



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 244

August, 2020

BRITISH VAN OF THE MONTH



The Green Blancmange being delivered to a chicken farm in the mid-1970s. While extricating this restoration project, it all quivered like a loose jelly just out of a mould. It now resides in Queensland. See the Jowett Bradford story on Page 4.

! VICROADS NOTICE !

VicRoads have issued the proposed review actions for the Victorian Club Permit Scheme (VCPS). See Page 10 for our response to the A.O.M.C.

Meanwhile, while under current lock-down conditions, due to the COVID-19 pandemic, refer to the A.O.M.C. Newsletter that was circulated to all members.

THE ABCCC ANNUAL LUNCHEON – SUNDAY 2nd AUGUST, 2020

CANCELLED



Associations Incorporation Registered Number: A0035462V



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

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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 OCTOBER, 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

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. **(POSTPONED)** 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. 244

The current COVID-19 situation in Victoria is still causing postponement or cancellation of our planned events. At the time of writing it appears that most of us will be under Stage IV lock-down. Here is hoping that the virus plague will be under control reasonably soon. In the meantime, maybe we can develop a mask that advertises our club?

The featured motor car this time is the Jowett Bradford van, Jowett's lifesaver. The story is on Page 4. We also have a piece about motoring in Russia during the Cold War. That came from *Car Repair Handbook*, from Tony Pettigrew's extensive collection of older motoring magazines, kindly lent to me for padding in our magazine. The original owner of this handbook must have suffered a considerable hang-up related to automotive things electrical – all tips for electrical repairs have had every line of text carefully underlined in red. The publication is of North American origin, so be it, but the item used here provides an interesting insight to motoring in 1963 Russia.

The response from club members, other than Committee, to our request for comment on the proposal for changes to the Victorian Club Permit Scheme has shown signs of dispiritedness among the membership. Does this mean that the proposed changes have been universally accepted, or, is there a consensus that VicRoads and the Department of Transport will simply ignore our input anyway?

No matter, no input means no complaints with the VCPS once the review has been completed by VicRoads.

Our club's input has been collated and sent to the A.O.M.C. to assist with their negotiations with the authorities. The content of the submission is on Page 10, names of contributors have been withheld.

Enjoy this edition.

Mike Allfrey – Jupiter, Bringer of Jollity!

SPACE FILLER

This actually happened to an Englishman, in France, who was totally drunk. A French policeman stops the Englishman's car and asks if he has been drinking.

With great difficulty, the Englishman admits that he has been drinking all day, that his daughter got married that morning, and that he drank champagne and a few bottles of wine at the reception, and many single malt scotches there-after.

Quite upset at his obvious lack of concern, the policeman proceeds to breath-test the Englishman and verifies that he is indeed completely hammered.

He asks the Englishman if he knows why, under French law, he is going to be arrested.

The Englishman answers, "No sir, I do not! But whilst we're asking questions, do you realise that this is a British car and my wife is driving ... on the other side of the car?"

Now – Who sent that in?

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.

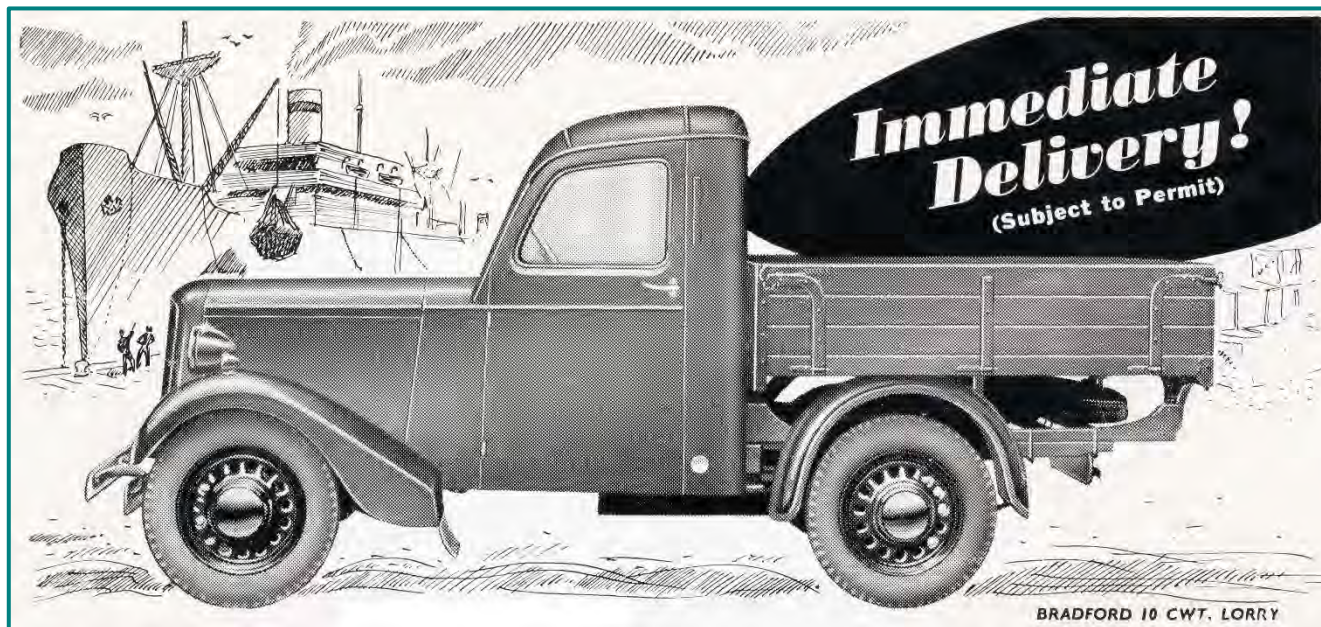
NEW MEMBERS

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, COVID-19 regulations permitting, so there could be plenty of fabulous events for you to select from. Welcome!

Name	Car	Model	Year
Robert and Anna Whitelaw	Aston Martin	V8/ Saloon	1979

Gordon Lindner – Membership Secretary.

FEATURE CAR OF THE MONTH – JOWETT BRADFORD



Above: From an early Jowett Bradford sales brochure.

Until the outbreak of WW II, the Jowett Car Company produced a horizontally-opposed twin-cylinder engine, and from 1910, with very few changes. There were some four-cylinder cars produced in the later 1930s, but the 1,005 c.c. twin kept soldiering on until the company closed down in 1953.

During the war, while on fire-watching duties, the management of Jowett Cars Limited decided that the company would require an advanced six-passenger saloon to be competitive with other car makers. They decided to advertise for a designer for the project. That designer was Gerald Palmer who designed the Jowett Javelin (and went on to pen the M.G. Magnette, Riley Pathfinder and the Wolseley 4/44, amongst others). However, it was seen that, when hostilities ended in 1945, Jowett would need a vehicle to fill the period required for developing the Javelin. The simplest answer to that situation was to base a vehicle on a pre-war type. That vehicle became the Jowett Bradford commercial van and

lorry, because the company identified a great demand for light commercial vehicle for the rebuilding of war-damaged houses, offices, factories and the railways.

The company decided to quickly introduce this vehicle and, to do so effectively, contracted Briggs Bodies, located not far away in Doncaster, to build the ash framed bodies that featured aluminium panels at the rear, with steel panels at the cab and front. Briggs, so the story goes, attached a sort of badge to the first body, with 'Bradford' to identify it with JCL at Bradford. The name stuck and a close look at the motif on the radiator cowl will show BRADFORD with, in smaller letters beneath, 'BY JOWETT'.

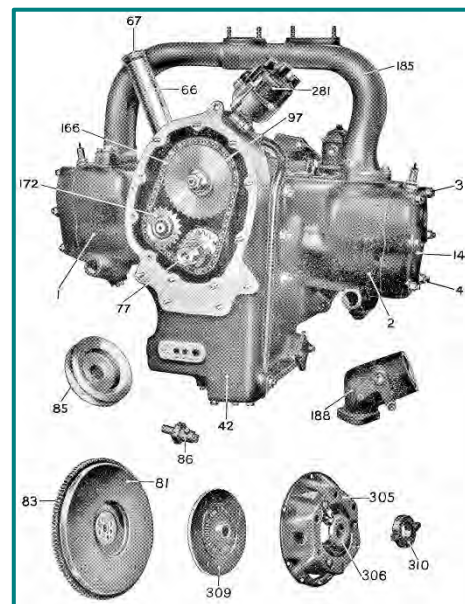
Introduced in 1946, the Bradford van and lorry were mostly based on pre-war commercial vehicles that were produced alongside the famous cars that were durable and had great Yorkshire ruggedness. The Bradford van was also available as a puzzlingly named Utility version with side windows and extra seats in the rear compartment. The van version was a tax dodger for some customers, a vehicle with no side windows was regarded, for taxation purposes, as a commercial vehicle and thus attracted minimal purchase tax. Many were sold to private owners who, after a suitable period of time, took their vans to a place of 'rear accommodation and side window fitting', in order to avoid a hefty purchase tax!

Right: From the spare parts catalogue, 'the little engine with the big pull'.

The Bradford Utility (Estate car) version sported a chromed radiator grille and some other Deluxe fittings. In addition to these models there was a Lorry version and, built locally here in Melbourne there was the true Australian 'Ute' body style model. The majority of export Bradfords were shipped as cab and chassis for specialist body makers and this version was popular for export. Bradfords were shipped to more than seventy countries.

As mentioned, the Bradford van was intended to bridge the production gap between the war and the introduction of the Jowett Javelin, but it stayed in production right through till 1953, with spare parts continuing to be made until 1963, which meant that these unique vans, powered by 'the little engine with the big pull', enjoyed a lengthy working life. During the production run there were two distinct upgrades, even though they retained their simplicity to the end, their sales were more than double those of the Javelin, some 40,000 in total. A virtually ready to be released CD version had been developed to be the basis of a small car range to include a four-seater saloon in addition to the van and pick-up body styles. The CD version was intended to feature an inlet-over-exhaust valve system for the twin-cylinder version as well as an upgraded version of the four-cylinder Javelin engine as an option for the CD saloon and as standard for the R4 Jupiter roadster.

In my youth, in England, Bradfords were regarded as being a bit strange, easily identified by their two-cylinder exhaust beat, when pulling a load up hills, they were very popular with builders due to their load carrying capability. Often seen were Lorry pick-up versions heavily loaded with a Stothert & Pitt concrete mixer, several bags of cement, a heap of sand on one side of the tray and a larger heap of gravel on the other. They bore these loads without complaint. Over in Clevedon, on the Bristol Channel coast there was a Bradford with an ice-cream sales body grafted onto the rear. Many an ice-cream cone was purchased from the cheerful owner and enjoyed after a swim in the tidal pool – a boyhood treat, before riding my bike home. That van was always prodded onwards by the local constable who seemed to have an aversion to ice-cream, but the local council finally allowed parking on the road by the entrance to the pier.



The Motor, 29th January, 1947 introduced their test of a Bradford thus . . . The ordinary motorcar is road tested by this journal at regular intervals and thus provides a comprehensive amount of data and information for the prospective owner and other interested persons. The comparatively elaborate dissection which forms the backbone of these tests is very necessary if a true picture of the unceasing development work carried out by various manufacturers is to be shown. Nor is there any less interest in such essential figures as the maximum speed and acceleration of a small family car than in the case of the 100 m.p.h. super-sports machine.

Left: The late Jim Kent's Bradford lorry on a Jowett Jaunt held in a rather wet winter Camperdown. The vehicle now is displayed in museums around Victoria's Western District.

In the case of the Bradford Utility car now under review, it was, however, felt that no useful purpose could be served by investigating the performance as timed by the stop watch and checked by a meter. This exception to the rule is justified on the grounds that the Bradford provides a basic and purely functional form of passenger or goods transport, and, as such is, in many respects, unlike anything else offered at the present moment.

It is obvious that the more a man pays for his vehicle the more he is entitled to expect, and on a form of assessment by which the number of seats available is divided into the price of the car, the Bradford scores heavily with the figure of £54 3s 4d per seat.

There is no mystery about the origin of the Bradford. It is, in fact, built by the Jowett Company and is similar in many respects to the twin-cylinder vehicles manufactured in Yorkshire for very many years. The water-cooled horizontally opposed twin was introduced by the Jowett concern in 1906, so that 40-years of development work on this power unit has somewhat naturally been turned to good account. Nor is there anything unorthodox about the suspension, transmission or steering, and one might either say that the car had been developed to such an extent where further progress is impracticable, or that, within its functional merits, an extremely satisfactory finality had been achieved. . . .

Due to the afore-mentioned quirk in the then British purchase tax system, it was possible to buy a commercial van (without side windows) and operate it for a certain period, presumably to 'work-off' the unpaid purchase tax. Then, it was common for second-hand bus seats to be installed inside the van body for family motoring. Once seats were installed, owners had window openings cut out of the aluminium side panels and installed suitable glazing – presto! – a six seater. Many children and family dogs rode on these well-used bus seats.

My involvement with Bradfords here in Australia was mostly with retrievals for either spares or restoration. The *Green Blancmange* shown on the front cover was a classic case of neglect. As we extracted it from its rough storage place, it tended to wobble quite a lot and, during its transport on a trailer behind a Ford Falcon, the rear view mirror indicated that the body was about to collapse in a heap, maybe even scatter over the road on our way to a disused chicken farm south of Pakenham. The late Doug Anderson, at right in the photograph, later bought the Bradford and restored it. He used marine grade plywood for the frame and floor, and it now resides in an outer Brisbane suburb. My rides in Bradfords have impressed greatly with their ability to carry heavy loads, and pull them lustily up steep hills.

There is one Bradford with a notable achievement, and truck drivers have commented on seeing it making the crossing from Perth to numerous National Jowett Rallies held in eastern Australia. All of these crossings have been made, both ways, with complete reliability since its restoration. It is understood that the interstate truck drivers advise others by radio that the Bradford is on their road and to watch out for it and give it a friendly toot as they passed! Three N.S.W. based Bradford lorries have also made the cross continent run, both ways, and even carried water from the Western Australia coast and the drivers then poured the water into the ocean at the eastern end of their drive! Another Bradford, within minutes, literally, of its restoration made the trip from Perth to Adelaide for a National Rally without serious breakdown, just a few running-in adjustments along the way.

The firing order for a Bradford? Really easy – 'Your Side'-'My Side'.

There is now a book dedicated to Bradford vehicles, its title is *The Jowett Bradford – Jowett's Unsung Hero*, by Noel Stokoe, ISBN 978-1-78155-758-7, and it is available from The Pitstop Book Shop, www.pitstop.net.au their code number is 58009. Even if you are not interested in matters Bradford, this book is a most delightful read.

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!

IT IS TIME FOR SOMETHING COMPLETELY DIFFERENT

What It Is Like To Own A Car In Russia – In 1962

Just buying a car is a tough proposition – and that is only the beginning.

In Russia, 'do-it-yourself' is not a hobby; It is a law. If you want a car repaired, a house built, or maybe just some shelves put up in-your home, you risk a prison sentence if you hire somebody else to do the job. Hiring other people to do work for you is listed in the soviet criminal code under the heading: 'Exploitation of Man by Man'.

Right: Good roads are concentrated in European Russia, and even the best of them have long stretches that are bad. So far, no one has succeeded in crossing the country from east to west (or vice versa) by automobile.

You may imagine this does add complications to the job of everyday living. But you cannot possibly know how right you are until you try operating and maintaining a motor car in the Soviet Union.

I tried it for three and a half frustrating years as a newspaper correspondent in the Soviet capital. Now that it is over, I do not think I would try it again. I would much rather walk.

In the first place, if you are one of the 29,000 Soviet citizens who, by reason of high Communist Party rank or low black market dealings, has managed to acquire a private car, your first big problem is getting a licence to drive it. There are university graduates in mechanical engineering who have failed the Moscow driver's tests.

On the theory that cars are scarce and very valuable, the Kremlin isn't going to entrust one to you until you can prove you know how to take it apart and put it together again. This may sound needlessly severe to the western driver who telephones the local garage when he has trouble. But it does seem to make sense in Moscow, because that is a city of



five million which didn't have a single commercial motor vehicle repair workshop up to last year (1962), and probably has not acquired any since.

The Easy Way Out

If you are an American living in Moscow and a motorcar owner, you will probably avoid the blood, sweat, and tears of trying, in vain, to pass the driver's test and solve your problem the easy way.

You will hire a Russian chauffeur.

This, incidentally, is also the first big step toward solving your car repair problems. For the chauffeur has to be an expert mechanic before he can get a chauffeur's licence.

But only foreigners and high party and government officials are allowed to have chauffeurs. The rest of the lucky car owners have their choice of two ways to keep a car running:

1. They can do it legally by doing it themselves, or
2. They can try to do it illegally – and thousands of them do – by bribing the mechanics in government garages to do a little 'moonlighting'.



The illegal route really is not as risky or as difficult as it sounds, for most Russian car owners.

Get Position . . . or Scrounge

Remember in the Soviet Union everyone works for the government, in one way or another; even the chauffeurs, maids, and interpreters hired by the foreign residents are acquired on 'lend-lease' through the Kremlin. And when a Russian has risen to the point where he can afford a private motor car, he is bound to be a government official of some position and influence.

If he is not, then he is an expert scrounger or a skilful black market operator – and that is just about as good.

But take the case of the high bureaucrat who owns a car.

Every government department maintains its own motor repair shop to keep the government cars and trucks running. So, for any high ranking official in that department it should be no trick to slip a few extra roubles to a government mechanic to repair his private car, either on his own time or the government's.

A few more roubles, might even produce some spare parts via government requisition.

Spare parts, in fact, can be a tough problem even for the well-connected Soviet bureaucrat. For the Soviet car makers, for reasons known only to the Kremlin planners, pay little attention to the car-buyers' need for parts to replace those that wear out.

The Place to Go

Even after apparently using all its spare parts to make extra motor cars, the Soviet auto industry turns out only 100,000 to 125,000 passenger cars per year. This is barely enough to fill the demand for taxis and official government cars.

So, there is not a single spare parts shop in the whole of the Soviet Union.

But you can get spare parts, anyway, for a price. And if you are a Soviet car owner you will know that the place to go to is Spartacus Square, the heart of the motor car black market in the very heart of Moscow. The mysterious inhabitants of that quiet little corner in the big city can get any part you may be looking for, and it will be factory fresh, in the original carton. You ask no questions.



If it is a whole car you are looking for, Spartacus Square can provide that, too, for close to double the price of the unavailable new cars. All those second-hand cars parked so casually around the square are for sale.

This flagrant black market lives and thrives under the very eyes of the Moscow police because there isn't any law against its existence.

Profits – Part by Part

When the Soviet law-makers many years ago established a chain of 'commission shops' where soviet citizens could take their unwanted possessions for sale to other Soviet citizens there weren't many cars in Russia.

So, nobody thought of creating a second-hand market for cars.

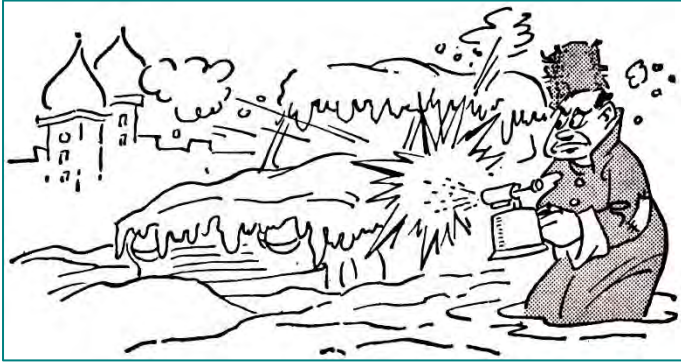
Now, under Soviet law, it is illegal for one Soviet citizen to sell anything directly to another. That would be 'private enterprise', and it is a very serious crime.

The commission shops do the job of selling legally and take a 7% commission for the government. But since there is no legal way to sell a second-hand car in the Soviet Union, the police just ignore the goings-on in Spartacus Square.

The shortage of spare parts has its brighter side. When a Soviet citizen wrecks his car, all is not lost. In fact, if he takes it apart carefully and sells it judiciously, part by part, he might end up with more money than he paid for the car in the first place!

Those Russian Winters

Of all the troubles that give a Soviet car owner nightmares, the greatest is Winter.



When the mercury drops to 30° or 40° below zero (F), disturbing things happen to motor vehicles left in the open. The doors freeze shut, and locks have to be patiently thawed. The wheels refuse to turn. Oil thickens to the consistency of cool tar. And radiators have been known to burst even when apparently loaded with antifreeze. To keep their batteries alive in winter, most Soviet car owners remove them from the car and take them into the house every night.

But you cannot take a whole car into the house – particularly not in Moscow where the average family has only a single room to live in. And the government refuses

to build garages for cars until it has made more progress toward housing all its people.

The Soviet car owner, however, is a resourceful fellow; he has to be in order to get a car and to keep it running. And his resourcefulness in the Moscow garage crisis is making that vast, dismal city look even more like a slum than it usually does.

'Makeshift' Shelters

As brand new blocks of modern apartments go up – none of them with garages – they are rapidly surrounded with makeshift shelters built of old packing crates, old petrol and oil drums, and anything else the desperate car owner can get his hands on.

The city planners grumble, but they cannot very well order them to be torn down because they have no alternative shelters to offer. On a really cold Moscow morning, it takes about an hour to get a car warmed up and running properly. But the Russians, who probably have as much inventive ability as the Americans, are constantly coming up with new ways to speed the warming-up process.

This writer's chauffeur, for example, developed his own unique method. On reporting for work he went immediately into the apartment house furnace room and got a heaped shovelful of red hot coals. These he spread on the ground under the car's engine, and let them radiate heat upwards under the engine for 10 or 15 minutes before he even tried operating the starter for the first time. It seemed to work, and, wonder of wonders, the car never caught fire!

Even Waiting Is Work

Moscow's taxi drivers also have some unique ideas on how to keep things from freezing-up at 40° below zero F. If you ask a taxi to 'wait' any time when the Russian deep freeze is happening, the driver always asks: "How long?"

If you tell him it is going to be more than 10 minutes, he will jack up the rear of his car and keep the rear wheels turning until you return.

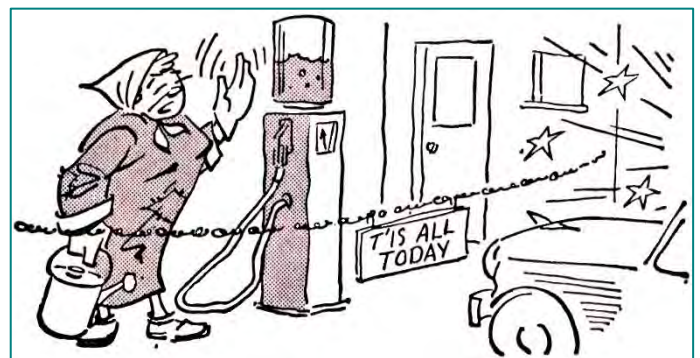
As if the weather and the shortages were not enough, the car owner also has to contend with the bureaucracy – a bureaucracy that runs everything, including the filling stations. Now the Soviet filling stations, like everything else, operate according to a plan. And the Kremlin takes its plans pretty seriously and frowns on even the slightest deviation.

This can be disastrous to the Soviet motorist. On the 20-mile road to Moscow's Vnukovo Airport, one day, I witnessed an incident that will illustrate what I mean.

'Service' Stations?

It was mid-afternoon, and heavy traffic was streaming past a filling station, the only filling station between the city and the airport. The station had just received a shipment of petrol, and its tanks were full. Yet, a chain barred the driveway, and there was a closed sign on the pumps. The nonchalant operator was still at his post, but he was only waving away all his would-be customers.

Finally, one motorist with an almost empty tank and a hot temper backed the attendant into a corner and angrily demanded to know why he would not sell any petrol?



"My plan for sale of petrol for today has been fulfilled", the attendant replied triumphantly. "There will be no more sold until tomorrow."

A filling station in Russia is exactly that – 'a filling' station. It is in no sense a 'service' station. The Soviet filling station sells only petrol. If you want oil, you must go to an oil store. Nobody wipes your windshield. There is no free air. There are no facilities for fixing flat tyres or checking the battery or the radiator.

Apparently the government takes the view that to provide all these services for only 29,000 private motorists would be downright wasteful. The government's cars, of course, get all these services at the private government garages.

Pay, Then Pump

Even the simple matter of selling petrol is made complicated at the filling stations because they insist on a do-it-yourself system. You pay for your petrol before you get it. Then, while the attendant stands there to make sure you do not cheat, you have to pump the petrol into the car yourself. But we must be fair. Things have improved a little in the Soviet filling station business.

For example, it is now possible to buy petrol for money. This may sound silly to you Americans, but it was great news to the private Russian motorist, because for many years he could not buy petrol for money. And you probably would be happy, too, if you had been going through the following procedure year after year, and were suddenly told you did not have to do it any more.

The Old Way

At the beginning of each month, you estimated how much petrol you would need in the coming month. Then you wrote a letter to the government, applying for permission to buy that much petrol. You took the letter personally – or sent your chauffeur if you were a foreigner and could afford one – to the proper government bureau, and stood in line, with the other car owners until the proper bureaucrat looked over your letter and approved it. Then you bought your petrol tickets, paying for the whole month's supply in advance.

(Note: Paying in advance is a tradition in the Soviet Union. In shops, you have to pay for what you want first, then, with receipt in hand, you go in search of a clerk to wait on you. If you want to send telegrams, you must first deposit a sizable sum of money with the government telegraph authorities, and they then accept the charges out of your account.)

But getting the tickets was only the start of the old system which made such a complex problem of keeping your petrol tank full. The tickets, unfortunately, came only in 10-litre denominations (about 2½ US gallons). The smallest amount you could buy at the filling station, therefore, was 10 litres. So, if you were trying to fill the tank to the top, and it started running over at 25 litres, you had to surrender three tickets anyway, and you lost 5 litres.

With petrol selling for about 30 cents per litre (\$US1.20 a gallon), such a loss was not a laughing matter. Of course, you could carry a large can in the boot of your car and take home the lost litres. Most Russian motorists, in fact, do carry extra petrol all the time, anyway. Filling stations are few, and always well hidden on the dimly-lit, obscure, back streets. If, by chance, you underestimated your month's requirement of petrol, you went back to the government and through the whole procedure again to get more tickets. But if you bought too many, the government refused to give you any money back. What you would do was to send the extra tickets back with an apologetic letter, and then you would get a credit against next month's purchases.

Now you can buy petrol for money!

The Kremlin's Octane Secret

Russian petrol comes in several different grades, like ours, but the octane rating appears to be a Kremlin secret. Judging purely by its performance, the highest seems to start at about the level of the American Regular grade and work down. It is good enough to run the old dependable Chevrolet Six, but, as the former Ambassador to the Soviet Union, Charles E. Bohlen, can testify, it is not so good for Cadillacs. Mr. Bohlen and I each received new cars the same day, early in the summer of 1956. Mine was a six-cylinder Chevrolet, his was a Cadillac. Both of us were obliged, of course, to use Soviet petrol. The only advantage the ambassador had was that the embassy could import American motor oil. Three years later the Cadillac had to be junked. Its engine was shot. But when I left Russia in the summer of 1959, the Chevy was still running, although its exhaust looked like we had been burning diesel fuel.

All newspaper correspondents in Moscow drove Chevrolets for a reason which had nothing to do with the quality of the car. The reason was that the American embassy at that time had a carpool consisting of eight Chevrolets, which were maintained at an embassy garage staffed by two Russian mechanics who had long experience repairing Chevrolets. The newsmen made the most of this happy situation while it lasted. The embassy mechanics proved just as ready to 'moonlight' for money as their colleagues in the garages owned by the government.

But one day the American embassy announced it was switching to Fords. It was a sad day for the correspondents.

Skid Chains? Well . . .

Moscow gets more snow and ice in the course of winter than any other major city in the world. Yet you cannot find such elementary cold-weather equipment as skid chains in any of the shops. So foreign motorists were more than mildly surprised one morning when the English-language Moscow News – a propaganda paper – published an advertisement announcing that a small factory in that city was making skid chains. They were surprised, that is, until they reached the small type at the bottom of the advertisement. There, after describing the high quality of the skid chains, the advertiser finished up with these words, in parenthesis:

'(The customer must provide his own piece of chain.)'

The advertisement gave no hint of what the factory did if it could not find any customers who had pieces of chain.



In Space Yes, On Earth No

For all his troubles, and all the effort it takes to solve them, the Soviet motorist does not get more than a small fraction of the joy from owning a car that his American cousins take for granted.

The Russian car owner does most of his driving locally around his own home town, which in most cases is Moscow. He has to get a police permit to leave the city for even a few days. But even more confining than the police restrictions are the Russian roads. All the good roads are concentrated in European Russia, and even the best of them have long stretches that are bad. The deep freeze of the long winter makes it difficult to keep roads in good condition. The road situation being what it is, in fact, there are some who think the Soviets got a little ahead of themselves when they sent up the first man to orbit the Earth, in space.

They still have not succeeded in sending the first man across their vast country from east to west (or vice versa) by motor car. They have failed, so far, because there is not any continuous, east-west, cross-country highway to drive on.

Written by Howard M. Norton.

From Car Repair Handbook – Summer, 1963 – With Thanks.

TOP TEN CAR PRODUCERS IN THE WORLD

Visit this Website and watch how producing countries have changed over the years.

<https://para-rigger.posthaven.com/top-ten-car-producing-countries-1950-2019>

Phil Cook.

A SPECIAL THANK YOU MESSAGE

A special thank you dictated to Joy Brown from Joan Swinchatt

Having recently returned home from hospital I want to say thank you so much to the members of the ABCCC for your sympathy, kindness and encouraging words of comfort conveyed to me by cards and telephone calls to express your thoughts after the sad passing of dear Patrick.

The road has been long and hard for Patrick to travel for the past three years, but never once did he complain. He just kept smiling and thanking everyone.

Your friendship and camaraderie in the club was always enjoyed and appreciated by us both. The knowledge members had surrounding the beautiful cars was appreciated by Patrick as an engineer. Patrick's career began in the later years of WW2, when he joined the Aircraft Industry Engineering Section in the United Kingdom working in different fields for twenty-one years, and then in Australia for a further twenty-one years in the aviation industry.

Safe journeys to you all.



Joan Swinchatt

COMMENTS FROM A.B.C.C.C. REFERENCE V.C.P.S. REVIEW

To: The A.O.M.C.

Below are some comments on the changes proposed to the Victorian Club Permit Scheme (VCPS):

- Making a booking to get your Permit, makes sense – Cost \$19.00, really?
- Cost of plates, this is in line with normal number plate issue – There should be a refund on return of these plates.
- Reference permit costs – this has always been talked about and will happen one day.

The cost should not be excessive!

- Slimline plates – don't believe they do anything for an old car but people want them so OK.
- Incomplete Logbook – great because, should I forget to fill this out, it won't be as expensive if caught.
- Issuing a temporary permit to a noncomplying vehicle (restricted use). Not in favour.

Non-compliance, no permit.

- Transferring vehicles from an estate – could be good, depending on the recipient being a suitable prospect for receiving these vehicles.

- Having a suitable club official to check vehicles (scrutineer/safety officers) and to ban or restrict those not playing the 'game correctly', is good.
- As for VicRoads cancelling Permits – should be done through, or in conjunction with, the clubs.
- **Road worthy inspectors and their facilities should have an understanding of the age of the vehicle and of the rules of the times these cars were on the road (this is very important).**

Maybe qualified retired mechanics holding a certificate should be encouraged to be involved with this task.

- Obtaining a permit and keeping that permit must, it is believed, be open to current financial members only (a period of grace is fine) but in the end a member must pay their dues.
- There is a problem with the current Log Book scheme that I believe needs rectification.

I know of several people who have unwittingly driven unregistered cars and this may increase further if windscreen labels are dispensed with.

With full Victorian registration, owners receive notification that registration is due and then has been paid in time. I know the process for club cars is more involved with club's authorised signature etc. is required, but leaves the system open loop.

This could be easily rectified with the ability to check online as per the full registration scheme and owners could then verify that the vehicle is fully compliant. *It is understood that VCPS plates can be checked by highway patrols and cameras.*

- The one item in the previous review survey which has not been addressed was raising the age of cars to 35 years before they are eligible for the VCPS which I strongly support. This would eliminate most of the abuse.
- Please remember, the last time car clubs were asked to comment on the proposed changes they were totally ignored, and the system put in place was open to abuse by many, let's hope this time they get it right.
- I agree with the limiting of terms of use to private personal and pleasure, as the permit scheme was never intended to be a money saving option for running a business.
- The Department of Transport and VicRoads need to understand that the VCPS is involved with a hobby and vehicle owners deriving great pleasure from their preferred activity. The VCPS must not be seen, by club members as a time consuming chore.

VicRoads need to understand this from the top management right down to customer contact level.

- Abuse of the VCPS is, quite likely, due to the attitude of some of the State's population. The non-compliance with COVID-19 requirements is showing graphically that attitude.
- It has to be said both the AOMC and Vic Dept of Transport comments are not all that clear in a few instances.
- Insofar as safety of a vehicle is concerned that is quite reasonable that they should be safe for the roads. The usual and easiest approach is a RWC at time the vehicle is ready for application. The question of some Clubs where scrutineers are used and maybe letting unsafe cars on the road is questionable, i.e. how can VicRoads determine that those scrutineers are not capable? If the Club scrutineers are not considered competent then perhaps vehicles are to be inspected (like a special RWC) by authorised testers approved by VicRoads and that a listing is made available – that would have to cover country areas as well.
- The need for an appointment with VicRoads at \$19. That is probably just going to happen, but it cannot be seen why. Having been involved with the VCPS for another club, a good number of applications were processed over five or so years, and there was a procedure prepared and provided for those wanting to put a car on VCPS – no problems related to paperwork and feedback are recalled. The service provided by VicRoads service has been acceptable; processing at Burwood was always good and quick. VicRoads did use officers that were aware of the scheme requirements. Does this actually mean that every year for a VCPS renewal you have to go to VicRoads for an appointment? If just a once off, that's OK.
- There is a statement that, 'In order to be issued with a club permit, a person will only be required to be member of an approved car club'. That seems odd. To be issued with a club permit you need a number of things e.g. RWC etc., not just being a member of a club. I would have expected that the Club has the choice of whether it accepts an application in line with their requirements.
- Personally, I think the 25-year cut-off rule is terrific for car guys and 35 years would mean that many cars will just end up as scrap metal – no value.
- As far as mods are concerned I have no problem with that either if it is legal and signed off by approved engineers. I know guys who have done mods to vehicles without engineers' certificates (mod plates) but if they try to sell the car its likely to unravel.
- The explanatory notes made by Iain Ross seem right to me.

Mike Allfrey – A.O.M.C. Delegate.

ANOTHER SPACE FILLER

Two Irishmen were walking home after a night on the beer when a severed head rolled along the ground. Mick picked it up to his face and said to Paddy, "Jez, that look like Sean!" To which Paddy replied, "No, Sean was taller than that".

WHAT WE HAVE BEEN DOING

NOT MUCH AT ALL!

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

Please note that due to the Stage IV COVID-19 lock-down situation the following events have been either postponed or cancelled. Our apologies for these delays.

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

Update: Reluctantly we have made a decision to postpone our weekend tour – Back on the Road Again, 11th – 13th September 2020 moving it to early 2021. The situation in Victoria and the increasing COVID-19 numbers in some regional areas have necessitated this decision. We must put the safety of our members first.

Whilst we are hoping the COVID-19 situation will improve soon, we have changed our booking to 2021; new dates: **Friday 12th to Sunday 14th March, 2021.**

All entries/bookings will be updated to new dates. No need for you to do anything at this stage.

As mentioned, we are all disappointed that we have to do this, but the current situation and requirements for the gathering of large numbers of people are changing daily, making it near impossible to continue with our arrangements.

Thank you for your understanding and we hope to see you all in March 2021 for an even better weekend in our northwest regional town of Bendigo.

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 ggekj@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 and Garry 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 FASCINATING SHORT SEA STORY

SS Warrimoo

The passenger steamer *SS Warrimoo* was quietly knifing its way through the waters of the mid-Pacific Ocean on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought the master, Captain John Phillips, the result. The *Warrimoo's* position was LAT 0° 31' N and LON 179° 30' W. The date was 31st December, 1899.

"Know what this means?" First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line".

Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. He called his navigators to the bridge to check and double check the ships position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed. The calm weather and clear night worked in his favour.

At mid-night the *SS Warrimoo* lay on the Equator at exactly the point where it crossed the International Date Line! The consequences of this bizarre position were many:

The bow (forward part) of the ship was in the Southern Hemisphere and in the middle of summer.

The stern (rear part) was in the Northern Hemisphere and in the middle of winter.



The date in the stern part of the ship was 31st December, 1899. (Port side?)

In the bow part it was 1st January, 1900. (Starboard side?)

This ship was therefore not only in:

Two different days,

Two different months,

Two different years

Two different seasons

But in two different centuries – all at the same time.

Colin Brown.

A MOURNFUL TALE

As a bagpiper, I play many gigs. Recently I was asked by a funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in the Gippsland back country. As I was not familiar with the backwoods, I got lost and, being a typical man, I didn't stop for directions. I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch. I felt badly and apologised to the men for being late.

I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play. The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before, for this homeless man.

And as I played 'Amazing Grace', the workers began to weep. They wept, I wept, we all wept together. When I finished, I packed up my bagpipes and started for my car. Though my head was hung low, my heart was full. As I opened the door to my car, I heard one of the workers say, "I never seen anything like that before, and I been putting in septic tanks for twenty years".

Apparently, I'm still lost ... it's a man thing.

Peter Hibbert.

2006 AND ALL THAT



Editor's choice!



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A RANDOM COLLATION OF A FEW CLASSIC VEHICLES I HAVE OWNED – From Peter Hibbert



There are no captions.











Keep on Fordin' – No More British For Me!

From Peter Hibbert, With Thanks.



A NICE M.G. TD – From Graham Talmage.