



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 243

July, 2020

SALOON CAR OF THE MONTH



Club member Phil Squire's 1950 Jowett Javelin about to set off for a run. His father is about to get in for a good ride. Richard Homersham's Javelin shapely tail is at left in this photograph.

! VICROADS NOTICE !

VicRoads have issued the proposed review actions for the Victorian Club Permit Scheme (VCPS). See Page 6 for details and the request for your input with regard to the review changes.

Meanwhile, while under lock-down conditions, due to the COVID-19 pandemic, VCPS renewals and applications must continue as previously advised.

THE ABCCC ANNUAL LUNCHEON – SUNDAY 2nd AUGUST, 2020

POSTPONED – AGAIN



Associations Incorporation Registered Number: A0035462V



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

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Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
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Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
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AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
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FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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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 that, due to constraints, have been deleted from this issue.

NOTICE: ALL EVENTS TILL AT LEAST AUGUST 21st, 2020 HAVE BEEN CANCELLED. THESE DECISIONS HAVE BEEN MADE IN ACCORDANCE WITH THE COVID-19 RULINGS FROM OUR GOVERNMENTS AND THEIR MEDICAL ADVISORS.

ANY FURTHER CHANGES WILL BE NOTIFIED AS THEY ARE ADVISED TO THE EDITOR.

August, 2020

- Sunday 2nd A Yarra Valley Motor Tour – An ABCCC Event. **(POSTPONED)** Bryan Tootell 0412 549 906
Start Venue – TBA.
- Sunday 2nd The ABCCC Annual Luncheon – An ABCCC Event. **(POSTPONED)** Colin Brown (03) 5964 9291
Venue – Killara Estate Winery, Corner of Warburton Highway and Sunnyside Road, Seville East.
- Sunday 16th Lunch – Cuckoo Restaurant – An ABCCC Event. **(POSTPONED)** Gordon Lindner 0418 540 920
Venue – Meet at the Restaurant, 508 Mount Dandenong Tourist Road, Olinda, Victoria.
- Thursday 20th Visit to Chinese Museum – An ABCCC Event. **(POSTPONED)** Greg Anglin
Venue – **This Event has been Postponed.**

September, 2020

- Sunday 13th On The Road Again – ABCCC Event. **(Not sure about this event)** Glenda Prewett (03) 5417 2283
Note: This is now a weekend run.
Venue – Meet in Kyneton for lunch – actual location to be advised
- Sunday 27th The Creaking Wooden Frame Run – An ABCCC Event. Phil Cook (03) 9842 5449
Venue – TBA. **(Not sure about this event)**

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. **(Not sure about this event)**
- Sunday 11th Terry's Taste Tour – An ABCCC Event. **(Note changed information.)** Ian Terry 0409 097 496
Start Venue – Caldermeade, Tooradin, Victoria. **(Not sure about this event)**
- Friday 23rd to Sunday 25th The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan 0407 876 023
Touring – The Port Fairy Area, see Page 12. **(Not sure about this event)**

November, 2020

- Thursday 5th to Wednesday 18th Sapphire Coast Tour – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Details with opening for bookings. **(Not sure about this event)**
- Sunday 29th Our Car Boot Picnic – An ABCCC Event. Christopher Constantine (03) 9898 4431
Venue – TBA. **(Not sure about this event)**

December, 2020

- Sunday 13th Christmas Luncheon – An ABCCC Event Maxine Pettigrew (03) 9739 1146
Venue – TBA. **(Not sure about this event)**

EDITORIAL RAMBLINGS – Issue N^o 243

The current COVID-19 situation in Victoria may require that yet more events be postponed or cancelled.

Finally, after a long development period, VicRoads have issued their proposed changes to the Victorian Club Permit Scheme – see Page 6. The proposed changes document calls for comments from club members (those who use the VCPS) so that A.O.M.C. Delegates can forward them to the Association to use during formalisation of the proposed changes. Remember that, if you have any concerns about the direction the VCPS, now is the time to voice them. The matter of raising complaints after the changes have been implemented, will achieve nothing at all! **Be sure to send all comments to michael.allfrey@bigpond.com as soon as you possibly can.** Such comment will be collated and forwarded to the A.O.M.C. for their presentation to VicRoads.

On Page 9, there is a copy of a bulletin issued to motor repairers and motoring interest groups by the Victorian Automobile Chamber of Commerce (V.A.C.C.) that raises the topic of the consequences posed by modified vehicles. In a case where a modified vehicle is involved in a fatal collision, the situation can become extremely serious. Be sure, that if you drive a modified vehicle, ensure that the modifications have been accepted by suitable repairers and a Licenced Vehicle Tester.

In this issue we have an article, from a North American viewpoint, about William Morris. The featured motor car this time is the Jowett Javelin. Next month it will be the Bradford van, Jowett's unsung hero.

Enjoy this edition.

Mike Allfrey – Jupiter, Bringer of Jollity!

FOR SALE – MOTOR CAR SERVICING RAMPS

The COVID-19 lock-down situation has instigated a good clean out of surplus 'stuff' from under my house. This has resulted in the discovery that I have a spare set of ramps for car servicing that are now available for sale. Any club members looking for a set of good ramps should contact me on:

Phil Cook (03) 9842 5449

E-mail philcook@westnet.com.au

Asking price – \$40.00 for the pair.

Location, Doncaster East area.

Phil Cook.



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!

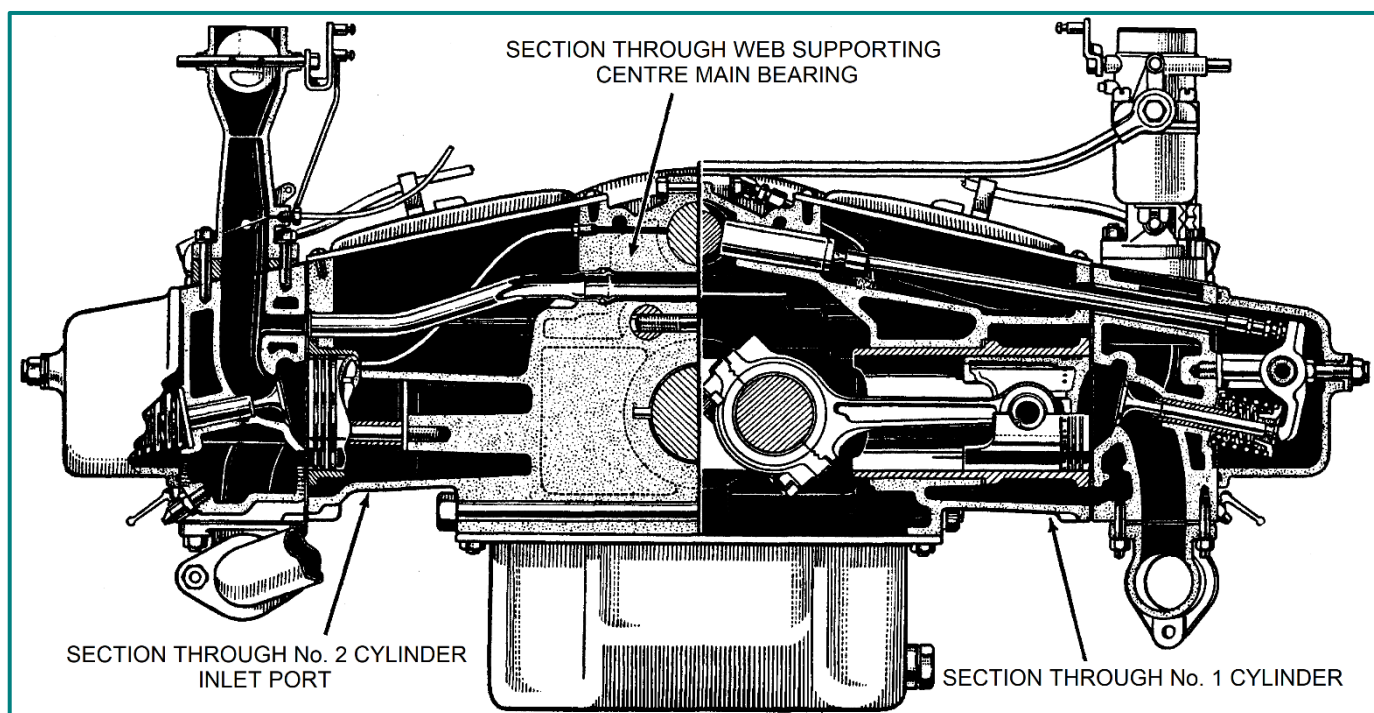
Name	Car	Model	Year
Bruce and Ann Dickey	Lotus	Elite	1960
	Sunbeam Talbot	Alpine	1954
	Sunbeam Harrington	Alpine	1962
	Lotus	Super 7	1964

Gordon Lindner – Membership Secretary.

FEATURE CAR OF THE MONTH – JOWETT JAVELIN

A Personal Experience

It was back in about 1959 when I first became involved with a Jowett Javelin. It was a late model in Athena Grey, a very pleasant metallic grey that, in some light conditions appeared to be slightly green. The interior trim was in maroon leather and the car was in superb condition. There was only one flaw, the crankshaft was in two pieces, but the engine still ran and the Javelin was driven into the workshop by its new owner, Fred Meech. We were allowed to use the works' facilities after hours, provided we locked the premises before leaving for home. In those days, the workshop was where the Bristol City Football Club stadium now stands, in Ashton Road. It was this Javelin that lead me to long-time Jowett Jupiter ownership and even more interest in themes Jowett – that still continues.



Above: Three sections through the Jowett Javelin/Jupiter engine that aroused my interest.

The engine was virtually driven out of the car, using our tractor splitting tramway. Immediately impressing me was the use of massive tie-bolts holding the two crankcase halves together, and the use of 'O' rings instead of some gaskets.

After taking over our Jupiter, I attended a talk given by Gerald Palmer to the Midland Section of the Jowett Car Club. He introduced his session by saying, "To me, designing the Javelin was one of the biggest mistakes of my life". He went on to explain that, even though he had a free hand at the design stage, Jowett Cars Limited did not have the funds and some facilities to fully develop the Javelin. This was right after WW II when labour and materials were quite scarce. The car was put into production with export markets very much in mind, hence such features as high ground clearance, six seat capacity and very good road manners for its time. From 1910 Jowett had always used horizontally opposed engines, mostly of twin cylinder type, however, in the mid-1930s there was a four cylinder engine of the same configuration.

The new engine for the Javelin broke new ground in numerous ways – overhead valves, three main bearings, hydraulic tappets (a first in a British production car engine), twin Zenith carburettors and separate cylinder liners. The chassis was all new as well, torsion bar springing at all four corners, light and positive steering, the convenience of a well designed steering column mounted gear shift and a flat floor (front and rear) with all passengers comfortably seated within the wheelbase. The body was immensely strong with unitary construction and it was the first production car to feature a curved windscreen. The body styling was sleek and no doubt contributed to good fuel economy. Many have stated that the body was copied from the Lancia Aprilia and even the North American Lincoln Zephyr, but it was all Gerald's own design. He went on to what became B.M.C. and designed the Wolseley 4/44 and the M.G. ZA saloons.

Meanwhile, JCL were embarking on a rather steep learning curve. Initially, the Javelin received motoring press reviews that were full of praise. The Jowett works was in a suburb of Bradford called Idle, and it has been stated that "At Idle, they were far from idle!" All too soon, numerous problems arose, firstly the hydraulic tappets could not cope with wrong specification engine oils, then cylinder head gaskets started failing due to cylinder liner gasket relaxation and, finally, the real cause for owner concern, crankshaft breakage problems. From late 1947 through to 1953 it was a case of massive development while cars were in customer ownership. The final blow was when the body suppliers, Briggs at Doncaster, were taken over by Ford and Javelin/Bradford body production was stopped, Jowett simply did not have the funds to engage another supplier. They decided to cease production altogether, but made a commitment to continue supply of spare parts till 1964 – that went on into 1964. Such commitment does not exist today.

That meant that Fred Meech, and myself later, could get spare parts 'off the shelf'. Not only did spares continue to be available, but more durable parts were engineered as well. A completely new crankshaft was put into production, as were stronger connecting rods and other items.

Right: US276 on a club run, an original motor car.

My ownership of a Javelin commenced in the late 1970s, having two sons and no room in the Jupiter for them, a Javelin was sought to convey our family on club events. I was extremely lucky, in that I was able to purchase a local one-owner, but well used 1951 Javelin registered US276. This car was bought new by Alex Gray of Box Hill and, the story goes that, he was told by Liberty Motors (Melbourne) that he would have to carry out the first oil and filter change if the car was out of Melbourne at the time the change was due. Well, Alex had relatives in the Wodonga area that were visited frequently, and the Javelin had its first oil change near Barnawartha on the Hume Highway! Right at the point



where the odometer clicked over to 500 miles travelled. Later, it was claimed that US276 could travel to Wodonga and back to Box Hill on auto pilot. The car was the instigator of the local saying, 'if a Jowett starts instantly from cold, there is coolant in one cylinder and the crankcase will split open'. That happened to Alex in the late 1960s, the club got together and assembled an engine for him. He ran into trouble when he notified the Box Hill Motor Registration Branch about the change of engine number – it was too difficult, so the engine was taken out of the car, the number's plinth filed down and the original number stamped in, courtesy of the Box Hill fire brigade's set of number/letter stamps, that fixed it!

Old age caught up with Alex and he quietly asked me if I would buy his Javelin because he was going up to live in Wodonga. I sort of jumped at the chance. That Javelin took us on many interstate trips with complete reliability. It was easily capable of cruising at the state-maximum speed limit for hours on end. It was on display at one of the first A.O.M.C. British Motoring Shows when a knowledgeable type approached me and asked if the crankshaft had broken yet. My reply was, "No." "It will," he replied. We went on with head gaskets, broken connecting rods, a totally jammed gearbox and broken torsion bars. He was dumbfounded at my 'no' responses. His final utterance was "It will!" and walked off.

It did not, on any of those on his list.

After the Jupiter rebuild was completed and our boys had moved on, the Javelin was sold to ex-Victorians in Brisbane where it resides still in original condition. Just like the Rover 3500, I still miss it.

Mike Allfrey.

Editor's Note: Unless articles about the cars club members are associated with are sent in, you can be assured that there will be a great deal more Jowett related information in these pages!

FROM THE A.O.M.C.

Proposed Changes To The Victorian Club Permit Scheme – 7th July, 2020

The Association was recently advised by the Victorian Department of Transport of the proposal to make interim changes to the Club Permit Scheme.

The scheme carries the requirement for a ten year review cycle, due in 2020, but owing to restrictions caused by the COVID-19 pandemic it has been decided to delay the full review for twelve months and introduce some interim proposed changes to the scheme that would come into effect in October of 2020.

The proposals seek to add controls to the clubs in the manner of how they operate the scheme for their members, making sure that only safe vehicles are admitted and providing the ability to regulate clubs that are not complying with the permit requirements.

It seeks to ensure that vehicles requested to be inspected by Vic Roads are presented for inspection, and VicRoads may disallow certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is found that they are not performing the function adequately and unsafe vehicles are on the road.

For vehicles entering the scheme it would be a requirement that an appointment is made with VicRoads for the application to be processed. A fee of \$19.00 would be payable, this would ensure that an operator with appropriate knowledge, would process the application and should save time for the applicant.

It is proposed to levy a fee for the supply of club permit plates. The costs for either 45- or 90-day permits are to be *pro rata* of standard registration fees for a light vehicle. Slimline plates will be made available at the same cost as full registration slimline plates.

An offence entitled 'Failure to Complete Logbook' would be introduced at a lesser financial cost than the current driving an unregistered vehicle infringement notice.

Finally, it will see the definition of commercial use clearly defined as this is seen as a serious issue.

For the management of the scheme, and the ability to transfer permitted vehicles upon the death of the permit holder will be allowed under the proposed changes.

The Association of Motoring Clubs is requested to seek the opinion on these proposals from its member clubs and forward such information to the Department.

Timelines are short so we seek your co-operation in providing this information to the appropriate club officials and returning your club's position on them without delay.

Please email your club's response to secretary@aomc.asn.au as soon as you can.

In conclusion the much of the proposed change appears to be directed to ensuring that vehicles on the scheme are safe to operate on the roads, while the definitions relating to the operation are long overdue. Additional fees are unfortunate, but probably in line with community expectations.

We have the best club permit scheme in Australia so let us ensure that any planned modifications enhance the existing arrangements.

Iain Ross – President.

The Victorian Department of Transport is in the process of making interim regulations for commencement in October, 2020.

Background

Interim regulations are being made for 12 months from October, 2020 due to Covid-19 and an inability to conduct a full and formal consultation process including the release of a regulatory impact statement. These regulations will be remade in 2021.

On this basis, an exemption has been received from the Premier to delay the remaking of the 2009 regulations for a further 12 months.

It is re-iterated that these are proposed regulatory changes only and no decision has been made on their final form.

Changes are proposed that would increase accessibility and clarity of the regulations:

- Consistency of terminology
- Consistency for references to time periods to provide certainty as to due dates
- Clarification to be explicit about when a fee is Payable

Examples include:

Time period descriptions: All references to time periods have been aligned for consistency. Time periods have also been updated where appropriate to allow tangible date for requirements (e.g. 28 days from the date of the notice as opposed to 28 days from the date the person receives the notice).

Terminology: Introduction of new terminology to ensure that information required about registered operators and vehicles is consistent across all relevant regulations.

Club Membership Requirements

- In order to be issued with a club permit, a person will only be required to be a member of an approved car club.

Conditions For Approved Clubs

- VicRoads now has the ability to apply individual requirements or conditions on an approved club.

VicRoads Appointments For The Issue Of A Club Permit

- Pre-booked paid appointments will be required for all new club permit applications

Club Permit General Conditions

- A vehicle issued with a club permit can only be used for social, domestic or pleasure purposes (not commercial purposes).

❖ Membership Requirements

Regulations currently state that persons must be a 'financial' member of a club.

The proposed regulations stipulate persons only need to be a member of a club to be issued with a club permit (clubs can define what this means e.g. Financial or not).

❖ Conditions For Approved Clubs

The current regulations do not permit the application of specific conditions to individual clubs. The proposed regulations will permit conditions to be imposed on individual clubs.

Conditions may be imposed where clubs are found not to be operating in line with the certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is intention of the club permit scheme.

VicRoads may disallow certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is found that they are not performing the function adequately and unsafe vehicles are on the road.

❖ Appointments For The Issue Of A Club Permit

There is currently no option to make an appointment for this specific transaction.

Persons are required to attend a customer service centre and wait in a queue.

Under the proposed regulations persons are required to make an appointment, with a fee payable of (\$19) as it is a specialised transaction. This provides efficiency for both the customer and VicRoads.

❖ Club Permit General Conditions

The current regulations do not specifically define use. The proposed regulations define their use as for social, domestic and pleasure purposes and will not permit the use of permitted vehicles for commercial purposes.

Club Permits

Permanent and temporary operating conditions:

- Club permits may be issued with permanent and temporary operating conditions when the vehicle does not comply with standards. Requirement to advise of change of details.
- Permit holders must advise of any change of details within 14 days.

Offence For Not Completing Logbook

- A new offence has been introduced for when a permit holder has not completed a logbook entry for each journey

❖ Permanent And Temporary Operating Conditions

Currently if a vehicle that does not meet the Standards the vehicle is not permitted on the club permit scheme.

It is proposed that vehicles that do not meet the standards can have operating conditions imposed on their permit. For example, a vehicle with non-compliant headlights may not be allowed to be driven at night. This proposed amendment increases the flexibility of the scheme and the number of vehicles that can participate

❖ Requirement To Advise Of Change Of Details

Currently there is no requirement to advise VicRoads of changes. The proposed regulations require VicRoads to be advised of changes to understand and record vehicle details such as engine number.

❖ Offence For Not Completing Logbook

It is not currently an offence to not complete the logbook however Victoria Police has the power to issue an unregistered vehicle infringement fine (\$900). The proposed regulations introduce a specific offence for not completing the logbook (at the start of a journey) and offenders will be issued with a 'Failed to Complete Logbook' fine (approximately \$165).

Rationale for introduction is that club permit holders must use the permit within its conditions, but it is not as serious offence as driving an unregistered vehicle.

Suspension Of Club Permit

- A club permit can also be suspended if the permit holder fails to present the vehicle for a required inspection.

Club Permit Number Plates

- The issue of a standard club permit number plate will now incur a fee.
- Introduction of a slimline club permit number plate.
- Reassignment of club permit for deceased estate.

Reassignment Of A Club Plate

- A club permit can be reassigned to the spouse/domestic partner when the permit holder is deceased.

Rationale

❖ Suspension Of Club Permits

Currently VicRoads cannot suspend a permit for the reason of not presenting their vehicle. The proposed regulations permit suspension for this reason.

In this instance, suspension occurs as the car may be illegally modified and it is now a safety risk e.g. Inserted an inappropriate engine (size), lights are not adequate, vehicle is outside standards.

❖ Club Permit Plates

Introduction of a fee for supply of club plates.

Standard Permit Plates: Proposed change to the regulations aligns with the issue of standard number plates for registration and the principle of cost recovery. These plates have been free to date. Applies to new plates only (\$38). This is based on cost recovery and aligns with the cost of standard number plates for registration.

The fees for permits are proposed to change to be aligned with a *pro rata* of standard registration fees for a light vehicle. A 45 day permit is proposed to be \$38.70, and a 90 day permit proposed to be \$77.40.

Slimline: Proposed change to the regulations provides for the introduction of a new product that has been requested by the club permit holders for some time.

Cost for these plates aligns with the cost of a slimline black number plate (\$150).

❖ **Reassignment Of Permit:** This is not possible under the current regulations. The benefit of the proposed amendment is that a spouse/domestic partner can now be reassigned the permit but will need to meet criteria such as being a member of a club.

Note: These proposed changes remain subject of Ministerial approval.

The final Interim regulations will come into effect in October, 2020.

In early 2021 a full and formal consultation process will be conducted including the release of a Regulatory Impact Statement.

CLUB PERMIT SCHEME PROPOSED CHANGES TO REGULATIONS

Explanatory Notes – 9th July, 2020

Vehicle Safety

There is no plan to introduce further inspection regimes for the scheme.

The document recently forwarded to clubs discusses proposed strengthening of regulations concerning the club scrutineer checking of vehicles for safety where pre-1949 built vehicles are not required to have a Road-worthy Certificate.

The Association's view is that club appointed scrutineers carrying out safety checks should have appropriate qualifications!

The responsibility for suitability of a vehicle for use on the road requiring a Road-worthy certificate rests with the Road Worthy Certificate supplier not the club.

There is no change to this arrangement.

Requirement for Appointment for Application to the Scheme

This has been suggested for administrative purposes. It has been found that the process is causing delays at the VicRoads service centre's counters. The appointment system will ensure an operator with the appropriate knowledge processes the application and time is saved. The proposed fee is in line with other specialized registration arrangements.

Fee Increase

The proposed *pro rata* payment for permits is based on the permit fee only, not the T.A.C. payment.

Iain Ross – President.

Editor Note:

Vehicle Safety – More clarity is required in relation to modified vehicles, street rods and such being permit approved by clubs that do not cater for such vehicles.

Vehicle Use – Motor vehicles, such as Holden and Ford utes from e.g. 1995, being placed on to the VCPS for (to use an old term) taking stuff to the tip (recycling centre) twice a year. It is known that some clubs are assisting with this.

Vehicle Eligibility Age – There have been calls for extending the cut-off age of eligible vehicles to 35 years. At an A.O.M.C. Delegates' Meeting, during the large amount of time it has taken VicRoads to put their review together, John Lewis (VicRoads) did say that this aspect would be examined. There is no mention of this in the document requesting feedback from clubs.

Mike Allfrey.

A BULLETIN FROM THE V.A.C.C.

VACC – You're in Good Hands

BULLETIN

Industry Division – Reference No. Blitz/JK-5-20

Victoria Police Blitz on Illegally Modified Vehicles

Victorian Highway Patrol Unit has contacted VACC to raise awareness among the automotive repair industry relating to an increase of illegally modified vehicles on Victorian roads. Repairers may potentially be caught up in a police investigation for breaches of the Road Safety (Vehicles) Regulations 2009.

What Has Happened?

Police intercepted a vehicle fitted with a nonstandard high-performance engine and turbocharger without an engineer's certificate/VASS certificate. The owner was issued with a defect notice and fined for driving a high-powered vehicle while still on their 'P' plates.

Subsequently, the owner proceeded to have the engine swapped with the original engine in order to obtain a road-worthy certificate and have the defect cleared. The engine swap was completed by a repairer who then sent the vehicle to a licensed vehicle tester (LVT) for inspection.

Once the vehicle had passed the road-worthy inspection and a certificate issued, the vehicle was returned to the repairer. On that same day, the engine was again removed and replaced with the performance engine. The owner visited a VicRoads Service Centre with a copy of the road-worthy certificate and had the defect notice cleared. Police intervention prevented this vehicle from being allowed back on the road within 2 days of the road-worthy certificate being issued.

The matter is now under police investigation to determine any wrongdoing on the part of the repairer and the LVT. Fortunately, in this case the LVT was able to evidence including photographs and engine details of the vehicle when it was presented for inspection. The licensed vehicle tester was found to have acted in accordance with VicRoads testing standards and road safety regulations. Failing to adhere to these rules may have resulted in the LVT losing their license and possibly their livelihood or potentially facing the scrutiny of the coroner had the vehicle been involved in a fatal collision.

Road Safety (Vehicles) Regulations 2009 – Chapter 2 Regulation 21 (3)

- (3) person who modifies, or adds components to, a vehicle must ensure that –
 - (a) If the vehicle complied with the standards for registration immediately before the modification or addition, the vehicle continues to comply with those standards
 - (b) For a heavy vehicle –
 - (i) The modification or addition is certified by a person appointed as an authorised officer under regulation 7 as complying with the National Code of Practice for Heavy Vehicle Modification published by the Department of Infrastructure, Regional Development and Local Government as Vehicle Standards Bulletin No. 6; or
 - (ii) The modification or alteration is otherwise acceptable to the Corporation (VicRoads); and
 - (c) For a light vehicle –
 - (i) The modification or addition is certified by an authorised officer as complying with the National Code of Practice for Light Vehicle Construction and Modification published by the Department of Infrastructure, Regional Development and Local Government as Vehicle Standards Bulletin No. 14; or
 - (ii) The modification or alteration is otherwise acceptable to the Corporation (VicRoads)

Chapter 6 regulation 233

It is an offence to substitute equipment on a tested vehicle.

If a current certificate of road-worthiness exists for a vehicle, a person must not detract from its road-worthiness by adding, altering, removing or substituting equipment or fittings on the vehicle. Penalty: 5 penalty units.

I am aware of multiple instances where a vehicle has been altered after a road-worthy certificate has been issued resulting in a show cause sent to the License Vehicle Tester. Members are reminded to check for any signs of previous modifications when inspecting vehicles and that photos are your best form of defence should you be investigated.

John Khoury – Industry Divisions & Policy Advisor.

ARD, AED, ERRD, GD, SVA, Auto Trans, ATRA, LVT – VACC.

AND AT LAST!

Paddy was tooling along the road one fine day when the local policeman, a friend of his, pulled him over. "What's wrong, Seamus?" Paddy asked.

"Well didn't ya know, Paddy, that your wife fell out of the car about five miles back?" said Seamus.

"Ah, praise the Almighty!" Paddy replied with relief. "I thought I'd gone deaf!"

COMMENT ON MATERIAL FROM MAX GREGORY – RE LEA-FRANCIS

Your ABCCC News – May, 2020

Please note that in the June edition of *Your ABCCC News*, an error managed to assert itself. Somehow the photo captions swapped places, so, that means that the corrected version appears here. The cause of the swapping of captions is, very likely, only known by Microsoft and their probable non-support of some versions of their own product.

David commences: I make the following comments as a Lea-Francis owner and a Singer owner.

Right: Arthur Beasley in his 1928 Singer arriving at the Sydney GPO – after his record 1932 Brisbane to Sydney run.

Arthur Beasley was a well-known Singer exponent who set the Brisbane to Sydney, and Sydney to Melbourne class records in 1932 and 1933. He then worked with Bob Lea-Wright who won the 1934 Australian Grand Prix (AGP). The car in 1932 was a cut down 972 cc Singer Junior, and the car in 1933 was a cut down Singer Nine Sports with an Australian body. The car that won the 1934 AGP in March, 1934 was a cut down Nine Sports that was owned by Bob Lea-Wright. Arthur was employed by Bob as his mechanic. Max Gregory's article suggests that one car was involved in all three events. The three separate cars are illustrated here.

The AGP car was NOT a Singer Le Mans. The Le Mans model did not arrive in Melbourne until May, 1934 and Arthur Beasley bought one when they arrived.

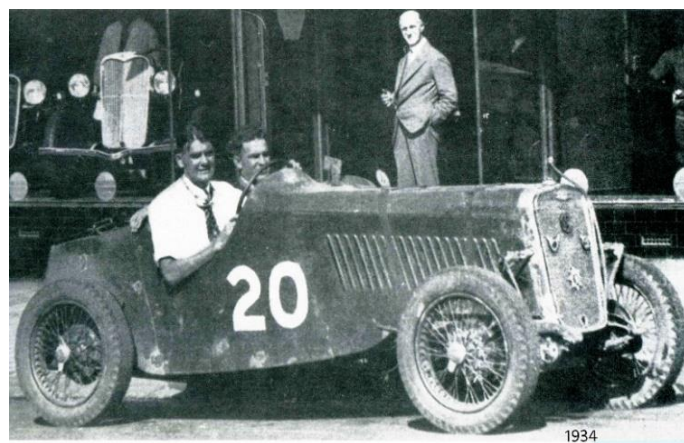
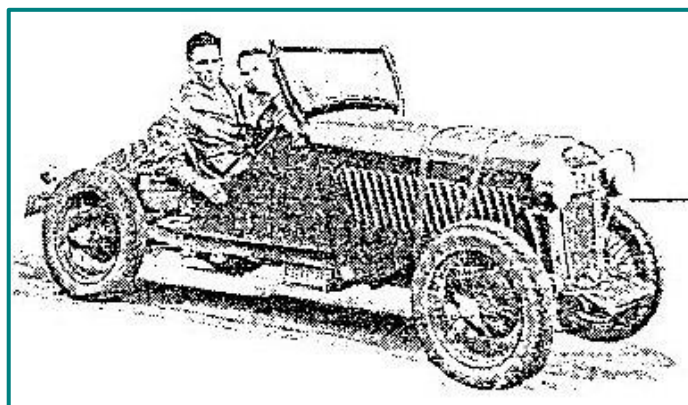
Arthur, and later his sons, got into midget racing.

Right: Beasley, Melbourne to Sydney record run. Time 11 hours and 59 minutes.

Below, is a photo of the Beasley speedway car fitted with a Lea-Francis engine. It should be noted that this is not the same version engine as in Tony's car. This was the 14 hp engine identified by the two rocker covers and not the four as on Tony's engine. This is the engine sold to the USA for speedway work.

Rumour has it that the Beasleys would race the car until it put a conrod through the block. They would then buy a Lea-Francis car remove the engine and put it in the midget racer. The old engine was repaired and put into the Lea-Francis car and sold off. The process was repeated when the engine in the midget racer was blown up again.

Below right: Bob Lea-Wright in the Australian GP car outside the Singer agent's premises.



Above left: The fabulous Lea-Francis midget racer without its clothes on. Note the prominent and stylised AB motif at the front, for protecting the radiator when installed.

This engine variant was used in the Lea-Francis 14 hp Sports, which looked similar to Tony's car.

The engines were also used in the Connaught racing cars in 1949 producing 135 bhp at 6,000 rpm. Drivers of the Connaught cars included Stirling Moss, Roy Salvadori, Kenneth McAlpine.

David Andreassen.

ARMSTRONG SIDDELEY – THE POST-WAR CARS

By Robert Penn Bradly. 208 pp. 10" x 8". (MRP, The Pilton Estate, 46 Pitlake, Croydon CR0 3RY. £24.95). ISBN 0-947981-27-6

Published, like the HRG history, under the auspices of the Michael Sedgwick Memorial Trust, this book fills a previous gap in one-make history, because the author's claim that Armstrong Siddeley has hitherto received 'no detailed study in print' is true if MOTOR SPORT's articles of 1958 are ignored! Even so, only fifteen pictorial pages (contributed by Nick Baldwin) are devoted to the pre-war cars, for which it is back to our articles . . .

Bradly, an Australian without motor trade connections who came to England to do his research, has owned Aston Martin, Bentley, Rolls-Royce, Lagonda, Daimler, Jaguar, Jensen and MG cars as well as some forty Armstrong Siddeleys, and regards the latter as the best all-rounders. He has certainly tackled his subject very thoroughly.

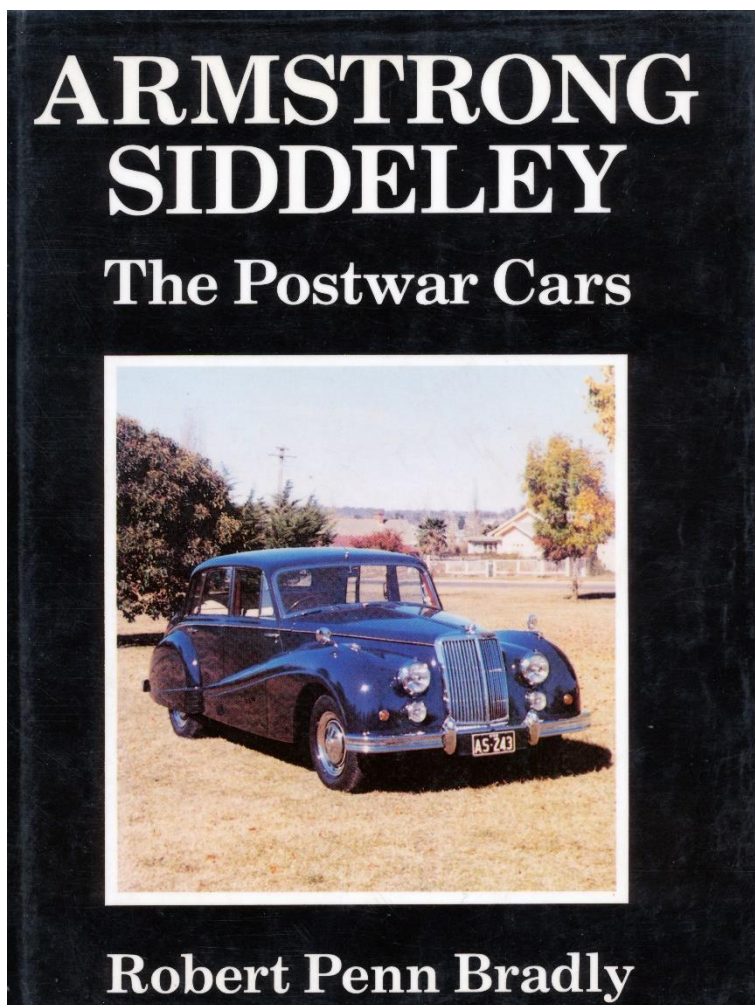
Mechanical and body mods are covered, along with chassis numbers and body colours for the various models from the Hurricane onwards (even boot-trims are quoted) and twenty-five appendices cover specifications, performance figures (three were 100 mph cars), production quantities, special-order colours, special coachwork and pick-ups. One-offs such as Tommy Sopwith's Sphinx racing-car and Mike Couper's Monte Carlo Rally Sapphire are included, and the detail brings in such items as the little jet-engine pods added to the Sphinx mascot when the Sapphire was introduced, and how the Dinky Toys model introduced countless children to the Hurricane.

There is advice about running Armstrong Siddeleys, and examples of their longevity, all rendered with some 'down-under' flavour but no bias for instance, the Sapphire's automatic transmission is remembered as the 'Jerkomatic' and the fast 234 and 236 models as 'baby Sapphires', the right cars launched at the wrong moment. The AS Museum here and the AS Clubs are not overlooked, and there is a wealth of good pictures.

No-one interested in this typically British make can afford not to read Bradley's (*sic*) book, and as an admirer of the Sapphires and Star Sapphires I am glad it has appeared. Very complete; recommended. **WB**

Editor's Note: This book is available from the Website of ABE Books. From \$29.13 to \$202.00, plus postage from USA, Canada, England and Germany.

Special thanks are accorded to Tore Pannuzzo for the loan of his copy of this book, so that the front cover could be scanned in colour.



Book cover, from a scan made possible by Tore Pannuzzo.

From Motor Sport – April 1989, With Thanks.

SPACE FILLERS

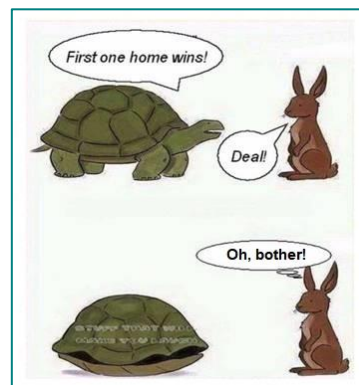
Three boys are in the schoolyard bragging about their fathers. The first boy says, "My Dad scribbles a few words on a piece of paper, he calls it a poem, they give him \$50."

The second boy says, "That's nothing. My Dad scribbles a few words on a piece of paper, he calls it a song, they give him \$100."

The third boy says, "I have you both beaten. My Dad scribbles a few words on a piece of paper, he calls it a sermon, and it takes eight people to collect all the money!" And; Attending a wedding for the first time, a little girl whispered to her mother, "Why is the bride dressed in white?"

The mother replied, "Because white is the colour of happiness, and today is the happiest day of her life."

The child thought about this for a moment then said, "So why is the groom wearing black?"



Jokes from Gordon Lindner, picture from Rob Nolan.

WILLIAM MORRIS – LORD NUFFIELD

He was called England's Henry Ford, having proven with his eponymous automotive company that mass-production and affordable motoring were possible in the United Kingdom. The boutique sports car brand founded under his watch gained a worldwide following, and over the course of a half-century became synonymous with the genre. And, he put his considerable wealth and influence to work for philanthropic purposes that still resonate to this day. Lord Nuffield, née William Richard Morris, was a self-made industrialist with an impressive legacy, and like Ford, he was a complex man who preferred the simple life.

Morris was born in October 1877, the oldest of three surviving of seven children born to a farm bailiff. When he was four, his parents moved the family to the outskirts of their native Oxford, the city that would, because of him, later be known as England's motoring hub. He left school at age fourteen to become an apprentice in a bicycle shop. In 1893, his mechanical aptitude inspired him to strike out and, with £4 capital, establish his own bicycle repair shop in the family home; Morris soon began custom-building bikes of his own design. He moved on to motorcycles, first retailing them and then designing his own to sell. In 1903, he married Lizzie Antsey, a keen cyclist whom he met through their local cycling club.

Right: A portrait of Sir William Richard Morris – Lord Nuffield.

He was not yet 25 years old when he created the Oxford Automobile & Cycle Agency, followed by the Morris Garage auto repair facility, in 1906. As he had made the leap from fixing to building bicycles and motorcycles, Morris did the same with cars. His first automotive design, completed in 1912, earned him an order for 400 units, the first of which was built the following year. Those early products of W.R.M. Motors were quality 'assembled' cars, in that Morris and his employees purchased proprietary components from a variety of suppliers and put them together, much like Jordan did in America. After World War I ended, he introduced the inexpensive Cowley and better-equipped Oxford, two models powered by Continental engines built in Coventry under licence.

Morris car sales were initially slow, but William Morris increased demand by further lowering his prices and ensuring his conservatively engineered cars had an upmarket appeal. With his profits, he purchased his parts suppliers, bringing component production in-house. Morris Motors Ltd., as the firm was known since 1919, continued to ramp up production and keep prices down to the point that, by 1925, Morris Motors was the country's best-selling marque, representing 41 percent of all U.K. new car registrations. It was around this time that William Morris' Morris Garages sideline – managed by an enthusiastic visionary named Cecil Kimber – began modifying the company's new cars for improved performance and sportier looks. The Morris Garages-modified Oxford was selling so well, and at a notably higher price, that in 1928,

with William Morris' blessing, Kimber and his staff were able to establish the M.G. Car Company Ltd. Through 1935, M.G. acted as a quasi-independent subsidiary privately owned by Morris, but at that time, he consolidated the Morris Motors group, bringing M.G. under the corporate umbrella.

Left: Nuffield Place in the Chiltern hills, near the village of Nuffield in South Oxfordshire. Lord Nuffield was fond of clocks and his bedroom contains eight. His bedroom also has a miniature workshop, in a cupboard, containing a vice and metalworking tools.



Knighted as Sir William Morris in 1929, he was soon made a Baron, and adopted the title Lord Nuffield. He was ultimately bestowed a Viscount in recognition of his contribution to Britain's motor industry as well as the charitable work he did for medical research, education, and for hospitals in Oxford, London, Exeter, and elsewhere. Morris' chosen title, Lord Nuffield, honoured the village where he and Lizzie lived, as well as their home of thirty years, 'Nuffield Place'.

Right: A Morris 18 on display, a solidly British motor car.

This luminary played an important role for his nation during World War II, when his company contributed notably to the war effort. Lord Nuffield would take a less active role in the daily operations of his company, though, delegating that



responsibility while remaining chairman of the Nuffield Organisation (parent company of the Morris, M.G., Riley, and Wolseley marques) until this group's 1952 merger with Austin that formed the British Motor Corporation. While Lord and Viscountess Nuffield maintained a modest lifestyle, they donated a sum believed to be around £30-million (nearly \$900-million [US] in today's dollars) to worthy causes in his lifetime. Lord Nuffield survived his wife by four years, and himself died at age eighty-five in August, 1963. Nuffield Place is now managed by the National Trust as a museum, open to the public, www.nationaltrust.org.uk/nuffield-place, that celebrates William Morris' life and achievements.

Written by Mark J McCourt – Hemmings Classic Car, 7/20.

With Thanks.

Sent in by Peter Hibbert.

WHAT WE HAVE BEEN DOING

NOT MUCH!

WHAT WE ARE HOPING TO DO – Keep your eyes on your E-mail In-box.

THE ANNUAL ABCCC LUNCHEON – Sunday 2nd August, 2020

Due to COVID-19 lock-down restrictions this event will be postponed.

ABCCC - BACK ON THE ROAD TOUR – 11th to 13th September, 2020

Join us as we celebrate our ABCCC Motoring "Back on the Road Tour". This is the extension of our planned event in September, extending this to a weekend away. As we are heading up to our north west regional town in Victoria, destination Bendigo. Plenty of points of interest, places to see where we can definitely catch up and enjoy our 'social distancing'.

When was the last time you went to Bendigo? The former gold rush town is packed with world-class arts and culture, thriving creative communities, historic landmarks, its all there just waiting for you to re-discover.

Dates: 11th September to 13th September 2020 (2 nights)

Where to meet: 12 noon – Meet at Kyneton for lunch venue TBC. Early birds can take the time to look around the lovely township of Kyneton, there are some interesting buildings and shops (including Antique and Oppy Shops)

Accommodation: Lakeside Motel, 286 Napier St, Bendigo.

Located 1.5km from the Bendigo CBD with picturesque views over Bendigo's iconic Lake Weerona. Great walking areas.

Check in 11th September.

Check out 13th September.

Join us for dinner which has been arranged for Saturday night at Lakeside \$50 pp 2 courses. This will be added to your accommodation invoice. To meet the needs of everyone there are a few options for accommodation please E-mail or call Lakeside Motel:

- E-mail: reservations@lakesidehotel.com.au
- Tel: (03) 5445 5300

Booked under 'All British Classic Car Club'. The two options are:

- \$120 Queen rooms (run of the house type).
- \$145 Executive King Suites (new facility).

Due to COVID-19 there are some rules that are still being worked through. At this time, continental breakfast is not running, any change will be advised. A full, cooked breakfast will be available for around \$24 per person. What we are intending to do, this will be a relaxing weekend where we can catch up (social distancing applies):

- Friday afternoon – book into accommodation
- Friday night dinner – TBC
- Saturday – Free day
- Saturday night – Dinner at Lakeside
- Sunday – after breakfast head to Harcourt to Morris Garage (subject to confirmation of numbers and owners' responsibility under Covid-19 rules).

We look forward to catching up, if you are intending to join in can you also please send a quick E-mail to gkgj@iinet.net.au or telephone or text: Glenda Prewett on 0418 345 499. We can then keep you updated on any changes.

Please note that these prices are being held until 30th June, 2020, so book in early to avoid any disappointment.

Glenda Prewett.

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 a future edition of *Your ABCCC News*.

Ian Terry.

INDULGENCE WEEKEND – Friday 23rd to Sunday 25th October, 2020

At this point in time, Indulgence 2020 is still on the social schedule. It is hoped that as of October, Australia will be clear of COVID-19 and we all trust that this will be the case.

This year it is proposed we visit Port Fairy in western Victoria. We will be meeting at the BP Service Centre Princes Highway (Geelong-bound), Little River at 10:00 am for a 10:30 am start. Lunch will be at Mortlake prior to proceeding to Port Fairy. Accommodation has been arranged at The Ashmont Motor Inn however accommodation is limited and it will be a case of first in best dressed. The balance of participants (if any) will be accommodated at an adjoining motel.

The format for the weekend will be in-line with that of previous years, and the cost will be \$250 pp + accommodation.

If you wish to be part of this weekend extravaganza, would you please confirm your intent to me on 0407 876 023.

You may have previously indicated a desire to be part of this event however with what has developed over the past few months, you may care to re-consider your position in relation to the weekend.

Peter McKiernan.

ABCCC SAPPHIRE COAST TOUR – 5th to 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.

Maxine Pettigrew

A MOTORCYCLIST'S WISH

A man on his splendid Harley-Davidson was riding along an Australian beach road when suddenly the sky clouded above his head and, in a booming voice, God said, "Because you have tried to be faithful to me in all ways, I will grant you one wish."

The biker pulled over and said, "Lord, build a bridge to Tasmania so I can ride over anytime I want."

God replied, "Your request is materialistic; think of the enormous challenges for that kind of undertaking; the supports required reaching the bottom of the Bass Strait and the concrete and steel it would take! I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of something that could possibly help mankind."

The biker thought about it for a long time. Finally, he said,

"Lord, I wish that I, and all men, could understand women. I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing is wrong, why she snaps and complains when I try to help, and how I can make a woman truly happy."

God replied: "Do you want two lanes on that bridge, or four?"



Story – Peter Hibbert; picture that shows a solution – Rob Nolan..
