



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 246

October, 2020

OUR BILL BONNER AT WORK



What is all of this about? Go to Page 11 and see what Christopher Constantine reports.



The world's most durable face mask!
From the Peter Hibbert Funnies Collection.



Associations Incorporation Registered Number: A0035462V



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

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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.

November, 2020

Thursday 5 th to Wednesday 18 th	Sapphire Coast Tour – An ABCCC Event. (Cancelled)	Maxine Pettigrew (03) 9739 1146
Sunday 29 th	Our Car Boot Picnic – An ABCCC Event. Venue – TBA. (Cancelled)	Christopher Constantine (03) 9898 4431

December, 2020

Sunday 13 th	Christmas Luncheon – An ABCCC Event Venue – TBA. (Not sure about this event)	Maxine Pettigrew (03) 9739 1146
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October, 2021

Friday 22 nd to Sunday 24 th	The Justly Famed Indulgence Tour – An ABCCC Event. Touring – The Port Fairy Area.	Peter McKiernan 0407 876 023
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EDITORIAL RAMBLINGS – Issue N^o. 246

The year is dragging on and hopefully we can get together for our Christmas Luncheon gathering. Fingers crossed and all of that! However, with COVID-19 outbreaks happening in our regions, we could be locked-up for longer than most of us hope for.

During our lock-down situation, my bookshelves have been raided and numerous books have been read, with some re-read after a number of years. One of these was *Great Motoring Stories of Australia and New Zealand*, compiled by Jack Pollard. This is an interesting compilation and was published under ISBN O 7270 0198 1, published by Rigby Limited in 1974. Go to ABE Books Website and you may find a copy. On Page 6 the story about the first Fords sold in South Australia should please some of our readers – particularly those with a passion for the aroma of Brasso.

In this edition, some attention is given to Ferguson tractors, those that drove to the South Pole under Sir Edmund Hillary's expedition leadership. That should please the Standard Vanguard engine enthusiasts among us.

Mention of Standard brings me to another related matter, I was sent a Video Link to a You Tube clip about barn finds in England. Acres of Standard/Triumph products (and others) in one collector's aircraft hangar style barn. It was all very amateur video, but of all vehicles present, the ones that stood out were the Standard Atlas vans and a couple of pick-ups, which in themselves must be rare now. The link is here, it may work:

<https://www.facebook.com/114612551901815/videos/1844261812381356/>

Credit for this link goes to Peter McKiernan, via Peter Hibbert.

Our front cover features the latest project that Bill Bonner has been working on. The project is rescuing the remains of a M.G. YA saloon. On page 11 Christopher Constantine describes how the project got underway.

Enjoy this edition.

Mike Allfrey – Jupiter, Bringer of Jollity!

NEW MEMBERS

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

Name	Car	Model	Year
Deborah (Deb) Beal	Triumph	Dolomite Sprint	1975
	M.G.	B-Roadster	1968

Gordon Lindner– Membership Secretary.

ANTARCTIC SUE

The Story Of The Lead Ferguson Tractor In Sir Edmund Hillary's Drive To The South Pole

Editor's Note: The Ferguson tractor that features in this story, was on display at College Motors, Bristol, at the time my apprenticeship commenced at the Massey-Harris Ferguson distributors. I first met Sir Edmund Hillary while at school,

he was a friend of our headmaster, and he came to talk to us about the successful Mount Everest expedition. Our headmaster was to have taken part in that expedition, however, on a reconnaissance trip he suffered debilitating frost-bite at his hands and could not take part. Edmund gave us a wonderful presentation with a number of very beautiful colour slides that impressed all of us. The next time I met him, was at College Motors where the Ferguson Antarctic tractor was on display in the showroom. He gave a presentation to some of our customers, again with fantastic photographs. The evening closed with supper from Mrs. Nick's Café, just across from our workshop, and we had a great natter session – that kindled my desire to visit Antarctica, but that is another story. Enjoy this 'something different' article.

Ferguson TE-20 series tractors were sent to most corners of the globe, but none were more further from home or working in more adverse conditions than those operating in the sub-zero temperatures of the Antarctic. Three Fergusons accompanied Sir Edmund Hillary's trek to the South Pole, and the lead tractor 'Sue', has just been immortalised in a new 1/16th scale model from Universal Hobbies. The model is a fitting tribute to that historic journey, and the men and machines that battled the extreme hazards of the polar terrain. The trek was a magnificent achievement for the three little red tractors, which coped with snow, blizzards, ice, crevasses, sastrugi (snow ridges) and extreme cold without any major mechanical problems.

Right: The Ferguson TE-A20s on their special tracks and the caboose on skis.



The journey was part of the Commonwealth Trans-Antarctic Expedition, planned to mark the International Geophysical Year, which lasted from July, 1957 to December, 1958. The plan was for New Zealand explorer, Sir Edmund Hillary, and his team to establish a supply chain for a trans-Antarctic crossing led by British scientist, Dr Vivian Fuchs. Fuchs and his party would cross from Shackleton Base on the Weddell Sea to Scott Base on the Ross Ice Shelf via the South Pole using American Tucker Sno-cats. The Sno-cats, the 743 model fitted with 200 h.p. Chrysler V8 petrol engines, were ideally suited to the terrain with an articulated track-pontoon at each corner. However, with a fuel consumption of 0.8 to 2 m.p.g. under load, a supply chain of fuel dumps, as well as food supplies, were an absolute necessity to get the expedition across the continent. Hillary would set out from Scott Base in the opposite direction to Fuchs, establishing the supply dumps as he went.

Hillary's Ross Sea party didn't have the funding of the British team and so Sno-cats at £7,000 each were out of the question. The US Navy, which was establishing an American base at the South Pole as part of its Operation Deepfreeze, offered Hillary the loan of one of its M29 Weasels – a tracked military cargo-carrier left over from the Second World War. Built by the Studebaker Corporation, it was powered by a straight-six petrol engine. Three other Weasels were also supplied to Fuchs's party as support vehicles.

The Weasels, although a welcome addition to the expedition, were in poor condition. Two had seen service in the Middle East during the Second World War, while the other two had been working out in Hudson Bay in Canada. Hillary realised that he still needed other machines to mobilise his support team for the Antarctic crossing.

Ferguson Tractors

In December 1955, Fuchs and Hillary sailed to Antarctica to establish Shackleton Base, arriving at Vahsel Bay on the Weddell Sea on 30th January, 1956. The Australian National Antarctic Research Expedition was already using Ferguson tractors on the continent and two more had accompanied the advance party.

The TE-A20s, fitted with flexible half-tracks supplied by Bombardier of Canada, proved to be both hardy and reliable in service. Leaving Shackleton Base on 6th February for the voyage back to Britain. Hillary began drawing an outline for his part of the expedition. Impressed with the prowess of the Ferguson tractors, he decided to include them in his plans. Before returning to New Zealand, Sir Edmund took his deputy expedition leader, Bob Miller, and Fuchs's engineer, David Pratt, over to Norway to see how Ferguson tractors had been adapted in Scandinavia to cope with snow and ice. Back in New Zealand, he made an approach to Massey-Harris-Ferguson. Pleased to get the publicity, M-H-F agreed to loan Hillary's Ross Sea party three Ferguson tractors and modify them for arctic conditions. The NZ Ferguson agents, C B Norwood Ltd, offered another two tractors, making a total of five.

The tractors from M-H-F were prepared in the UK by the Ferguson Engineering Department at Fletchampstead Highway in Coventry. All were TE-A20 petrol models (essentially a Standard Vanguard and TR2 engine) fitted with heavy-duty starter motors and special low-temperature (110 ampere) batteries. The electrical leads were changed to silicone-rubber cables and the brakes were waterproofed.

The engine sump and transmission were filled with a low viscosity (SAE 5W) refined mineral oil designed for extreme temperatures, while the radiator coolant was 50 percent ethylene-glycol antifreeze. As a further measure to protect the cooling system from freezing, the fan was reversed to blow cool air from the engine rather than suck in cold air through the radiator.

Trials had shown that the action of the half-tracks tended to exert a downward force on the front axle, causing the front wheels to sink in soft snow. Several arrangements were tried, including replacing the front wheels with skis. Eventually, at Sir Edmund Hillary's suggestion, the tracks were extended around the front wheels with the steering locked in the straight-ahead position. When Hillary was told that this could make the tractors difficult to steer, using only the independent brakes for directional control, he allegedly retorted: "What do we want to steer the (expletive) things for anyway; we're going straight all the way to the (expletive) South Pole!"

Consequently, the three tractors were converted into full-tracks using flexible Viking tracks from Scandinavia. An epicyclic reduction box was fitted to lengthen the wheelbase, which allowed longer tracks to be fitted. This reduced the ground pressure and gave greater stability, with the added bonus of providing extra gears. Hand levers were fitted to operate the independent brakes for steering.

Right: Ferguson at Antarctic base on half-tracks. The loader was used for clearing snow. For obvious reasons, these were called 'Banana' loaders, a genuine Ferguson attachment.

The two tractors from the NZ agents were kitted out as half-tracks, and one was fitted with a forklift for moving supplies. All were painted red to make them more visible against the snow from reconnaissance aircraft. The two TE-A20s at the Shackleton Base, one of which was equipped with a Ferguson high-lift loader, were also left as half-tracks. Fuchs's party was also provided with a Canadian Bombardier 'Muskeg'. Powered by a six-cylinder Chrysler petrol engine, this tracked machine couldn't cope with soft snow and was only ever used as a base vehicle.



In July, 1956, while all the preparations were being made, Hillary gathered his team together on the Tasman Glacier (NZ) for a training exercise, which included a familiarisation programme with Ferguson tractors on Mount Cook. On 21st December, the expedition sailed south from Lyttleton (near Christchurch) on the *Endeavour*, making land (or rather ice) at McMurdo Sound in the Ross Sea on 3rd January.

The next few months were spent establishing Scott Base on Pram Point, a rocky spur on the edge of the Ross Ice Shelf. In March, before winter closed in, Hillary took two of the tractors on a 60-mile exploratory trip to Cape Crozier. On the return journey, which took 14 hours, one of the Fergusons suffered a fuel blockage after ice formed in the fuel-pipe. The remedy was rather drastic – heating the lines and petrol tank with a blowlamp – but it had the desired effect!

A makeshift workshop had been erected at Scott Base and the tractors were serviced over the winter in readiness for their summer expedition to establish the supply chain. A safety frame was welded into place to protect the driver should the tractor rollover or fall into a crevasse. A canvas windbreak was fashioned around the frame to form a roofless cabin to provide some protection from the worst of the elements. A tow-bar was also welded onto the front of each tractor. The front axle was strengthened and cleats were welded onto the steel cross-bars of the tracks to improve their gripping ability.

The Journey

Winter eventually gave way to spring. On 14th October 1957, the three full-track Ferguson tractors and the Weasel set out on their journey to establish the supply chain across Antarctica. For safety, in case any of the tractors fell into a crevasse, they were roped together by Terylene tow-ropes with an 8-ton breaking strain. The lead tractor was christened Sue. The tractors towed sledges and a radio caboose, starting out with a load of 11 tons of supplies. The caboose, which had its own battery supply and a small battery charger, provided a short-range two-way radio system for the drivers to stay in communication. It also provided the living quarters with bunks, store cupboards and cooking equipment. The main drivers during the expedition were Sir Edmund (on the lead tractor) and his two engineers, Murray Ellis and Jim Bates. The radio operator was Peter Mulgrew.

Braving sub-zero temperatures down to -36 degrees Centigrade, the journey was not without event, and on several mornings the Ferguson engines had to be pre-heated with hot-air blowers before they would start. However, on 31st October, having ascended the harsh terrain of the Skelton Glacier, the team reached the barren wastes of the Polar Plateau. At 10,000 ft. up on the plateau, the power of the Ferguson engines was reduced to 15 h.p. To compensate for this, the engine speed was increased to 3,000 r.p.m. and they were run continuously at full throttle. Even so, the load they pulled had to be reduced to about 3½ tons.

During the trek across the plateau the Weasel began to suffer from worn sprockets and overheating bearings. Eventually the thrust bearing in the differential disintegrated and the vehicle had to be abandoned – leaving the three red Fergusons to push on alone. Some seven miles short of Depot 700, the team's last supply drop, one of the tractors dropped into a crevasse. Luckily, it was saved by its safety frame, which jammed on the edge of the crevasse, and some careful manoeuvring by the other two Fergusons managed to pull it free.

The team arrived at Depot 700 on 15th December. Some 500 miles from the South Pole, this was to have been the Ross Sea party's last supply dump and their final destination. However, Fuchs's expedition, was delayed and had not left Shackleton Base until 24th November. Struggling with the conditions, it was not expected to arrive at the Pole until early January. It wasn't a race, but Hillary relished a challenge and decided to push his three tractors onwards to the South Pole.

The team left the camp at Depot 700 on 20th December, towing just 6 tons of supplies between their three tractors. Men and machines were pressed to the limit and the three red tractors swept into the American South Pole Station at 12:30 pm on 4th January, 1958. The engines were switched off and the drivers clambered out of their draughty cabins for the final time. The tractors had arrived at the South Pole, having crossed over 1,250 miles of some of the most inhospitable terrain on earth. Despite the demands put upon them, they had completed the journey almost without problem apart from a few minor electrical glitches.

It would be 20th January before the Sno-Cats of Fuchs's party roared into the Pole Station, having travelled some 900 miles from Shackleton Base. On 24th January, the crossing party continued on its way. Hillary was flown back to Scott Base, but re-joined Fuchs and his team at Depot 700 on 4th February. With Hillary helping guide the way, the crossing party eventually reached Scott Base on 2nd March.

Three of the Ferguson tractors have been preserved with two in museums in New Zealand. Sue, the lead tractor in Hillary's expedition was returned to Massey Ferguson and formed part of its museum collection at Banner Lane, Coventry. Following the dispersal of the collection in 2006, it is now on display at AGCO's Beauvais Plant in France.

The release of the Universal Hobbies model commemorates what was an heroic undertaking – traversing half a continent and braving hostile conditions on what were no more than modified farm tractors: The first vehicles ever to drive to the South Pole.

From Vintage Tractor Magazine – With Thanks.

THE COMING OF THE FORD

by S. A. Cheney

In the beginning trees were felled and ditches dug to hamper the progress of cars by people who wrote angry letters to newspapers about their noise and menace to horses. More than anything else the fine performance of the cars themselves transformed public opinion.

The arrival of the Ford was epoch-making in the history of motoring in Australia. By 1909 the people of this country had accepted British and Continental cars of from 12 to 18 horsepower, costing from £500 to £700 or more. They were vehicles to be used mainly for pleasure, or in a limited number of cases for business by the comparatively few people who could afford them.

These cars weighed, on an average, about thirty to forty hundred-weight and were built with good-looking bodies, well upholstered and attractively painted. Then came the Model T Ford, a flimsy-looking vehicle of 20 horsepower, half the weight of most other vehicles, and offered at £310, about half the price of most other cars. Nothing like this car had been seen before. It did not have the orthodox gears to which motorists had become accustomed. Instead of the usual three, or in some cases four, forward gears, it had only two. It had no front doors. The windscreen, half of which doubled over forward, was surmounted by a brass border, and two brass-covered stays extended from half-way up the windscreen on either side to a point near the base of the brass radiator. It had a black hood which could be folded back when not in use, and which, when up, was held by two long straps extending from the front of the hood to the same point at the base of the radiator as the windscreen stays. In addition to two acetylene gas headlamps, the acetylene gas generator was fixed to the running board, and there were two brass side lamps and a kerosene tail lamp. A speedometer, an accessory scarcely known previously, was mounted on the dashboard. The whole thing looked very fragile and cheap. It was most unimpressive, and its appearance promptly gained for it the name that it never outlived: 'Tin', and ultimately 'Tin Lizzie'.

Duncan & Fraser were the most prominent firm in the Adelaide motor industry, and had been approached by the Ford representative from Melbourne, who offered them the agency for South Australia and Broken Hill. Two Model T cars were delivered to them in August, 1909 as samples. The Duncan brothers told me of the option they had on the Ford agency, and asked my opinion of the new car. I told them what I thought of it: that although the price was very low, the car was so flimsy it could not possibly be reliable, and that I could not honestly recommend anyone to buy one.

I had been selling cars at a more than satisfactory rate, had made a great many friends in the city and country, and had numerous prospective buyers in view for future sales. Although one of the youngest members of the firm's motor sales staff, I was their first salesman, and in actual fact was the backbone of the sales organisation. I told the Duncans that as I had no faith in the flimsy, cheap-looking Ford car, I could not conscientiously advise anyone to buy it, and as it was to be the firm's policy to sell Ford cars there was no alternative but for me to hand in my resignation.

That decision was not made lightly, and the Duncans knew it. They said that they would not accept my resignation, and they would not insist that I sell Ford cars against my will. It was agreed that I should continue to sell the other cars, and leave the Ford sales to other members of the staff. Nevertheless, they were convinced that from what they had been advised my opinion of the Ford was wrong.

A few days later I attended a show at Balaklava, a country town about sixty miles north of Adelaide. The firm's exhibit showed, in addition to an array of buggies, two handsome Argylls. While I was standing there one of my farmer friends in the district, Bob Longmore, came up to me and said he was ready to buy a car. I showed him the two Argylls, and recommended the one I considered would be most suitable for his requirements. He seemed to be well pleased with the car, and agreed to take it. As he was about to sign the order, he mentioned that he had just bought some land in the sandy Mallee country at Loxton, on the Murray River, and asked if I thought a Ford car would be suitable for that country.

From what I had seen of the Ford I did not think it would be suited to any class of country in Australia, but did not tell Mr Longmore that; as the firm was now an agent for the Ford, it was not for me to condemn it. Mr Robert Duncan was

standing close by, so I introduced him to the buyer, and suggested that any information about the Ford cars had better come from him.

My farmer friend became annoyed. Somewhat rudely he implied that I wanted to sell him an Argyll because it was more expensive than the Ford and would yield me a higher commission. This remark irritated me. "All right!" I said. "If that is the way you feel about it, I'll sell you the Ford."

Out came my order book and fountain pen, but when Mr Longmore saw that he had offended me he relented. He explained that his recent land deal had involved him in a good deal of expense, and that the money saved by purchasing a Ford in preference to an Argyll would be a consideration to him.

I undertook to drive a Ford car from Adelaide to Loxton, about 200 miles, with Mr Longmore and two other men as passengers. We set out from Adelaide on the following Tuesday morning, but instead of bringing two other men along, Mr Longmore turned up with three, each with a well-packed suitcase, so that now there were four passengers, plus luggage. I was not overjoyed to see the extra passenger, as the journey was to be a test for the new car, but I did not complain.

If ever a car was overloaded on a long trip it was that little Tin Lizzie with its three back-seat passengers, two men on the front seat, and I do not know what weight of luggage. The five suitcases were tied over the bonnet. That was the only possible place for them, as there was no means of strapping luggage on the running boards on the first Ford model – a practice that soon followed. Before starting off I said, "This is to be a trial – a fair trial. I will look after the car well, and see that it is oiled and greased properly and it will either prove to be what is claimed for it, or what I think it is."

Off we went in the Model T, weighed down with its heavy ungainly load, and I feared the worst. But there was a surprise in store for me. To my amazement that flimsy-looking car ran beautifully at a steady 30 m.p.h., uphill and downhill and on the level for mile after mile, and not once did I have to change down to low gear. We made our first stop at Kapunda, fifty miles from Adelaide, in order to fill the radiator, which had boiled over a little, as was quite likely to happen in a new car. The journey to Kapunda had taken us through the steepish Barossa hills, and to have done it in top gear was a great performance. No other car of that period, not even the Argyll, could have made the same trip without many gear changes. The way the little Ford ran up those hills was a revelation to me. My frigid prejudice against the Ford was beginning to thaw. After filling her radiator, I went into the Kapunda post office and sent the following telegram to the firm: "Adelaide to Kapunda, fifty miles, in two hours, top gear all the way!"

So far so good. Our next stop was to be for lunch at Morgan, fifty miles farther on. About forty miles out of Kapunda we were running alongside the railway line on an unmade road through Mallee scrub just beyond Mt. Mary, with limestone croppings all along and over the track. The Ford, with its transverse springing, was running along very smoothly. One of the back-seat passengers was leaning forward, reading aloud the speed registered on the speedometer: "Thirty-four, thirty-five, thirty-four, thirty-three"; then, "thirty-four, thirty-five, thirty-six", and suddenly he yelled: "Your wheel's off!"

At the same instant I felt a lurch and saw a wheel bowling along the side of the road – the front wheel from the driving side. The car went down on the right front corner, with the stub axle ploughing into the limestone outcrop. The sudden swerve and the heavy load imposed such a strain on the other side of the car that the left rear wheel collapsed. So there we were, five men with our heaps of luggage, sitting on a stranded car with only one front and one back wheel.

In the confusion my first impression was that the car had fallen to pieces; that the whole thing would have to be gathered up in a basket. I got out, expecting to find the front axle broken or bent, or even back with the rear axle, but to my amazement I found it intact in its correct position, apparently not in the least damaged. The very light and seemingly weak stub axle was not even bent, and the threads on the end of it not even burred or marked in any way.

Just as we got out of the car we heard a train coming along on its way to Morgan. I hurried over to the line and hailed the driver. He stopped, and I sent my four passengers on by rail to Morgan, telling them to wait there for me until I fixed the car, or got another one up from Adelaide to finish the journey.

On surveying the extent of the damage I found that all it amounted to was a broken back wheel. I picked up the front wheel about a hundred yards ahead, then back along the road I found the cone from the front axle; fortunately all the ball-bearings were intact. Through not being pinned, the cone nut had come off and released the wheel. That had been not due to any fault of the car, but to negligent workmanship in assembling. I replaced the front wheel, pinning the nut with a nail I found in the tool kit. Actually I found two nails, and used the second one to pin the nut on the other front wheel, which also had not been secured.

I realised that Henry Ford had stolen a march on his competitors by putting strength and good riding qualities into such a light car. The value of two features in particular I appreciated: three-point suspension, and vanadium steel-components which helped to make the Ford car famous. Vanadium, the hardest known metal, and one of the lightest, was discovered in 1830 by Sefstrom, a Swedish scientist, and named after the Scandinavian goddess Vanadis. It is added to steel to increase the tensile strength and toughness of that metal, and it was by using it in the construction of his cars that Henry Ford was able to make the lightest, strongest, and cheapest car in the world – the Model T.

After being accustomed to car stub axles almost as thick as a man's wrist I had rashly thought that the thin axles on the Model T Ford would be much too weak to bear any undue strain, the end of the front stub axle being only about the thickness of one's thumb. I knew how wrong I had been after seeing how little those thin Ford axles had been affected by the battering they had received in their impact with the hard limestone outcrop. I at once appreciated the value of the three-point suspension of the Ford. The front axle being held in position by two rods running from the ends of the axle to a ball joint on the bottom of the strong steel crankcase kept the axle firmly in position. The engine was held at three points to the frame, one on each side and one in front allowed the frame to 'weave' without interfering with the engine. Both front and rear transverse springs were held in position to the frame at the centre and to the ends of the axles with

shackles, allowing an up and down movement of the axles at either end – three points again. The rear axle, being held in position by two radius rods from the rear of the rigid engine and gearbox assembly with a ball housing and universal joint, allowed the same freedom of movement as the front axle, but kept it rigidly in position. Because of these two vital points the car was not harmed at all.

I walked to a railway siding about two miles back, and persuaded the station-master to send a telegram to the firm, asking for another rear wheel to be sent up to me. It arrived on a goods train at 2 o'clock the next morning, but after wheeling it back to the car, I found that it was not the right type of wheel, and would not fit the axle. Instead of sending a wheel of the other Ford car, the firm had sent a wheel from an Oldsmobile.

Great fun! I took the boss from each wheel and fitted the one from the broken wheel into the Oldsmobile wheel. This was a tricky job, because the Oldsmobile spokes were shorter than those on the Ford and would not quite reach the boss. I walked a mile to a farmhouse to borrow a saw and by cutting small blocks from the broken spokes I was able to bridge the gaps and restore a sound back wheel to the car. After working and walking all night and the next morning, at 12:45 in the afternoon, exactly twenty-four hours after the breakdown, I was on my way again, the car running perfectly.

Further revelations were to come. On my arrival at Morgan my four passengers could hardly believe their eyes when they saw me in the same car they had left so hopelessly disabled the previous day. They had expected to see me in another car, and were quite prepared for a delay of a day or two. They were hesitant about resuming the journey in the Ford, thinking it would be too risky. I undertook to drive slowly and carefully, and soon had them all aboard with their luggage again, bowling along merrily. The pace was certainly on the slow side until we passed the outskirts of the town, but it was not long before our Tin Lizzie was doing her 30-odd m.p.h. again. On our arrival at Renmark, eighty miles farther on, where we stayed overnight, I sent a telegram to the firm informing them that two of my passengers had each ordered a Ford. These were the first two Fords sold in South Australia, one to Bob Longmore, the other, I believe, to his brother George.

The journey to Loxton was completed next day, and we were in good order and condition, including the car. I stayed there for the next few days, putting the car to all sorts of tests over the ungrubbed bush tracks and low sandhills. The Ford performed remarkably well. The tracks made in the red sand by wagons and buggies were troublesome obstacles to other cars, but presented little difficulty to the Ford; because of its wide track it ran easily in the ruts, and its high clearance enabled it to straddle most of the Mallee stumps between the tracks. All this made a favourable impression with the Mallee farmers, and at the end of the week I returned to the city with thirteen orders for Ford cars.

From that time on I sold Fords by the hundred. I sold them in the country to farmers, squatters, store-keepers, doctors, lawyers, publicans, clergymen, and, in the years later on, to shearers. A number of these clients bought Fords for their wives, and I sold many more directly to the wives themselves.

Many and varied were the tales told about the Tin Lizzie during its long reign. Most of them were of a ludicrous and derogatory nature, and might well have been invented by the manufacturers and agents of rival cars, but they served to advertise the Ford. I have often heard it suggested that many of the stories originated from the Ford people themselves.

From Great Motoring Stories of Australia and New Zealand.

Edited by Jack Pollard – with thanks.

FROM THE A.O.M.C.

RECENT CHANGES TO THE CLUB PERMIT SCHEME – VICROADS

October, 2020

The Road Safety (Vehicles) Regulations 2009 will be replaced by the Road Safety (Vehicles) Interim Regulations 2020, which will take effect from 4th October, 2020.

The new Regulations include the following changes that apply to the Club Permit Scheme

Use Of Club Permit Vehicles

The vehicle operated under the Club Permit must not be used for hire or reward for the carriage of goods or freight or to provide a commercial passenger vehicle service as defined by the *Commercial Passenger Vehicle Industry Act 2017*.

Club Conditions

VicRoads may, from time to time, vary or remove a condition that an approved vehicle club must comply with. Internal review rights apply.

Club Permit Number Plates

When applying for a Club Permit, the applicant will now be required to pay a fee for the issue of standard Club Permit number plates (\$38 for two number plates, or \$19 for one number plate).

Requirements Of Club Membership

To be eligible for a Club Permit, the club member will no longer need to be a 'financial' member of an approved club; they will simply need to be a 'member' of an approved club.

Obligations Of Club Permit Holders

A Club Permit holder must notify VicRoads within 14 days after a change in vehicle details or modification of the Club Permit vehicle.

New Permanent Or Temporary Operating Conditions

VicRoads can now impose, vary or remove permanent or temporary operating conditions on a Club Permit if the vehicle does not meet the standards for registration.

Internal review rights apply. For example, a vehicle with non-compliant headlights may have a condition of no driving at night.

The permit holder will be notified and sent a *Certificate of Approved Operations* if this occurs.

A Club Permit holder must not use a Club Permit vehicle to which a temporary or permanent condition has been applied without carrying the *Certificate of Approved Operations* in the vehicle.

Reassignment Of A Club Permit

A Club Permit can be re-assigned to the surviving spouse/domestic partner when the permit holder is deceased. The surviving spouse/domestic partner of the deceased will also need to be a member of an approved club. An application must be made by the authorised representative within 90 days after becoming the authorised representative.

For more information visit www.vicroads.vic.gov.au

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Editor's Note: This announcement is an interim set of changes to the Victorian Club Permit Scheme (VCPS). There is a major review of the VCPS currently under way (for a lengthy time now) that is due for release by VicRoads in 2021 – however, that could easily be delayed due to unforeseen circumstances. Please be patient about this. The announcement here is after the release date, this issue of our magazine is the first after the announcement of changes to the VCPS. We could not do anything to hasten the notification in print!

Mike Allfrey – AOMC Delegate.

MORE FROM THE A.O.M.C.

Minutes of the AOMC Metro A – L Club Delegates Meeting – Held via Zoom – Monday September 21st, 2020

Meeting opened by facilitator Keith Mortimer (*Jaguar Car Club*) at 7:30 pm.

There were 37 delegates in attendance representing 35 clubs.

Apologies: Mike Allfrey (*Jowett Car Club, ABCCC*), Michael Barber (*Cobra Car Club of Victoria*), Mark Sultana (*Guzzlers Rod and Kustom Club*)

Presidents Report: Iain Ross welcomed everyone attending. Unfortunately the advertised guest speakers from VicRoads have been told they are not allowed to attend this meeting. There is some dispute between VicRoads and the Department of Transport over the proposed changes to the Club Permit Scheme as outlined by John Lewis at a previous meeting with the regional clubs.

There is also an embargo on the AOMC sharing with clubs any information they have on these changes. Iain apologised for this non attendance, and he was only informed himself late this afternoon.

Apart from the negotiations with VicRoads a few other things have been happening. Iain has been involved in a forum about the future use of Caulfield racecourse with a view to seeing if it is suitable as a venue for car shows for the movement.

Zoom meetings have also been held with Regional clubs (Delegates) and also with the British and European clubs to discuss the British and European Show for 2021.

Treasurers Report: Angelo D'Ambrosio reported that as at 31/8/2020, the AOMC has \$178,230.46 in its cash accounts. He noted that the cash flow burn has been arrested, but warned that due to no events able to be held there is little revenue coming in. The AOMC has applied for government grants and have been eligible for Job Keeper.

Iain Ross added that membership invoices have been deferred for 3 months and will be sent out in October. If clubs are in financial difficulty, they can contact the AOMC for consideration of their invoice.

Victorian Club Permit Scheme: The AOMC have had some discussions with VicRoads on the issue of flashing warning lights on the back of slow moving veteran vehicles. We are endeavouring to organise a meeting with VicRoads and the Veteran Car Club to discuss this further.

Denis Brooks (*HCVC*) noted that when this issue was raised many years ago, the response from VicRoads was that there are many vehicles on the road that have flashing lights and lights on veteran vehicles will just cause confusion. Iain responded that this is similar to the response he has just received from them. He also added that he has spoken to VicRoads about Left Hand Drive trucks, but has not received a reply as yet.

Len Kerwood (*Austin 7*) with a submission it should be pointed out to VicRoads that bicycles have flashing lights and that doesn't seem to be a problem.

Andrew McDougall (*Veteran CC*) reported that he has written many notices about the use of flashing lights, and has used them often himself. The truck community have been very approving of this as it gives them plenty of warning that there is a slow moving vehicle ahead.

John Washbourne (*Humber CC*) added that a lot of small vintage and early thirties cars should be included as well, as they are slow moving. It's all about the closing speed, and it can be quite frightening driving around the suburbs.

AOMC AGM: Iain Ross reported that this year's AGM will be held via Zoom, as even if it is deferred until early 2021, restrictions on gatherings could most likely still be in place. All relevant information will be forwarded to clubs, such as voting procedures and proxies.

Stan Gibson (*Early Falcon CC of Victoria*) reported that his club has waived all fees for this year. He also asked how many clubs have taken up the option of an extension from Consumer Affairs on when an AGM can be held. Howard

Billing responded that the result of the recent survey was that 84% of clubs who responded had no reduction of fees this coming year. 44% of clubs are proceeding with their AGM's as usual (*via Zoom*), 14% are waiting until restrictions are eased and 26% have postponed until 2021. Several clubs have already held their AGMs *via Zoom*.

Ester Healy (*Buick CC*) noted that the Buick Club have applied to Consumer Affairs to defer their AGM to February.

Andrew McDougall (*Alvis Club*) reported that the Alvis CC are holding their AGM *via Zoom*.

Keith Taylor (*Chevrolet CC*) reported that the Chev Club AGM was scheduled for May, was extended to take place in October, and will now take place *via Zoom*. Keith also asked if membership fees are waived, does it affect VCPS status. Iain Ross responded that VicRoads are not concerned about financial status, just if you are a member of a club.

AOMC Shows: All events are on hold at present, although we have pencilled in a date for the 2021 British and European Show in late February at Yarra Valley Racecourse, but we will have to wait and see what the situation is by then. If social distancing, masks and gathering restrictions are still in force it is hard to see how a show can be run.

For the American Motoring Show we are still searching for a suitable venue.

A question from the floor asked about what is happening with Yarra Glen.

Iain responded that the British and European Show is still slated to take place there, but the American Show has not worked at that venue, and the major sponsor Shannon's are unhappy with it as a venue.

Bryan Lacy advised that he has visited a number of locations for an event, and the biggest issue is size restrictions and the numbers of people that can attend. Several venues on the peninsula cannot take bookings as they don't know what the situation will be in the immediate future.

Andrew McDougall reported that the Alvis CC are planning a National Rally in Hamilton in April 2021. They expect 40 entries and 80 people. If social distancing is still in place in April, venues will be unable to feed them. Also a COVID-19 plan needs to be made. There is no insurance cover for COVID-19, so organisers could be liable to litigation. He added that the Model A club have deferred their event to March 2021, but they are now nervous about being able to run it then.

Shaun Lennard (*Classic and Custom Japanese Motorcycle Club*) advised that he works at the MCG in event management and OH & S and is well versed on COVID-19 planning. He can offer advice if required on the COVID-19 safe management of an event.

Current Issues: Iain Ross reported that not much has happened on the Asbestos front, but AHVIG have managed to speak to the Minister with regards to the Luxury Car Tax.

FIVA Survey: Survey on historical motoring movement has been circulated to all clubs with a request that they pass it on to their members to complete. Iain Ross stressed that it is very important that as much information as possible is collected for use in lobbying government. FIVA will supply all the information that is received from Australia.

John Washbourne (*Humber CC*) asked how providers of services information would be collected accurately, as in many cases they are only known by a small amount of people in the movement.

Andrew McDougall suggested that clubs could be asked to nominate the names of service providers.

Engine Number Records Service: This facility has been closed during the lockdown. 15 applications are being held over until the records can be accessed again.

General Business:

Len Kerwood (*Austin 7*) – recommended that everyone look at the YouTube video on vehicle loans to young enthusiasts. Iain Ross added that the AOMC will circulate a link to the YouTube video to all clubs. <https://youtu.be/FI3-X4CZpiM>

Andrew McDougall (*Veteran CC & Alvis CC*) During COVID-19 times the Veteran CC and Alvis CC have been holding monthly Zoom meetings based on power point presentations. Have had members from the UK getting involved and many members who had not attended meetings before. Has been a very successful exercise.

Ian Richards (*60-80 Holden Enthusiasts Club*) mentioned the Absolute Enthusiasts who provide red plates with no meetings or events. They even advertise that they will come to you. Iain Ross responded that it is not in the spirit of the scheme and looks like a money making scheme. It has been reported to VicRoads.

Stan Gibson (*Early Falcon CC*) asked if anyone has been driving their VCPS vehicle during the lockdown and have they been pulled up by the police. Iain Ross responded that he has seen a few on the road, and noted that you can use your VCPS vehicle the same as fully registered vehicle within the limitations.

Keith Taylor (*Chevrolet CC*) has been using his VCPS vehicle to drive to work (using up the days on his log book, as he cannot go anywhere else) and has not been pulled up.

Alan Sommergreene (*Early Ford V8 Club*) lives in Rochester and has no restrictions, did a 250 km run yesterday. Cannot visit Melbourne, though. He also noted that Victoria has a rolling 25 year scheme, whereas other states have a rolling 30 year scheme. Iain Ross responded that there will be a VicRoads VCPS review next year, and this is one of the things that will be looked at.

Iain thanked all for their participation tonight, and once again apologised for the VicRoads non-attendance. AOMC will advise clubs of any information from VicRoads as soon as we are able to distribute.

Meeting closed at 8:25 pm

The AOMC will advise Metro M-Z Club Delegates of their zoom meeting date in the near future.

OH DEAR DEPARTMENT!

Based on the journalistic philosophy of 'Never let the facts get in the way of a good story', a gem from Motor Sport:

The story describes three cars going down the Esses at Bathurst . . . 'as the sun sets on the spectacular view ahead'. The problem is that the view down the Esses faces east, not west towards the Outback. Things are different down here, but the sun still sets in the west not the east. The race starts in the early hours in darkness (*oh?*) and finishes in the afternoon in broad daylight, so the picture was taken in the morning when the sun was rising, not setting.

Oh! Oh!

From Crankhandle – the Newsletter of the Crankhandle Club, Cape Town, ZA.

Mike Allfrey.

AVOIDING THE 'LOCKDOWN BLUES'

So, what do you do in lockdown to pass the time profitably? Well, if you are Bill Bonner – you build a car!

It all started when fellow MG Y Type enthusiast Clive and I were contacted by a chap who had a couple of cars in various states of repair for sale. On viewing the vehicles it came as a bit of a surprise to find that they came with a couple of trailer loads of spares. This included another body shell and chassis out the back of his rather impressive 'shed'.

Back to Bill's place and immediately work was started on the red car but out in the yard were the remains of the spare chassis and shell which came with the two viable vehicles.

Then came the 'Lockdown' and all visits to Bill's place stopped.

"I need a project to stop going crazy," were Bill's only words to Clive. "This spare chassis and shell would go well as a Ute", and with that, out came the angle grinder and away he went.

It never ceases to amaze me that once Bill gets an idea in his head – away he goes. No drawings, no photo examples, he has the whole concept already mapped out in his mind's eye. Within no time the Ute's body began to take shape all while maintaining the true integrity of the MG Y's chassis and mechanicals.

There are a number of Y Type 'Utes' that have been built around the world. All are rebodied sedans on the original chassis but, "This will be the way they should have come from Abingdon", declares Bill, "It's got to be in the right proportions and pleasing to the eye".

So far, the project appears to be ticking all those boxes, but progress has slowed a little due to parts and materials being hard to procure during this tight lockdown. I'll look forward to sharing a further progress report and photographs as Clive's MG Y Type 'Ute' comes to completion.

Well done Bill! It certainly beats spending time on 'jigsaws' and 'crossword puzzles'.

Christopher Constantine.



FROM VICROADS (And Numerous Other Sources)

Editor's Note: The AOMC and VicRoads are sending out information in a format that my limited computer skills cannot handle. This means that the PDF has to be printed and then re-typed into here. The optical character reader programme that I have cannot 'read' the font that VicRoads persist in using. That kind of makes a mockery of their current trendy slogan 'Connecting Our Communities'. No matter, here it is:

VASS Bulletin 16: Eligibility of Left-Hand (LHD) Vehicles on the Club Permit Scheme

01 October 2020

Introduction

Around 2018 the eligibility of vehicles that are 25 years old or older for entry to the Club Permit Scheme (CPS) with a Left-Hand Drive (LHD) steering configuration was amended to align with the requirements of vehicles obtaining full registration.

The instruction in the Bulletin is applicable to any Vehicle Assessment Signatory Scheme (VASS) Signatory who is inspecting and approving vehicles that are 25 years old or older but less than 30 years of age, for entry to the Club Permit Scheme (CPS) with a Left-Hand Drive (LHD) steering configuration.

What's Changing?

VicRoads will now allow eligible vehicles with a LHD steering configuration that are 25 years old and older but less than 30 years of age to be issued with a club permit (provided all other club permit requirements are met).

Effective Date:

the requirements of this Bulletin are effective from the date of publication and remain in effect until further notice.

Requirements:

To be eligible to access the CPS and to ensure vehicle safety and compliance items are addressed, these LHD vehicles will require a VASS Approval Certificate and blue modification plate/label to be issued by a VASS Signatory.

How Should VASS Signatories Inspect and Approve these Vehicles?

Your inspection will be as per the requirements of VSB 14 LO1 for import vehicles, with the only exceptions being:

- The vehicle will not have to comply with the steering configuration requirement in ADR 42, being 'The centreline of the steering control must not be located to the left of the centreline of the vehicle'.
- The vehicle will not have to comply with the requirement in ADR 61 to display an Approved Compliance Plate.

The vehicle must be compliant with all other applicable requirements. Other modifications that you observe will require approval or rectification if they cannot be made compliant, as per the import vehicle being inspected for the purposes of registration.

If the Vehicle Import Approval (VIA) includes a 17 digit VIN, this must be permanently stamped into a substantial part of the vehicle body such as the firewall or suspension tower.

You will issue a standard VASS Approval Certificate and blue modification plate/label to the vehicle.

The VASS Approval Certificate and blue modification plate/label must state in a location that is easily visible that the vehicle is for '**Club Permit Use Only**'. VicRoads will be implementing measures at Customer Service Centres and within the administration of the Club Permit Scheme to ensure these vehicles are not eligible for registration.

LHD vehicles that are 25 years and older and less than 30 years of age will only be eligible for the CPS.

Vehicles that are 25 years old and older, but less than 30 years of age *will not* be eligible for registration in the LHD configuration even though they have a VASS Approval Certificate and blue modification plate/label.

When will vehicles with a LHD steering configuration be eligible for registration?

A vehicle that is 30 years old or older is eligible for registration with a LHD steering configuration.

Will a vehicle with a LHD steering configuration that has been approved for use on the CPS need another VASS inspection when it becomes eligible for registration and registration is sought?

Yes. A new VASS inspection will be required, and a new VASS Approval Certificate and blue modification plate/label must be issued.

A VASS Signatory approving a LHD vehicle that is 30 years old or older for registration that was previously approved for use under the CPS before it was 30 years old will be required to replace the blue modification plate/label which was previously issued to the vehicle.

Does this change also include LHD Personal Import vehicles?

VicRoads will only accept a Personal Import vehicle that is 25 years old and older and less than 60 years of age with a LHD steering configuration on the CPS if it is given a VASS Approval Certificate and a blue modification plate/label stating that it is for '**Club Permit Use Only**'. A yellow plate *must not* be issued.

A personal import LHD vehicle that is 25 years old and older and less than 30 years of age which has been imported under the Federal Personal Imports option is only eligible for registration in Victoria when it is converted to right hand drive, and a Commonwealth yellow plate issued.

Will a Personal Import vehicle with a LHD steering configuration that has been approved for use on the CPS need another VASS inspection when it becomes eligible for registration and registration is sought?

A VASS Signatory approving a LHD Personal Import vehicle that is 30 years old or older for registration that was previously approved for use under the CPS before it was 30 years old will be required to replace the blue modification plate/label which was issued to the vehicle with a Commonwealth yellow plate.

The vehicle will require the 17-digit VIN that is on the Yellow Plate to be permanently stamped into a substantial part of the vehicle body such as the firewall or suspension tower, if not already done.

From VicRoads, A.O.M.C. and other sources – with thanks.

VALE – George Gosbell

Some in our club may not know who George Gosbell was, however, he was of great significance in the British car club movement here in Victoria, in that he was the founder of the Rover Car Club of Australia Inc. It was in March, 1964 that George and a fellow Rover enthusiast got together and decided to form a club for those who enjoyed driving Rover motor cars. In those days it was mainly the P3, P4 'Auntie' Rovers that George had enthusiasm for. Then along came the P5 Three-litre saloon followed by that engineering masterpiece the Rover 2000 P6 model and all of its derivatives.

George developed his skills at night school and worked with a notable automotive mechanic, the late Ron Creber. Later, with Ron, they set up their own motor service and repair business in New Street, Ringwood, trading as Crebell Motors. They first specialised in keeping VW Karman Ghias on the road, and quickly developed great enthusiasm for Rover motor cars. George was, arguably, the most honest man in the motor trade for miles around. He was sought out from far and wide for advice on Rovers, particularly related to his favourite, the P6 2000 and, subsequently, the P6B 3500 models.

He had the full support of his late wife Lorna, when she found out about the business enterprise, and from his family throughout his business career. He did have a wonderful sense of humour and, just a little streak of a good natured devil in him. George took part in two of our Fly The Flag Tours and, one evening at dinner I asked him if he was enjoying the Tour? His reply, "Very much so, Mike, if only we could have done this many years ago!" George also took part in the Hamilton Queen's Birthday Rallies, and enjoyed them to the full.

George Gosbell, a true gentleman, passed away on Saturday 19th September, 2020. He will be missed by many. Our condolences to his family and to Rover Car Club of Australia members.

Mike Allfrey.



WHAT WE HAVE BEEN DOING

STILL NOT MUCH AT ALL – IN FACT NOTHING!

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 (interruptions).

ABCCC – BACK ON THE ROAD TOUR – Friday 12th to Sunday 14th March, 2021

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.

Glenda and Garry Prewett.

INDULGENCE WEEKEND – Friday 22nd to Sunday 24th October, 2021

At this point in time, Indulgence 2021 is on the social schedule.

Next 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.



You drive over a rise, a grand scene appears and the big music really rises (suggest 'From The New World' Symphony, by Antonín Dvořák), a resounding rendition is called for, what a drive inspiring view! – Photo P Schneider.



Ships frozen-in for the duration beside northern river road. – Photo P Schneider.

A SPACE FILLER

An English man and an Irish man are driving head on at night, on a twisty, dark road. Both are driving too fast for the conditions and collide on a sharp bend in the road. To the amazement of both, they are unscathed, though their cars are both destroyed. In celebration of their luck, both agree to put aside their dislike for the other from that moment on. At this point, the Irish man goes to the boot and fetches a 12-year old bottle of Jameson whiskey. He hands the bottle to the English man, who toasts, "May the English and the Irish live together forever, in peace, and harmony." The English man then tips the bottle and chugs half of it down. Still flabbergasted over the whole thing, he goes to hand the bottle to the Irishman, who replies: "No thanks, I'll just wait till the Garda get here!"
