



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

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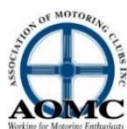
MOTOR CAR OF THE MONTH



Phil Cook's Morgan Plus 4/4 (left), in deep discussion with Ross Hannay's Morgan 4/4 about how they were built, with a Worcestershire accent of course. Photo taken at Cobram on 2011 Fly The Flag Tour, see Page 9. The Morgan Motor Company is located opposite Victoria Park, a short distance to south west of Worcester, England close to the Herefordshire border.

EVENT CHANGE! – DUE TO THE DEPARTURE OF GMH LTD.

Please note the changes to our Events Calendar. The run to the Lang Lang GMH proving facility has, with the demise of General Motors in this country, and the fact that the facility will be closed down in August this year, portends that there will now be an ABCCC run to Phillip Island on Sunday 11th October, 2020. Refer to Page 14 for initial information about the run that Ian Terry is organising for us.



Associations Incorporation Registered Number: A0035462V



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

Executive Committee	Name	Telephone	E-mail Address
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Committee Member	Greg Anglin	(03) 9876 3293	
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The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

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

CLUB INFORMATION

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

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

MEMBERSHIP SUBSCRIPTIONS

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

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

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

LIFE MEMBERS

**The ABCCC Vic Inc. is proud to grant Life Membership to those who provide exceptional service to our club.
Current Life 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 14.

March, 2020

- Friday 13th to Sunday 15th The ABCCC No Frills Tour – An ABCCC Event Maxine Pettigrew (03) 9739 1146
 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

- Sunday 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 – BP Service Area, Thunderdome, INBOUND side of Calder Freeway.
 Sunday 19th The Famous Cream Sponge Run! – An ABCCC Event. Geoff and Judy Birkett (03) 9755 1772
 Start Venue – Sassafras/Ferny Creek CFA, Clarkmont Road, (Melway Map 75; Reference: D1).
 Tuesday 21st to Thursday 23rd **ABCCC Lakes Entrance Mid-week Jaunt – An ABCCC Event.** Bryan Tootell 0412 549 906
 Our Effort for the Bushfire Affected Area.
 Start Venue – BP EastLink (Melway Map 72; Reference: E11). Time to be advised.

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 Monday 8th Hamilton Queen's Birthday Rally – The Hamilton Club. Tony Pettigrew (03) 9739 1146
 A Very ABCCC Supported Rally.
 Venue – Hamilton, Victoria.
 Monday 22nd to Tuesday 23rd Revisiting The Old Hume Highway – An ABCCC Event Leigh and Sandra Wishart 0403 243 700
 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 27th The Creaking Wooden Frame Run – An ABCCC Event. Phil Cook (03) 9842 5449
 Venue – TBA.

October, 2020

- Friday 2nd to Sunday 4th The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko (03) 5169 6626
 Venue – Macedon Open Gardens Fair.
 Sunday 11th Terry's Taste Tour – An ABCCC Event. (Note changed information.) Ian Terry 0409 097 496
 Start Venue – Caldermeade, Tooradin, Victoria.
 Friday 23rd to Sunday 25th The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan (03) 9787 6003
 Touring – TBA.

November, 2020

- Thursday 5th to Wednesday 18th Sapphire Coast Tour – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
 Details with opening for bookings.
 Sunday 29th Our Car Boot Picnic – An ABCCC Event. Christopher Constantine (03) 9898 4431

Venue – TBA.

December, 2020

Sunday 13th Christmas Luncheon – An ABCCC Event
Venue – TBA.

Maxine Pettigrew (03) 9739 1146

EDITORIAL RAMBLINGS – Issue N^o 239

I have been going through my collection of MOTOR SPORT magazines, in a thorough manner, while they are on their way to the recycle bin. The staples are rust fatigued and the paper has turned quite brown, but my optical character reader copes with that. No such luck with scanning the illustrations though, they are simply too grainy for reproducing here. There is, on Page 6, a delightful article about the ten best, and ten worst, British motor cars. It will probably stir a few emotions amongst us and your views will be very welcome. My first reaction after reading through the list was, where did the first production run of the Triumph Herald fit in?

Back in 1968, on my first day at work in this country, I asked the question, “What is a Holden?” The response was, “Australia’s own American car!” With the recent news that the Holden name will soon be gone, just like Vauxhall and Opel being removed from the GM ranks. It seems strange that GM has completely ceased production of right hand drive cars. Maybe it is a sound marketing decision, from the financial point of view. Next question is this, how soon are Ford going to make the same decisions? They will, for sure.

Enjoy this edition.

Mike Allfrey – Jupiter, Bringer of Jollity!

NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Car	Model	Year
Ronald and Patsy Wall	Rolls Royce	Silver Spur	1989
	GM Holden	Statesman Caprice	1982

Gordon Lindner– Membership Secretary.

NEWS FROM THE FEDERATION

Report: The Federation Delegates’ Meeting – 8th February, 2020.

The above Meeting was hosted by the Warrnambool & District Historic Vehicle Club Inc. and was held in their Club rooms located at 134 Ziegler Parade, Allansford. Our Club was represented by Delegate Bill Allen.

Prior to the opening of the meeting, Federation President, Neil Athorn reported that Vice President Kevin Holloway had suffered a severe heart attack earlier in the week and was in hospital recovering from major heart surgery. Treasurer, Brett Holloway Kevin’s son, was in the hospital visiting his father. Both these important Committee Members were apologies for this Meeting.

Neil then opened the Meeting at 1:00 pm, welcomed Delegates and visitors and thanked the host Club for the excellent lunch they had prepared which we all enjoyed. Neil then introduced the President of the Warrnambool Club, Ken Perrett and invited him to give a brief history of the Club.

Ken welcomed all present to the Club’s new Clubrooms and invited all to afternoon tea after the Meeting. The Club was formed in 1973 and five years ago had 100 – 120 Members whilst currently it has 350 – 400 Members. This, Ken believed, was due largely to the current, easier to use, VCPS red plate scheme.

The Club bought the property, which was formerly a Veterinary Clinic, for the Clubrooms four years ago and commenced work to transform it in 2017. Grants were received, fund raising efforts were organised and donations were received to finance the purchase. The debt is still to be repaid, however it is hoped it will be cleared late this year. A grant from the Federation allowed the Club to provide a suitable area for their library, this has just been completed however no books are on the shelves as yet, hopefully very soon.

At a recent display, with all proceeds going to charity, over 150 vehicles were on show.

Ken said the new Clubrooms enabled more Member participation and involvement with the Club.

Neil then thanked Ken for his welcome and history of the Club and thanked his Club for inviting the Federation to Warrnambool. He advised that former Minute Secretary, Paul Tangey, was stuck on the Diamond Princess, the cruise ship moored in Japan because of the Corona Virus; not a good way to enjoy a holiday! He then called for additional apologies and noted that new Delegates were present from the Casterton, Maryborough, Warrnambool and Ballarat clubs today. Some subscription notices had apparently not been received by Clubs which he will follow up.

Some difficulty has been experienced recently with VicRoads where some Clubs have several people authorised to sign Club Permit forms. This is apparently caused when some VicRoads employees are not turning over the first page of

authorised signatories to look at subsequent pages where additional people are listed, resulting in VCPS applicants being told the signatures on their forms were signed by people not registered with VicRoads. The Delegate from Motafranz Club advised that they had experienced this problem and that their President was unable to obtain a list of vehicles authorised through their Club from VicRoads. Neil will follow up with VicRoads.

Delegate from the Hamilton Club, Doug Palmer, advised that he was fined when stationary awaiting to be breathalysed whilst leading a group of cars to a venue during the Queen's Birthday Rally in Hamilton last year. His mobile phone rang whilst he was awaiting to be tested and he answered the call. The policeman, sent from Melbourne to keep the road toll down over the long weekend, promptly booked him for answering the phone – \$480.00 plus the loss of four demerit points. Doug, a teetotaler and a retired policeman referred the situation to his son, a Sergeant in the Victorian Police. They decided to challenge this rather ridiculous situation, Doug went to Court where his case was heard by a Magistrate who promptly threw the charge out and told Doug to be of good behaviour for two months! Unfortunately, the lost four demerit points remain, once they are recorded that's that, they cannot be withdrawn. Doug will now regain one point per year for the next four years assuming he does not incur any further fines. He had a perfect record prior to this!

It was also noted that Drivers' Licences in NSW are now on line and are of course available on a Smart Phone, however if pulled up by police one must be asked to show the licence by the police before volunteering to show it otherwise a fine may be incurred for operating a mobile phone!

If answering a mobile in a car, the car must be stationary, engine turned off and keys removed. If not, a pedantic police officer can book you. No doubt to discourage the dangerous use of mobiles in cars.

Neil advised that as the Treasurer was an apology there would be no financial report however he advised that he had seen the figures, and everything appeared to be in order.

He also advised that there had been no requests for Grants nor Trophies and that there were no applications for any Clubs wishing to join the Federation.

The Baw Baw Picnic was hailed as a success for its first running with sixty-plus vehicles attending. The event finished at 2:00 pm and just as it finished the rain started, excellent timing. The event this year will be held on the last Sunday in October.

The Scoresby Picnic will be held on the 29th March this year and run by the Dandenong Valley Club. Their Delegate, Max Hobson, advised that the event was not listed online however he will send a flyer and Neil will arrange for it to be placed on the Federation website.

The next Delegates' meeting will be held in Echuca on the 16th May followed by a National Motoring Heritage Day Event to be held on the 17th May, 2020. Flyers for the Sunday event will be available shortly. The last of the Veteran to Vintage badges will be auctioned at the AHMF Rally to be held in Albury/Wodonga in March/April this year, with all monies raised going to the Robert Shannon Foundation. The Federation is the only organisation to have acknowledged the change from Veteran to Vintage.

The Federation is a major sponsor of the Rally and will be taking their two refurbished trailers there. John Kennett spoke about the Rally and encouraged as many people as possible to attend. The Rally will be a great opportunity to show off our movement to the general public. John asked Delegates for a show of hands to indicate those who were proposing to attend. The response was somewhat disappointing, and John encouraged as many as possible to think about going as a good time should be had by all.

This year will be the 40th Anniversary of the Bay to Birdwood event and for this year only it will include both pre and post 1950 model vehicles. It is expected bookings will be heavy and that the limit of 1,450 vehicles will be reached rather quickly.

The Federation website currently has a few shortcomings which were raised by Delegates. Neil noted the problems raised and will endeavour to rectify the issues raised.

A petition containing over 11,000 signatures regarding the Luxury Car Tax will be presented to the Government shortly. There has been no change to the asbestos in vehicles policy. Apparently new vehicles are still coming into Australia which contain asbestos. This inclusion is noted on a plate on the dashboard!

There are new rules regarding the importation of all vehicles into Australia currently being prepared. These new rules are said to be 'not scary'.

Nothing has been resolved with regarding the length of time Victorian Club Permit Scheme books need to be retained. Best continue to keep all books indefinitely at this stage. VicRoads have signed off on a policy, but the Police are yet to finalise their decision.

Trucks on Club Plates have been cleared by VicRoads to carry hay to drought-stricken farmers.

A Register of stolen cars is available however Victoria and NSW do not put any cars that are on CPS on the register, so it is not really accurate.

A large number of original signs, enamel and otherwise, have been stolen from a garage in Warrigal (Warragul?), details of which are currently on the Federation website. It was emphasised that people with such signs should take photos of all their signs etc. Anybody hearing or seeing any of these signs for sale are urged to contact the Federation and the Police.

The Australia Day Display had fifty-four vehicles, including tractors, attend. The 60,000 people said to have attended would have been rather disappointed with this rather poor effort.

The display in Ballarat on the same day had around 400 vehicles attending and the Fashions Through the Decades event was a great success. Not sure about a similar event next year at this stage. The Hobsons Bay event on the same day attracted 200 cars and 4 motorbikes.

The Bendigo Swap Meeting went off with no mishaps in 2019. Crowd numbers were down for various reasons however stall holders reported good trading in general. There will be no change to the dates for the Swap this year, 14 – 15th November, 2020, however dates for the 2021 Swap are yet to be finalised. The Federation have paid \$6,000.00 in sponsorship to the Blues Band people and they have agreed to hold their event a week earlier. A rather bizarre situation all things considered! A missing/lost Master Key for hundreds of keys and locks had to be replaced at a cost of \$11,500.00 of which \$400.00 only was recouped from the Federation's insurers!

All fifty Swap badges were sold, and all Volunteer badges have been issued. Volunteer assistance has been declining and reminders will be sent out to previous volunteers in May. Waste collection is still a problem. The Show and Shine is still going well, however, these entrants cannot gain access until after 6:00 am. A new Swap Committee will need to be formed as the Chairman, Ashley Gray, is unable to continue in the role due to health problems. We wish Ashley all the best for the future. Any Club on a trading site must trade. If a Club does not wish to trade, they should relocate to Club Corner.

Asked about a possible relocation to Elmore, Neil advised that there were two large sheds there however one had no walls and the other a dirt floor. There was also a problem getting power to stall holders. Not really suitable. Best stay at Bendigo even though cost to hire the Show grounds for the two days this year was \$33,000.00! Neil is still to finalise costs for the hire this year with the newly appointed representatives. Only thing for certain is costs will increase. Net worth to the Bendigo region generated by the Swap fifteen years ago was calculated at \$4,000,000.00, which would be much more today. There is a site on around 100 acres currently being prepared in the Castlemaine area for events such as the Swap, however its completion is not expected for four or more years.

There is still a waiting list for stallholders at Bendigo and each site must be a meaningful trading site.

VicRoads generally will endeavour to class replacement of original lost black and white plates as personalised plates, at greater cost of course. VicRoads are still reissuing slimline black and white plates for some new vehicles as well as for those seeking such plates and are now up to the 'B's'. Obviously popular.

Still no word on Modified VCPS plates for motorbikes at this stage.

It is apparently very difficult to obtain a replacement VCPS Logbook from VicRoads. Moral, don't lose your book.

A new car purchased in Casterton recently was supplied with the new black and white plates.

Quite often house break ins are conducted with a view to stealing the spare set of keys to enable the persons cars to be stolen. Suggested such keys be concealed to stop this practice.

Doug Palmer of Hamilton advised that forty-five registrations have been obtained to date for the one and two-cylinder event to be held there shortly.

The winner of the Federation Badge for the best car on the day went to a magnificent 1936 Reo Flying Cloud.

The next Delegates' Meeting will be held in Echuca on the 16th May, 2020.

Neil thanked all for attending today and invited them to partake of afternoon tea. Meeting Closed at 2:50 pm.

Bill Allen.

THE TOP TEN – and the Ten Worst, British Cars

Editor Note: The article here is, hopefully, set to raise a stirring of correspondence from club members! If that happens, it will be good for all of us. The article is from MOTOR SPORT, December, 1984 and was written by the late William Boddy (W.B.), the very long-serving Editor of that intelligent magazine. While at school, in 1955, we were asked which author's writing we would like to study for English Literature that year. I wrote down on my vote slip, William Boddy – we were saddled with T.E. Lawrence's SEVEN PILLARS OF WISDOM for goodness sake! I cannot remember much about that, but I can remember W.B.'s appraisal of the Bristol 404! That tells me something I had better keep quiet about.

THE 100th Anniversary of the birth of the motor car, even though there is a divergence of opinion as to when this comes up, will undoubtedly concentrate motoring history in a spate of articles, books, rallies and gimmicks. It has already caused a famous Sunday newspaper supplement to embark on an ingenious interpretation.

The paper involved was the *Sunday Telegraph* which got its Telegraph Sunday Magazine to assemble a panel of experts and ask them to vote on which were the ten best and ten worst British cars made during the past century, the outcome to be revealed in its issue of October 21st, at Motor Show time. An ingenious idea, if a very difficult nut to crack. The task was put in the hands of freelance journalist William Foster, a writer more at home with wine and food than motor cars, who was prepared to travel all the way from Surrey to Hereford by train to interview me. A girl with the delightful and appropriate name of Genevieve Clarke masterminded this rather improbable ploy, which took some time to assemble, having been mooted late in 1983.

The panel chosen consisted of Lord Montagu of Beaulieu, John Langley of *The Daily Telegraph*, Courtenay Edwards, late of *The Sunday Telegraph*, Anthony Curtis, Editor of *Motor*, Ray Hutton, BSc, then Editor of *Autocar*, and Rob Lowthian, Editor of *Drive*, and myself, as Editor of *MOTOR SPORT*, of the motoring writers, and Stirling Moss, of whom it was stated that he had won 222 of the 494 races, rallies, etc. he drove in, between 1947 and 1962. In the published findings we were quoted as driving, respectively, the following cars: a Daimler, a Rover 2600S, an MG Metro, a Rover

3500SE, a Jaguar XJS, a Citroën BX16RS and an Alfa Romeo-6. This panel was asked to draw up lists of what it regarded as the ten best and worst British cars, and later a luncheon was held at which these lists could be discussed. The choices were somewhat surprising, in my view, and it would be invidious to publish the individual lists. I never saw Lord Montagu's list, but I understand that he was in favour of the later Rolls-Royce Silver Ghosts (an historical inexactitude), would have put the Daimler in the 'best 10', and admitted a romantic attachment to the Jowett Javelin, which, however, was berated for its big-end failures by another panel member. One of the panel thought the Mini one of the most innovative cars ever made but another saw the Morris Minor 1000 as rather ordinary. Moss thought the Lotus Elite an absolute stunner even if it leaked and its doors fell off. He also thought the Range-Rover greatly over-rated but put many sports cars in his list, the Marendaz Special no doubt because of the trials successes his mother had with one. Incidentally, Stirling described the MG-C as 'quite simply the worst car I ever drove', which may well cause some surprise.

This is how the preliminary voting went, not including my choice. *The ten best:* BMC Mini, 5; 1922-32 Austin, 7; Ford Cortina, 4; Rolls-Royce Silver Ghost, Range-Rover, MG TC, E-type Jaguar, 3; blower 4½ Bentley, Squire, 2; Ford Y 8 hp, Jowett Javelin, 4½-litre Bentley, Model-T Ford, Austin-Healey, Healey Sprite, Frog-eye Sprite, Jaguar XJ6, MG Metro, HRG, Mk VII Jaguar, Lotus Elite, Mini Cooper, Jaguar XK 120, Jensen Interceptor, V12 Lagonda, Marendaz Special, 1901/4 twin-cylinder Lanchester, Speed Six Bentley, 16 hp Riley Kestrel, Lotus Elan, Rover 2000, V12 Jaguar, Lanchester 40, 30/98 Vauxhall, Bristol, Rolls-Royce P2, one for each. *The ten worst:* Early Ford Zephyr, various, 5; Lea-Francis Lynx, Ford Consul Classic, Vauxhall Victor Mk I, Nash-Metropolitan, Austin Allegro, Austin Princess R, 3; Farina-bodied Austin and MG BMC saloons, Burney Streamline, early Bond 3-wheeler, Triumph TR7, Maxi, Austin Princess 2200, Morris Marina, MG-C, Fairthorpe Atom, SS II, 1930s Hillman Minx, Rodley, Ford Cortina Mk III, AC Invalid car, Austin A35, Vauxhall Wyvern, reverse-rear-window Ford Anglia, Bond Equipe, Bond Bug, Hillman Imp, Trojan, 1928 10/25 hp Rover, Rolls-Royce limousine, Bentley Continental, one for each. Well, there's no accounting for tastes. The last two were considered bad in the opinion of a very famous driver . . . !

The problem as I saw it, if the thing could ever be resolved, was being asked to name individual cars, presumably for purposes of ultimately illustrating the piece with definites. At first, I had gone for companies, as well as cars, with my reasons for selection appended, as follows:

Best Ten

Rolls-Royce – Because it has retained the accolade of 'The World's Best Car' from 1907 to the present day.

Bentley – For its great racing successes at Le Mans and elsewhere up to 1930, the 8-litre that troubled Rolls-Royce, and the present Mulsanne Turbo.

Sunbeam – Because the Wolverhampton-built models had Rolls-Royce quality and on behalf of the many competition successes, first British car to win the French GP, first to achieve 150 and 200 mph, successes carried on by the Rootes' Sunbeams.

Lanchester – Far in advance of other horseless carriages at the dawn of motoring and a post-Armistice rival to the 40/50 hp Rolls-Royce, with the overhead-camshaft Forty and straight-eight.

Daimler – For spreading the message of automobilism in Britain from the pre-1900 days, and because for so many years it was the Royal Car. Also, for perfecting the vee-twelve-cylinder sleeve-valve engine and introducing the fluid-flywheel/pre-selector transmission.

Jaguar – For the sheer value-for-pleasure given by models like the XK 120 and E-type, the excellence of its twin-cam six-cylinder and modern V12 power units, and its succession of Le Mans victories.

Morris – As supplier of sound cars, mostly, for the British motoring masses, and for Sir Alec Issigonis' Mini Minor that changed the whole small car concept the world over.

Alvis – For excellent sporting motor cars down the years and not being afraid to innovate with front-wheel-drive, all-synchromesh gearboxes and independent front suspension.

MG – For bringing sporting cars within the reach of the less well off and cocking-a-snoot at foreign opposition in important races, like the TT and Mille Miglia, etc.

Rover – For the satisfaction this value-for-money make represented in Betjeman land for many years, the successful gas-turbine cars, and the fact that the modern Rover 3500 represents the thrifty executive's Silver Spirit.

Worst Ten

Arrol-Johnston Victory Model – Intended to represent a brave new post-Armistice car it was an unmitigated failure, even the one lent to HRH The Prince of Wales for a tour having to be ignominiously recalled.

Nomad (or **Gnome**) – For the audacity of perpetrating a badly-cooled two-stroke single-cylinder engine, a dummy radiator that fell off, friction-drive and absence of any springs, all in one car as late as 1926/7.

Seaton-Petter – In respect of general crudeness and an endearing habit of shooting backwards without warning, due to its self-reversible two-stroke engine.

Trojan Mastra – For failing to live up to the successful utility-car qualities of its Trojan forebears.

MG Twin-Cam – Because it proved such a disappointment from so promising a specification and the Abingdon engineers really should have been able to get it right. . . .

Burney-Streamline – Because it was a car that tried to be too clever.

Early Bond Three-Wheeler – One got so tired of shaving whiskers from the only spark plug and of its steering pulleys falling off.

Stoneleigh – Because even the skilled Armstrong Siddeley engineers soon sneered at it and who wants to drive sitting centrally with the passengers behind one?

Lea-Francis Lynx – A dreadful parody of a famous make.

Pennington – There were better autos, even in 1898!

Required to list specific cars, I named the ten best as Rolls-Royce Ghost, Shadow or Spirit, 8-litre Bentley, 20/60 or 25 hp Sunbeam, straight-eight Lanchester, 35/120 hp or 50 hp Double-Six Daimler or any vintage Royal Daimler, E-type Jaguar, Morris Mini Minor, 4-3 Alvis, 18/80 hp or supercharged K3 MG Magnette, and Rover V8 3500, giving as my ten worst cars the 1919 Arrol-Johnston Victory model, the Gnome or Nomad cyclecar, the Seaton-Petter, the Trojan Mastra, the twin-cam MG, the Burney Streamline, the Bond 3-wheeler as first made, the Stoneleigh, the Lea-Francis Lynx and the 1896 Pennington 3-wheeler, for reasons given in my 'companies' list.

Clearly Foster was in for a rough ride. I was unable to attend the luncheon discussion and understand the tape of it to be unintelligible, but see I am quoted 'as far preferring a Land-Rover to a Range-Rover', whereas what I actually remarked was that the Land-Rover should be linked with the Range-Rover. It would be ungrateful if I did, because it was a Range-Rover that once got me to the very summit of Cader Idris! The difficulty of the task was perhaps best emphasised when the vintage Lanchester motor-carriages 'won' against the Lotus Elite . . . Anyway, you should find the piece well worth reading, and by courtesy of the *Telegraph Sunday Magazine*, I am able to give the final placings:

Ten Best		Ten Worst	
1959	BMC Mini	1960	Lea-Francis Lynx
1956	Morris Minor 1000	1957	Vauxhall Victor Mk I
1922-32	Austin 7	1951	Bond 3-wheeler
1970	Range-Rover	1966	Ford Zephyr Mk 4
1961	Jaguar E-type	1964-68	BMC Princess R
1930	Bentley 4½-litre supercharged	1931	Burney Streamliner
1907	Rolls-Royce Silver Ghost	1962-63	Ford Consul Classic
1947	Jowett Javelin	1967	MG-C
1973	Jaguar XJ6	1922	Trojan
1928-29	Lanchester	1925	Nomad cyclecar

As I have said, you should read the text of their article to understand better some of these decisions, but it seemed very surprising to me that the Daimler is not included as one of Britain's ten best cars, in a survey covering the last 100 years of the automobile. The omission of Napier, Sunbeam and MG is odd, too, remembering the valuable motor-racing prestige these makes gave this country. Of the worst ten, I would not have thought these Farina-styled Austins and MGs, etc, of the BMC era, which one person would have included, were all that bad but I am glad I got a cyclecar in the list, although it is a pity they illustrated a Tamplin but captioned it as a Nomad without springs – the Tamplin did have road springs of sorts, whereas the Nomad relied on its Dunlop balloon tyres for shock absorption. I certainly would not have put the earlier Trojans among the worst ten and think this came about because Courtenay Edwards played the old game of describing this make as 'a boxy little saloon (there was no saloon model in 1922, Courtenay) with chain drive and solid tyres that took you, screaming with rage, all the way to the depot if your wheels got caught in the tramlines'. Which must have sounded the death-knell for it to those unfamiliar with these admittedly unconventional cars. Incidentally, the one illustrated was a pneumatic-tyred tourer . . . And the Burney Streamline shown is more correctly a Burney-Crossley.

But what a brave and clever feature for Fleet Street to have thought up, and to be fair, the *TSM* admits it is likely 'to stir up a hornets' nest', As every motorist has his or her own idea on the subject. It should provide much discussion throughout the celebrations of the birth of the motor car which we shall soon have to suffer. **W.B.**

From Motor Sport, December, 1984 – With Thanks.

Acknowledgement is also accorded to the SUNDAY TELEGRAPH MAGAZINE.

LIBRA MOTIVE

Morgan's Official Service Agents



THE MORGAN 4/4 PLUS

The cartoon above is from a 1986 Morgan advertisement – With Thanks.

MY MORGAN

The car was imported into Australia through the Port of Darwin in 1985. At that particular time, a lot of illicit material was coming into Australia and Border Authorities were strict and vigilant with any paperwork. Unfortunately for the importer of the car, all was not well with his paperwork i.e. dummy invoice and lack of import duty. In short, the car was subsequently confiscated by the Federal Government. This led to the car being placed in an auction.

Right: Phil Cook departs from RACV Cobram Resort.

The Morgan was bought by a Federal High Court judge and the car was then despatched to Canberra.

Many years later I took possession of the car along with some paperwork with it, I was able to trace and contact the now ex-Judge. During our conversation, he told me that the original colour of the car was silver and was fitted out with white leather interior. It was explained to me that the car was sold to a Brisbane car yard. They, in turn, decided to respray the car to its present-day colour of red. The car was then sold to a person in North Dandenong.

I bought the car in August, 2002. The car had been garaged for thirteen years, and consequently, a lot of loving care had to be shown i.e. Oil, Grease etc. etc.

The car came with a lot of paperwork highlighting the car's service history.

In May 1987, the original Fomoco ignition was replaced with the more reliable Bosch system. This Bosch system remained in the car until 2017, when it was replaced with a Scorcher electronic system supplied and fitted by Performance Ignition Services in Nunawading,

In July, 1987 there was a complete engine strip down and rebuild. This was done by Tate-Philip Engineering. This included the replacement of the original camshaft. It was replaced with a Wade high performance 1595 profile cam.

Numerous other 'improvements' have been undertaken since my ownership. These include:

- Both wings removed and resprayed – Rear shock absorbers changed from lever type to telescopic – New floor installed – LED lighting – Complete new exhaust system installed – New interior upholstery

Car Specifications

Manufacturer: Morgan Motor Company, Malvern Link, UK; Model Morgan: 4/4 Plus (4seater); Year: 1974; Engine: Ford 1,600-c.c. Crossflow GT (similar to Cortina/Capri).

Phil Cook.

1956 Morgans (*Motor Sport Magazine Motor Show Review*)

MORGAN – Stand No. 117 (Earls Court)

Morgan continues to offer the very fast and accelerative Plus Four, using a Triumph TR2 engine in a chassis which is typically a product of Malvern, backed by a new Ford Ten-engined Morgan 4/4, which is a praiseworthy attempt to offer a small-engined British sports model. It was Morgan's intention to produce a Ford Ten-engined version just after the war when the supply of Standard Ten engines as used in the popular 4/4 dried up, but the idea was abandoned in favour of using the 2,088-c.c. Vanguard engine in a slightly enlarged chassis, from which was developed the 2-litre twin-carburettor Plus Four 100-m.p.h. sports model, priced at only £595 basic, available also in four-seater and coupé form.

Morgan's ideas of chassis design and independent front suspension, the latter not differing in principle from that used for their three-wheelers from 1909 onwards, may be crude, but no one who saw Peter Reece win the Oulton Park Standard Production Sports-Car Race in a Plus Four can doubt the truly excellent cornering stability conferred.

Now comes this Series II 4/4 two-seater with Ford Anglia power unit, available for as little as £638 12s. 6d. inclusive of purchase tax, and having the same handsome, semi-vintage lines as its big brother. Although only three forward speeds are provided in the Ford gearbox, a good performance should be available, as the 4/4 weighs only 12¾-cwt. dry and pulls a 4.4-to-1 axle ratio. 77-mph is claimed in standard form and no engine is so readily available as the Ford Ten for power increase by adoption of propriety 'mods', or hotting-up -in the home workshop. A rather odd remote-control gear lever depends from behind the dash. Girling brakes are used and the wheelbase is 8 ft.

The Plus Four has been improved by using rubber-bushed rear spring shackles in place of the former trunnions, Armstrong shock-absorbers and ¼-in. wider front brake drums. The two spare wheels, alas, have given way to only one, this being neatly mounted at an angle on the tail. Experiences with a Morgan Plus Four after a year's ownership appeared in *Motor Sport* dated August, 1952.

From Motor Sport, November, 1955 – With Thanks.

MORGAN – England, 1910 to 2020 (A Potted History Written 1979)

The prototype Morgan three-wheeler was built in 1908-09 in the school workshops at Malvern College. H. F. S. Morgan, with the help of Mr. Stephenson-Peach, the engineering master, produced a design that in layout remained in production until 1950, while the independent front suspension is, in essence, still in use on current models. Production started in 1910, the car having a tubular chassis frame and sliding-pillar front suspension. Power was provided by an 1,100-c.c. air-cooled vee-twin JAP engine, which lived out in the open at the front of the car. Transmission was *via* dog clutches and chain drive. The successful formula was maintained after World War One with vee-twin power units – mainly by J.A.P., Blackburne or Matchless – which were either air or water-cooled. A refinement of the theme came in 1933 with the option of a four-cylinder Ford 8 hp engine. The 4/4, the first four-wheeled Morgan, appeared in 1936 with an 1,122-c.c. overhead inlet/side exhaust Coventry-Climax four cylinder. The 1.3-litre ohv Standard engine had been introduced just prior to the war and this remained until 1950, when the 2,088-c.c. wet-liner Standard Vanguard (Ferguson tractor) engine was fitted, though the Plus Four of 1955 used the livelier TR engine. A year later the Series II 4/4 appeared, using the well-proven side valve 1,172 c.c. Ford engine which had powered the three-wheelers until their demise. This was followed by Dagenham's ohv 105E engine; the later Series V 4/4 used the 1,498 cc Ford power unit and the current model is still Ford-powered. By contrast, the Plus Four, after a succession of TR engines, ceased production in 1969. It was that year which saw the appearance of the Plus Eight, fitted with the 3.5-litre V-8 developed by Rover, this being the other current model.



Written by David Burgess-Wise – With Thanks

Morgan – Current Situation

It has been announced that the Morgan Car Company was, circa 11th February, 2020, sold-off to an Italian company that has already declared that the Morgans we love and admire will be discontinued. Expect something (SUV?) with a Morgan badge on front and rear and probably powered by a re-badged Fiat Panda or Alfa Romeo engine and drivetrain. Horrors! Thus, we have yet another British orphan make of motor car – modern badge-engineered MGs, Minis, Bentleys and so on do absolutely nothing for me. Why do the British sell off their motoring heritage so happily? Imagine the Ford badge/brand being sold to some doubtful conglomerate in a fourth-rate country – it would not happen, or would it?

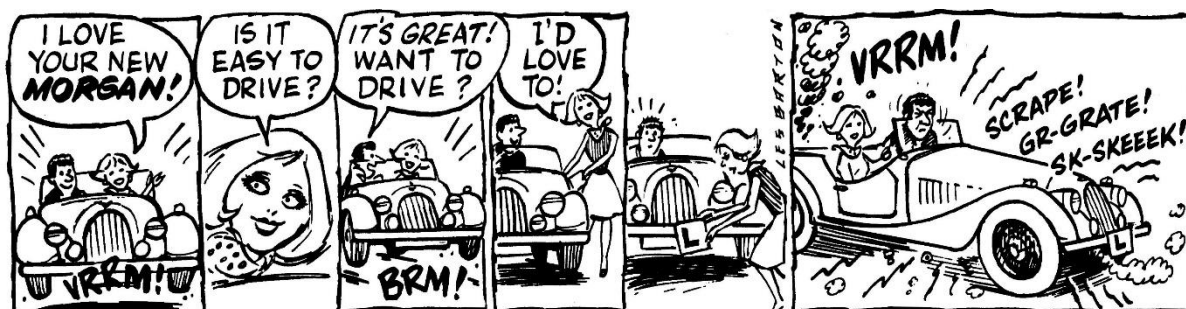
Malvern Link is famous for its bottled water, since 1642, and is in the beautiful Malvern Hills area. Composer Sir Edward Elgar, of *Pomp & Circumstance* fame lived in Malvern Link from 1831. The local area is currently referred to as the South West Midlands and is far enough away from Birmingham and Coventry so that 'different' cars could be built.

While at school, one of the older boys drove a vintage three-wheeled Morgan, powered by a lusty J.A.P. V-twin engine. In those happy days of motoring freedom, all that was required to drive such a Morgan was a motorcycle licence. We all chipped in our pocket money for petrol, and had some interesting rides up and down Marston Bank, Derbyshire. An interesting ride because the J.A.P. engine had to be kept in tune – petrol mixture and ignition timing, with hand controls. In addition to those, there was a hand control for the throttle mounted on the steering wheel. Those familiar with classic British motorcycles and the Amal cold start enrichment control will be familiar with the Morgan's hand operated throttle, shown at right, that had to be manipulated while operating rather (of necessity) direct steering!



Recently, on television here, there was a series of programmes that featured a dark blue 'vintage' Morgan being used for various motoring jaunts in the British Isles. I only watched one episode, supposedly in the wilds of Scotland, where the camera sort of concentrated on the two exaggeratedly jolly fellows through the car's windscreen. The music used for these 'documentaries' is also extremely irritating and overbearing, but that is the modern way! I came away from the Morgan programme episode with quite a lot of admiration for the car's gearbox durability. Some of the all-too-brief Scottish scenery shots were wonderful, but the rest of it? No more of such for me thanks.

To be a mite pedantic, the Morgan Motor Company has to be admired for its model identification continuity. The term 4/4 originally identified four cylinders with four wheels. The 'Plus' applies to four seaters. Below, another from Libra Motive!



Mike Allfrey.

FROM VICROADS

Road Safety Act 1986 And Road Safety (Driver) Regulations 2019

Overview Of Changes

Note: In typical VicRoads fashion the bulletin has no date of issue. It was sourced from the AOMC Newsletter.

On 29 October 2019 a number of changes to the Road Safety Act 1986 will take effect.

The Road Safety (Driver) Regulations 2009 are also due to expire and a new set of regulations will commence on 29 October. The new regulations will be the Road Safety (Driver) Regulations 2019.

Following is an overview of the changes that will occur from 29 October 2019.

Changes to Road Safety Act 1986

Deemed Service of Notices

VicRoads notices will be deemed 'served' seven days after they were sent, even if the notices are returned undelivered. Limited exceptions will apply for genuine reasons (e.g. domestic violence). This is consistent with the service of traffic infringement notices.

VicRoads will have the authority to update a customer's address based on notification from an authorised third party (e.g. Victoria Police).

Demerit Point Scheme Changes

A range of changes will be made impacting how demerit point suspensions and extended demerit point periods are served, including:

- Demerit point suspension will not be interrupted and will run concurrently with any other licence suspension or cancellation. An extended demerit point period will not be interrupted and will run concurrently with a licence suspension or cancellation.
- Broadening of the number of offences that will breach the 12-month extended demerit point period (include non-demerit point offences e.g. speeding where there is a licence ban).
- Demerit points will be applied to the following existing offences; learner driver driving a motor vehicle without a supervising driver sitting beside the driver (3 points), failing to display 'L' plates (1 point) and motorcycle learner permit holder not wearing an approved high-visibility vest or jacket (1 point).

Changes to Road Safety (Driver) Regulations

Requirement to Convert to a Victorian Licence

Interstate and overseas licence holders will need to convert to a Victorian Licence/learner permit after living in Victoria for six months. International drivers will need to convert their licence and those driving on learner permit will need to take a Victorian learner permit test.

There is no change to the licence requirement and assessment.

Passenger Restrictions (XPAS)

Currently a P1 driver whose licence has been suspended or cancelled for a driving offence has a restriction applied to carry no more than 1 passenger, regardless of age. This condition will no longer apply and existing XPAs conditions will end at midnight on 28/10/2019. The review of the graduated licensing scheme did not find any benefit in this additional restriction which has only ever been applied to a small number of drivers.

The peer passenger restriction however will continue to apply through the Graduated Licensing System where P1 drivers can only carry 1 passenger aged 16 to under 22 years of age. Exemptions apply.

Probationary Prohibited Vehicles

Probationary prohibited vehicles will be determined based on power-to-mass ratio. Exemptions to drive a lower performance turbo/supercharged vehicle will be removed, such as Victorian Club Permit/Historic vehicles.

Heavy Vehicle Licences

Heavy vehicle combination licence will require the applicant to have an Australian Medium Rigid or Heavy Rigid licence for at least 12 months and complete a VicRoads approved Heavy Combination training course.

The requirement to hold an Australian car licence for 24 months has been removed.

A range of minor, mostly technical initiatives will also be implemented to improve the operation of the regulations (clean up, new or amended definitions, etc). They include interpretation of time provisions and renumbering of regulations, and general regulations updates.

For more information about these changes visit:

<https://getinvolved.transport.vic.gov.au/driverreg2019>

View the new regulations when they are remade on 29 October 2019 at:

<http://www.legislation.vic.gov.au/>

Moving house? Update your address online:

<https://www.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

From the AOMC Newsletter – With Thanks.



WHICH WAY TO LEAP?



WHAT WE HAVE BEEN DOING

Jaunt Electric Vehicles Visit – Full Report in April issue.

WHAT WE ARE ABOUT TO DO

A MID-WEEK RUN – Wednesday 4th March, 2020

ABCCC visit to the Redwood Forest at Cement Creek (near Warburton). Meet at Lilydale Lakes at 9:45 am for 10:00am departure. We will travel to Warburton for morning tea/coffee stop with ample time for Op-Shopping.

We will then proceed to the Redwood Forest at Cement Creek to walk amongst and admire and hug some beautiful Sequoia Semperivens (Coast Redwoods) that were planted in the early 1930's and 1960's by the MMBW.

Lunch will be at an old country pub. For those attending the Pub requires numbers by Thursday 27th February, 2020.

To book contact Greg or Geraldine Anglin on Telephone: 9876 3293, Mobile: 0419 882 155 or gregsbusy@msn.com

Greg Anglin.

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. On 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 or telephone 9739 1146.

Maxine Pettigrew.

FEDERATION SCORESBY PICNIC – Sunday 29th March, 2020.

This Event, sponsored by the Federation and hosted by the Dandenong Valley Historic Car Club Inc, will be held at The National Steam Centre, 1200 Ferntree Gully Road Scoresby, Victoria.

We have arranged for a site to be allocated inside the Centre for ABCCC Members and all Member vehicles, 25 years and older, will be admitted free from 10:00 am.

Please ensure that you bring along either a copy of our Magazine, your Membership Card or Name Badge to ensure that you gain free entry. Only Clubs affiliated with the Federation will have free entry. Marshals, hopefully, will direct you to our site which will be clearly marked with our banners etc.

This is a day for the whole family, especially the grand children, and will feature a free raffle for all Display, vehicles (To be drawn at 1:00 pm), working steam displays, animal farm and train rides, trophies for 6 categories and onsite catering.

Please contact me at E-mail billterriallen@gmail.com or Telephone 9846 2323 by the 24th March, 2019 – no need to let me know if you are coming as there is plenty of space for all.

Bill Allen.

ORGAN PIPES RUN – Sunday 5th 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 Riddell's Creek Hotel. If you would like to join us, please respond by 30th March, 2020 so catering requirements can be finalised, contact us on 0412 549 906 or E-mail to: annbry@optusnet.com

Anne and Bryan Tootell.

THE WORLD FAMOUS CREAM SPONGE RUN – Sunday 19th April, 2020

We will meet at the Muster Room of the Sassafras/Ferny Creek Fire Brigade, 21 Clarkmont Road, Sassafras (Melway Map 75; Reference: D1) at 9:30 am for a 10:30 departure. A strawberry cream sponge morning tea will be provided for a gold coin donation – needless to say a larger donation on your part would be gratefully received by this wonderful organisation who have been giving their all in the recent fires.

The first half of the run will be an observation run, with questions to answer and prizes to be won, then a gentle cruise through some lovely country to our luncheon destination at a country pub.

Please register your interest with Geoff or Judy on telephone (03) 9755 1772, or E-mail greengem3@bigpond.com before 13th April, so Judy has an idea of how many sponges to bake, and catering arrangements can be made with the pub.

Bring along a clipboard and pen and a big smile to assist with answering questions on your run sheet.

Geoff and Judy Birkett.

SPECIAL EFFORT!

ABCCC LAKES ENTRANCE MID-WEEK JAUNT – Tuesday 21st to Thursday 23rd April, 2020

As at the time of the Calendar Meeting no-one anticipated the Horrendous Bushfires that have been occurring in our State, and of course this date is a late inclusion due to that fact.

We are all aware of the devastation that it has caused for so many people thus prompting us to quickly organise a SPECIAL EFFORT RUN which will assist in putting some much-needed money into at least one Community. Every little bit Counts, as they say.

We invite ABCCC Members to join with us for a two-night stay in Lakes Entrance, for a Mid-week Jaunt.

Those Prawns are looking nice . . . if Seafood takes your fancy?? "I won't promise Crayfish this time" (for those that remember??)

PLEASE ACKNOWLEDGE PROMPTLY YOUR INTENTION TO JOIN US, TO ENABLE US TO SECURE BOOKINGS FOR ACCOMMODATION. TO BE FINALISED BY LAST WEEK IN MARCH.

Departures will be from BP Eastlink and our Morning Tea Stop, Yarragon. Time will be confirmed at a later date.

We look forward to your confirmation and your Company on the Run.

Anne and Bryan Tootell 0412 549906, E-mail: annbry@optusnet.com

Anne and Bryan Tootell.

HAMILTON QUEEN'S BIRTHDAY RALLY – Friday 5th to Monday 8th June, 2020

Rooms have been booked at the Grange Burn Motel, so please get in touch to book for this great event. We will meet at a location to be advised for lunch on the Friday and dinner will be arranged for that evening. More details as they surface, and entry forms will be published in this magazine as soon as they arrive.

Tony Pettigrew.

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

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.

TERRY'S TASTE TOUR – Sunday 11th October, 2020

The GM Holden Proving Ground closes end of August, due to GM shutting down Holden, a very sad affair. I cannot run Saturday 10th October event now but have got the go ahead to run a Taste Tour event on Sunday 11th October.

Details: Terry's Taste Tour, South Gippsland

Start at Caldermeade and finish at Cowes for lunch, incorporating small town bakeries, markets and lunch at RSL Cowes.

More details to follow in April edition of *Your ABCCC News*.

Ian Terry.

ABCCC SAPPHIRE COAST TOUR – 5th – 18th 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 Tour is fully booked and a wait list will be kept in case of cancellations.

Tony Pettigrew

OTHER MOTORING EVENTS DIRECTORY

March, 2020

- | | | |
|-------------------------|--|------------------------|
| Sunday 22 nd | 64 th Kalorama Rally – The Vintage Drivers Club
Featuring Vintage and Classic Specials
Venue – Kalorama Memorial Reserve, Mt. Dandenong Tourist Road, Kalorama, Victoria. | Enquiries 0409 027 392 |
| Sunday 29 th | Shannon's American Motoring Show – The AOMC Inc.
Show and Shine, Awards Presented (Sponsor and venue to be confirmed)
Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen, Victoria. | Enquiries 0473 832 277 |

April, 2020

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

May, 2020

- | | | |
|---------------------------|--|--|
| Saturday 16 th | The Florence Thompson Tour – RACV
Venue – Touring the Surf Coast, Victoria. | Daryl Meek daryl_meek@racv.com.au |
| Sunday 17 th | National Heritage Motoring Day – AOMC Inc. (Below) | Enquiries: E-mail secretary@aomc.asn.au |

October, 2020

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

STOP PRESS – VICTORIAN CLUB PERMIT SCHEME SURVEY FOR AOMC

At the AOMC Delegates' Meeting on Monday 24th February, 2020, all Delegates present were asked to go back to their clubs and conduct a quick survey of club membership. The survey questions are as follows:

Should VicRoads discontinue the existing VCPS Logbook and replace it with a Logbook on your Smart Telephone?

Yes ☐ No ☐ (Note rules applying to use of mobile telephone devices in motor vehicles.)

VicRoads are considering deletion of the VCPS windscreen sticker, should the sticker remain a part of the Scheme?

Yes ☐ No ☐

Please send your completed survey to AOMC Delegates:

Bill Allen – Telephone Number (03) 9846 2323 or, E-mail to billterriallen@gmail.com or,

Mike Allfrey – Telephone Number (030) 9729 1480 or, E-mail to michael.allfrey@bigpond.com

Please treat this request as being urgent. Thankyou.