



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 234

November, 2019

MULWALA INDULGENCE TOUR GROUP



The result of over-indulgence!

NOTICE – THERE WILL NOT BE AN A.B.C.C.C. GREAT AUSTRALIAN RALLY IN 2020



Associations Incorporation Registered Number: A0035462V



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

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
Secretary	Pat Douglas	0425 712 973	secretary@abccc.com.au
Committee Positions			
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Gordon Lindner	0418 540 920	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Web Master	Ed Bartosh	(03) 9739 1879	webmaster@abccc.com.au
VCPS Attendance Records	Sue Allfrey	(03) 9729 1480	sue.allfrey@bigpond.com
Club Regalia Manager	Maxine Pettigrew	(03) 9739 1146	
Newsletter Editor	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
Editor's Assistant	Rick Lloyd	(03) 9830 1752	
The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
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 Member: Pat J Douglas**

ABCCC EVENTS DIRECTORY

Special Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events placed in this directory and, they can be found on Page 12.

December 2019

Sunday 8th Christmas Luncheon – An ABCCC Event Maxine Pettigrew (03) 97395 1146
Venue – Gardiners Run Golf Club, Victoria Road, Lilydale.

January, 2020

Sunday 19th A Gippsland Club Run – An ABCCC Event Heather Cannon 0450 580 892
Venue – TBA.

February, 2020

Sunday 2nd The Annual General Meeting of the ABCCC Vic Inc. Pat Douglas 0425 712 973
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park, 3116.
Monday 17th Visit to Jaunt Electric Vehicles – An ABCCC Event. Graham Talmage 0419 399 752
Venue – Either North Coburg or Springvale.
Sunday 23rd The AOMC British and European Motoring Show – An ABCCC Supported Event.
Our club will have reserved display space.
Venue – The Yarra Valley Racecourse, Armstrong Grove, Yarra Glen.

March, 2020

Wednesday 4th Mid-week Run – An ABCCC Event Greg Anglin (03) 9876 3293
A visit to the California Redwood Forest at Cement Creek, near Warburton. 0419 882 155
Venue – Meet at Lilydale Lakes at 9:45 am for a 10:00 am departure. gregsbusy@msn.com
Friday 13th to The ABCCC No Frills Tour – An ABCCC Event Maxine Pettigrew (03) 9739 1146
Sunday 15th Venue – Touring the Rutherglen Area.
Sunday 29th Scoresby Picnic – A Federation Event, Supported by ABCCC Bill Allen (03) 9846 2323
Venue – National Steam Centre, 1200 Ferntree Gully Road, Scoresby.

April, 2020

Thursday 5th Tour to Organ Pipes National Park – An ABCCC Event. Bryan Tootell 0412 549 906
Lunch at Riddles Creek Hotel, 10-12 Hamilton Street, Riddles Creek, Near Gisborne, Victoria.
Start Venue – TBA.
Sunday 19th Follow That Mini Through Gippsland – An ABCCC Event. Geoff and Judy Birkett (03) 9755 1772
Start Venue – TBA.

May, 2020

Sunday 3rd Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Meet Point – TBA.
Wednesday 27th Visit to Bayswater Ambulance Museum – An ABCCC Event Greg Anglin (03) 9876 3293
Followed by lunch in the hills. 0419 882 155
Start Venue – 1/55 Barry Street, Bayswater at 9:30 am. gregsbusy@msn.com

June, 2020

Friday 5th to Hamilton Queen's Birthday Rally – The Hamilton Club. Tony Pettigrew (03) 9739 1146
Monday 8th A Very ABCCC Supported Rally.
Venue – Hamilton, Victoria.
Monday 22nd to Revisiting The Old Hume Highway – An ABCCC Event Leigh and Sandra Wishart 0403 243 700
Tuesday 23rd Start Venue – TBA

July, 2020

Sunday 5th Pakenham Race Meeting – An ABCCC Event. Gordon Lindner 0418540 920
Venue – Meet at McDonalds, Cnr of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills.
Sunday 19th The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291
Venue – TBA.

August, 2020

Sunday 2nd A Yarra Valley Motor Tour – An ABCCC Event. Bryan Tootell 0412 549 906
Start Venue – TBA.
Sunday 16th Lunch at the Cuckoo Restaurant – An ABCCC Event. Gordon Lindner 0418 540 920
Venue – Meet at the Restaurant, 508 Mount Dandenong Tourist Road, Olinda, Victoria..
Sunday 30th A tour of Chinatown and the Chinese Museum – An ABCCC Event. Greg Anglin (03) 9876 3293
A guided walking tour with Yum Cha lunch to follow. 0419 882 155
Start Venue – Meet at the Chinese Museum, 22 Cohen Place, City. gregsbusy@msn.com

September, 2020

Sunday 13th A Visit To The Morris Minor Garage – An ABCCC Event. Gary Prewett (03) 5417 2283
With lunch in Castlemaine.

	Venue – Harcourt, no address available.	
Sunday 27 th	The Creaking Wooden Frame Run – An ABCCC Event. Venue – TBA.	Phil Cook (03) 9842 5449
October, 2020		
Friday 2 nd to Sunday 4 th	The 'Terri Allen Garden Tour' – An ABCCC Event. Venue – Macedon Open Gardens Fair.	Kate Senko (03) 5169 6626
Saturday 10 th	Visit to Holden Proving Facility – An ABCCC Event. Venue – GMH, Lang Lang, Victoria.	Ian Terry 0409 097 496
Friday 23 rd to Sunday 25 th	The Justly Famed Indulgence Tour – An ABCCC Event. Touring – TBA.	Peter McKiernan (03) 9787 6003
November, 2020		
Thursday 5 th to Wednesday 18 th	Sapphire Coast Tour – An ABCCC Event. Details with opening for bookings.	Maxine Pettigrew (03) 9739 1146
Sunday 29 th	Our Car Boot Picnic – An ABCCC Event. Venue – TBA.	Christopher Constantine (03) 9898 4431
December, 2020		
Sunday 13 th	Christmas Luncheon – An ABCCC Event Venue – TBA.	Maxine Pettigrew (03) 9739 1146

EDITORIAL RAMBLINGS – Issue N^o. 234

This year, there have been instances where I have not received E-mail messages that were sent to me. In addition, there are some that I had sent that had not arrived at the receiver's 'Inbox', so, it was a two-way concern. The editorial computer has gone through a few lapses in concentration and operating stability concerns. This, after two visits from GEEKS2U (rather expensive visits) and the purchase, yet again, of new software, the beast seems to have settled down. However, having recently discovered that an important E-mail was not received here has brought on a decision to introduce a receipt reply, manually driven. Maybe, club members can 'Request a Reply' from the Options menu on their devices, whatever they are.

On Page 4 there is a report detailing the announcement of the NSW Logbook Conditional Registration Scheme. In addition to that, a NSW club's recent newsletter featured basically the same message, but it concluded with the recommendation that the new scheme was now a benchmark for all other States and Territories to base their conditional permit schemes on. Could that be why VicRoads have been delaying their promised VCPS review? Sort of Sydney-centric yet again, for us? What was printed could be incorrect of course.

I will now get back to work on a 1965 Ford tractor in Hamilton and leave you alone.

Mike Allfrey – Jupiter, Bringer of Jollity!

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees can be paid at the Christmas Luncheon to Gordon Lindner. Please have your money in an Envelope with your name written on it, alternately you can post or transfer money to; All British Classics Car Club 9 Hagen Drive Berwick, Victoria, 3806.

Bank details: BSB 063 863, A/c No.1001 3709, to assist our treasurer, please provide your details as a reference.

Renewal Form can be downloaded, if required to update information, from the ABCCC Website.

Thank you, Gordon Lindner – Membership Secretary.

LOGBOOKS HERE TO STAY IN NSW

Press release from Minister for Regional Transport and Roads Paul Toole

Historic and classic car enthusiasts will have more opportunities to hit the road outside club events thanks to the Liberal and Nationals Government making logbooks a permanent feature this week.

Minister for Regional Transport and Roads Paul Toole said 50,000 cars had participated in the logbook scheme during its trial period.

"We know owners of these cars want to be able to take them out for a spin and share their love of these cars with others – that's why we've made it easier for them to keep track of how often they drive them," Mr Toole said. "Under this scheme, historic and classic car owners can drive their vehicles for up to 60 days each year outside of club organised events."

Minister for Transport and Roads Andrew Constance said Transport for NSW would deliver phased improvements to the logbook scheme over the next 12 months. "We are looking at ways to ensure compliance of the conditional registration and to support motorists by ensuring they have a say in the logbook format," Mr Constance said. "Drivers will need to continue to record the vehicle's use in the logbook and be a member of a Transport for NSW recognised classic or historic vehicle club or approved organisation to use the logbook."

Australian Confederation of Motor Clubs President Tony O'Donnell welcomed the announcement. "The logbook scheme allows owners to more easily enjoy and share the pleasure of our vehicles with each other and the community," Mr O'Donnell said. "Its confirmation as a permanent scheme encourages our long term commitment to our lifestyle, event participation and the stability of the industry and jobs we support."

From AOMC News – With Thanks.

VALE

Gillian Lloyd – 5th August, 1951 – 5th November, 2019

Our club has lost a very valuable member who has, over past years, given wonderful assistance in getting our magazine to our membership. For Gill, no task was difficult and odd requests were handled calmly and always with that super lovely smile which gave a sense of great dependability.

Our heartfelt thanks for that go to her.

Just recently, Gill and Rick had taken an extended tour of England and, while on tour there was some communication about the magazine, the result of which was the receipt of a part of Gill's Tour Blog, which she had created on the move and was excellent reading with good quality photographs illustrating their many activities and giving me some good memories of the Old Country.

Those We Love

Those we love don't go away,
They walk beside us every day;
Unseen, unheard, but always near,
Still loved, still missed and very dear.

To Rick and his family go our sincerest condolences.



Mike Allfrey.

PERMISSION TO DRIVE

A 1993 Triton With Club Plates Loaded With Ladders, Really?

Are Club Permits the best thing to happen since ratchet handles?

So why then do the pen pushers make it so complex? And why do the selfish knuckleheads who sort it think they are doing anything other than threatening its future?

Just about every jurisdiction has a version of the system that allows you to drive your old car without handing over the approximately \$850 registration for a car that only goes out for a spin every now and then.

Some State governments (SGs) have gone kind of tense (KoT) about OCs (old cars). Take WA (Western Australia) where someone in the DoT urgently needs PERE (Plain English Re-Education).

Under the WA DoT rules, a permit will require a CEO at the DoT or a visit to the DVS with an IBC from ASIC with an ACN or a CMCI from WA DoC. The 'Vintage, Veteran, Post Vintage, Invitational Class Vehicle Application' (Form EB1) must be presented along with the 'Certificate of Financial Membership' (CMC1 Form) from an approved club that must have a minimum of thirty (one more than twenty-nine (29) members. You cannot use the vehicle for general transport or to work (DRAT).

In Victoria, where someone in the bureaucracy clearly won an award at the plain English workshop, you are required to fill in a 'Permit Application' and show proof of membership of an eligible club and proof of safety.

Which is exactly the same as in WA. Except in Victoria, owners of old cars are driving to and from work, to the supermarket every day and use the \$150 a year permits (good for 90 days of driving) as a way of avoiding nearly \$850 plus of registration each year.

You have to fill in a logbook each time you go for a drive. If you are checked by the police and the logbook is not filled in, you are charged with unregistered and uninsured driving, losing points and copping a minimum and mandatory \$1,200 fine. If you have a prang when the logbook is not filled in, you are uninsured, even if your policy is up to date. Yet people do it every day.

In Queensland, the 'Special Interest Vehicle Scheme' has similar restrictions to WA. The car must not be used for general purposes going to or from work or for hire or reward. You can only use the vehicle on rallies, club events, going to or from a repairer, or for road testing within 15-km of home but not for everyday use. Fair enough, and clearly explained. But widely exploited by the simple ruse of taking a screwdriver with you to the supermarket or on the drive to work and telling any inquiring plod that the carbies needed adjustment in time for next weekend's club drive.

These cheaper permits and reduced rego schemes have revived the entire old car community.

Owners of multiple old cars can keep a fleet, all legal and running around, without going broke. I renewed one permit last month and when I checked the logbook I had used the car three times in twelve months. Apart from feeling ashamed, I also felt grateful it had not cost me 20 times more in fees for a rarely driven car to be legally but occasionally on the road.

The flip side is the tradie in the 1993 Triton twin-cab with club plates on the freeway, loaded with conduit and ladders who goes past me every day in a fluoro fleecy. Not just risking his own pockets but putting the credibility of the system at risk.

And so is the local 'entrepreneur' offering membership of an eligible club (his private one) for \$100, no questions asked, vehicle neither checked nor even seen and club permit applications signed on payment of the cash. Genuine club participation is irrelevant, and old car enthusiasm not required.

So what do we do, those of us who want the schemes nurtured and retained, to counter the prospect of regulators and bean counters getting so cross with the scammers that the entire system is scrapped? Bringing back the stocks and public floggings seems just a bit excessive . . .

This article was written by Jon Faine and appeared in the Unique Cars magazine August, 2019 issue – with thanks.

HEADLINES FROM US NEWSPAPERS

1. ON TEENAGERS, ADULTS: Statistics show that teen pregnancy drops off significantly after age 25.
2. HOMICIDE VICTIMS RARELY TALK TO POLICE.

Colin Brown.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

MYSTERY RUN – Sunday 13th October, 2019

No Report.

PEPPER'S TURN BACK TIME PUB RUN – Sunday 10th November, 2019

No Report.

INDULGENCE WEEKEND 2019 – Friday 22nd to Sunday 24th November, 2019

This year, due to the timing of departing Canadian relatives, we elected to join the Indulgence Tour at the lunch venue at the Jumping Jumbuck in Euroa, so we missed the sweet breakfast/morning-tea assembly point at the Chocolaterie just out of Yarra Glen at 9:30 am. However, by all accounts, it was an impressive commencement to our tour to Euroa and points north to the Yarrowonga/Mulwala area. After leaving home at the time of the tour's assembly, we thought we would be just behind the main group on the road. It was a strange sensation being the first to arrive at a lunch venue.

The day before had been hot and windy and, from Dixons Creek onwards there were numerous trees and branches blown down over the road. Our tour organiser, Peter McKiernan, had thoughtfully organised chainsaw bearing road clearance parties to ensure a smooth passage to Euroa. Our ride was also enhanced by the red wine ballast in the Rover's capacious boot – a sort of 'coal to Newcastle (UK)' situation that worked out well. We, having a first-draft of the Tour Route Notes noted a couple of typos on our way to Euroa, no doubt well and truly fixed on the final version.

The road down into Euroa is still as twisty as it always has been and there was little chance to pull over and let a little terrier-like car get past us, it finally did and rapidly bounced into the distance with no adherence to posted speed limits. As our notes informed us, we were driving on some well known dangerous roads and to take care.

Once at the Jumping Jumbuck restaurant, the Rover had first choice parking in some modest shade, to help prevent the wine cargo from boiling over. We settled down with nice cold lemonades to await our companions on the tour, all the while being pressed by the staff to make a start on the bounteous platters of sandwiches. Being fair, we resisted until the bulk of the tour arrived to indulgently tuck-in! The egg, lettuce and mayonnaise sandwiches were something to write home about and they soon disappeared, probably on top of the delights offered by the Chocolaterie visit earlier. Oh, gosh! To quote Joanna Lumley, who expresses those words so beautifully. Then came equally vast platters of party pies and sausage rolls, finished off by similar platters loaded with cakes – sort of like feeding the forty-thousand hungry souls. All too soon, after some announcements of which I understood nothing, it was time to be on our way to Yarrowonga and wait at the local Police Station.

With Sue navigating and our new Garmin navigation thing confirming matters along the way, we negotiated a few dog-legs to get to our meeting point. There were major (for these times) roadworks for new roundabouts and Karen Garmin was a bit confused. Last year's National Rover Rally had been headquartered in the locality and, the Rover knowing where we were was a distinct help and we were soon on the road to Katamatite and then turned north-ish to Yarrowonga.

Right: Clear blue sky and a fine collection of classics wait patiently for the police escort through town to begin.

The Police Station was easily found and we waited for others to catch up. Soon a rather daring police vehicle with 'blues & reds' flashing parked in the middle of the Murray



Valley Highway and probably caused a fair amount of overheated brake fluid before we executed an illegal 'U' turn to be escorted along Yarrawonga's main shopping street by our police. A nice touch for our tour. Our thanks to the brave officer who calmly brought the highway's traffic to a complete halt. After our little parade, it was a short drive over the one-lane bridge to our motel in Mulwala (NSW) where our cars could rest for a longer than usual spell.

After checking in and relaxing in our rooms, more likely on this occasion red wine cooling, it was time for what the ABCCC does best wherever it stops – pre-dinner drinks and nibbles. This was a real cacophony of chatter about experiences along the way on the day. Chief among this was the two roundabouts being built at Shepparton. Maybe the construction folk should be made to place temporary signage at weekends?

Right: Chatter and nibbles in full swing.

All too soon, it was time for a short walk to Club Mulwala for our indulgent dinner in the *HMS Endeavour Room*. The NSW RSL clubs are well known for their catering abilities and we were three alternate serves of each course for our meal, with some complicated three-way swapping of plates around the tables. Overall, dinner was good, if for some, rather large in serve size – and on top of that lunch as well! There was still more chatter and we, in replete condition, sought our beds for a well earned rest.



There was still more chatter and we, in replete condition,



Top left, view from Capricorn Motel. Top right, Gordon Paterson's Mini. Above left, David Peck's Rolls Royce and above right, Bill Allen's award winning Rover 100 P4 model.

Next morning early, the camera was out to capture some early light, which in the area at this time of year is kind of special. First the view over to Lake Mulwala and then some of our classic cars. Very quickly it was time for our exercise walk to breakfast in the *Diggers' Rest Bistro* at Club Mulwala, and soon after that, it was time to board our coach for a day's sightseeing. It was a smart near-new Scania, operated by Fallons, driven by, I think, Greg – the trouble with hearing problems, again – was knowledgeable about the area and, overall, a good operator of the sound system, which is quite rare these days. We were taken across the weir and headed for Corowa to our first stop, gentlemen to Max's Motor Museum, the ladies to the chocolate factory and whiskey distillery, a combined attraction nearby.

At Max's Motor Museum there was a good variety of vehicles for us to look at. Particularly interesting for me was the Standard Ten Standdrive model with semi-automatic transmission. There were also two neglected Jowetts, 'nough said! In addition there was a RR Merlin engine that looked capable of being started in its support stand. This appeared to be a little known museum that is only opened by appointment.

Just what our ladies got up to in the Chocolate Factory and the Whiskey Distillery may be open to conjecture, but Sue did some shopping, amongst which was a favourite – chocolate coated pieces of ginger – yummy. We men were collected and we were then driven to Lake Moodemere Estate winery for a gourmet luncheon in the shade of a marquee, less side sheets, but with some very determined flies that may have blown in on the hot Thursday west wind.

Right: The Standard Super Ten with Standdrive transmission and, maybe, an Australian grille treatment. Today, a very rare car, particularly so, if the centrifugal clutch still works.



Left: Bryan Tootell, Robert Joiner and Colin Brown having a good session with cold water.



Lunch was interesting and there were interesting appetiser bits on large platters, more and more came along and, as we thought we were replete, the main course was presented to us. Talk about indulging! It was a very pleasant venue on the bank of what looked like a billabong, we were close to the Murray River. We did our mighty best with the main course and the estate's two dogs helped a bit, with a pair of unabashed chickens browsing under chairs for green peas and corn kernels that had been accidentally dropped



Above: Please identify yourselves! Photograph from Peter Hibbert.

After the luncheon, we boarded our coach and set off for Rich Glen Olive Estate to do some shopping on our way back to the motel. This was where I became rather confused, because we had visited this interesting establishment a couple of years ago. It seems that the place was once the Cobram Olive Grove, with green and cream themed decor, now the name has changed, as has the decor to red and cream. No matter, a jar of tomato relish was quickly purchased. Same much liked relish, different brand name!

Once back at the Capricorn, it was drinks and chatter with a vengeance – not much nibbling going on this time, the huge luncheon was having its effect on most of us. The motel's barbecue was fired up and right away we knew this would be a meal of vast proportion – gosh! There were some skewers with plain marinated beef on them which were cooked to perfection, really, it was classed as our best Indulgence BBQ yet, it was that good. Next morning was group photo time, but matters got out of hand and the shutter clunked four minutes early. Sincere apologies for that.

Our collective thanks to Peter McKiernan for his wonderful organisation, thanks also to our motel for the BBQ.

Mike Allfrey.

WHAT WE ARE ABOUT TO DO

THE ABCCC CHRISTMAS LUNCH – Sunday 8th December, 2019

A plum pudding so good, if dunked in brandy, not a single gas bubble would rise!

This year, in accordance with our vote at last year's luncheon event, we will be gathering for our festivities at the Gardiners Run Golf Club. We have inspected the room and found it acceptable, but with one drawback it only holds 110 maximum and, in recent years the numbers have been between 100-125 people, a booking form is located at the end of this magazine. We suggest you get in early with your bookings, because it will be first in first served. All enquiries should be made to me on telephone number 9739 1146.



Maxine Pettigrew.

NOTICE OF ANNUAL GENERAL MEETING – Sunday 2nd February, 2020

Advance Notice

The Annual General Meeting will commence with lunch at the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park, with lunch at 12:00 noon and the actual Meeting will commence at 2:00 pm. Full details in the December issue of *Your ABCCC News*.

A VISIT TO JAUNT ELECTRIC VEHICLES FOR ADVENTURE – Monday 17th February, 2020

Preliminary Information

Visit to Jaunt Electric Vehicles for Adventure, they are a relatively small company who are up-cycling 50-year-old cars and each has a story. They have the main workshop in North Coburg and a second workshop in Springvale. They are currently converting a Series 3 Land Rover to an electric vehicle. Their web address is www.jauntmotors.com if you would like to check them out. Jaunt Electric are happy to accommodate a visit from ABCCC on Monday 17th February, 2020 at their 9 Warner Street, Coburg North workshop and we could then go out for lunch after the visit.

Graham Talmage

RUTHERGLEN 'NO FRILLS TOUR' – March 13th – 15th, 2020

We will meet for lunch in Euroa (venue to be arranged) and then drive to our motels, I have booked two motels the main one is the Rutherglen Motel and the overflow will be directly opposite at the Walkabout Motel. We will have BYO nibbles and drinks at the Rutherglen motel which has an excellent outdoor area after which we will walk or take a very short drive to the Poacher's Paradise for dinner in our reserved room, dinner will be from the hotel menu and you pay as you go.

Saturday, the day is free, you can explore the area and wineries on your own (Corowa, Chiltern and Beechworth are close by) or the owner of the Walkabout has a stretch-limo and is presently working on a deal to do a shuttle service.

Saturday night there will be a BBQ organised by both motels and will be at the Rutherglen Motel, it will be 'no frills', thick sausages, thick hamburgers, veggie burgers, roasted potatoes, Green salad, Potato salad, Pasta salad and Coleslaw. Fruit salad and ice cream for dessert, all supplied by the local country butcher and greengrocer.

Sunday we leave to return home and we might organise a stop for lunch along the way.

Cost for dual occupancy will be \$330, including continental breakfast and BBQ dinner, single occupancy will be \$280.

The Rutherglen Motel is the oldest motel in Rutherglen and after many, many, visits to Rutherglen we had never stayed there until recently and then only by chance, the Walkabout was closed due to a water supply problem and they referred us across the road. Incidentally the Walkabout is the newest motel in Rutherglen and we stayed at the Walkabout on its opening night and have had a long association since.

Rooms will be allocated on a first come first served basis and the first rooms will be the Rutherglen Motel unless you request the Walkabout as your first option.

When all the names are in, I will notify you to contact your relevant motel to confirm and supply your credit card details.

Please send your reservation to Maxine Pettigrew E-mail tonypettigrew@bigpond.com or telephone 9739 1146.

Maxine Pettigrew.

THE FEDERATION SCORESBY PICNIC – Sunday 29th March, 2020

Organised by the Dandenong Valley Historic Car Club Inc. and will be sponsored by the Federation, this event starts at 10:00 am on Sunday 29th March, at the National Steam Centre, 1200 Ferntree Gully Road, Scoresby, Victoria.

Entry will be free, free raffle tickets for all display vehicles (drawn at 1:00 pm) and trophies will be awarded for six categories, including Best Club Display. There will also be free entry into the buildings with stationary steam engines and other exhibits on site. This is an event that is fully supported by our club. There will be an area reserved for ABCCC cars, which, for display need to be 25 years old or older to be eligible for display.

Please contact Bill Allen on 0400 209 018 to reserve your place.

Bill Allen.

PAKENHAM RACECOURSE, LUNCH AND RACE-DAY – Sunday 5th July, 2020

Preliminary Information

A day out to the new Pakenham Racecourse at 420 Nar Nar Goon-Longwarry Road, Tynong.

Meeting point is McDonalds, on the corner of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills. **Meeting at 9.30 to depart at 10.00** for a 50-kilometres drive along country roads.

Our Reserved Dining Special Luncheon includes: Racecourse entry, a Race Book per person, two-course meal (main and dessert), one complimentary drink. Have a look at the Mounting Yard before each Race, also you have access to the Stables and see how they operate on Race-day.

Dress Code; neat casual, bring along your Classic Car for a display in the Courtyard, all modern vehicles to park in public area. Come along and enjoy a day out with friends, no requirement to be interested in the Racing.

If you wish to attend please advise by the 28th June with payment so catering arrangements can be made. Cost will be announced in this magazine prior to the event. Payment is required seven days before, so Venue can arrange staff. Payment can be made to GH & EP Lindner BSB 013 795 A/C No. 4813 30325 (*include your name*) or cheque, post to – Gordon Lindner, 9 Hagen Drive, Berwick, 3806, or, telephone 0418 540 920, or, E-mail ghl40@internode.on.net.

Gordon Lindner.

THE TERRI ALLEN GARDEN TOUR 2020 – Friday 2nd to 4th October, 2020

Preliminary Information

The Victorian Open Gardens Scheme has the Macedon Garden Fair, (for the past 3 years it has been held the first weekend of October, so I am assuming that it will be the same in October 2020, with at least two same gardens open on both the Saturday and Sunday).

The initial itinerary would be to drive to Lancefield on Friday 2nd October.

Accommodation at the Grange Macedon Ranges Motel Friday and Saturday nights. Dinner either in Romsey or Lancefield Hotel Friday and Saturday evenings.

Saturday drive to Macedon/Mt. Macedon for the open gardens. Lunch at the Post Office Café – optional. Drive to the cross. Hanging Rock Winery.

On Sunday either return to the gardens or run to Heathcote, lunch in Kyneton before returning home. This could vary on Markets etc. or other events that maybe happening at the time.

Kate Senko.

NEWS FROM AROUND AUSTRALIA

Knocked Back In 60 Seconds

Following is a letter sent to the Unique Cars Magazine letters section, and the response to it. The letter highlights the need for due diligence whenever dealing with the moving of vehicles across our borders.

I am a vehicle enthusiast and have a huge bundle of your magazines that my wife accepts as part of her marriage commitment. In 2016 I ordered construction of a restored 1968 Eleanor Mustang to be built by Classic Speed located in the Philippines. As a condition of the contract, I visited the factory in the Philippines in May, 2019 to accept the vehicle.

The restoration includes conversion to right-hand-drive (RHD) and a complete rebuild to new car specification.

The car is fantastic and cost over \$200,000. The contract included a Ford 427 motor, manual transmission, and of course the Eleanor paint work.

Classic Speed supplies vehicles to many countries including Australia. My car is Classic Speed CS347.

My problem started in July when I applied to import the high quality vehicle. The Department of Infrastructure refused my application to import to Australia. Naturally this was very disappointing. I have appealed without success for a permit even though I am aware of several other similar vehicles that have previously been successfully imported.

Classic Speed management has supplied me with photos and details of several other cars that they have exported to Australia since January, 2016. Almost all have been restored Mustangs with RHD conversions and engine upgrades. In addition, I have also independently located other similar vehicles in Australia that were imported from Classic Speed in the Philippines.

It appears that any pre 1989 vehicle converted to RHD will not receive a permit. The logic is hard to understand, especially when Classic Speed highlights its RHD conversion as a main benefit when they restore a vehicle for Australia.

I was hoping you could research this matter as I am aware of other vehicles under construction where perhaps the owners are not aware of this problem.

GH, Roleystone, WA.

'Morley Says': Oh Boy, that's a shocking situation in which to find yourself. I guess vehicle importing is one area where it's not actually better to beg for forgiveness than to first ask for permission.

Having a quick read through the Infrastructure Department's Website, it seems about the only thing they hate worse than asbestos brake pads and head gaskets (and that is another nest of vipers, trust me) is a car with modifications. And although I can see your point that a conversion to RHD (done properly) is a safety issue rather than a let's go crazy mod, the good old Department dudes don't see it that way.

There seems to be a right of review option with the department, and you can ask to have your application reviewed along the lines of a direct plea to the minister of the day. You'll need to include supporting evidence from the folks who made the changes to the car, proof of your ownership and a letter from you outlining the particular circumstances you'd like to be considered in your application for exemption. But from the sounds of things, you've already been down this road.

Thing is, with absolutely no experience with this stuff, I'm unable to say how likely success or otherwise for such an application would be. Nor whether the fact that you've paid for the car up front or that the work was carried out by a team of professionals will make any difference.

So maybe you should talk to somebody who does this sort of thing all the time. There are plenty of companies around who specialise in brokering deals like this who'd have a much better idea of what's going to make it into the country and what isn't. I noticed on the department Website there's also scope for approved workshops to import a limited number of cars for their customers, so maybe that's an avenue worth investigating.

From Unique Cars Magazine – With Thanks.

NEWS FROM THE UK AND EUROPE

The Electrification of Historic Vehicles – FIVA Release Their Position

Background: An increasing number of commercial outfits are offering to convert historic vehicles to run on electric power, replacing the entire drivetrain with an electric unit and batteries. In this way, they claim, it's possible to retain the classic appearance of the vehicle while meeting modern environmental standards. As an additional benefit, the conversion might also increase power and performance. Some conversion companies have even obtained permission from the type approval/certification authorities to retain the original Vehicle Identification Number (VIN) of the donor vehicle, despite more or less replacing the entire drivetrain.

Impact on The Historic Vehicle Movement: Conversion of historical vehicles from their original internal combustion engines to electric power does not comply with the FIVA definition of a historic vehicle, cannot be carried out in accordance with the Charter of Turin, and does not truly achieve the goal of preserving historical vehicles. Vehicles so converted cease to be historic vehicles, except for 'in period' changes.

FIVA's Position: FIVA (the Federation Internationale des Vehicules Anciens or international federation of historic vehicles) understands the motivation of some owners to electrify their vehicles – and acknowledges that, subject to legislation and regulation, all modifications are a matter of personal choice.

However, FIVA – as an organisation dedicated to the preservation, protection and promotion of historic vehicles cannot promote, to owners or regulators, the use of modern EV components (motors and batteries) to replace a historic vehicle's powertrain.

Conversion of historic vehicles from their original internal combustion engines to electric power doesn't comply with the FIVA definition of a historic vehicle, nor does it support the goal of preserving historic vehicles and their related culture. In FIVA's view, vehicles so converted cease to be historic vehicles, unless they are subject only to 'in period' changes.

According to FIVA, a historic vehicle is 'a mechanically propelled road vehicle' that is:

- ♦ at least 30 years old,
- ♦ preserved and maintained in a historically correct condition,
- ♦ not used as a means of daily transport,
- ♦ part of our technical and cultural heritage.

Concludes Tiddo Bresters, FIVA's Vice President, Legislation, *"It is not, in our opinion, the shape or body style of a vehicle that makes it 'historic', but the way in which the entire vehicle has been constructed and manufactured in its original form. Hence if any owner, motor engineer or manufacturer chooses to make such conversions to a historic vehicle, FIVA would strongly recommend that any changes are reversible, with all the original components marked and safely stored. In this way, the vehicle may – if so desired in the future – be returned to its original state and may once again become an historic vehicle."*

From AOMC News – With Thanks.

Cost of Ownership Survey, 2019 – Federation of British Historic Vehicle Clubs

On 14th May 2019 the FBHVC launched the results of our 2019 National Cost of Ownership Survey at a special meeting held at the Palace of Westminster, hosted by the Right Honourable Sir Greg Knight MP, Chairman of the All Parties Parliamentary Historic Vehicle Group and enthusiastic supporter of the Federation. Lord Steel, our President, along with another 15 Peers and Members of Parliament were in attendance.

The survey took place in late 2018 and early 2019 and followed a similar methodology to that we used in the National Historic Vehicle Survey carried out in 2016.

We completed a national omnibus survey examining both the behaviours and attitudes of the adult population and completed our work with a detailed enthusiast survey examining specific costs of ownership. The results of the Survey were both encouraging, but in some cases concerning, for those of us who are interested in Historic Vehicles of whatever type. There is no doubt that public enthusiasm for and interest in, the historic vehicle sector continues to be very strong, but changes are taking place that will affect us all.

A particular focus of the national omnibus element of the Survey was the attitudes and behaviours of different age groups. What this has shown is that whilst overall there continues to be enormous support for the historic vehicle movement at large, enthusiasm amongst younger people is not so strong. The survey clearly suggests that younger people do not readily identify with the heritage issues understood by older generations. For example, there continues to be enthusiasm at large for seeing vehicles and owning vehicles but younger generations are far less sympathetic to

historic vehicles being exempt from modern emissions and safety requirements. This is a particular concern for the future given that it is not possible for many historic vehicles to meet these modern standards.

The survey results demonstrate a clear need for all of us who are involved in the movement to engage with younger people and explain the importance of the heritage aspects of historic vehicles. All too soon these younger generations will be the legislators of tomorrow and without a clear understanding of the importance of 'heritage vehicles' our ability to use and enjoy these vehicles might be severely restricted.

And what does it cost to own a historic vehicle?

Based on our survey group, the average cost per vehicle is £1,489 and the average cost of fuel is less than £250 per year. This does not include the costs of major restoration or repair work, but it does show that day to day ownership of a historic vehicle is open to a large proportion of the population. Further detail of the elements that comprise these costs is presented in the survey summary.

The full summary of the Survey can be downloaded from the Federation's Website at www.fbhvc.co.uk. We hope you enjoy reading and reflecting on these results. The Federation's next major survey will be published in 2021 when we will be encouraging participation from everyone who is interested in the historic vehicle movement.

From The FBHVC via AOMC News – With Thanks.

OTHER MOTORING EVENTS DIRECTORY

January, 2020

- Monday 27th Classics, Custom and Bike Show – Hobson's Bay Men's Shed Motoring Group.
Contact: Ken Inglis at: secretary.hobsonsnet@gmail.com
Supported by the Federation. Timing – 9:30 am till 2:30 pm.
Venue – Apex Park, Queen Street, Altona.
- Monday 27th Australia Day Motor Show.
Venue – Ballarat, Victoria.
- Monday 27th Australia Day Display In The Domain – RACV Daryl Meek daryl_meek@racv.com.au
Note: This Event Is For Australian-Built Vehicles Only.

April, 2020

- Saturday 18th Echuca Swap Meet – The Echuca & District Historical Vehicle Club Enquiries 0456 010 665
Show and Shine, Awards Presented
Venue – Rotary Park, Rose Street, Echuca, Victoria.
- Friday 26th to JCCA 2020 International Rally – The Jowett Car Club of Australia A Henshall roadster1@tpg.com.au
Monday 27th Venue – Beechworth, Victoria.

May, 2020

- Saturday 16th The Florence Thompson Tour – RACV Daryl Meek daryl_meek@racv.com.au
Venue – Touring the Surf Coast, Victoria.

October, 2020

- Friday 23rd to National Rove – Rover Car Club of South Australia Paul Tol 0428 107 121
Monday 26th Venue – Victor Harbor, South Australia.

NOTICE: AS THE SITUATION IS UNDERSTOOD, THE MEMBERSHIP RENEWAL FORM DOES NOT HAVE TO BE FILLED IN IF YOUR INFORMATION DETAILS HAVE NOT CHANGED, ALL THAT IS REQUIRED ARE:

- 1. IF PAYMENT IS MADE ELECTRONICALLY, PROVIDE YOUR NAME FOR OUR TREASURER TO KNOW WHERE THE PAYMENT ORIGINATED.**
 - 2. PLEASE ADVISE OUR MEMBERSHIP SECRETARY BY E-MAIL THAT YOUR BANK TRANSFER FOR YOUR SUBSCRIPTION RENEWAL HAS BEEN MADE, THIS HELPS KEEP RECORDS UP TO DATE.**
 - 3. SHOULD YOUR MEMBERSHIP INFORMATION HAVE CHANGED, THEN, A COMPLETED RENEWAL FORM (PAGE 14) MUST BE SENT TO ADDRESS ON THE FORM, USING EITHER E-MAIL OR THE SERVICE OF AUSTRALIA POST.**
- PLEASE COMPLY WITH THESE REQUIREMENTS. RENEWALS ARE DUE IN DECEMBER OF EACH YEAR.**

THANK YOU.



THE A.B.C.C.C. PRESENTS! OUR CHRISTMAS LUNCHEON

SUNDAY 8TH DECEMBER, 2019
12:00 NOON FOR 12:30 PM A SIT-DOWN LUNCH

VENUE

GARDINERS RUN GOLF CLUB, VICTORIA RD.
LILYDALE



BOOKING FORM

Timing

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

Booking Details – For Financial Club Members Only

Please Reserve Places for People

Name(s)

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. Please make our Treasurer's task easier. 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 or, telephone 9729 1416.

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 printed magazine, a photo-copy of this form will be quite acceptable.

GET YOUR BOOKING IN NOW!



ALL BRITISH CLASSICS CAR CLUB Inc

A0035462V

ANNUAL MEMBERSHIP RENEWAL

THE PRESIDENT AND THE COMMITTEE WOULD LIKE TO THANK ALL OF THE MEMBERS FOR THEIR ONGOING SUPPORT OF OUR CLUB. ATTENDANCE AT ALL EVENTS HAS BEEN EXCELLENT, AND WE TRUST THAT YOU WILL RENEW YOUR MEMBERSHIP.

MEMBERSHIP RENEWALS ARE DUE AS OF JANUARY 1ST EACH YEAR

ANNUAL SUBSCRIPTION IS \$45.00 PER FAMILY MEMBERSHIP

All members with cars on the Victorian Club Permit Scheme are required to attend three club events from the date of the motor car's permit issue, and renew their membership by the due date, failure to do this; they will have their membership cancelled.

The ROAD SAFETY ACT says that you MUST be a financial club member at all times, or your Club Permit plates are invalid and you will be un-insured and ineligible for road use.

Please fill in your details below, payments may be made by EFT or CHEQUE made payable to the
ALL BRITISH CLASSICS CAR CLUB

Gordon Lindner
9 Hagen Drive,
Berwick. 3806

Bank details: BSB 063 863, Account No. 1001 3709, please provide your details as a reference of payment.

✂.....

Name..... Partner

Address..... Post Code.....

Phones: Home..... Business..... Mobile.....

E-Mail.....

Please update your vehicle ownership as we need the information to keep our club records current.

If your vehicle is on the Club Permit Scheme, please indicate below if it is with the ABCCC register.

Year	Make	Model	Reg No	ABCCC Reg Y/N
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Payment of \$45 is attached

Apology, in latest version of MS Word a border cannot be placed around these forms. As they appear, will need to suffice.