



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 247

November, 2020

KEEP ON FORDIN'



What is this story about? No British For Him. Go to Page 4 and see what Peter Hibbert collects.

MY WIFE SAID THAT IF I DON'T
GET OFF MY COMPUTER AND HELP
WITH THE DISHES, SHE'LL SLAM MY
HEAD ON THE KEYBOARD, BUT I
THINK SHE'S JOKING
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Associations Incorporation Registered Number: A0035462V



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

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
Secretary	Pat Douglas	0425 712 973	secretary@abccc.com.au
Committee Positions			
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Gordon Lindner	0418 540 920	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Web Master	Ed Bartosh	(03) 9739 1879	webmaster@abccc.com.au
VCPS Attendance Records	Sue Allfrey	(03) 9729 1480	sue.allfrey@bigpond.com
Club Regalia Manager	Maxine Pettigrew	(03) 9739 1146	
Newsletter Editor	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
Editor's Assistant	Rick Lloyd	(03) 9830 1752	
The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
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.

November, 2020

Sunday 29 th	Our Car Boot Picnic – An ABCCC Event. Venue – TBA. (Cancelled)	Christopher Constantine (03) 9898 4431
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December, 2020

Sunday 13 th	Christmas Luncheon – An ABCCC Event Venue – TBA. (Due to ongoing COVID-19 restrictions this event has been postponed)	Maxine Pettigrew (03) 9739 1146
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October, 2021

Friday 22 nd	The Justly Famed Indulgence Tour – An ABCCC Event.	Peter McKiernan 0407 876 023
Sunday 24 th	Touring – The Port Fairy Area.	

EDITORIAL RAMBLINGS – Issue N° 247

Notice

Sorry readers, but this has to be said. Old age seems to affect most of us, currently it has caught up with me. In this case, it is not so much a hearing problem, but more of an understanding problem. Fact is that I am now useless when listening to a telephone, I tend to hear 'SQUARKING' sounds mostly and, as a result, have virtually no comprehension of what is being said. Frustrating for the caller, very frustrating for Sue, who has taken to writing some words for me!

Numerous visits to my audiologist have not improved matters, she has advised that the problem could be related to digital sound. She could be correct, because voices from vinyl records are quite easy for me to understand. Play the same song from a CD and the sound is not at all what it used to be. Even worse, is the sound from a CD that has been 're-mastered' into stereo.

That means, please have understanding should you need to call me. My apologies.

VicRoads

These past few months, both the A.O.M.C. and the Federation have been keeping us informed about the Victorian Club Permit Scheme (VCPS), particularly during the current Plague situation. Most of what VicRoads now send out appears to be a lesson in how to waste computer screen space, or, if printed off, how to consume vast amounts of paper (trees), with not much on a page due to fancy logos and super-wide margins all round.

The sudden influx of E-mails and such gives the impression that the State's Department of Transport is mostly justifying its existence.

It appears that the Department of Transport has dropped 'Victorian' from the Club Permit Scheme. Probably a result of doing things the modern way and a part of the re-branding of the State's image.

Keep On Fordin'!

In this issue, for your enjoyment, we have a story about Peter Hibbert's collection of magnificent Fords and just one Chevrolet, all of North American origin of course, and all superbly presented. What is all this tortured metal doing in our British classic cars related magazine? Well, our club is a bit of a cosmopolitan mob, and it has to be said that there is space for such motor cars here. In addition to that, I have been asking for articles written by our club members why they have an interest in a specific make/model of older cars. Peter has responded and supplied an avalanche of digital images for me to choose from. The written part comes from 'The Octogenarians' of the Southern Peninsula Historic & Classic Car Club's magazine, *The Crankhandle*, which somehow gets sent to the editorial computer – among others. I have to admit that I am a bit loathe to simply take material from other clubs' newsletters, in this case it may be in order. Anyway, our collective thanks to *The Crankhandle* for an interesting article. Thanks also to Peter for making it all possible.

How about some others giving us their story?

The FIVA Surveys

Advice has been received direct from the Federation Internationales Vehicules Anciens (FIVA) that the world-wide organisation is conducting three surveys, the first is for club members, the second is for car clubs and the third is for the trade that supports our hobby. I have been assured that the first survey is still open to responders. Go to the FIVA Website at <https://fiva.org/en/fiva-survey/> and, please complete the survey. For our hobby to survive, such surveys are vital. Any questions, please E-mail me, and please, no telephone calls.

Mike Allfrey – Jupiter, Bringer of Jollity!

CAUGHT IN THE HEADLIGHTS

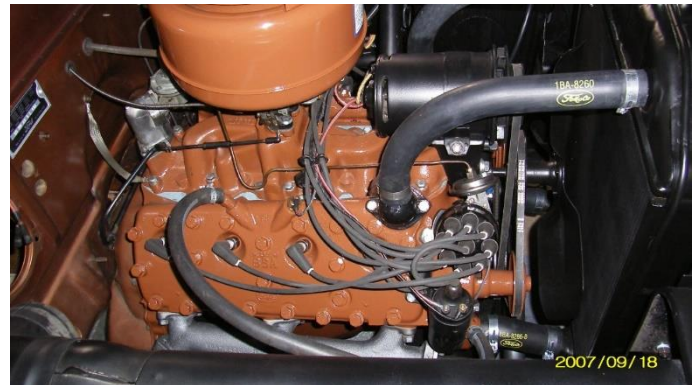
Peter Hibbert – “Never Say No To A Challenge.”

Thirteen years ago the writer wrote an article in *Crankhandle* featuring Peter, headed ‘Peter Hibbert . . . It has to be Ford’. Of course the writer was quite wrong! Peter restored many different makes of cars in his earlier days of collecting and restoring and even today there is a very nice 1957 Chevrolet Bel Air Convertible sitting amongst what must be the best collection of side valve V8s in Australia. Over the years Peter has restored some twenty-five classics including half a dozen Morris Minors, a Chrysler Valiant, a 1933 Chevrolet Master Six Sedan, a 1926 Dodge Tourer, VWs both Beetle and 1600, 1949 Riley RMB 2.5 Litre, a nice Dodge Coupé, Ford Mustang at right, Ford F100, a 1975 Mercedes 280 SE Saloon, a 1937 Ford Club roadster, and an Aston Martin, plus ten another Side Valve Fords. Not forgetting the 1990 Mercedes Benz 500 SL coupé that is being restored for Sandra, a long held promise, plus doing complete restorations on his current collection. An impressive total of twenty-five cars.



Right: Attention to detail, the engine in the Twin Spinner.

Peter's upbringing was both different and challenging, but to say he has overcome the difficulties is an understatement and Sandra played a major role following their marriage and the birth of their son Mason, who has followed his father's interest in cars. Peter is (in a nice way), a perfectionist which is on display when he presents one of his cars to the public. Needless to say Sandra and Peter are very close to Mason and wife Katherine and their beloved, and the writer suspects, indulged grandchildren Geordie 13 and Leah 9 and Mason, a car man himself, will carry on the cars within the collection . . . what a great result.



Peter worked several jobs to get sufficient funds to buy a block of land in Springvale and build their first home, then in 1982 they purchased $\frac{3}{4}$ acre in Vermont South where they built their present home along with garages and workshop for his collection of eight cars.

Life was pretty tough for the young Peter starting off, living in a caravan, but he met Sandra in those early years and Sandra's mother took pity on him and allowed him to park the van in their garden. He worked hard as a young man and that ethic stayed with him all his life.

Peter started out working for Ruston and Hornsby, staying 14½ years finishing his five year mechanical engineering apprenticeship, including 9½ years in the design office, then worked at Cranes and Shovels design office for 4½ years. He had a big change of direction by gaining employment with three separate building companies as a site supervisor for some years, all the time working towards setting up their own building and design company. Further education into building and construction allowed him to work as a Building Inspector.

For the twenty middle years of his working life Peter gained many specialist qualifications by attending technical colleges. Besides his five year apprenticeship with Ruston and Hornsby, he undertook qualifications in building design, mechanical design, drafting, building technology and further auto trade courses, welding etc, plus a whole host of building qualifications leading to being registered with The Master Builders Association in 1996. Obviously he decided to never stop learning.

Together he and Sandra branched out on their own and set up headquarters for their growing building and design company in Mount Waverley. They ran the business specialising in design and construction, from units and houses to quite large commercial operations, for the next fifteen years.

Peter was heavily involved in the administration of the building industry joining the Housing Industry Association since commencing business on his own and is a member of The Directors' Institute of Australia since 1985 and a Member of the Australian Institute of Company Directors and Fellow since 1990.

Throughout his life Peter showed a willingness to keep learning and together with Sandra they built a happy and successful life. Family and friends are important to both of them. They are members of many local Clubs and being great travellers, several overseas Classic Car Clubs, and we at SPCHCC enjoy their company when our turn comes around. Although he has sold several cars of late, that does not mean he has stopped looking for that inevitable barn find.

The 1940 Ford Deluxe Coupé (See Front Cover)

Bought in the US and shipped to Australia in September 1994, the Coupe had a mere 22,000 miles on the clock. Why? The car had been used as a bootleg whisky runner and had been seized by the Internal Revenue Department,

held in storage for thirty years before release and sale. Once home with the car, Peter commenced a complete body off-chassis restoration, conversion to RHD and full mechanical overhaul including a complete engine rebuild. The conversion to RHD was a huge job in itself, entailing searching Australia-wide for an instrument panel, front stub axles, tie and steering rods, pedal cluster and RH steering box. The original instruments were stripped out of the old dash, serviced and used in the new instrument panel. The body was stripped back to bare metal, no sign of rust, and painted in a duplicate colour to Ford's original Dearborn Blue.

Peter completely rebuilt the Mercury 239 F/H S/V single carb engine, also the clutch and gearbox, added a brake booster, the 6-volt electrics were converted to 12-volt. Every part on this car was either replaced or overhauled to original if not better condition, resulting in an absolutely pristine example of this classic model.

This beautiful Coupé has always been the *Octos'* favourite among Peter's cars. The stylishness and purity of the design make this model an all-time, outstanding Ford classic, and then there is Peter's meticulous restoration. No wonder the decision Peter recently took to part company the Coupé, would have been extremely difficult, offset to some degree, by selling it to a fellow enthusiast, thereby passing on to him, the joy of ownership of this outstanding car.

The 1947 Ford Tudor

This car is a true classic! The story starts in July, 2008 when Peter was at Dearborn USA attending the Early Ford V8 Club of America Grand National Meeting. The Tudor was for sale and Peter bought the car from owner, Jerry Vincentini, World Chief Judge for the EFV8 Club. Jerry was the second owner and had started the restoration of the car after 30-plus years in dry shed storage in Dallas, Texas.

Deal done, Peter returned home and the car followed him arriving in Melbourne in October, 2008, the intention being at that point, to carry out basic maintenance and a safety check so he could get the Ford on the road. That was never going to happen of course, particularly when Sandy said she didn't think much of the colour! Time to start a full body restoration and to Peter's delight, both the body and chassis were in excellent condition, only a small bit of surface rust on both.



First, all the chrome and stainless steel fittings were sent to be refurbished. Next the body doors, bonnet and boot lid were detached and all body parts stripped to bare metal. The chassis frame was also stripped, repainted and brake lines front to rear and all brake components that are hard to fit with the body back on, were attached to the chassis. The newly painted body and doors etc. were re-fitted to the chassis, along with the running boards, described by Peter, as "a job not to be rushed".

We are hard-put for room to do this restoration justice. Suffice to say, "Not one component – nut, bolt, self-taping screw or set screw escaped restoration", and all were up to Henry's original hardware standard—no Asian stuff here! This restoration is the most complete imaginable, a labour of love that took over three years to complete.

Mid-2013 saw the restored car back on the road and late in the second half of that year it won three separate best in class awards culminating with the RACV Motorclassica 1st Place Trophy in Class C4B Category: Post War Classic [American and Australian] Concours Division. An outstanding effort and reflective of the meticulous work and time Peter put into restoring this superb Ford Tudor.

The 1949 Mercury Convertible Coupé

Peter is a regular attendee at the Early Ford V8 Club of America Grand National meets held every five years. He attended the June, 2013 meeting held Lake Tahoe, Nevada, having put out feelers prior to the meeting, that he was searching for a 1949 Mercury Convertible Coupe, in complete condition, only requiring a refurbishment.

He was approached by a USA club member who had a rust free black 1949 Convertible with a new tan rag top, exactly what he was after. The deal was done! Delivery wasn't so quick and the car was not delivered to Peter until September that year. The Coupe was complete in every respect, vital to Peter because rarer Mercury parts are extremely hard to get. The vendor had owned the Convertible for 32 years including a period in dry storage in Arizona.



The engine is 255 CI F/H S/V with 6-volt electrics and a two-speed O/D unit, electric hydraulic front seat, electric rag top and windows. It also has a dual exhaust system with 'Smitty' mufflers. The engine and transmission were in good condition and only needed cleaning and painting. The brake system, including new lines, master cylinder and wheel cylinders were either refurbished or replaced with new.

Peter carried out further work over the next eight months, giving the interior a complete strip, painting the floor, trunk pan and underside metal. Dyna mat was adhered to the cabin floor, all interior doors and panels treated against future

corrosion. Sixty per cent of the exterior body was painted and then the whole body was cut and polished. A full matching three colour interior trim was fitted and all instrument gauges refurbished. The wheel trim rings and hub caps were restored to perfect, to better show off the whole car. He says, "The Mercury is a great cruiser especially with the top down. It's a heavy car but reliable, safe and powerful".

The 1951 Ford Victoria Custom Deluxe Coupé

Sourced on eBay in late December, 2006, this manual Sandpiper Tan over Hawaiian Gold 1951 twin spinner, V8 F/H LHD, Ford Hardtop Coupé with electric over drive, was an original Arkansas 'dry' car with a genuine 16,663 miles on the clock. The car had been shed stored and not driven since the 1980s. The body, trim and paint had been restored in USA prior to the coupé arriving in Melbourne. The work done was adequate and the paint cut back well.

Overall, the Coupé proved to be very original with accurate features. The engine was another story! It had not been properly prepared by the vendor prior to starting after so long in storage, with the result it was running roughly and fuming. Peter made the decision to do a total rebuild. The block was cleaned, pickled and tested and proved OK. The heads also proved OK and were lightly ground as was the block face. All motive components were tested, dynamically balanced and reassembled. The engine was then painted



While the engine work was proceeding, Peter put the assembled body on the hoist over the garage pit, to work on the underside. The front suspension, steering and brakes were overhauled. New brake wheel cylinders and master cylinder kit were installed. Other work was carried out while on the hoist and to finish, all the underside, running gear, suspension and chassis frame were hand painted in Peter's favourite satin black POR 51, a hard ceramic coating finish. Other jobs done included rebuilding the distributor, new HT leads, a fresh wiring loom and the 6-volt lighting components upgraded to give brightest light available. The radiator was also rebuilt and pressure tested.

The completed car was issued a RWC on 4th May, 2007, a shade over four months after he had bought it. The Octos suspect there would have been many long days and nights 'burning the midnight oil' to have her back on the road in that time!

The 1956 Ford Fairlane Victoria Coupé

Peter bought this ex-Californian car from the second Australian owner and the family used it for about a year before he decided to do a body-off restoration. Absolutely nothing was to be overlooked in the process. Very little rust was evident being originally, a west coast owned American car. The chassis frame was completely stripped down, degreased, sand blasted and painted Chassis Black.

The Thunderbird 'Y' block motor only needed a top end overhaul including the camshaft oiling improvement, a transmission overhaul, an upgrade to the brakes, radiator, heating system and the 12-volt electrics were replaced with all new or restored components. Improvements made to the brakes included replacing the front drums with XW/XY disc brakes and installing a vacuum booster mounted in the engine bay. A front anti-sway bar was fitted along with four gas filled shock absorbers. The rear springs were refurbished and reset.



The complete body was bead blasted, rust repaired where needed using all steel pieces [no fillers!] then set on a rotisserie and painted in factory colours of Peacock Blue and Colonial White with red primer finish to the underbody. Everything on the car has either been refurbished or replaced, including all body fastenings, seals and rubber components, new wind-screen and side glass, working on the premise 'it is difficult to ignore anything that should be replaced'.

The restoration reflects Peter's absolute dedication to achieving a pristine result for the time and effort he has put into this car, taking over three years to complete. The restored Fairlane Victoria looks superb in her two-tone paint finish and the two door body design gives the Coupé the well-balanced look of a standout beach-side cruiser!

The 1957 Chevrolet Bel Air Convertible

This is one very stylish Convertible! Painted in Matador Red with white convertible top, it is one of 47,562 American built 1957 Chevrolet Convertibles offered with an original base price of \$US2611. This convertible came from Seattle, Washington on the North-west coast of USA, where it had been stored for twelve years. The car was imported into Western Australia in the late 1980s.

The new owner spared no expense in a total restoration including an undetectable conversion to RHD using Australian GM components.

The Convertible has an OHV V8 engine developing 200 BHP with a 3-speed 350 'Turbohydramatic' auto transmission. The brakes are hydraulic, vacuum power assisted. Peter has upgraded the front by fitting GM disc brakes, the rear are the original 11 inch drums. The suspension is front: independent coil springs 'A' ball joints, and the rear springs are longitudinal four-leaf with hydraulic shocks. The convertible top is operated by an electric-hydraulic push-pull button.

Right: The Chevrolet with three Hibbert generations. Note that some stray leaves have been 'swept' out of the photo. Also note how the the sun is dazzling from the right hand side Pedestrian Impaler, a perfectly shining finish.

Peter bought the Convertible in 1991 and had it freighted to Melbourne. He says the car's presentation was faultless and a credit to the professional restorer in WA. "I have constantly and painstakingly maintained the Chevy since 1991 to keep it in its pristine condition. Any feature that appears to be deteriorating is immediately restored using original parts provided with the factory build. It is a delight to drive and a great classic, long distance touring car."



1940 Ford Deluxe Coupé Awards – Peter Hibbert. Vermont South.

- 1998 Classic & Historic Car Club Best Outright.
- 1999 Classic & Historic Car Club, Editors Choice.
- 2000 Classic & Historic Car Club, Best Classic. Points loss of 40/1,000.
- 2000 RACV Great Australian Rally Best Non-European Classic.
- 2000 Early Ford V8 Club National Rally 2nd place.
- 2001 RACV Great Australian Rally Best non-European Classic.
- 2001 Classic & Historic Car Club, Lowest Ever Points Loss of 13-79/1,000.
- 2002 Beechworth Drive Back In time, 'Shannons' 1st Place Classic Award.
- 2006 Early Ford V8 Club 1st Place Concours 'Geelong' Award.
- 2009 Southern Peninsula Club, Best Early Classic Award.
- 2012 Early Ford V8 Club Entrants Choice Award.
- 2013 RACV Best in Class Award.
- 2015 American Motoring Show, Flemington Best Pre War Vehicle.
- 2015 American Motoring Show, Flemington Best Car of the Show.

Below is a link that readers may be interested in viewing:

<https://youtu.be/rnB62bC0D7c>

Written by The Octogenarians – With Thanks.

From Crankhandle – The Newsletter of the Southern Peninsula Historic & Classic Car Club Inc.

GOVERNMENTIUM

A new Element has been added to the Periodic Table.

Melbourne University researchers have discovered the heaviest element yet known to science. The new element, Governmentium (symbol Gv), has one neutron, 25 assistant neutrons, 88 deputy neutrons, and 198 assistant deputy neutrons, giving it an atomic mass of 312.

These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called pillocks. Since Governmentium has no electrons, it is inert.

However, it can be detected, because it impedes every reaction with which it comes into contact.

A tiny amount of Governmentium can cause a reaction that would normally take less than a second to form, but 4 days to 4 years to complete. Governmentium has a normal half-life of 2 to 6 years.

It does not decay, but instead undergoes a reorganisation in which a portion of the assistant neutrons and deputy neutrons exchange places.

In fact, Governmentium's mass will actually increase over time, since each reorganisation will cause more morons to become neutrons, forming isodopes. This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration.

This hypothetical quantity is referred to as critical morass. When catalysed with money, Governmentium becomes Administratium (symbol Ad), an element that radiates just as much energy as Governmentium, since it has half as many pillocks; but twice as many morons.

From Colin Brown.

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
None This Month			

Gordon Lindner– Membership Secretary.

SPEAK NOW OR FOR EVER HOLD YOUR PEACE!

The wedding ceremony came to the point where the Minister asked if anyone had anything to say concerning the union of the bride and groom. It was their time to stand up and talk, or forever hold their peace.

The moment of utter silence was broken by an extremely beautiful young woman carrying her baby son.

She stood up and started walking slowly towards the Minister. The congregation was aghast as the penny dropped! The groom's jaw dropped as he stared disbelievingly at the approaching beautiful young woman and child. Chaos ensued.

The bride threw the bouquet in the air and burst out crying. Then the groom's mother fainted. The best man and ushers started giving each other looks and wondering how best to help save this awful situation?

The Minister asked the woman, "Can you tell us, why you came forward? What do you have to say?"

There was absolute silence in the church.

..... [Go to last page to find out what she said.](#)

Peter Hibbert.

FROM THE A.O.M.C.

The year is still dragging on and, fortunately the A.O.M.C. is keeping us up to date with news from their Zoom meetings. I am not much involved with these meetings, but the minutes resulting from these meetings are quickly circulated and we are kept informed. No real matter of consequence it turned out, because all that was discussed was what has been recently circulated in recent issues of this magazine and *via* our E-mail notification process. Presented here, as a reminder, is a part of the 12th October meeting is a portion of what was reported.

VicRoads/VCPS and Guest Speaker

Iain Ross introduced John Lewis from VicRoads.

John started by pointing out that Road Safety Regulations are reviewed every ten years. There will be some changes in October and more next year. There is not much foreseen to changes in the Victorian Club Permit Scheme regulations, unless money becomes available to transfer the VCPS database to the main database. Changes are as follows:

- Formalising the disallowing of commercial use of VCPS vehicles. VicRoads will take strong action on this in the future. There have been complaints about VCPS vehicles being used for reward in weddings and gardening services.
Editor Note: A Datsun 1200 Ute has frequently been seen in the Bayswater area, displaying club plates, but has been seemingly used for local deliveries.
- Due to issues with production, a fee for first issue plates for permit vehicles will be introduced. Plates for Vintage will be at half cost, as only one plate is issued. Cost will be \$38.10 (\$19 Vintage).
- VicRoads will have the power to issue permits with conditions. For example, vehicles without lights will not be allowed to operate at night, and vehicles with steel wheels will have restricted road use.
- The introduction of Slim Line Plates for VCPS vehicles – they will be in the same number series as the club permit plates, and will be issued on a next out of the box basis. Still working on the processes, and may be able to offer replacement plates (same number as full reg). They are still undergoing camera testing. They failed first time around and police will not approve them until they pass the test.
- Reassignment of deceased permit holder's permit to surviving spouse. This has been happening even though not in the regulations, but will now be recognised in the regulations.
- Renewing Victorian Club Permit online has been introduced. To do this you need to have a myvicroads account. Signatures are still required and log book issued, but payment can be made online. System can also allow for signatures to be provided online as well.
- Change of eligibility requirement from financial member to member. This was done because VicRoads were being used as a debt collector for clubs. It is still up to the club to determine if permit holder is a member or not.

- There will be an obligation on VCPS holders to notify within fourteen (14) days of any changes of details (address, etc.)

Questions from the floor:

As is usual, this formed a large portion of the meeting.

Warwick Truepenny (*Norton Owners Club*) noted that the model rules state that if membership is not paid within a certain time they become a non-member. He also asked about the status of life members. John Lewis (JL) responded that it is up to the clubs to decide on membership status.

Andrew McDougall (*Veteran CC*) asked if there was any thought to doing away with the paper windscreen labels, as in open veteran vehicles they are easily spoiled when they get wet. JL responded that there has been some debate about the retention of labels, but they will continue to use them as the feeling is that CPS holders prefer to retain them. He will take on board the issue with paper labels being easily damaged.

Andrew referred to taking part in single and twin veteran runs from Perth to Sydney and from Adelaide to Darwin. On these runs he used a flashing illuminated light on the back of his vehicle to warn fast approaching traffic from the rear that there was a slow moving hazard ahead. Whilst on these runs, mixing with big trucks and road trains, he received lots of compliments from passing truck drivers who appreciated the warning. He is looking to recommend it be allowed for slow moving vehicles in Victoria. JL responded that he has spoken to compliance engineers on this issue, and they do not support anything apart from standard lights on vehicles, as they consider it would cause confusion.

Iain Ross suggested that the best thing is to show the engineers what is happening on the road with slow moving vehicles. JL added that he is happy to continue the discussion.

Terry Roche (*Triumph CC*) asked why when initial VCPS registration is applied for, a scrutineer's signature as well as RWC are required when the RWC should be sufficient. JL responded that VicRoads want clubs to take responsibility for safety and eligibility for the scheme.

Terry asked what would happen if a vehicle that a scrutineer has signed off for is involved in a fatal accident. JL responded that the evidence of safety is the RWC.

Editor's Comment: It is understood that a club scrutineer is responsible for verifying that a vehicle is, essentially as originally built, the RWC confirms that the condition of said vehicle is safe. Is that correct?

Carl Jones (*Mercedes Benz Club Vic.*) thanked John and VicRoads for the scheme. With the eventual amalgamation of the database, could black and white plates be available for VCPS vehicles? JL responded that VCPS vehicles need to be readily identifiable on the road, particularly to monitor commercial use and log book compliance.

Gareth Walker (*RS Owners Club*) reported that in his club there have been a lot of problems when VCPS holders change address, and subsequently renewals do not arrive at new address. JL responded that the issue with over the counter renewals and changes is that because the CPS database is separate and needs updating independently this is sometimes overlooked. VicRoads have now introduced an electronic renewal system through myvicroads which can be used to change details such as addresses. You can also check your details including which vehicles are registered under your name.

Rod Amos (*Vintage Sports Car Club*) queried the use of electronic renewals and the need for signatures on the renewals. JL responded that you still need to upload club endorsement of your renewal. This can be done by scanning the signed documents and this can then be uploaded onto the electronic system. Several delegates reported that they have used the system and have found that it worked well.

John Johnson (*Volvo CC*) asked if with deceased estate transfer of permits to spouse, could this be extended to include sons and daughters. JL responded that no, it cannot be extended to other family members. It has merely been brought into line with the situation with full registration and is in place because spouses are considered to be joint owners of a vehicle. If transferred to another family member the usual procedures and costs associated with vehicle transfers applies.

What is the criteria with stickers with Left hand Drive vehicles? I have a 35 years old LHD vehicle. JL responded that Australian Design Rules do not allow for vehicles under 30 years old to be LHD. VicRoads have introduced a process whereby 25 to 30 years old LHD vehicles can be registered on the VCPS following inspection, but cannot be put on full registration.

There are still a few 'cowboy' car clubs that are operating outside the spirit of the scheme. What is VicRoads criteria to monitor them? JL responded that they look at clubs activities and try to identify clubs doing the wrong thing. He added that VicRoads have no way of monitoring club activities once they are registered as CPS providers.

Can I drive my VCPS vehicle to my place of work? JL responded that you can as long as your log book is filled out, However if that vehicle is used to do deliveries on the way to work that is unacceptable.

Peter Ramage (*Williamstown Motorcycle Club*) reported that he likes to pay his bills as soon as they arrive. However, with his VCPS renewals, when he tries to pay as soon as paperwork arrives, he is told he cannot as it is seen to be currently fully paid up. JL responded that under the VicRoads system, payments can only be made within four weeks of the renewal date.

David Smallacombe (*Morris Register*) asked if you are on a four-day club rally, can you prefill your logbook to cover each day or do you need to fill out each day. JL responded that you must fill out each day separately on each day of use.

Gary Saber (*Porsche CC*) wanted to confirm scrutineering requirements. Does the club scrutineer have to inspect the vehicle and take the required photos? JL responded that it is OK for the member to supply photos of the vehicle. This provision was made to assist regional clubs due to distance issues.

Andrew McDougal (*Veteran CC*) noted that the Alvis CC that he is also a member of chose not to have a scrutineer and rely solely on RWC as proof of eligibility and safety. The scrutineer part of the form is not filled out, and they have gone through OK. JL responded that he was surprised that those forms have gone through, as they need to be fully filled out. Needs to be reinforcement on this matter. Rod Amos clarified that the scrutineer signature is to confirm that vehicle is safe for use because a RWC has been sighted.

Iain Ross thanked John Lewis for his attendance and in assisting clubs. Iain also asked that clubs when corresponding with VicRoads to please be civil.

Also reported was the fact that Daryl Meek is leaving the RACV and that the Motoring Interests department is being disbanded, leaving future support of the movement in doubt.

John Johnson (*Volvo CC*) remarked that this could put Australia Day in jeopardy. Iain responded that it looks in doubt, not sure what is happening.

There was also mention of the FIVA Survey and that Australian input was very valuable for that organisation.

Mike Allfrey.

SOMETHING DIFFERENT!

Over The Gate (With A Hertfordshire Accent)

I was born at me Granny's.

I was born at Ivinghoe, a nice little village in Hertfordshire.

That's got a church, a Wesleyan Chapel and a Salvation Army hall, made out of corrugated iron. Arrh, and when that rains, that don't 'arf rattle – only, of course, it's nice soft water.

I'm Church myself, St. Mary's, (*at right*). I mind the vicar telling some visitors that the large tombstone inside the church, was that for a crusader fellow, and they put these 'ere stone statutes on the top, so's they can recognise themselves. This crusader lies there with his old woman alongside, nice and peaceful, like. There's a little crusading dog, lies at their feet, all peaceful like as well. Looks more like a whippet to me.

That old crusadin' statute is the finest piece of sharpening stone in all Hertfordshire! Us kreps into church at night to sharpen our sickles and faggin' 'ooks on him. Arrh! That's the finest piece of sharpenin' stone in the whole county! Only, his old woman ain't no good – can't get no edge out of her!



There's that Miss Piggott what plays the organ in church. I can't abide her, I hates the sight of her! I mind one day she calls out to me across the road, "I saw your barrow parked outside the Rose & Crown the other day. That's intemperance, that's intemperance! 'Look not upon the wine', Proverbs 31, 32 and 34!"

I told her that I was not even in the Rose & Crown, I was over at Walkers getting some bean sticks.

"That's irrelevant", she shouts, "your barrow was seen outside the Rose & Crown, all afternoon!"

I could see it were no use argifying the matter with her, so I touched me 'at and said, "Good arternoon", and walked on.

Three or four days after, I left my barrow outside her front door all night — that had her! That really 'ad 'er!

I mind when we was up on Mr. Buckmaster's barn, one day, puttin' on a new roof we was. Puttin' up new rafters too. Then this archie-ologist came by and looked up. "Hey, you up there!" I looks down and says, "Who? Me?"

"Yes you, do you know what you have done?" "Nossir", I replied.

He shouts up, "You've made a triangle!" And I say's, "Have I?"

Then he says, "A triangle is indestructible". And I says, "Is it?"

"Yes", he shouts back, "if you get into trouble, just ask if any two sides of a triangle are together greater than the third – that will have them".



Well – three, four days after, I was caught taking a rabbit out of one of Mr. Buckmaster's snares. Arrh! Red'anded they caught me and I had to go before the Judge about it! Finally, after debillitating a fair while, the Judge asks, "Have you got anything to say, Jimmy?"

"Yessir", I says, "Is any two sides of a triangle together greater than the third?" That had him! He could not answer, he had to ask the Clerk, but he didn't know either. Finally the Judge banged his mallet and said, "Ten shillin's!"

Well – if I hadn't know'd better, I'd have made it a pound!

I just been to Old Charlie's funeral. We was good mates over the years. I seen Old Nobby across the graveside and I calls out to him, "How old are you, Nobby?"

"97", he calls back.

"Soon be your turn, won't it?", I shouted back.

"I shan't die", he said, "I'm indestructible!" I had to laugh.

I never did saw the dyin' of him.

Rare one for the girls was Charlie, fact we both was – only he was worse. I mind the new Vicar sayin', "I can't make it out, all the children in this here village looks alike to me". And I laughed, knowingly!

A Monologue remembered, from the late Sir Bernard Miles.

Editor's Note: Back in the days when we visited Mrs. Binding's Bring & Buy Sales in the village hall, we picked up one of those 78 rpm records of the larger diameter for 10d. It was not until we returned home that we found that a small piece had broken away from the record's edge. This required that the pick-up needle was placed on the record just inwards from the broken area, then switching on the concrete-mounted turntable.

Mike Allfrey.

ANOTHER TALE OF MISSPENT YOUTH

It was on a Wednesday evening in August, 1951 when my father announced that he would be taking the morning express to London on 'family business'. I asked if I could go with him, mainly for the train ride, and was invited along, provided I went for half-price. We caught the early morning bus to Bristol and then another to Temple Meads Station. We were in plenty of time to inspect the mighty locomotive and it was a GWR King Edward (one of the seven!), it looked resplendent in its new British Railways darkish blue. My father was rather shocked at the colour, insinuating that it may have been influenced by the Caledonian Railway. We exchanged the usual pleasantries with the crew and found that the train was part of a performance test. That pleased my father and we looked forward to a fast run to Paddington. During the journey we enjoyed scones and British Railways tea. Duly, the train arrived in London about ten minutes early.

We took the Underground into the city and visited Coutts' Bank for some business, stopped for haircuts at a proper barber's saloon, then it was off to lunch at a Joe Lyons Café near Piccadilly Circus. From there, a taxi was hailed and commissioned for the duration of a search for a particular motorcycle. First we had a good look around the big, to me, showroom of Pride & Clarke who had such delectable offerings as Vincent H.R.D., ferocious looking Nortons and, in a corner a full-house racing A.J.S. that sort of excited me. However it was soon back in the cab and the driver took us to quite a number of very doubtful second hand bike dealers. When I say doubtful, Arfur Daley had nothing on any of them! Only the Good Lord knew where their stock came from, and it was all strictly cash, most likely the reason for our visit earlier at Messrs. Coutts. Also, that account at Coutts meant that my mother had no idea what was spent on these trips.

Finally, we found what was being searched for – a mid-1930s 600 c.c. flat twin Douglas, black with blue tank and polished aluminium. A few Fivers changed hands and a pillion seat and foot rests were cobbled off other bikes out the back for me to sit on, and I could not wait for the ride. This was to be our mode of transport home. As for me, I was wearing my old school mac and a brown beret that stayed, mostly in the mac's pocket and was the bane of my mother's life, due to the dark brown dye running out over my white shirts when it rained. We paid off the cabbie who told us he had a most enjoyable afternoon.

We set off on the lusty Douglas, bought some petrol and found a road sign that stated, 'TO THE WEST', yes the good old A4 to Bristol. We took a detour to visit my Grandfather and have a late afternoon tea in Sunningdale. Grandfather was not too impressed with our 'new' form of transport, and it did look a bit sort of rigid frame and slim girder front forks. I piped up that it was a real goer and that we would be home in no time, Grandfather just said, sternly, "Little boys should be seen but not heard". And that was that! After inspecting the garden and taking a few rose cuttings, we set off.

The Douglas loped along the A4 with consummate ease and, by the time we reached Reading, it was getting dark. The bike's lights were switched on and, just after my father shouted that the White Horse was 'over there' we were suddenly plunged into darkness. It must have been somewhere near Marlborough or Calne, and we had been doing about 80 m.p.h., but soon slowed right down. We groped our way to a service station and an Ever-Ready 6-volt lantern torch was bought, two rolls of proper insulating tape and a spare battery for the torch. That torch was taped to the handle bars and I had to carry the spare battery. It was quite a hairy ride, a weak light and a wide open exhaust rasping away, with our speed hardly diminished.

We did get home, late, and I was hustled off to bed. Next morning the drama began. My mother was woken by a loud tooting in our front yard at the crack of dawn. It turned out that our gander and his two geese had found the Douglas and, somehow, knew how to get a sound from the bulb horn, mounted to the left of the saddle. Then my mother spotted the torch still strapped to the handle bars. By this time the whole family was out in pyjamas on the cobbles, and my mother hysterically yelled, "You came home on that?!" There followed mutterings about us maybe having been killed

somewhere out in the darkest wilds of Wiltshire. My father made a comment that, 'we were in control'. That 'we' mention fired me up and I rushed inside the house and came out, triumphantly brandishing the back-up battery. That did not calm matters on the maternal front at all! It was a quiet breakfast in Vynes House that morning. It turned out that the drive to the bike's dynamo had sheared and we were lucky that the engine was equipped with a magneto.

Later, we went to Old Baker's second hand car and motorcycle parts shop in Bristol and got a dynamo for a few shillings. The owner was a real character and the shop was hung all around with cylinder head gaskets, there were no qualms about asbestos in those days. It was a bit like real copper wall paper. Further inside, where we rummaged around, there was a treasure trove of new and old spare parts. We cleaned up the dynamo, recut the mica at the commutator and that Douglas had good, for its time, lighting again. Mother moderated a little after that, and the bike was kept well away from the attention seeking geese.

Our local constable was not too impressed with the open exhaust, that had to be fixed, and my mother always viewed that Douglas with unconcealed dislike. As for me, it was a really good finish to the school holidays!

There were other Douglas motorcycles that took me to school, but none compared with that lusty 600 c.c. model, it possessed profound amounts of torque and took all hills in its easy stride. It probably fostered my liking for engines of the horizontally-opposed type. Douglas of Kingswood, Bristol, did get it right, as did another company way up in Yorkshire – flat twins with heaps of resounding pull!

Mike Allfrey.

The Fourth Test

If we don't win at Leeds we oughtn't to win at the Oval in the fifth match. Larwood ought to be in, but he can't, therefore we must have Bowes.

(Judging by the Old Trafford match we could do with a few fielders, too. The dropped catches, the missed chances!)

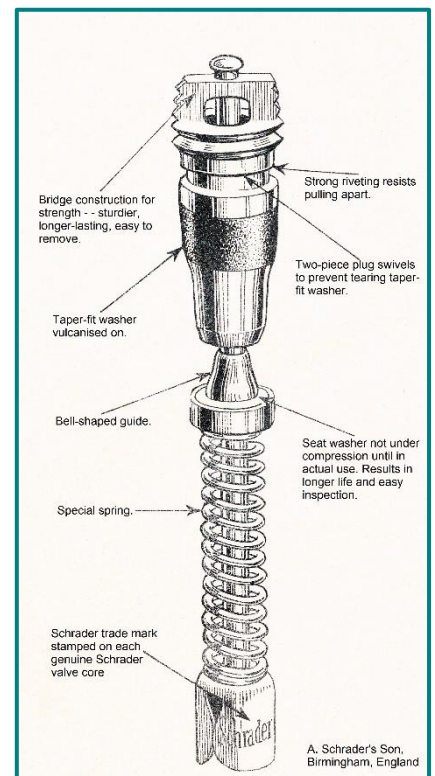
However, we shan't lose at Leeds. Five Yorkshiremen (we hope) will be on their own "midden." A Yorkshire crowd, with additions, will provide that electric background, and the Australians will bite the dust.

Incidentally, our works are only seven miles from Headingley, and if anyone from the South would like to look around, we shall be very pleased to receive them, and to show them exactly how we make that very good car, the Jowett.

Prices from £150

Tax £7

JOWETT CARS, LTD., IDLE, BRADFORD



Above: From a Schrader tyre valve advertisement in *The Motor* – 1950.

Quite technical!

QUICK LINK!

<https://youtu.be/dQUtJInnS6s>

The Top Ten British Classics.

You may have to type the link into your Web browser to make it work.

Rick Lloyd.

Also:

<https://youtu.be/JLA-rz7gAeQ>

Above: Advertisement from 1930s.

WHAT WE HAVE BEEN DOING

STILL NOT MUCH AT ALL – IN FACT STILL NOTHING!

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

Please note that due to the ongoing 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.



The Alcan 5,000 V5 with the Ford Raptor parked beneath the Alaska Pipeline – Photo P Schneider.



Navigator's view driving along the northern river ice road. – Photo P Schneider.



Flashback! 2006, with Frank Sawyer 'on a theme', Bill Bonner looks impressed, Bill Allen a bit bemused and Tore Pannuzzo is sort of wondering about Frank's spiel.

The very beautiful young woman replied, "We can't hear at the back."