



# YOUR ABCCC NEWS

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*The Official Newsletter Of*

**THE ALL BRITISH CLASSICS CAR CLUB VIC INC.**

**Edition N° 235**

**December, 2019**

**GOOD WISHES FROM YOUR COMMITTEE  
FOR**



**Associations Incorporation Registered Number: A0035462V**



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

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<b>Committee Member</b>	Greg Anglin	(03) 9876 3293	
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The All British Classics Car Club Vic Inc. Website <a href="http://www.abccc.com.au">http://www.abccc.com.au</a>			
The Association of Motoring Clubs Website <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>			
The Federation of Veteran, Vintage and Classic Car Clubs Website <a href="http://www.federation.asn.au/">http://www.federation.asn.au/</a>			

### CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>  
 On Facebook [www.facebook.com/AllBritishClassicsCarClub](http://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 19<sup>th</sup> 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.**

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

## January, 2020

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

## February, 2020

Sunday 2<sup>nd</sup> 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 17<sup>th</sup> Visit to Jaunt Electric Vehicles – An ABCCC Event. Graham Talmage 0419 399 752  
Venue – Either North Coburg or Springvale.  
Sunday 23<sup>rd</sup> 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 4<sup>th</sup> 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](mailto:gregsbusy@msn.com)  
Friday 13<sup>th</sup> to The ABCCC No Frills Tour – An ABCCC Event Maxine Pettigrew (03) 9739 1146  
Sunday 15<sup>th</sup> Venue – Touring the Rutherglen Area.  
Sunday 29<sup>th</sup> Scoresby Picnic – A Federation Event, Supported by ABCCC Bill Allen (03) 9846 2323  
Venue – National Steam Centre, 1200 Ferntree Gully Road, Scoresby.

## April, 2020

Sunday 5<sup>th</sup> 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 – BP Service Area, Thunderdome, INBOUND side of Calder Freeway.  
Sunday 19<sup>th</sup> Follow That Mini Through Gippsland – An ABCCC Event. Geoff and Judy Birkett (03) 9755 1772  
Start Venue – TBA.

## May, 2020

Sunday 3<sup>rd</sup> Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669  
Meet Point – TBA.  
Wednesday 27<sup>th</sup> 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](mailto:gregsbusy@msn.com)

## June, 2020

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

## July, 2020

Sunday 5<sup>th</sup> 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 19<sup>th</sup> The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291  
Venue – TBA.

## August, 2020

Sunday 2<sup>nd</sup> A Yarra Valley Motor Tour – An ABCCC Event. Bryan Tootell 0412 549 906  
Start Venue – TBA.  
Sunday 16<sup>th</sup> 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 30<sup>th</sup> 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](mailto:gregsbusy@msn.com)

## September, 2020

Sunday 13<sup>th</sup> 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 <sup>th</sup>	The Creaking Wooden Frame Run – An ABCCC Event. Venue – TBA.	Phil Cook (03) 9842 5449
<b>October, 2020</b>		
Friday 2 <sup>nd</sup> to Sunday 4 <sup>th</sup>	The 'Terri Allen Garden Tour' – An ABCCC Event. Venue – Macedon Open Gardens Fair.	Kate Senko (03) 5169 6626
Saturday 10 <sup>th</sup>	Visit to Holden Proving Facility – An ABCCC Event. Venue – GMH, Lang Lang, Victoria.	Ian Terry 0409 097 496
Friday 23 <sup>rd</sup> to Sunday 25 <sup>th</sup>	The Justly Famed Indulgence Tour – An ABCCC Event. Touring – TBA.	Peter McKiernan (03) 9787 6003
<b>November, 2020</b>		
Thursday 5 <sup>th</sup> to Wednesday 18 <sup>th</sup>	Sapphire Coast Tour – An ABCCC Event. Details with opening for bookings.	Maxine Pettigrew (03) 9739 1146
Sunday 29 <sup>th</sup>	Our Car Boot Picnic – An ABCCC Event. Venue – TBA.	Christopher Constantine (03) 9898 4431
<b>December, 2020</b>		
Sunday 13 <sup>th</sup>	Christmas Luncheon – An ABCCC Event Venue – TBA.	Maxine Pettigrew (03) 9739 1146

## EDITORIAL RAMBLINGS – Issue N° 235

The notification in the two previous issues of *Your ABCCC News* about our Christmas Luncheon, featured a photo of a plum pudding and a note referring to the fact that if it was dunked in a bowl of brandy, no bubbles would rise. Well, that was a reference to my school days, during the year we were served what we called Stodge for dessert. Stodge was a form of steamed pudding, and on the last day of term before Christmas, Cook served up super-solid plum pudding for lunch dessert. This was really heavy and our physics teacher, Group Captain Pybus, described it as having the properties of lead (Pb). One year, Capt. Pybus gathered a number of us in the lab for an experiment, we prepared a large glass beaker on the bench with a bright light from a slide projector behind it. We then proceeded to gently place a piece of the previous day's Stodge into the water, it duly sank with just a couple of small bubbles rising to the surface. We then repeated the experiment with a piece of that day's plum pudding, that sank swiftly to the bottom with not a single bubble rising to the surface. "Perfect!" Exclaimed Capt. Pybus and we all cheered, but not one of us dared tell Cook. Once home, I told my German Grandmother about our experiment and, in Platt Deutsche she asked if we were totally crazy? Would this sort of school experiment happen today? Doubtful, because of 'elf & safety issues! But we all loved Cook's Stodge and her plum pudding, with lashings of Birds Custard of course. Incidentally, Group Captain Pybus was one of the very first to land on the beach in France on D-day. He was our hero!

Back to reality, get your subscriptions in promptly, so that you can continue to read strange waffle like that above.

Christmas and New Year greetings to all of our readers. I look forward to seeing you at the AGM!

*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.*

**Question:** Why don't I have any tattoos?

**Answer:** For the same reason you don't put a bumper sticker on a Ferrari.

*From Robert Nolan – With Thanks.*

## THE ABCCC ANNUAL GENERAL MEETING – Sunday 2<sup>nd</sup> February, 2020

The venue for our Annual General Meeting will be the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park. The meeting will be preceded by lunch at 12:00 noon and the meeting will commence at 2:00 pm. Cost of lunch is \$15.00 and drinks are at bar prices. Because the lunch will be subsidised by our club, this is a financial members only event. Please advise Pat Douglas if you intend to join us for lunch for catering reasons, and requests for items to be placed on the Agenda, on Telephone Number 0425 712 973 or, E-mail [secretary@abccc.com.au](mailto:secretary@abccc.com.au).

All lunches to be paid for on entry to the Chirnside Park Country Club, with cash please.

*Pat Douglas – Secretary.*

## STANDARD TEN STANDRIVE VAN TEST

*Editor's Note: After spotting a Standard Super-Ten saloon in Max's Corowa Motor Museum, and noting that the car had a 'Standrive' transmission badge on its boot lid, it was worth carrying out some Google research on the type of drive. The article here was the only piece of information that could be easily found. Thus it was 'lifted' for us to share. The piece appears to have been Optical Character Read and then posted without any proof reading – so, bear with it.*

### Standrive Two-pedal Control Gives Good Results When Tested on a 6-cwt. Van

#### Marked Economy On Delivery Work

Increasing attention is being paid, by British designers to the reduction of driving effort of both cars and commercial vehicles, and in this respect the growing use of fully and semi-automatic transmission systems is important. Last September, the Standard Motor Co., Ltd., announced that they could offer a form of two-pedal control on their 10 h.p., cars and 6-cwt. commercial vehicles, and this transmission has shown on test to possess all the advantages its manufacturers claim for it.

*Right: Rear view of the motor car on display, showing the Standrive badge. Probably the Standard Motor Company's answer to the Gay Look Hillmans from the Rootes Group.*

The vehicle for test was a 6-cwt. van. Its rather simple appearance is deceptive, for it has a lively performance afforded by a high power-to-weight ratio, with a good-sized and sensibly shaped payload compartment. The addition of a two-pedal transmission makes it eminently suitable for local delivery work, in that all the irksome business of declutching is dispensed with.



*Left: The Standrive script in bronze across the top of the badge. Hopefully the car has not been converted to a normal manual drive.*

A four-cylindered O.H.V. petrol engine of 948 c.c. develops its maximum power of 33 B.H.P. at 4,500 R.P.M. A Newton and Bennett centrifugal clutch is one of the essential components of the Standrive transmission system. The clutch is a single-dry-plate unit with bob weights to provide the centrifugal action, but the design has been simplified by the use of only one set of springs, which performs the dual function of the pull-off and driving springs.

The clutch can be disengaged at any engine speed by operating an electric switch which is set into the gear-lever knob. This actuates a vacuum-servo cylinder, which is linked to the clutch-release fork.

A control valve is interconnected with the accelerator pedal and the choke control to ensure that when the clutch button is operated the clutch will re-engage at a rate to suit the technique of any driver.

Driving, therefore, is greatly simplified. When starting away from rest, first gear is selected with the engine idling, and as the accelerator pedal is depressed (with a corresponding increase in engine speed) the centrifugal part of the clutch causes the drive to be taken up smoothly. To change gear, the gear lever is moved in the normal manner, but as the knob is grasped, so the clutch switch is operated and the clutch is disengaged by the servo motor. At the same time, the engine is speeded up slightly to synchronize speeds. When the gear knob is released air is allowed to enter the clutch servo and the clutch is re-engaged. When stopping the vehicle the clutch automatically disengages and it is unnecessary to engage neutral. When starting from cold with the choke, the idling speed of the engine is naturally higher, but an additional valve in the control unit delays the clutch out until the accelerator is depressed in the normal manner.

For rapid downward gear changes there is an extra air valve in the control unit which causes the return action of the clutch servo to be speeded up if the throttle is left wide open during the change. The system worked faultlessly during nearly 500 miles of testing. in towns, in the country and on steep hills. When fully laden, successful restarts on a 1-in-41 gradient were repeatedly made, with the clutch acting more like a fluid coupling on such occasions.

A slight criticism of the system is that there is no cut-out switch which would make it impossible to start the engine with a gear engaged. This does not matter as long as the throttle is not depressed, but if the starter is operated with the throttle more than a little way open the van immediately starts to move. The normal four-speed synchromesh gearbox is used, its only modification being the inclusion of the clutch-operating button in the top of the gear-lever knob. The gearbox has an extremely effective synchromesh, which compensates for any lag in speed synchronization when making fast gear changes. An open propeller shaft takes the drive to the hypoid-bevel rear axle. Girling hydraulic brakes are used. The master-cylinder is bolted to the front bulkhead and has a pendant operating pedal. Although the braking area is relatively small for a van running at 1 ton gross, the brakes are effective, hut their full effectiveness is not apparent from the data panel on page 110, because the tests were made in heavy rain.

Independent front suspension, incorporating coil springs and Wishbones with telescopic dampers, is inherited from the private car, and the rear suspension consists of semi-elliptic springs with lever-type dampers.

Unit construction of body and chassis frame is employed in both the van and pick-up versions, and the bodywork is well finished, particular attention being paid to the elimination of rattles and draughts.

*Right: A Standard Ten van on display in England. Seems the rear doors were painted separately! From [simons.cars.com](http://simons.cars.com) with thanks.*

Large windows are incorporated in the rear doors, with the result that rearward visibility is better than usual for British vans of this capacity, but the seating position is strangely low and forward visibility somewhat restricted. Two driving mirrors are provided – one on the off-side wing and one on the dashboard – but the latter would give a better range of vision of it were to be mounted at the top of the windscreen.

The vehicle had covered nearly 1,500 miles before I received it and a payload of 6 cwt. of sandbags had been provided. With myself and passenger aboard the gross weight was 1.1 tons, of which 10 cwt. was carried by the front wheels. To allow for the difference in inter-axle loading, the manufacturers recommend that the front tyres be inflated to 22 psi. and those at the rear to 26 p.s.i. I found these pressures somewhat low, however, and conducive towards oversteering. Greater stability is achieved with the rear tyres at 30 p.s.i.

Fuel-consumption figures were obtained first, using a five-mile circuit between Sheldon and Meriden. This undulating three lane road was fairly clear of traffic during the tests and figures were taken in both directions of the course to ensure average results. A graduated test tank was employed, and when making stops each was of 15 seconds' duration, during which time the engine was left idling. The figures are good for a 6-cwt. van, the 'four-stops-per-mile' results being particularly satisfactory. When making the non-stop runs, a speed of 35 m.p.h. was maintained and the throttle was not spared for the sake of obtaining good figures. Succombs Hill was the scene of the hill-climb and brake-fade tests. which were made in an ambient temperature of 45 °F. This hill is half a mile long with an average gradient of 1 in 9, and there are two sections of 1 in 5 and 1 in 4-plus.

At the bottom of the hill the radiator temperature was recorded as 172 °F, and from a standing start the climb was completed in 1 minute 25 seconds, using first gear on the two steep portions. Despite the speed of the climb, a temperature rise of only 6 °F. was produced. The hill was then descended in neutral at 20 m.p.h. with the foot brake applied, and at the bottom a 'crash' stop from 20 m.p.h. produced a Tapley-meter reading of 86 per cent. This figure was 6 per cent. higher than the maximum recorded during the normal braking tests made later, but these were conducted on a wet road. The antifade properties of the brakes are undoubtedly good, however, and well above the standard normally experienced with this size of vehicle.

### **Like Fluid Transmission**

Returning to the 1-in-5 section, the van was stopped and held safely on the hand brake. With first gear engaged, the throttle was then fully opened and the hand brake released, whereupon the van crept steadily forward after the manner of a vehicle with fluid transmission. Clutch slip was not unduly prolonged, however, and within 10 seconds full engagement took place. This process was then repeated on the 1-in-4+ section with much the same result, except that clutch slip lasted longer. Several re-starts were made on this gradient and on two occasions the van was allowed to roll back with the throttle released and then halted and driven forward on the clutch alone. The clutch stood up well to this harsh treatment and the only noticeable sign of abuse was the strong smelt of hot facings.

### **Fast Gear Changes**

Acceleration tests were conducted along a level stretch of road near Southall, and no mercy was shown when changing gear during the standing-start tests. Even so, it was difficult to beat the synchromesh and the clutch action. The van was taken up to 15 M.P.H. in first gear and to just over 30 M.P.H. in second, and top ratio was not used as it was impossible to time the direct-drive tests from 10 M.P.H., because at this road speed the engine speed is not high enough to ensure full clutch engagement. The clutch does not lock until 1,500 R.P.M., which is approximately 18 M.P.H. The tests were conducted, therefore, between 20 M.P.H. and 40 M.P.H., and the resulting figures show a satisfactory top-gear performance.

Although the ignition was set to suit commercial-grade petrol, slight pinking was apparent when making these acceleration tests and on hills, the ignition could with advantage have been further retarded. The maker's setting was 3° after top dead centre.

I was unaccompanied during the braking tests and conditions were far from ideal, because of heavy rain and a slippery surface. Nevertheless, the figures recorded were satisfactory and skidding was not excessive, even when braking from 30 M.P.H. On dry roads the stopping distance from 30 M.P.H. should be well under 25 ft. The small facing area certainly does not affect braking efficiency and will be apparent only in respect of reduced facing life. Handbrake tests from 20 M.P.H. on a dry road showed an average efficiency of 44 per cent., which is excellent.

### **Meagre Tool Kit**

A complete tool kit is not supplied with the van, so it was difficult to conduct a full series of maintenance tests. Those tools that are supplied are restricted to jack, starting handle, wheel brace, tyre levers, budget-lock key and tyre-valve key.

Certain tasks were carried out, but those were restricted to the simple jobs which should be done frequently. The alligator-type bonnet is unlocked by a control which is reached through the radiator-grille aperture, and the bonnet was



lifted and prop applied in 6 seconds. Next I checked the water level (5 seconds) and the engine-oil level (15 seconds). The single 12-volt battery is stowed above the near-side front wheel and it was possible to verify the electrolyte level in half a minute.

The brake master cylinder has a built-in reservoir, the level in which was verified in 7 seconds, no spanner being necessary to remove the cap.

The triangulated screw jack engages in sockets below the body sides, there being one adjacent to each wheel on each side. With the van loaded with the sandbags, however, it is necessary to jack up only at the rear point on either side to lift both wheels on that side clear of the ground.

### **All Brakes Adjusted**

I was thus able to jack up the nearside wheels in 2·1 minutes, and it took me a minute to adjust the front brakes and 20 seconds to adjust those at the rear. A further 1 minute 20 seconds was then required to lower the jack.

Almost the same time was needed for the adjustment of the off-side brakes. Using the jack provided it is possible to adjust all the brakes in 11 minutes so long as the correct spanners are to hand.

Combined filler and level plugs are incorporated in the gearbox and rear axle, and it is necessary to get underneath the vehicle to check the levels in both these units. The times taken were 40 seconds and 35 seconds respectively.

Semi automatic transmission makes the Standard 6-cwt, van a good proposition for all operators of light vehicles, particularly as the Standrive control is offered at only £16 11s. 3d, extra cost (this figure includes £3 6s. 3d. purchase tax). Other than the rather low driving position the van is pleasant enough to handle, and at all normal speeds the engine is quiet.

The suspension is extremely well balanced and capable of cancelling out all excessive road roughness. With the rear tyres inflated to 30 p.s.i., the steering is light and positive, and fast cornering is possible without causing undue rolling.

Instruments are rather sparse, being confined to a speedometer and mileage recorder, fuel-contents gauge and charging and oil-pressure warning lights. Flashing direction indicators are controlled from beneath the steering wheel, the switch incorporating a flashing repeater bulb.

### **Tubeless Tyres Standard**

Tubeless tyres are standard equipment and a spare wheel is carried. This is stowed beneath the rear of the body and is reached by removing a detachable panel secured by two budget locks.

The van has a basic price of £390, and in Great Britain a further £52 12s. 8d. is payable in purchase tax. The optional passenger seat, which was fitted to the test vehicle, costs £5 10s. when ordered as initial equipment. Other optional extras include heating and demisting equipment (£13), a wireless set (£22 10s.), tool kit, roof lamp and radiator stone guard. The basic price of the pick-up truck is £385, and purchase tax is £52 19s. 2d.

*By John F. Moon, A.M.I.R.T.E. With Thanks.*

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## **ACCC RELEASES DIY VEHICLE MAINTENANCE SAFETY VIDEOS**

Following on from the timely DIY safety warning published in the August AOMC News, the Australian Competition and Consumer Commission (ACCC) has released a further update to this appeal.

The ACCC has been alerting Australian consumers to the dangers of unsafe do-it-yourself (DIY) vehicle maintenance practices for a number of years now. They recently renewed their efforts with two new videos and a campaign page on DIY vehicle maintenance safety at:

[www.productsafety.gov.au/diycarsafety](http://www.productsafety.gov.au/diycarsafety)

The rewards for doing your own maintenance on your prized vehicle are well known. There is satisfaction and enjoyment doing the job yourself and knowing the job is done right, not to mention saving some money. These are good reasons why people have a go themselves, but did you know around 120 Australians have been killed in DIY car maintenance accidents since 2000?

It's not enough just to know how to do a DIY job on your car. You also need to have the right tools for the job, and know the correct way to use them. Research shows most deaths happen when the victims are working under a vehicle and not using the correct equipment, or using the equipment incorrectly. The victims are usually men aged 40 to 49. Many of the fatalities involved the use of vehicle jacks. In addition to fatalities, many more people are injured in DIY vehicle maintenance accidents. Injuries range from amputation to fractures and crush injuries.

The first of the ACCC videos explains the proper way to raise a car and the tools required to help car enthusiasts safely repair their vehicles

The second video is a moving story about the impact of things going wrong. Robinette tells how the death of her 'car-mad' husband in an accident while working on his car in their garage affected her and her family. Robinette bravely shares her story to show you the impact a tragic mistake can have.

Both of these videos are on the campaign page. If you enjoy do-it-yourself vehicle maintenance, this content tells you not only how to be safe, but will also show you why it's important.

Remember, spending your weekend doing DIY work on your veteran, vintage, historic or classic car can be very rewarding, but make sure you know the risks and don't take shortcuts. We want to see both you and your pride and joy at the next motoring show.

More safety tips:

- ♦ Never get under a car that is only supported by a jack.
- ♦ When working under your car, use a trolley jack to lift the car before lowering it onto vehicle support stands. Use vehicle support stands on a hard surface before working under your car.
- ♦ Never place any part of your body under a vehicle unless it is sitting securely on support stands or ramps.
- ♦ Never allow a person or pet to remain in the vehicle while it is being jacked.
- ♦ Never exceed the weight capacity of the jack.
- ♦ Always perform vehicle maintenance on steady ground, not on sand or a sloped surface.
- ♦ Never use makeshift support stands such as blocks of wood or bricks.
- ♦ Apply the handbrake in accordance with safety instructions.
- ♦ Always 'chock' the un-lifted wheels on a raised vehicle.
- ♦ Follow product instructions and report faulty products.
- ♦ Keep an eye on product safety recalls, if equipment is recalled, follow the supplier's instructions
- ♦ Only purchase portable ramps, trolley jacks, vehicle jacks and vehicle support stands from reputable suppliers and ask for confirmation that they comply with relevant safety standards

*Neville Matthew, General Manager – Consumer Product Safety.*

## GREENTOPIA: THE GREEN LAND OF MAKE BELIEVE

They wanted water without building dams, cheap reliable electricity without using coal or gas or nuclear power, transport without using petrol or diesel, food without farmers or fishermen, employment without factories, metals and motor fuels without refineries and bridges and buildings without cement and steel.

Their countryside was uglified by paddocks of magic mirrors, forests of whirling bird-slicers and spider-webs of access tracks and power lines that delivered abundant electricity when it was least needed (and little at peak demand).

But the taps went dry, cattle and crops died, batteries went flat, lights went out, seafood and rice came from Vietnam, metals were smelted and refined in China, trains were built in India, cars and trucks came from Japan, motors fuels were imported from South East Asia, construction slumped and savings fled to Zurich. Welcome to Green Australia, Pete.



*Sent In By Peter Hibbert.*

## NEWS FROM THE FEDERATION.

### REPORT ON THE FEDERATION DELEGATES' MEETING – 19<sup>th</sup> OCTOBER 2019.

The above Meeting was hosted by the Hobsons Bay Men's Shed Motoring Group and was held at the Werribee Masonic Hall, 233 Watton Street, Werribee. Our Club was represented by Delegates Tony Pettigrew and Bill Allen.

The Meeting opened at 1:00 pm and Federation President, Neil Athorn, welcomed Delegates and visitors and thanked the host Motoring Group for providing the excellent lunch we all enjoyed. Neil then introduced the President of the Hobsons Bay Men's Shed, Ken Inglis, who welcomed all present and gave the following brief history of Shed. It was formed seven years ago and currently has 130 Members with 100 on the VCPS scheme. The Shed is still expanding and does not have a suitable room to hold this type of Meeting, hence the reason for using this facility. On Australia Day they will be holding a Classic, Custom and Bike Show from 9:30 am until 2:30 pm at the Apex Park, Queen Street, Altona. Cost to enter will be \$10.00 per vehicle with all money raised being donated to a local charity. All are most welcome to attend this new Event and the Park can hold at least 2,000 vehicles.

Neil then thanked Ken, encouraging Delegates to inform their Clubs of this new Australia Day Display, and proceeded with the Meeting calling for any additional apologies advising that some Delegates were currently touring Tasmania with their Clubs. He advised that the status quo remained at VicRoads in respect of both car registration and the Club Permit Scheme.

Treasurer Brett Holloway then presented his Treasurer's Report, stating that the period from the last Meeting to this Meeting was the shortest for the year and was only two months. He advised Subscription Notices and Club Record details were available for collection by Delegates.

In this short period between Meetings \$11,455.55 had been received and \$10,496.48 paid out leaving a balance in the cheque account of \$1,216.94. He moved his Report be accepted, seconded and passed, all in favour.

Grants of \$750.00 each were made to the West Gippsland Club and the Wyndham Classic Car Club to go towards the purchasing of a PA system and a trailer respectively.

There were no new member applications to the Federation at this Meeting.

The Ballarat Begonia Vintage Festival will be held on the weekend of 21-24 February 2020

The Marong Picnic attracted around 300 vehicles this year. Although considered a success there were some complaints about the time of departure, lack of a bus to take people to Bendigo and lack of things to keep women and children entertained. A sum of \$2,500.00 was donated to drought effected farmers last year whilst \$500.00 was donated to the Robert Shannon Foundation this year.

Everybody seemed happy for the Bendigo to Castlemaine Tour and Display to continue. It is hoped more local clubs will participate.

The first Baw Baw Picnic will be held at Darnum on the 27<sup>th</sup> October this year and will replace the Maffra Picnic formerly organised by the Gippsland Vehicle Collection. The Club's rooms at Darnum are on the site of what was formerly a rubbish tip – just goes to show what can be done!

Delegate Max Hobson from the Dandenong Valley Club advised that the Scoresby Picnic will be held at the National Steam Rally site on 28<sup>th</sup> March, 2020.

There was further discussion on various tours and rallies to be held later in 2020, details of which will be advised in due course.

The Golden Oldies Tour, to be organised by Anne Davis this time, will be held from 29<sup>th</sup> August to 5<sup>th</sup> September 2021.

The AHMF National Motoring Day will be held on 18<sup>th</sup> May, 2020. The last scheduled Meeting of the AHMF could not be held due to the lack of a quorum. The AGM for the AHMF will be held in Canberra next year. Entries for the Robert Shannon Trust close at the end of May, 2020. The need to attract younger individuals to join the old car movement was again emphasised.

There has been no change to the contentious issues of asbestos in vehicles and luxury car tax issues at this stage.

Any change to the Motoring Act has been extended to June, 2021 at this stage. Changes may effect the importing of vehicles 25 years old or older.

John Lewis of VicRoads is now back at work however nothing much has come to light as yet.

Neil stated the issue of how long does one need to keep VCPS Logbooks has been raised. Currently they are required to be kept indefinitely, however the Federation has suggested that they be kept for twelve months after their expiry. This matter has not been resolved to date as the Federation is the only motoring body that has bothered to reply. Neil is most disappointed that the Federation is the only organisation that has responded to this VicRoads request.

Neil also advised that from the 20<sup>th</sup> January, 2020 he will be going on 60 weeks long service leave from the Bendigo Bank, necessitating the need for him to have a new email address. Lucky Neil!

The Bendigo Swap is progressing well. The magazine is progressing well, it will be free – paid for by the advertisers – with 8,000 copies going into local newspapers and 8,000 copies handed out at the Swap. Maps will also be issued at the gate.

An adequate number of Volunteers have applied to assist with the running of the Swap, however as twenty-five did not turn up last year more are needed just in case. There are still twenty-eight selling sites available. These sites must be occupied by traders, if not trading Club Corner is the place to go.

The Blue towel initiative, where towels used once by surgeons etc in operations are sterilised and sold in bundles with all monies raised going to charity. Delegates had no problem with this arrangement. Delegates were requested to take bundles to sell through their Clubs.

A great day will be had on Australia Day next year in Ballarat with a Motor Show and displays of clothing through the decades.

All JLT Public Liability Insurances are due as at 31st October 2019 and the accompanying declaration must be filled out and returned with the remittance.

The Warrnambool Club now has new Club Rooms, whilst the Mildura Club have finally returned to their renovated Club Rooms.

Due to the contract for the hire of the Prince of Wales Show Grounds in Bendigo coming up for renewal shortly the Bendigo Swap may possibly move to Elmore. This site has some good points – there would be power available to all sites – and a few not so good points. Last year it cost \$33,000.00 to hire the current venue for three days! Other venues will also be investigated.

Only the Federation has recognised the Veteran to Vintage transition and provided badges for this.

Doug Palmer, Delegate from Hamilton, a teetotaler and a retired Policeman, advised that he is going to Court to challenge the police who booked him at a breathalyser site in Hamilton during last year's Queens Birthday Rally for answering his phone whilst stopped waiting to be tested. He was fined \$480.00 and lost four demerit points for this misdemeanour. His son, a Police Sergeant in Sunbury is supporting father. We await the result of the court case with interest!

The next Delegates Meeting will be held in Warrnambool on the 8<sup>th</sup> February, 2020.

Neil thanked all for attending today and invited them to partake of afternoon tea.

Meeting Closed: 2:50 pm.

*Bill Allen, Delegate.*

## EVENT REPORTS

### WHAT WE HAVE BEEN DOING

#### PEPPER'S TURN BACK TIME PUB RUN – Sunday 10<sup>th</sup> November, 2019



Photos from Rex Hall, finally found.

*Mike Allfrey.*



### WHAT WE ARE ABOUT TO DO

#### THE ABCCC CHRISTMAS LUNCH – Sunday 8<sup>th</sup> 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.*

#### A GIPPSLAND CLUB RUN – Sunday 19<sup>th</sup> January, 2020

**Note:** This event will need to be notified *via* group E-mail, when information is ready.

*Heather Cannon.*

#### NOTICE OF ANNUAL GENERAL MEETING – Sunday 2<sup>nd</sup> February, 2020

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. **See notice on Page 4.**

*Pat Douglas – Secretary.*

#### A VISIT TO JAUNT ELECTRIC VEHICLES FOR ADVENTURE – Monday 17<sup>th</sup> 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](http://www.jauntmotors.com) if you would like to check them out. Jaunt Electric are happy to accommodate a visit from ABCCC on Monday 17<sup>th</sup> 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 13<sup>th</sup> – 15<sup>th</sup>, 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 it's 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](mailto:tonypettigrew@bigpond.com) or telephone 9739 1146.

*Maxine Pettigrew.*

### **THE FEDERATION SCORESBY PICNIC – Sunday 29<sup>th</sup> 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 29<sup>th</sup> 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.*

### **ORGAN PIPES RUN – Sunday 5<sup>th</sup> April, 2020**

We will meet at 9:30 am at BP Thunderdome INBOUND, (i.e. from Melbourne proceed along Calder Freeway approx. ½ km beyond BP OUTBOUND, and undertake a 'U' Turn). Following morning tea, we will visit the 'Organ Pipes', and then proceed to our Lunch venue, the Riddells Creek Hotel.

If you would like to join us, please respond by 30<sup>th</sup> March, 2020 so catering requirements can be finalised, contact us on 0412 549 906 or E-mail to: [annbry@optusnet.com](mailto:annbry@optusnet.com)

*Anne and Bryan Tootell*

### **PAKENHAM RACECOURSE, LUNCH AND RACE-DAY – Sunday 5<sup>th</sup> 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 28<sup>th</sup> 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](mailto:ghl40@internode.on.net).

*Gordon Lindner.*

### **THE TERRI ALLEN GARDEN TOUR 2020 – Friday 2<sup>nd</sup> to 4<sup>th</sup> 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 2<sup>nd</sup> 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.*

### **ABCCC SAPPHIRE COAST TOUR – 5<sup>th</sup> – 18<sup>th</sup> November, 2020**

The tour starts with a two night stopover in Lakes Entrance where we have arranged a cruise to Wyanga Park Winery for lunch. The next two days will be in Eden where we will organise an optional whale watching cruise then on to Narooma for the next two nights, with plenty to see and do along the way. We will spend the next three nights in Bateman Bay giving us plenty of time to relax and explore the area before travelling to Queanbeyan for two nights. From

Queanbeyan we drive through Cooma and Thredbo (or Adaminaby, route not yet finalised) to Corryong for one night, last night will be Wodonga.

This tour will be along the lines of the Tasmania Tour and Outback Tour with one dinner organised in each town and the other nights free. Final details will be available to participants closer to the event, accommodation has been secured and participants will confirm and provide their credit card details when notified.

The number of rooms left is limited and with the interest shown so far, we anticipate closing off before Christmas.

*Tony Pettigrew*

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## SPACE FILLER

Recipe for Irish stew: Get some meat, some potatoes and a lot of Guinness Stout. Drink all of the stout. Forget about the stew.

*Question: Who sent that one in, some time ago?*

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## OTHER MOTORING EVENTS DIRECTORY

### January, 2020

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

### April, 2020

- Saturday 18<sup>th</sup> 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 26<sup>th</sup> to JCCA 2020 International Rally – The Jowett Car Club of Australia A Henshall [roadster1@tpg.com.au](mailto:roadster1@tpg.com.au)  
Monday 27<sup>th</sup> Venue – Beechworth, Victoria.

### May, 2020

- Saturday 16<sup>th</sup> The Florence Thompson Tour – RACV Daryl Meek [daryl\\_meek@racv.com.au](mailto:daryl_meek@racv.com.au)  
Venue – Touring the Surf Coast, Victoria.

### October, 2020

- Friday 23<sup>rd</sup> to National Rove – Rover Car Club of South Australia Paul Tol 0428 107 121  
Monday 26<sup>th</sup> 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 AT END OF DECEMBER, EACH YEAR.**

**THANK YOU.**



## 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](mailto: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 1<sup>ST</sup> 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.

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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.