin and Montrose. The roads were surprisingly quiet and we had a good run.

Our collective thanks to Colin and Joy for putting it all together for us to enjoy. Thanks to the capable and attentive staff at Killara Wines and also for the wonderful views over the Yarra Valley.

Mike Allfrey.

WHAT WE ARE ABOUT TO DO

MID-WEEK TWILIGHT RUN – Wednesday 24th August, 2016

We will meet in the car park of the Burvale Hotel, on the corner of Burwood Highway and Springvale Road, in an area close to Springvale Road, Nunawading (Melway Map 62; Ref: D7), at 4:00 pm. There will be a 4:30 pm departure. After approximately an hour and a half drive, unfortunately in peak-hour traffic, and passing through the Yarra Valley, we will arrive at our dinner venue in Yarra Glen.

Please advise if you wish to attend, in order that catering arrangements can be confirmed. Contact Peter McKiernan on 0407 876 023 or, E-mail to petermckiernan@tpg.com.au.

Peter McKiernan.

PICNIC AT MARONG – Sunday 28th August, 2016

An ABCCC Supported Event – Contact: Neil Athorn 0408 033 839

This Federation-run event will be held at Malone Park, Marong (Near Bendigo). All vehicles attending are required to be in place by 10:30 am and will not be able to leave before 2:30 pm. Catering will be available on site. Entry will be free for all Federation affiliated club members, and \$20.00 per vehicle for any non-affiliated Federation Members. Any ABCCC Members attending this event must bring along a copy of *Your ABCCC News* to prove that they are members of a Federation-member club to gain free entry, otherwise they will be charged the \$20.00 entry fee.

Bill Allen.

SOMETHING SPRITELY – Saturday 3rd September, 2016

Meeting at Lilydale Lake, enter from Swansea Road (C401, Melway Map 38; Ref: G7) at 9:15 am for 9:30 departure, then driving to Warburton for morning tea to enjoy at any of the lovely cafés. Then we will head off for a Spritely drive over the mountains through Marysville and on to the Buxton pub where you can enjoy a real country style meal that you will surely remember. After lunch you can return to Marysville and see how the area has recovered after the bushfires, before you make your own way home. To book please call Robert and Stella Stark on telephone number (03) 9728 6308. Please leave a message. We are looking forward to seeing as many classic cars on the day for The Something Spritely Run.

Robert and Stella Stark.



THE ABCCC GIPPSLAND LOOP TOUR – Sunday 18th September, 2016

Our 'Gippsland Loop' Tour will take us on a tour through Gippsland. We will meet at the Rotary Park on Lonsdale Street Dandenong (just east of Webster Street – Melway Map 90; Ref: E9 at 9:00 am for a 9:30 am start.

Cruising through the outer eastern Melbourne area, we leave suburbia behind and motor to our morning tea/coffee stop. After refreshments we will climb the escarpment and pause at the top to admire the vistas over the valley before continuing to the Grand Ridge Brewery for a tour of the brewery before dining at the Brewery Restaurant.

After lunch our tour continues with a scenic drive to Loch for our afternoon 'hot chocolate' stop, some retail therapy and a wander along the main street and perhaps a visit to another brewery before making our way home.

To join us, we need to advise the number of participants for catering. Please contact Greg or Geraldine Anglin on 9876 3293 or 0419 882 155 or E-mail gregsbusy@msn.com

Greg Anglin.

PEPPERS' ALTERNATIVE PUB RUN – Sunday 2nd October, 2016

Meet at the Eltham Tea House, 7 Falkiner Street, Eltham (Melway Map 21; Ref: H9) at 10:00 am.

We will have a cuppa and chat before heading off on a leisurely drive to a cosy Country Pub for lunch. There is an opportunity to visit a great little Farmers Market along the way which showcases quality local and Yarra Valley produce, with your \$2 coin donation supporting the local combined CFA units.

There will be more information on arrival at morning tea.

Please call 0407392330 or E-mail bmpepper1@bigpond.com. We will need to confirm the numbers by 12th September if you wish to join us. Hope you can join us.

Marj and Brian Pepper

THE ABCCC 201+ CALENDAR PLANNING MEETING – Saturday 8th October, 2016

This meeting is open to those members of our club who plan to conduct an event for Club Year 2017. If you have plans for conducting an event in 2017, please contact Tony Pettigrew on 9739 1146 and you will be advised of the timing schedule for the meeting.

Tony Pettigrew – President.

COMO GARDENS OPEN WEEKEND – Saturday 15th – 16th October, 2016

Over the years our club has assisted Pat and George Hetrel to raise funds for St. John's Ambulance and the Knox SES. There are many different tasks that we can help with and such help will also promote our club within the local community. The gardens open at 10:00 am and close at 4:30 pm and they are located at 79 Basin – Olinda Road, The Basin (Melway Map 65; Ref:H7). Please bring your British Classic along for the display and assist with the Open Garden Weekend and its activities. Your help in whichever way you can support the cause – whether it be helping with car parking, selling entry tickets, providing a hand with sausage sizzling and Devonshire tea making, assisting with train rides and so on, will be most welcome! If you can provide some assistance, call Tony Pettigrew (train operating roster) on 9739 1146 or Bill Allen (public car parking and Devonshire teas etc.) on 9846 2323. Pat and George Hetrel (03) 9761 1341.

Mike Allfrey – Editor.

PUCKAPUNYAL TANK MUSEUM TOUR – Sunday 23rd October, 2016

Itinerary For The Day: Summary of the Tour – Today we tour North up the Hume Highway to Seymour, for a morning tea, followed by a tour of the Tank Museum at Pucka, finishing the day with lunch at Château Tahbilk near Nagambie. Main points of interest include the Vietnam Memorial at Seymour, the exciting Armour and military artefacts display at Pucka and a delightful lunch at historical winery, Château Tahbilk.

ABCCC is booked into the Tank Museum, and for lunch at Château Tahbilk. Museum entry \$5.00

SPECIAL NOTE: We need 15 members minimum for volunteer Museum curator to enable opening.

All members attending need to submit names, rego numbers and drivers licence ID details to Ian Terry well before the event for lodging with Puckapunyal Security Controller. By 30th September please, Thank you.

Start Point: 9:00 am BP Wallan Station, Outbound on Hume M31 (Melway 2007 Map 610; Ref: L10, Melway 2013 Map 646; Ref: K7). Or, key into your mobile telephone this address: BP Wallan Outbound, 10:15 Hume Freeway M31, Wallan and it should help you find the start location. Start 9:30 am.

Seymour Stop: Morning Tea at 10:30 am Bakeries near rail station area, discretionary tour Vietnam Memorial, shops etc. depart for Puckapunyal Army Base around 11:30 am (Route C384 **15.5 kilometres** or via Hume Highway (M31) **22.6 kilometres**, around 20 minutes' drive).

Puckapunyal Army Base: Arrive 11:50 am at front gate/entrance for security check and await tour guide to meet and greet us all, before driving in convoy behind him as security escort to the Tank Museum entrance inside the base. Security has been elevated in Puckapunyal following recent events.

We will spend about an hour here before departing under escort for the Exit Gate at about 12:50 pm to be on our way to lunch at Château Tahbilk, Nagambie Region. Left out of Gate, back to M31, and north.

Château Tahbilk: Drive back up Hume Highway (M31) and left onto to Goulburn Valley Highway (M39), and tour **40 kilometres** up to and turn left onto Mitchelstown Road at off ramp, proceed **1.5 kilometres** along to Muller Road and turn right, continue **1 kilometre** to O'Neils Road and turn left, keep going **3 kilometres** and arrive Château Tahbilk on the Goulburn River. Arrive 1:30 pm for a group-booked à la Carte lunch.

There are winery tours at the Château available to join if desired. Maps and Tahbilk Menu will be issued on the day. Check Website for information. Château Tahbilk is an Australian winery located 120 km north of Melbourne near the township of Nagambie in the Nagambie Lakes region of central Victoria. It was Established in 1860, and claims to be the oldest family-owned winery in Victoria. 254 O'Neil's Road, Tahbilk, Victoria, 3608.

Event organised by Lyn and Ian Terry : Contact : 0409 097 496 , lynian@tpg.com.au

TRIUMPH DISPLAY DAY – Sunday 13th November, 2016

The All British Classics Car Club (Vic.) Inc. has been invited by the Triumph Car Club of Victoria Inc. to take part in their Display Day at the Deaf Children Australia venue at 597 St. Kilda Road (Melway Map 58; Ref: B6). A map of the display's location and its layout was shown in previous issues of *Your ABCCC News*.

Arrive between 10:00 am and 11:00 am, there will be a brief presentation at 1:30 pm, leave by 3:00 pm, Entry fee is \$20, per car on venue all proceeds go to the Deaf Children. Come along and display your car at this stunning inner city locale, other British marques are invited, meet and talk to other members, share stories and lunch together. Families very much welcome, plenty of free parking in High Street, walk-in visitors are most welcome.

Triumph Car Club cars will be automatically entered into the Shown'n'Shine. Invited clubs are encouraged to organise a display and their own, show'n'shine, if desired.

All cars are eligible for the '*Invited Car Of The Show*' award and gate prizes, supplied by: Caulfield Jag Service and Auto Photo. Please lodge your club's interest as soon as reasonably possible for space allocation.

Please enter from the High Street Road Entrance.

Tony Pettigrew.

IT IS ON AGAIN! THE FAMOUS ABCCC INDULGENCE TOUR – Friday 18th to Sunday 20th November, 2016

We will meet at Yarra Glen for a 9:00 am start, proceeding along the Melba Highway (B300) and Goulburn Valley Highway (B340) to our morning tea or coffee and cookie stop at Yarck. After morning tea, we continue on to Mansfield where we turn off to Whitfield and our luncheon venue at the Mountain View Hotel. After lunch you may care to travel onwards to Cheshunt to visit the local wineries.

Note: Do not continue from Cheshunt to Myrtleford as the road is only suitable for four-wheel-drive vehicles.

We continue along the road from Whitfield to Wangaratta, turning off at Oxley and passing through Milawa (the Glenrowan to Myrtleford Road C522) and Markwood to join the Great Alpine Road (B500), proceeding through Myrtleford to Bright.

Accommodation has been reserved at the River Bank Park Motel, on the left as you enter Bright. After we unpack and clean up, nibbles and drinks will be served outside your room on the Ovens River bank. Dinner is within walking distance at the SOLE É LUNA Italian Restaurant where *mine host* Frank Martinez, has promised us a night to remember.

On Saturday morning we are to be collected from our motel by a coach for a tour of the area, visiting the Milawa Cheese factory, Brown Brothers Winery and a luncheon stop at the Ringer's Reef Winery at Porepunkah. After lunch our tour continues, visiting a Boutique Winery, and a deer and emu farm prior to being returned to our motel.

Saturday evening will be our Indulgence Bar-B-Que held on the bank of the Ovens River outside our rooms.

Sunday morning breakfast has been arranged at the Bright Brewery where bacon and eggs will be available. Once we arrive at Bright, it will not be necessary for you to use your vehicle until you wish to return home.

All meals, drinks costs included with the exception of motel accommodation and pre-dinner nibbles. The cost for the weekend is \$480.00 per couple, or \$240.00 per single. Bookings are filling fast, so please confirm your interest in this event to Peter McKiernan on 0407 876 023 or, E-mail petermckiernan@tpg.com.au .

Peter McKiernan.

CONCOURS AND DISPLAY DAY – Sunday 20th November, 2016

The Jaguar Car Club of Victoria will hold its annual Concours and Display Day on the oval at Wesley College Glen Waverley campus, 620 High Street Rd, Glen Waverley (Melway Map 62; Ref: A12), from 9:00 am to 3:00 pm. More than 250 gleaming Jaguars, including the trophy winners, will be displayed plus a range of other British marques. Food, drink, car-related merchandise and Jaguar merchandise will be on sale. Cost: \$5.00 individuals, \$10.00 a car. More information contact: Ann Isaacs, 0409 021 987 or concours@jagvic.org.au

Ann Isaacs – JCCV Inc.

STORKTASTIC NEWS!



The storks have been flat out due to Greg and Geraldine Anglin becoming the proud grandparents of triplets. Two boys, left, and one girl. What a shuttle service! Hearty congratulations to all of the family!

AOMC NEWS

Delegates' Meeting Dates

Monday 14th November, 2016 (Also AGM). Monday 15th February, 2017.

AOMC CLUB PERMIT HANDBOOK (Issue October, 2015)

Additions And Amendments – As At 7th June, 2016

The following Club Permit Scheme Handbook (2015) Frequently Asked Questions (FAQ) have been added or amended with VicRoads approval:

Q.61 I am attending a club rally over a few days. Can I pre-fill some entries in my VCPS log book to cover the period of the rally?

- A. No. Regulation 157(6) of the Road Safety (Vehicles) Regulations 2009 does not allow permit holders to complete or partially complete entries in a logbook which relate to a future day. This means, no entry can be made relating to a day other than the current day of use. Completion of a future date entry (full entry or partial) constitutes a breach of the logbook obligations established by Regulation 157 and could be considered a breach of club permit conditions (Regulation 157A). It should be noted that if a breach of logbook conditions occurs, VicRoads could suspend the permit (Regulation 157E (b) on the grounds that a log book condition has not been complied with.

(Added April, 2016)

Revision

Q.22 Can I park my VCPS plated vehicle in the street on any day when it is not used?

- A. Yes, you may temporarily 'shuffle' VCPS vehicles in and out of your property up to a distance of 100 metres without need for a logbook entry. Note that if you were to leave your vehicle parked in the street more than 100 metres from its garaged address then no logbook entry would be required if the vehicle is not used on that day. This is because regulation 157 of the Road Safety (Vehicles) Regulations 2009 states that 'each day that a vehicle is operated under a club permit will be driven outside of the vehicle's local zone, the driver must fully complete the next available entry in the logbook before beginning the journey'. 'Driven' does not include being parked.

(Note that to move the vehicle later back to your house or to within 100 metres of your house will require a logbook entry.) Revised May, 2016.

Also relevant to FAQ. 45 in the handbook.

Revision

Q.43 What are the requirements for a Club and a Member's family when the holder of a Club Permit dies?

- A. VicRoads advise that it is the Club's responsibility to advise VicRoads in writing of the death of a Club Permit holding member and the termination of financial membership of the Club. Similarly, the CP holders family/estate administrator should also advise VicRoads of the death of the CP Holder. In the case of a spouse, VicRoads will update the existing club permit into the name of the surviving spouse, where, for this to occur, VicRoads must be provided with:
- A statutory declaration stating the permit holder is deceased and that the person seeking the permit to be transferred is the spouse of the deceased person, and
 - A letter from the Club Secretary confirming that the spouse to whom the permit is to be transferred is a current financial member of the club.

In addition to the above, the administrators of the estate of the CP holder should obtain a copy of the VicRoads publication *Deceased Estate Pack*. (Revised July, 2016)

AOMC Delegate's Note: Please be sure to print-off these revisions and paste the document into your VCPS Handbook.

RESPECT THE LAW

Editor's Note: This is interesting. Seen a few times has been a red (late sixties, early seventies) Plymouth two-door motor car boldly displaying a Nevada registration plate and with an 'H' plate lying on the rear parcel shelf. This has been seen in traffic in the Scoresby area and the VCPS plate has not been readable from an adjacent lane. There are quite a number of 'interfered with' plates out on our roads and I have often wondered how 'Safety' cameras cope with those GOCTHC letters, favoured by hot-rod owners. Be careful! Apologies for the poor quality of the illustration in this article.

In the last four months, the following misuse of VCPS number plates were reported to the AOMC.

1. A CH plate was painted, the maroon background was painted black, and the letters remained white.
2. A number of vehicles registered on the VCPS displayed with vinyl stickers printed in the same style of club plates and were stuck on the front of the vehicles (and incidentally the reason for the report was that those vehicles had been pulled over and fined by the Police).

Presumably these modifications were done for aesthetics or practicality, however this is an incorrect display of VCPS number plates under the current regulations. These reports prompted a bit of discussion about the education of the movement to make sure we ask our clubs to ensure that members of the VCPS comply with the law as it stands, and not bring the scheme into disrepute. This article is a timely reminder to 'Respect The Law'.

The reasons are, the act of painting over VicRoads issued number plates is considered damaging the original plate, even if the numbers were not painted or tampered with. This modification invalidates the number plate, even if the raised white letters remained untouched. Similarly the only number plates that can be displayed are those issued by VicRoads. Straight from the VicRoads Website 'Displaying number plates that haven't been issued by VicRoads on a vehicle is an offence under the Road Safety (Vehicles) Regulations (except for *home-made* plates on exempt trailers). This includes the illegal re-manufacturing of existing number plates issued by VicRoads in a different format, style or material.'

This is also a timely reminder of how to display any number plates in Victoria. The members of your club should be aware of the regulations regarding the display of number plates:

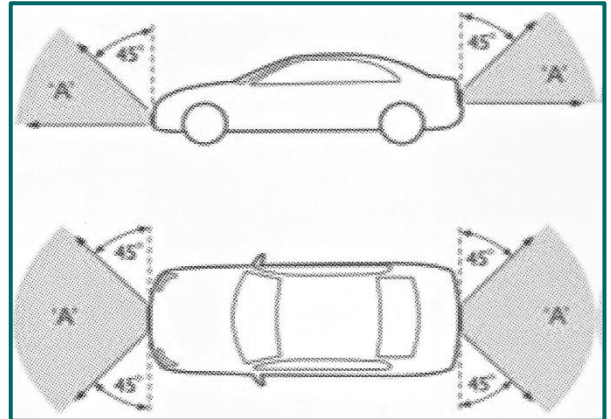
All vehicles registered in Victoria must have number plates that are:

- Clearly visible from a distance of 20 metres
- Displayed at the front and back of the vehicle
(Except for motorbikes and trailers, these only need one number plate attached to the back at least 30 centimetres off the ground).

All number plates should be:

- Affixed in an upright position
- No more than 1.3 metres off the ground
- Clean (*this is the driver's responsibility*)
- Free from covers, tints or other reflective surfaces that could interfere with plate reading devices

Right: Figure 1.



If your vehicle makes it difficult for you to meet these requirements, you need to make them [meet the requirements] as closely as possible.

Example: Number plates must be clearly visible from 20 metres at all points in the shaded areas marked 'A'. Refer to Figure 1.

Penalty

Under the Road Safety (Vehicles) Regulations 2009, there are two (2) potential offences:

- Penalty offence code 8384, stipulates 2 infringement penalty points, or \$311.00 fine (2016/2017) for use of vehicle with altered, incorrect or misrepresented number plate; and/or
- Penalty offence code 8386, stipulates 1 infringement penalty point, or \$155.00 fine and also 3 demerit points for use of vehicle where number plate not affixed or displayed in accordance with regulations.

Slim Line Plates For CH Plates

Slim Line plates would assist the movement in displaying plates where vehicles that were not designed for the standard Victorian number plate width. The request for slimline plates has often been discussed, and in 2010, the Regulations were amended to allow for slimline plates for Club permits, with a fee similar to other slimline plates offered by VicRoads.

The current advice from VicRoads at July, 2016 is slimline plates are something they would dearly like to introduce as well, and there is an intention to offer these. However the current system limitations that precluded this being introduced at the time of the change in Regulations in 2010 are still in existence. Specifically the VCPS database is managed outside of the VicRoads mainframe database, and there is currently not an automated ordering system for club permit plates (unlike all other plate types) yet.

There is a possibility of VicRoads offering slimline VCPS plates in the near future, however we are advised that permit holders will most likely have to exchange over existing club permit plates to slimline plates with a different plate number.

The AOMC will continue to work on behalf of the movement in relation to the introduction of slimline VCPS plates with VicRoads and also keep our member clubs informed, in the meantime please help us educate club members around the display of VCPS plates, and not bring the movement into disrepute.

From The AOMC Newsletter – With Thanks. Mike Allfrey – AOMC Delegate.

NEWS FROM THE FEDERATION

Delegates' Meetings Conducted By The Federation

Saturday 15th October, 2016

Trafalgar Truck Restorers, venue to be advised.

Saturday/Sunday 12th-13th November, 2016

Bendigo National Swap Meet, Bendigo Show Grounds.

Report On The Federation Delegates' Meeting – 6th August 2016

The above Delegates' Meeting was hosted by the Swan Hill Vintage and Classic Vehicle Club at The Hub at the Swan Hill Bowls Club, which was indeed a magnificent venue, overlooking the Swan Hill Racecourse. Once again our Club was represented by Delegates, President Tony Pettigrew and Treasurer Bill Allen.

We were again provided with an excellent lunch, arranged by the ladies of the host Club. During lunch we were able to chat with many familiar faces, including many Fly the Flaggers.

Federation President Neil Athorn welcomed Delegates and introduced the President of the Swan Hill Club; John Goodard. John advised the Club started in 1973, had a name change in 1985, had a membership of around 1,400, had many vehicles, including around 130 farm, vehicles, 432 vehicles and 116 motor cycles. John thanked Neil and the Federation for the assistance given to their Club over the years.

Following the Introduction the President proceeded with the Meeting in accordance with the Agenda provided. After this Meeting the Annual General Meeting and Election of Committee Members took place.

Some interesting points raised at both Meetings were:

- Twelve first time Delegates were at the Meeting and two new Clubs joined the Federation; The Standard and Triumph Club with 115 Members and the Edwards River Club – based in Deniliquin who cap their Membership at 20 Members and currently have a waiting list of people wishing to join.
- At the last Meeting there were 43 non-financial Clubs, this has now been reduced to 12 Clubs.
- There was a discussion on old number only Number Plates. It was suggested that, as the plates are owned by Vic-Roads unless they have been purchased from them, the cost of having them allocated to a vehicle, other than the one they were last attached to, could be many thousands of dollars – i.e. current market value. A case of beware if you are holding one of these plates and wish to attach it to a vehicle.
- Daryl Meek of the RACV advised that the organisation was going through a significant restructure following the appointment of new CEO, Neil Taylor, and that next Wednesday was 'D' day for him. He also advised that it is 100 years since the RACV was awarded the Royal Warrant to use the word Royal in its name.
- The Australia Day Display, held in Kings Domain, was still 'up in the air' for next year at this stage because nothing has, to date, been heard from the Department of Premier and Cabinet. It is hoped this can be resolved shortly.
- There was the inevitable discussion of the Club Permit Scheme. A Meeting to be held, maybe next Thursday with VicRoads, the Federation and the AOMC regarding 'M' plates for Modified Vehicles.

It was pointed out that VCPS Renewals are mailed out by a third party – NOT VicRoads – and as owner onus applies, care must be taken to ensure that the Renewal is received in time.

Also, as stated on it, the sticker that is attached to the Log Book MUST be stamped by Vic Roads to validate it. Apparently some VicRoads employees are reluctant to do this and state that it is not necessary.

- Delegates of Federation Club Members are invited to attend the AOMC Delegates Meeting in Seymour next Saturday, provided they inform the AOMC of their intention to attend.
- Editor of Fed News, Mal Grant, is retiring after 40 years and nearly 100 issues due to advanced years and poor health. This is a truly remarkable effort and unlikely to ever be repeated. Mal was also heavily involved with the production, together with the late Harold Paynting, of the *James Flood* books from the 1960's. President Neil advised that unless a new Editor was found he would contribute many articles on tractors!
- The Federation is endeavouring to contain the ever-increasing costs associated with the Bendigo Swap Meet.
- Both the Federation and the AOMC are apparently resisting attempts by the CAMS to 'take over' both organisations. The Federation, representing around 115 Clubs, unlike the AOMC, prefers to remain as is. There appeared to be little appetite or enthusiasm from Delegates present to join with the AOMC.
- The status quo prevailed with the Committee following the election at the AGM with the exception of the position of Editor. After some 'arm twisting' and persuasion, a lady from the Echuca Club agreed to take on this position.

Swan Hill Club President John Goodard was delighted to win the prize for the best car at the Meeting.

Details of dates and locations of the next Delegates Meetings are:

15th October 2016 – Darnum Hall.

11th February 2017 – Bellarine area.

20th May 2017 – Albury

5th August 2017 – Hamilton.

14th October 2017 – Bendigo.

Note – Details of next year's Meetings yet to be finalised. For our Club the October Meetings both this year and next year clash with Como Gardens Open Weekends.

Bill Allen - Federation Delegate.

GET WELL WISHES FROM ALL OF US

At the Annual Luncheon there was mention that some club members are not too well at present. We wish all of you a speedy recovery and hope to see you out and about soon.

From The Membership.

THE RACV GREAT AUSTRALIAN RALLY – 2017

At the time of going to press, there will be a change of date for our major event, the RACV Great Australian Rally. It seems that our display venue, the Mornington Racecourse has double booked the venue and our club has to step aside. An announcement to our membership was released with a new date, however, it has been discovered that the revised date clashes with another activity. We have to take into consideration our start locations as well.

We will keep you fully informed.