



YOUR ABCCC NEWS

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 200

October, 2016

THE SOMETHING SPRITELY RUN – 2016



Our Something Spritely Run – Left to right, representations, German, Chines/British and two mostly pure British classics. Report on Page 10.

Photo Credit – Stella Stark.

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

Executive Committee	Name	Telephone	E-mail Address
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AOMC Delegate	Mike Allfrey	(03) 9729 1480	editor@abccc.com.au
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2017 RACV Great Australian Rally Website: www.greataustralianrally.com.au			
2017 RACV Fly The Flag Alpine Tour Website: www.abccc.com.au/FTF .			
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.

October 2016

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.

Thursday 10th Special Mid-week Run – An ABCCC Event Bryan Tootell 0412 549 906
Start Venue – McDonalds on Eastlink, Scoresby/Rowville.

Saturday 12th & Como Gardens Open Weekend – An ABCCC Assist Event Tony Pettigrew (03) 9739 1146
Sunday 13th * Venue – 79 The Basin to Olinda Road, The Basin. Bill Allen (03) 9846 2323

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 – Meeting Venue, Yarra Glen.

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, (Melway Map 37; Ref: K3).

January 2017

Sunday 22nd The ABCCC Annual General Meeting. Apologies To, Pat Douglas (03) 9739
Attendance Information, Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park, (Melway Map 37; Ref: K3).

February 2017

Sunday 5th 2017 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.

Sunday 19th RACV Classic Showcase – An AOMC Event (Supported By The ABCCC) Iain Ross (03)
Venue – Members' Car Park, Flemington Racecourse, Enter From Epsom Road

March 2017

Wednesday 1st Visit To A Trydell Museum – An ABCCC Event Rex Hall (03) 9836 1040
Venue – 30 Buchanan Road, Guys Hill (Beaconsfield).

Sunday 5th AOMC American Motoring Show – Interest Only Iain Ross (03)
Venue – Members' Car Park, Flemington Racecourse, Enter From Epsom Road

Sunday 19th to 2017 RACV Fly the Flag Alpine Tour – ABCCC Major Event Tony Pettigrew (03) 9739 1146
Saturday 25th Touring – Bairnsdale, Beechworth, Yarrawonga and Mansfield.

Note: The following events have been provisionally arranged, being for the rest of the 2017 calendar year. It should be noted that, at present, this is a very basic schedule of events organised by the All British Classics Car Club Vic Inc.

April 2017

Sunday 9th Kurth Kiln Heritage Festival – ABCCC Visit Event Tore Pannuzzo 0413 941 502
Lunch provided if the ABCCC puts on a display of motor cars.
Venue – Gembrook, Victoria

Saturday 22nd & Como Open Gardens Weekend – ABCCC Volunteers Tony Pettigrew (03) 9739 1146
Sunday 23rd Venue – 79 The Basin–Olinda Road, The Basin Bill Allen (03) 9846 2323

May 2017

Friday 5th to Autumn In Daylesford – An ABCCC Event (Carried forward). Marj Pepper (03) 9439 7875
Sunday 7th Start Venue – TBA

Sunday 28th Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9836 1040
Venue – TBA

June 2017

Friday 9th to Hamilton Rally – An ABCCC Supported Event Tony Pettigrew (03) 9739 1146
Monday 11th Activity – Touring The Fabulous Western District, Hamilton, Victoria.

Sunday 25th TBA – An ABCCC Event

July 2017

Sunday 9th TBA – An ABCCC Event Bryan Tootell 0412 549 906

Sunday 30th TBA – An ABCCC Event Greg Anglin (03) 9876 3293 or 0419 882 155

August 2017

Wednesday 2nd Twilight Run – An ABCCC Event

Peter McKiernan 0407 876 023

Sunday 20th Annual Luncheon – An ABCCC Event
Venue – TBA

Colin Brown (03) 5964 9291

September 2017

Friday 8th to A Wonderful Weekend – An ABCCC Event

Bryan Tootell 0412 549 906

Sunday 10th Activity – TBA

Sunday 24th The Interesting Trivia Luncheon – An ABCCC Event
Venue – TBA

Marj Pepper (03) 9439 7875

October 2017

Sunday 1st An Interesting Outing – An ABCCC Event
Venue – TBA

Christopher Constantine (03) 9898 4431

Saturday 14th & Como Open Gardens Weekend – ABCCC Volunteers
Sunday 15th Venue – 79 The Basin–Olinda Road, The Basin

Tony Pettigrew (03) 9739 1146

Bill Allen (03) 9846 2323

Sunday 29th A Sliding Pillars Run – An ABCCC Event

Phil Cook 0468 680 538

November 2017

Tuesday 7th A Day At The Races – An ABCCC Event
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen, Victoria.

Colin Brown (03) 5964 9291

Friday 10th to The Famous Indulgence Weekend – An ABCCC Event
Sunday 12th Venue – TBA

Peter McKiernan 0407 876 023

Sunday 26th TBA – An ABCCC Event

December 2017

Sunday 10th Christmas Luncheon – An ABCCC Event

Maxine Pettigrew (03) 9739 1146

*** Note the changes for these events.**

EDITORIAL NOTES – Issue N^o. 200

Well, here we are, Issue Number 200, finally! Quite a milestone for our young club. Maybe, after our Annual General Meeting, there will be a new Editor and hopefully, someone who is much better than I am at this task.

During our recent calendar planning meeting, some of us availed ourselves of some old magazines from club storage. To continue a story, I am particularly looking for a copy of *The Autocar*, dated 16th October, 1959 because there is the continuation of an interesting article in there. Part One has been prepared for a coming issue of *Your ABCCC News* and it would be wonderful to be able to add Part Two. A brief search of the Internet has yielded nothing – yet.

Through the generosity of our President, there is now a bundle of smelly 1950s British motoring magazines in the editorial office. The first 'find' has been the road test of the M.G. MGA 1600, which is included in this issue. It gives a view of how the increased power provided for the 'A-Series' M.G. powered by a 'B-Series' B.M.C. engine – gets a bit confusing, but is probably an example of B.M.C.'s badge engineering at its best – and then along came British Leyland, who enjoyed an especially good apprenticeship in such matters. The article is subject to copyright and should not be used for financial gain. If used by a reader for another club's newsletter, then appropriate acknowledgement to this magazine and to the original publisher must be provided. In the same issue of *The Autocar*, there is another item that will be 'lifted' for our November issue, it is about a Morris Mini-Minor's adventures on a trip from England to Turkey. Quite something, because the Issigonis Mini was still very new, having been launched in mid-August, 1959.

Enjoy this issue . . . and please, come forward at our AGM.

Mike Allfrey – Editor.

BADGE REQUEST

The complete set of badges struck for the RACV Fly The Flag Tours, has been realised. I am delighted to have received a 2002 badge from Tony Hodges. As mentioned previously, the set will be donated to the RACV Foundation for their raffle during the 2017 RACV Fly The Flag Alpine Tour.

To Tom and Heather Cannon, and Tony Hodges we offer our grateful thanks for the wonderful fellowship they have imparted.

Tony Pettigrew – President.

SPACE FILLER

Two Irishmen met and one said to the other, "Have ye seen Mulligan lately, Pat?"

Pat said, "Well, I have and I haven't."

His friend asked, "Shure, and what d'ye mean by that?"

Pat said, "It's like this, y'see – I saw a chap who I thought was Mulligan, and he saw a chap that he thought was me. And when we got up to one another – it was neither of us."

The **Autocar** ROAD TEST – M.G. MGA 1600

Test Number 1746

In the tradition of maintaining the breed, the new M.G. MGA 1600 is a direct successor to the MGA which, in its comparatively short existence, has become one of the most popular sports cars not only in England but also abroad. Indeed, as a dollar earner there are few cars which have done better. This new MGA is virtually identical except for an increase in engine capacity, the adoption of disc brakes at the front, and minor restyling attention to the body, including little '1600' motifs secured at either side near the bonnet louvres and on the boot lid.

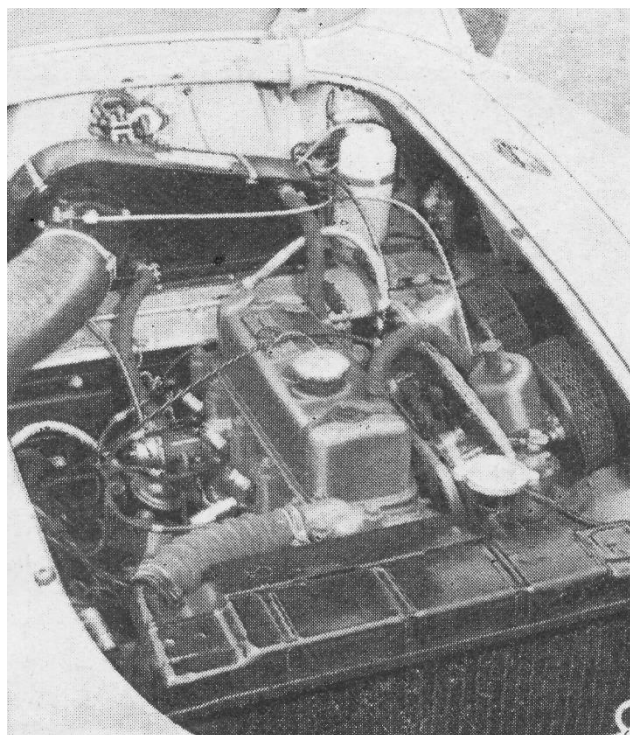
Right: Typically British, this new MGA will almost certainly be as popular in foreign markets as the previous models.



With an engine capacity of 1,588 c.c. in place of the 1,489 c.c. the gross power has been raised from 72 b.h.p. at 5,500 r.p.m. to 79.5 b.h.p. at 5,600 r.p.m. The effect of this increase is apparent as soon as one starts to drive the car, and there is no need of a stop-watch for evidence of the enhanced performance. Acceleration figures have improved over those of the previous model, and that is particularly noticeable in top gear at the higher cruising speeds. The figure for 50-70 m.p.h. in top gear has improved by almost 2-seconds and the 60-80 m.p.h. figure by over 3 seconds. The car is capable of holding a genuine 100 m.p.h., but after several flat-out laps on a high-speed circuit it was noticed that the oil pressure was gradually dropping.

At 80 m.p.h., which appears very quickly on the quite accurate speedometer, the car moves happily at a natural and comfortable gait. There was a tendency for the engine of the test car to become rough and to vibrate at about 5,000 r.p.m., but if the throttle pedal was held down this disappeared as engine speed continued to mount. Members of the staff with experience of the previous MGA feel the more powerful engine to be rather more noisy and harsh. This is unlikely to deter the true sports car enthusiast; nor is the exhaust note. While not obtrusive at lower engine speeds, at 4,000 r.p.m. and above it is, perhaps, a little loud for town use, although the occupants of the car do not suffer from this so much as onlookers.

One of the greatest advantages of the new MGA is that the increased power has improved, the flexibility of the engine, and where previously one had to use first and second while crawling in heavy traffic, one can now employ second and third gears quite comfortably. In fact, it was found that the car would pull away from under 10 m.p.h. in top gear, though, of course, it is unlikely that any driver of this type of car would do so.



One has to pay a price for these various benefits in a slightly greater fuel consumption – 24 m.p.g. overall for the 1,590 miles of the test. A gentle touring consumption which involved keeping the speed below 60 m.p.h. and avoiding high engine speeds in the intermediate gears returned a figure better than 31 m.p.g. During the test, the car used three pints of engine oil, and the radiator needed considerable topping-up on two occasions.

When the car was delivered, the gear box proved to be extremely stiff; quite often it was necessary to employ both hands to engage reverse gear and more effort than expected was required to select the other gears. Towards the end of the test, however, the movement had freed itself quite considerably, and it was obvious that in a thousand miles or so this would be a pleasant box to manipulate. Ratios are the same as those on the 1500 MGA, and one gained the impression that this car could have coped adequately with a slightly higher final drive ratio. Smooth to operate, the hydraulically actuated clutch could contend comfortably with violent acceleration from a standstill with a minimum of slip.

Left: Increased in capacity by 82 c.c. and in power by 7.5 b.h.p., the 1600 MGA engine appears identical with its predecessor.

While our previous experience of the MGA left us in slight doubt about the adequacy of the brakes relative to maximum performance, there is no doubt that the brakes of the 1600 are of a very high standard indeed. With Lockheed discs on the front and 10-in. drums on the rear, the car can be stopped repeatedly from its high cruising speeds very quickly without any trace of fade or loss of directional stability. For a maximum retardation stop a fair amount of pedal pressure is needed, but a mean efficiency of 98 per cent, without any

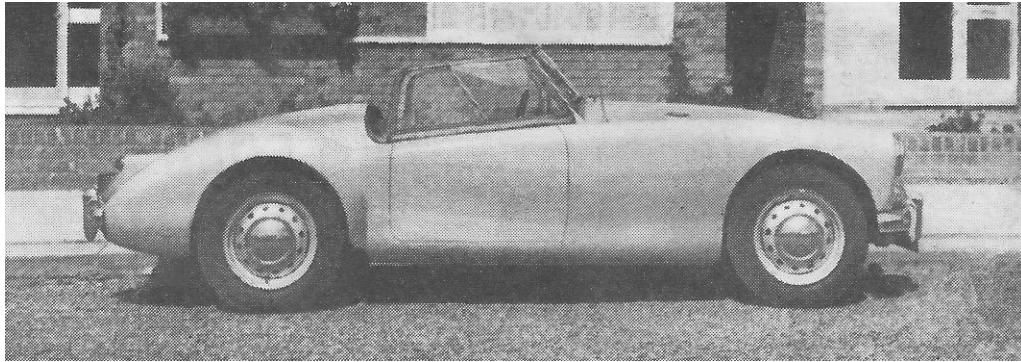
tendency for the wheels to lock, is highly commendable. The comparatively high pedal loads arise because the braking system is not provided with servo assistance. The hand brake, of the fly-off type, is also powerful and held the car without trouble on a 1 in 3 gradient, from which incline the car moved away with plenty of power in hand.

By modern standards the suspension must be considered firm; on smooth roads this is, of course, no disadvantage, and the car could be really hurtled into corners, when it would go round with minimum fuss, sitting squarely on the road and feeling very safe and controllable during the whole performance. This did not apply on rougher surfaces, however, and a feeling that the wheels were hopping and jumping, accompanied by intermittent tyre squeal, indicated that the tyres were not maintaining full contact with the road. With standard tyre pressures there was some over-steer, but an increase in the rear pressures reduced this to a bare trace at the sacrifice of a little ride comfort. The steering – rack and pinion – had little self-centring action, but was commendably direct and precise. A degree of road shock was

transmitted to the driver through the steering.

Left: Sleek, attractive lines of the MGA are not affected by the minor body alterations. Wire wheels and whitewall tyres are optional extras.

Body alterations centre round the restyling of the side, tail and turn indicator lights in order to bring them into conformity with new regulations in this country.



The flasher lights on the front have been coloured amber, while at the rear the wing light units have been changed so that the turn indicators and rear lights are separate.

Side screens are now of the sliding panel type, and the manufacturers claim that these, with the hood up, give as much protection as a saloon car body. During the period that this car was on test the weather remained very fine and sunny, so that it was never possible to ascertain if rain would enter through the largish gap between the body and the leading lower edge of the side screen. A series of pastel shades of paintwork is available for the 1600; the test car was finished in an attractive beige called Alamo.

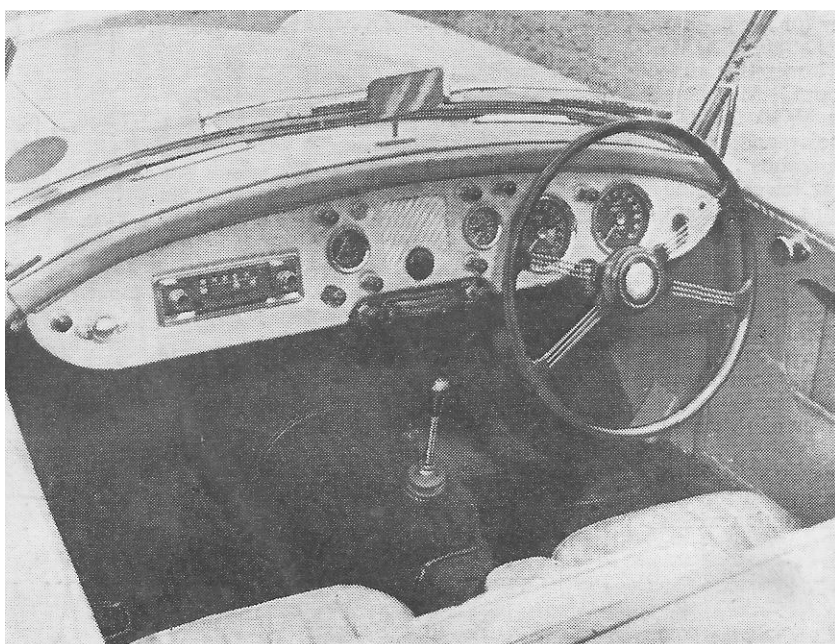
Since no alterations have been made to the interior, much of what had been said before still applies – the space provided inside is still cramped for a car of its dimensions. Well upholstered, leather-trimmed seats give moderately good support, and only for a very slim person is there any possibility of being insufficiently braced. A grab handle, incorporated in the windscreen mount, is provided for the passenger. An average-sized person found that he needed the driving seat in the fully back position to be comfortable, so that even with an adjustable steering wheel a tall person never seemed really at home in the driving position, his arms being bent considerably at the elbow. A fairly tall driver, however, has the advantage that his view of the near-side wing is unobscured by the centrally mounted driving mirror. Gear change lever and handbrake are conveniently placed, but the facia-mounted horn button – old M.G. practice – is not always found when needed suddenly. Also it is unusual today to find the ignition switch not incorporated with the starter control.

Mounted rather high, the dip switch needed a full stretch of the foot to operate, and the main beam warning light was obscured by the steering wheel. For normal cruising speeds the head lamps are entirely adequate, but if one were in a

hurry more powerful beams would be desirable. The commodious door pockets are entirely adequate for all the odds and ends that normally find their way into motor cars, but it is a pity when manufacturers do not provide in an open car which cannot be locked up, a thief-proof facia compartment. On the M.G. this facia space was occupied by a radio; although pleasant at town speeds, the set became practically inaudible as one accelerated away from speed limits. Wind noise on this car was marked when in open form, but became an irritating roar with the hood up; in the latter trim, visibility was not greatly restricted.

Left: Instruments on the facia include speedometer, rev counter, water thermometer, oil pressure gauge and fuel gauge. On the extreme left, there is a map-reading light.

One person can erect the hood, but it is much easier for two; even then it is wise to anticipate

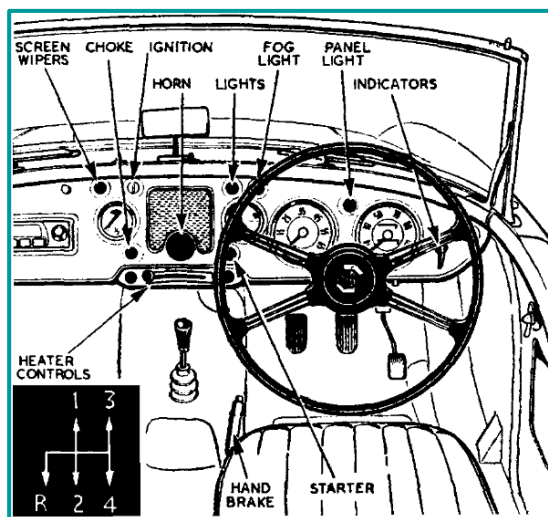
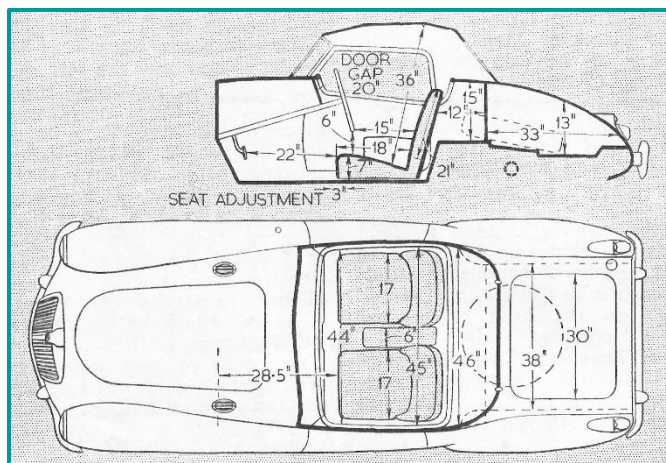


rain if one is not to get wet. With hood and side screens stowed behind the seats it was rather difficult to reach the boot catch. Much of the small boot capacity is taken up by the spare wheel and tool roll – a flattish suitcase and an air travel bag are about the limit for stow-able baggage, and they would have to be taken out to get to the spare wheel.

A quick glance beneath the bonnet would not encourage the private owner to carry out minor adjustments himself, but in fact most of the components which might need servicing or adjustment are fairly accessible.

The M.G., with its powerful, responsive engine, combined with a moderately heavy but low-slung chassis, adequate steering and superlative brakes, and without any little vices or unpredictable traits in behaviour, maintains the traditional high standards of performance and safety of the marque.

DATA – M.G. MGA 1600



Price (basic), with two seater body and hood, £663.

British purchase tax, £277 7s 6d.

Total (in Great Britain), £940 7s 6d.

Extras: Radio £24 5s (£34 7s 1d with tax).

Heater £12 5s (£17 7s 1d with tax).

Windscreen washer £2 (£2 16s 8d with tax).

Left: Scale, ¼-in. to 1-ft. Driving seat in central position. Cushion uncompressed.

Engine: Capacity, 1,588 c.c. (96.9 cu. in.).

Number of Cylinders, 4. Bore and Stroke, 75.39 x 88.9 mm (2.968 x 3.50 in.). Valve Gear, O.H.V. pushrods.

Compression Ratio, 8.3 to 1. B.H.P. 79.5 (gross) at 5,600 r.p.m. (b.h.p. per ton laden 75.3). Torque, 87 lb. ft. at 3,800 r.p.m. M.P.H. per 1,000 r.p.m. in top gear, 17.16.

Weight: (With 5 gals. Fuel), 18.12 c.w.t. (2,030 lbs.). Weight Distribution (per cent): F, 53, R, 47. Laden as tested, 21.12 cwt (2,366 lb). Lb., per c.c.: (laden), 1.49.

Brakes: Type, Lockheed. Rear, Drums. Front, Discs. Method of, operation, hydraulic. Drum dimensions: 10-in. diameter; 1.75-in. wide. Disc diameter, 11-in. Swept area: Front, 240 sq. in.; Rear, 110 sq. in.

Tyres: 5.60-15-in. Pressures (lb. / sq. in.): Front, 17; Rear, 20 (normal). Front, 21; Rear, 24 (fast driving).

Capacities: Fuel Tank 10 Imp. gallons. Oil sump, 8 pints (including filter). Cooling system, 10 pints (plus 0.65 pint if heater fitted).

Dimensions: Wheelbase, 7-ft. 10-in. Track: Front, 3ft 11.5-in.; Rear, 4-ft. 0.75-in. Length (overall), 13-ft. Width, 4-ft. 10-in. Height, 4-ft. 2-in. Ground clearance, 6-in. Frontal area, 13.77 sq. ft. (approximately – hood up).

Electrical System: 12-volt: two 6-volt, 58 ampere-hour batteries. Head lights: Double dip; 50-40 Watt bulbs.

Suspension: Front, coil springs. Rear, semi-elliptic leaf springs.

Steering: Turning Circle – Between Kerbs, Left, 31-ft. 2¾-in., Right, 31-ft. 5-in. Between Walls, Left, 32-ft. 8-in., Right, 33-ft. Turns of Steering Wheel, Lock to Lock, 2¾.

PERFORMANCE

Speed Range	Gear Ratio 4.3:1	Acceleration (mean)		
		Gear Ratio 5.91:1	Gear Ratio 9.52:1	Gear Ratio 15.65:1
10–30 m.p.h.	–	8.7 Seconds	4.7 Seconds	–
20–40 m.p.h.	11.0 Seconds	7.8 Seconds	4.6 Seconds	–
30–50 m.p.h.	10.9 Seconds	6.9 Seconds	–	–
40–60 m.p.h.	10.5 Seconds	7.5 Seconds	–	–
50–70 m.p.h.	11.9 Seconds	8.3 Seconds	–	–
60–80 m.p.h.	13.2 Seconds	–	–	–
70–90 m.p.h.	17.0 Seconds	–	–	–

From Rest Through Gears To:

30 m.p.h.	4.6 Sec.
40 m.p.h.	6.7 Sec.
50 m.p.h.	10.3 Sec.
60 m.p.h.	14.2 Sec.
70 m.p.h.	18.5 Sec.
80 m.p.h.	26.6 Sec.
90 m.p.h.	36.4 Sec.

Maximum Speeds On Gears:

Top (Mean)	100.9 m.p.h.	162.4 k.p.h.
Top (Best)	101.4 m.p.h.	163.2 k.p.h.
3 rd	77.0 m.p.h.	123.9 k.p.h.
2 nd	46.0 m.p.h.	74.0 k.p.h.
1 st	27.0 m.p.h.	36.4 k.p.h.

Brakes (At 30 m.p.h. In Neutral):

Pedal load (lbs.)	Retardation	Equiv. Stopping Dist. (ft.)
25	0.22g	137
50	0.42g	70
75	0.74g	41
94	0.98g	30.8

Fuel Consumption:

Steady Speed (Top Gear)	M.P.G.
30 m.p.h.	40.0
40 m.p.h.	36.3
50 m.p.h.	33.3
60 m.p.h.	30.7
70 m.p.h.	28.5
80 m.p.h.	26.0
90 m.p.h.	22.3

Overall fuel consumption for 1,590 miles, 24.1 m.p.g. (11.2 litres per 100 km). Approximate normal range. 24–31 m.p.g. (11.7–9.2 litres per 100 km). Fuel: Premium Grade.

Tractive Effort – By Tapley Meter:

Gear	Pull (lbs. per ton)	Equiv. Gradient
Top	245	1 in 9.1
Third	345	1 in 6.4
Second	550	1 in 3.9

Speedometer Correction: M.P.H.

Car Speedometer	10	20	30	40	50	60	70	80	90	100
True Speed	11	20	30	39	49	59	68	77	87	97

Test Conditions: Weather – Dry, Overcast. Wind – 5-15 m.p.h. Air Temperature – 69 deg. F.

From The Autocar®, 9th October, 1959 – With Thanks.

MAJOR EVENTS NEWS

COORDINATION OF MARSHALS AND OTHER HELPERS ON THE DAY

Note: So far, there has been just one response to this request for assistance since it was published in the September issue of Your ABCCC News, so, here it is again. Please advise Rex Hall if you wish to be involved.

Planning has been ongoing for the 2017 RACV Great Australian Rally and as previously advised, due to circumstances beyond our control, it has been necessary to change the intended date of this event from Sunday 22nd of January to **Sunday 5th of February 2017**. Plans are being prepared for marshalling locations, responsibilities, preferred time periods and for other administrative functions required for a successful outcome for the 2017 RACV Great Australian Rally at Mornington Racecourse.

Thanks again to those volunteers who assisted this year on one of our Major events. My intention is to use the same plan for marshalling locations and time periods as for the 2016 rally so please let me know if you are unavailable for the 2017 rally due to the change in date or any other reason, otherwise I will assume that you are available.

There may be members who were unable to assist this year or new members who would like to participate. If you would like to volunteer for the 2017 RACV Great Australian Rally, please contact the relevant club member for the various locations and activities by the end of October and advise in which capacity you would like to assist so that all new volunteers can be incorporated into the overall planning process.

A. Mornington – Marshalling, Ticketing and Administration – Rex Hall 0408 303 129 rha41579@bigpond.net.au

B. Stud Park – Marshalling – Tony Pettigrew - 0408 128 420 tonypettigrew@bigpond.com

C. Hastings – Marshalling – Mike Allfrey – (03) 9729 1480 michael.allfrey@bigpond.com

D. Melbourne – Marshalling - Colin Oberin 0411 646 769 ancolk@gmail.com

Twenty-five Stall Traders have been invited to provide stalls on sites 3m x 3m for a donation to Peter Mac of \$50.00 per site. If you are aware of any Stall Trader who would like to support our Rally, please let me know details to enable an invitation to participate to be forwarded.

Looking forward to your support as an All British Classics Car Club member and to another successful 2017 RACV Great Australian Rally.

Rex Hall – Coordinator 2017 RACV Great Australian Rally, Mornington Racecourse.

2017 RACV Fly the Flag Alpine Tour

By the time you read this, entry forms for the 2017 RACV Fly the Flag Alpine Tour will have been sent to previous tour participants. At the same time, the entry and regalia purchase form will have been placed on the tour's Website – www.abccc.com.au/FTF. Many participants have been advised that accommodation could well be tight at Mansfield, due to another large event in the area.

Mike Allfrey – Editor.

THE GREAT ABCCC TRIVIA QUIZ ANSWERS

1. The Sydney Opera House.
2. Protectionist;
3. 2011;
4. Mount Gambier;
5. *Breaking Bad*;
6. Cretaceous;
7. *The Snow Queen*;
8. Elton John;
9. *Thriller* by Michael Jackson (estimated sales: 110 million);
10. Jupiter (presently counted at 67);
11. Five: WA, SA, Queensland, NSW, Victoria;
12. Edible form of whitefish;
13. NSW;
14. Five: John Cleese, Michael Palin, Terry Jones, Eric Idle and Terry Gilliam. Graham Chapman died in 1989;
15. *Nineteen Eighty-Four* by George Orwell;
16. The fennec fox of the Sahara;
17. Facebook (2004), Twitter (2006), G-mail (2007), Instagram (2010);
18. Gough Whitlam (98 years);
19. Platypus and echidna (four species);
20. Coopers Brewery;
21. Seven: 1914, 1951, 1974, 1975, 1983 1987 and 2016;
22. The Higgs Boson;
23. Mariana Trench: the Challenger Deep is 1,094 metres down; Everest is 8,848 metres above sea level;
24. 2001;
25. *Big Girl's Blouse*, 1994;
26. Peter Grete;
27. Fleegle, Dropper, Bingo, Snorky (also called Snork);
28. Apollo 11;
29. Singapore: it was formed in 1819, NZ in 1840;
30. Wayne Swan, Chris Bowen, Joe Hockey;
31. Venus;
32. Ottawa;
33. Sound Navigation And Ranging;
34. Hydrogen (H);
35. Western Australia, Queensland, Northern Territory;
36. Jebediah Springfield;
37. Methamphetamine;
38. A dwarf planet, largest object in the asteroid belt between Mars and Jupiter;
39. *Abbey Road*, 1969 (*Let it Be* was released in 1970, but recorded before);
40. Melville Island, NT (5,786 square kilometres)

From the Internet, with thanks.

MORE ON CARS ENCOUNTERED DIRECTLY AFTER WW II



Following on from the article from *The Motor* in the September ABCCC magazine, I wish to add the important developments made by the Armstrong Siddeley company in regard to early production of motor cars immediately after the war ended. In May 1945, the factory introduced a new model which was the Hurricane drop head coupé, followed shortly after with the Lancaster 4-door saloon. The next year, in 1946, the range was enlarged with a fixed-head version of the Hurricane named the Typhoon. The models were named after the bomber aircraft which the company had produced during the war years.

These three models were extensively marketed, which was a considerable contribution to the export requirements needed desperately by England at that time. I find that rarely is this fact mentioned by motoring journalists of the time, but I believe that Armstrong Siddeley was among the first, if not the first, of the motor cars available in early post war days.

Right: A 1948 Armstrong Siddeley Hurricane drop-head coupé. From the Internet, with thanks.

The cars had a 16 h.p. engine, followed later by an 18 h.p. version on the same chassis, and were offered with a choice of a conventional 4-speed synchromesh gearbox, or the famous Armstrong Siddeley pre-selector gearbox. Over the years, I have personally owned almost every post war model produced by the company, and I have found that by far the more desirable gearbox is the pre-selector version. They are easy and a delight to drive. Briefly, the clutch pedal becomes a gear change pedal, which is depressed and fully released after the gear required is pre-selected on the selector quadrant. Stopping requires the footbrake only.



In my view, the cars exhibit wonderful engine torque and top gear performance, which ensures relatively easy long distance touring which is so necessary in Australia.

Tony Hodges, Foundation Member Number 3.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

THE SOMETHING SPRITELY DRIVE – Saturday 3rd September, 2016

The Something Spritely Drive began with a typical British Sports car day, cold, some cloud and light drizzle. What more could you ask for on an All British Classic Car Club drive?

After a brief 'Hello' it was time to head off. We made our way along the Warburton Highway towards our morning tea stop at one of Warburton's many cafés. After a warming coffee and cake with a lot of chatter it was time to set off for the Spritely part of our drive.

With the drizzle clearing, it was time to head up over the mountainous roads where we could give our classics cars a real good run. With the roof off we could smell the fresh forest and hear the birds twittering. We were thinking of some of the larger cars behind us winding their big bodies around some of those very tight bends. Well done!! I think we were very lucky to have the drizzly weather so there were not many motorbikes flying past us as we made our way to the top.

At the top we encountered a heavy fog patch which made it somewhat challenging to negotiate the next bend. It wasn't long before we were at Marysville where some of us needed a quick pit stop before making our way to the Buxton Pub for lunch.

There was a very warm welcome at the Buxton Pub where some of us were very lucky to be eating lunch in front of a big open fire. It was great to see that we were not the only British Sports Car Club out enjoying the brisk morning. We met up with the MG Car Club at the pub. With such a big turn out the pub staff did an amazing job of feeding all of us in such a short time.

After lunch some of us said our goodbyes, while others looked like they decided to stay in front of the fire for another wine before heading off. A small group of us decided to head off and see how Marysville has changed after the bushfires and enjoy a spot of afternoon tea. For those people who were unable to make it we hope that you are feeling much better for the next ABCCC next outing.

Robert and Stella Stark.

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

On a rather cool and wet Sunday morning, (probably a perfect Scottish summer's day), about twenty-five enthusiasts met at the Rotary Park in Dandenong for our loop tour of Gippsland. Many of the group braved the weather and travelled in their British marques but others decided that rain and classics don't mix that well, so they travelled in relative comfort in their moderns; with various other excuses of course.

We left the park about 9:30 am and headed on the first leg of our tour to the Yarragon Village for a morning tea stop at one of the numerous cafés followed by a brief wander and some window-shopping in the village. A few members local to the Gippsland region also joined the tour at Yarragon, and travelled with us as we headed off to our next stop – a brewery tour and lunch at the Grand Ridge Brewery Restaurant.

Our journey after Yarragon continued on the Princes Freeway for a short distance before we changed direction and headed towards Mirboo North through some beautiful countryside and meandering roads for our lunch stop. Along the way we had an opportunity to climb a lookout tower for a picturesque view of the valley, unfortunately the poor weather conditions limited what would have been a great sight!

We arrived at the Brewery Restaurant around midday and were greeted by a few members who had travelled from Phillip Island to join us for lunch. After some *chinwag* and all the cars had arrived, we were given a guided tour of the brewery and briefed on the history of the business by our restaurant host. The brewery tour was informative, with an excellent explanation of the brewing and bottling process, and some of the interesting challenges encountered in getting that *fine drink* to the market.

Lunch followed the brewery tour, and for the next few hours we consumed minimal amounts of the typical styles of light and heavy beers of various alcoholic ratios, and of course the odd glass of red and white stuff whilst enjoying the company and conversations.

Following lunch the tour continued its journey through Mirboo North and on to Leongatha and Loch. As Michelle and I departed the tour after lunch I am unable to say if the group managed to visit the *final* destination – the 'Loch Distillery'. Many thanks to Greg and Geraldine Anglin for again organising another well planned tour and convivial lunch venue.

Peter Flavelle.

WHAT WE ARE ABOUT TO DO

COMO GARDENS – OPEN WEEKEND – Saturday 12th and Sunday 13th November, 2016

An ABCCC Assist Event



Over the years our club has assisted Pat and George Hetrel to raise funds for St. John's Ambulance, The Basin CFA and the Knox SES. There are many different tasks that we can help with, and such help is very rewarding and will also help 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). Fine, sunny weather has been booked for both the lead-up and for the two Open Days.

Attractions in addition to the splendid gardens will be * **CELEBRATING HANAMI DAY** * Working Display in the Vintage Car Museum * Rainy Day Bookstall * Toshi Sakamoto and his team of Japanese Drummers Perform Daily * Ikebana Flower Arrangements * Kendo Demonstration * Rock & Roll Band, **THE WHAT!**, will perform on the Saturday * Lawn Games * Conducted Garden Tours * Sausage Sizzle * Devonshire Teas and Refreshments * **Tea Demonstration – Peacefulness from a bowl of tea** * Come and Try Origami * Surrey Park Model Boat Club – Speed, Steam and Sailing Boats On The Pond * Barrel Organ Music by Hans * A Fine Display of Interesting Classic Cars * Model Cars Display * Knox Historical Society Display * Plant and Craft Stalls * The Hand Tool Preservation Association Display of Tools * Some Special Giveaways * Andy's Antics – Entertainment for children * Gordon Ross Puppeteer * Wizard of Oz in the Woodlands * Renown Sushi Chef Sam Ito will be demonstrating * The Eastern Dog Club will put their dogs through the Flyball Competition and some interesting obstacle courses * All Day CGR Train Rides * A Giant Raffle provided by the RACV (a sponsor of the Open Days) * Helpful Hints and Giveaways from Seacol (another sponsor) * Rucci's Circus (Sunday only) conducting circus workshops. Try your hand Hula Hoops, juggling and other circus apparatus. *



Note – Hanami is a Japanese tradition of flower viewing and refers to the celebration and appreciation of the cherry blossom flowering.

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, all will be most welcome! If you can provide some assistance, please 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.

Tony Pettigrew – President.

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 Tabilk 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 Tabilk.

ABCCC is booked into the Tank Museum, and for lunch at Château Tabilk. 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 Tabilk, Nagambie Region. Left out of Gate, back to M31, and north.

Château Tabilk: 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 Tabilk 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 Tabilk Menu will be issued on the day. Check Website for information. Château Tabilk 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, Tabilk, Victoria, 3608.

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

A GOOD POKE AROUND, MID-WEEK RUN – Thursday 10th November, 2016

We will be meeting at the BP Eastlink Mc Café (Southbound), between Ferntree Gully and Wellington Roads, at 9:15 am for refreshments and then heading south at 10:00 am to a famed collectables warehouse for a good poke around. After which, we will proceed to a Mornington Hotel for lunch.

Our meet-up point can be accessed from Dalmore Drive, Rowville/Scoresby (Melway Map 72; Ref: E11), for those who do not wish to pay Eastlink tolls.

Please advise us by November 1st if you wish to attend, as numbers are required for catering. Please call 0412 549 906 or, E-mail to annbry@optusnet.com.

Anne and Bryan Tootell.

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 DE ÉLÉGANCE AND DISPLAY DAY – Sunday 20th November, 2016

The Jaguar Car Club of Victoria will hold its annual Concours d'Élégance 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.

THE ABCCC CHRISTMAS LUNCHEON – Saturday 10th December, 2016

Come Along And Enjoy Some Yuletide Fayre! – Bookings Close On 1st December!

This year's Christmas Lunch will be held at the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park (Melway Map 37; Ref: K3).

Our festive luncheon will feature three (3) courses – soup, main course and dessert. These will be followed by tea and coffee. Cost of the entire meal will be \$35.00 per person. Drinks will be provided by our club. The lunch is for financial club members only. Please Note: Our venue has asked that full payment be made prior to 1st December.

We have the facility to make the payment *via* bank transfer, using the Acc. BSB 063 863 1001 3709, but please remember to place your name on the transfer and to send the form in for catering purposes. There are still the options of cash payment at an event, or, including a cheque (*made payable to our club*) with the booking form on Page 14.

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 accept gifts.

Luncheon Information

Time 12.00 noon for Lunch at 12.30 pm
Finishing Time 4.00 pm

Menu

Starter	Creamy Potato and Leek Soup with a freshly baked bread roll
Main (1)	Medley of Turkey, Ham and Pork with Seasonal Vegetables
Main (2)	Roast Sirloin of Beef – Tender Fillet with Red Wine Glaze and Seasonal Vegetables
Dessert (1)	Traditional British Christmas Pudding, served with Brandy Anglairs
Dessert (2)	Country Style Apple Pie served with Vanilla Ice-cream.

Maxine Pettigrew.

ANNUAL GENERAL MEETING OF THE ABCCC VIC INC.

Sunday 22nd January, 2017

The All British Classics Car Club Vic Inc. will be conducting its Annual General Meeting (AGM) at the Chirside Park Country Club, 68 Kingswood Drive, Chirside Park (Melway Map 37; Ref: K3/K4). There will be a lunch commencing at 12:00 noon, with the meeting commencing at 2:00 pm. The lunch will cost \$10.00 per person. Please advise the Secretary that you will be attending the lunch and AGM before Monday 2nd January, 2017. Should you decide to only attend the meeting, plan to arrive before 2:00 pm. This information is required for printing and catering purposes. Payment for lunch will be received as you enter the country Club, please do not send payment in advance.

The Annual General Meeting follows the protocol that only financial members of the ABCCC Vic. Inc. are eligible to cast votes. Protocol also rules that there can only be one vote per member couple.

Nominations for Committee positions will be called for at the Annual General Meeting. The Minutes of the 2016 Annual General Meeting will be distributed a minimum of two weeks prior to the meeting date.

If you have items that you wish to have placed on the Agenda, please notify the Secretary prior to 12th December, 2016. Late requests cannot be placed on the Agenda.

Pat Douglas – Secretary

AOMC NEWS

Delegates' Meeting Dates

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

VCPS Renewals – A Reminder

On another topic, due to the VicRoads computer's indigestion (probably it is Windows 10 related!) quite a number of Victorian Club Permit Scheme renewal notices are not being sent out to participants in the scheme. At the meeting, we were reminded that it is solely up to the vehicle's owner to keep his/her permit constantly valid. Not receiving a renewal notice from VicRoads is not a suitable excuse for letting the permit lapse.

RACV Classic Showcase



The AOMC will be hosting the 2017 RACV Classic Showcase (remembered fondly, by some of us, as the British Motoring Show) on Sunday 19th February. It is close to our own RACV 2017 Great Australian Rally and, the reasons for that were well beyond the control of both organisers. Our club has a reserved space in the display area, and next year we look forward to filling it with fine British classics. The venue is the Members' Car Park at Flemington, which makes a superb setting for displaying our cars.

Mike Allfrey – AOMC Delegate.

NEWS FROM THE FEDERATION

Delegates' Meetings Conducted By The Federation

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

Saturday 11th February 2017 – Hosted by the Bellarine Historic Vehicle Club.

Saturday 20th May 2017 – Hosted by the Antique Car Club Albury-Wodonga.

Saturday 5th August 2017 – Hosted by the Hamilton and District Veteran, Vintage and Classic Drivers' Club.

Saturday 14th October 2017 – Hosted by the Veteran Vintage and Classic Club Bendigo.

Bill Allen – Federation Delegate.

From The President's Report – September/October, 2016

Brett Holloway and I have met with VicRoads Management and new Engineer Drew Stevenson. They request that anyone with a vehicle presently on the VCPS that has been modified to VSB14 standards that you please ask your Vic Roads office about transferring it to the new 'M' plate VCPS please. We also asked for the VCPS rules to be on line for everyone to access easily and we ask that members check these from time to time to ensure everything is up to date.

Plus, when the application forms for a new vehicle joining VCPS are downloaded, that all forms are required be together at one location on the VicRoads Internet site.

John Kennett and Neville Launer attended the Australian Historic Motoring Federation meeting in Alice Springs and one main point for us that was passed, is that there will be a National Rally in 2020 and possibly November to coincide with our Bendigo Swap Meet and it will be a week of activities shared between Bendigo and Echuca and surrounds. More on that as times goes by.

Coming up quick is our Bendigo Swap on the 12th and 13th November. I hope you will all be along to this event and that you meet old and new friends and have success in finding parts and items to assist with your restorations.

Neil Athorn – President.

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BOOKING FORM – ABCCC CHRISTMAS LUNCHEON



Timing

Date: Saturday 10th December, 2016

Time: 12:00 noon For 12:30 pm Commencement

Booking Details

Please Reserve Seats for People

Name(s)

Note: Financial Club Members Only.

Payment \$ Representing \$35.00 per Person.

This year, payment can also be made by direct deposit to – Account Name: All British Classics Car Club Vic Inc. to: BSB 063 863; Account Number 1001 3709, stating your name and purpose for payment included with the transfer. However, this form will still need to be posted to the address below for catering purposes.

Update: After completing the electronic fee transfer you can E-mail the luncheon booking confirmation to Maxine at tonypettigrew@bigpond.com .

Please Post this form and your cheque, payable to the All British Classics Car Club Vic 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.