



# YOUR ABCCC NEWS

ISSN 2208-0112

*The Official Newsletter Of*

**THE ALL BRITISH CLASSICS CAR CLUB VIC INC.**

**Edition N<sup>o</sup>. 248**

**December, 2020**

## SEASON'S GREETINGS



*Our greetings to all of our club members!*



*Your editor in 'Santa' clothing on South Georgia Island – 2012.*

*Hailing a great new year for our readers!*



**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	<a href="mailto:president@abccc.com.au">president@abccc.com.au</a>
Vice President	Colin Brown	(03) 5964 9291	<a href="mailto:colin@abccc.com.au">colin@abccc.com.au</a>
Treasurer	Bill Allen	(03) 9846 2323	<a href="mailto:treasurer@abccc.com.au">treasurer@abccc.com.au</a>
Secretary	Pat Douglas	0425 712 973	<a href="mailto:secretary@abccc.com.au">secretary@abccc.com.au</a>
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Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	<a href="mailto:rex@abccc.com.au">rex@abccc.com.au</a>
Committee Member	Walter Thompson	0408 507 890	<a href="mailto:wally@abccc.com.au">wally@abccc.com.au</a>
Membership Secretary	Gordon Lindner	0418 540 920	<a href="mailto:membership@abccc.com.au">membership@abccc.com.au</a>
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AOMC Delegate	Mike Allfrey	(03) 9729 1480	<a href="mailto:michael.allfrey@bigpond.com">michael.allfrey@bigpond.com</a>
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	<a href="mailto:president@abccc.com.au">president@abccc.com.au</a>
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VCPS Attendance Records	Sue Allfrey	(03) 9729 1480	<a href="mailto:sue.allfrey@bigpond.com">sue.allfrey@bigpond.com</a>
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The All British Classics Car Club Vic Inc. Website <a href="http://www.abccc.com.au">http://www.abccc.com.au</a>			
The Association of Motoring Clubs Website <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>			
The Federation of Veteran, Vintage and Classic Car Clubs Website <a href="http://www.federation.asn.au/">http://www.federation.asn.au/</a>			

### CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>  
 On Facebook [www.facebook.com/AllBritishClassicsCarClub](http://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 19<sup>th</sup> 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.**

### January, 2021

Sunday 17<sup>th</sup>      The 2021 Calendar Planning Meeting – An ABCCC Session      Tony Pettigrew (03) 9739 1146  
It should be noted that this event is restricted to those who will be organising club events.  
Venue – 16 Lawler Lane, Coldstream.

### March, 2020

Friday 12<sup>th</sup> to      On The Road Again! – An ABCCC Event      Glenda and Garry Prewett (03) 9739 1146  
Sunday 14<sup>th</sup>      Revised information will be provided.  
Venue – Visiting Bendigo and Surrounds.

### March, 2020

Sunday 28<sup>th</sup>      The Annual General Meeting – An ABCCC Event      Pat Douglas (03) 9739 4829  
Meeting will commence with luncheon at 12:00 noon.      Mobile: 0425 712 973  
Venue – **CHIRNSIDE PARK COUNTRY CLUB, 68 KINGSWOOD DRIVE, CHIRNSIDE PARK.**

### October, 2021

Friday 22<sup>nd</sup> to      The Justly Famed Indulgence Tour – An ABCCC Event.      Peter McKiernan 0407 876 023  
Sunday 24<sup>th</sup>      Meet at BP Little River (Geelong Bound) at 10:00 am.  
Touring – The Port Fairy Area.

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## EDITORIAL RAMBLINGS – Issue N<sup>o</sup>. 248

By the time you receive this, our Jowett Jupiter will have reached its seventieth birthday, and I have no doubt that other cars in our club are reaching the same year-stone. The Jupiter reached seventy on 15<sup>th</sup> December. It could be a good idea to have a genteel picnic run to celebrate such an anniversary for cars built in 1950.

This issue could be a bit late, but our Christmas and New Year Greetings are as strong as ever!

It has not been a year for any car club activities, but there have been several Zoom meetings within the movement and, I think, the year has been covered as best as possible throughout the COVID-19 pandemic and its lock-down restrictions. Remarkably, despite the situation, a 1965 Ford tractor in the Hamilton Pastoral Museum has had its gearbox 'fixed' by E-mail methods. That took some doing, but the tractor is well on the way to being restored. In addition to that, within a recent bubble, a Jowett engine has had its leaking cylinder head gaskets sorted – we hope! Thus the year has not been totally wasted from my point of view.

We have some tentative plans in preparation for 2021, so let's forge ahead with them.

In this issue there is new information from VicRoads. There is also information from the U.K. Federation of British Historic Vehicle Clubs about the proposed ban on internal combustion engines from 2030. We should be much aware of what is happening around the world, because such bans will surely be a part of life for future older vehicle enthusiasts. This is why it is vital that we do participate in surveys that F.I.V.A. organises for our benefit.

### The F.I.V.A. 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.

### Modern Commuting By Road

Having had to 'commute' from Boronia to Box Hill on a regular basis for a week, the following have been noted:

Audis and VWs come less indicator switches.

BMW's and Ford Territories come with a super-tailgating facilitator.

Range Rovers of all sorts tend to consider the road as their own.

Volvos . . . well.

VCPS plated vehicles were quite numerous, MX5s, Austin-Healeys and Ford Falcons.

The wire coat hanger is still used for radio antenna use. A real survivor!

All speed limits are now minimum, definitely not maximum speed limits.

Strange sight – a very long (close to a kilometre) queue of 4-WD 'tractors' waiting to collect children from school.

Did not see one tram in Box Hill, yet waited patiently for the tram traffic lights to let imaginary trams through.

Underground car park ticket machines do fail, need a Lotus 7 to get under the boom gate thing!

Enjoy your festive season and here's to a super New Year!

*Mike Allfrey – Jupiter, Bringer of Jollity!*

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## ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 are due by 1<sup>st</sup> January 2021.

Please post or Transfer money to: All British Classics Car Club, 9 Hagen Drive Berwick, Victoria 3806.

Bank details: BSB 063 863, A/c No.1001 3709, please provide your details as a reference.

Renewal Form can be downloaded if required to update information, from the ABCCC Website.

Thank you,

*Gordon Lindner, Membership Secretary.*

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## 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.*

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## GOOD USE OF MEMORY

A couple in their nineties are both having problems remembering things. During a check-up, the doctor tells them that they're physically okay, but they might want to start writing things down to help them remember.

Later that night, while watching TV, the old man gets up from his chair.

"Want anything while I'm in the kitchen?" he asks.

"Will you get me a bowl of ice cream?"

"Certainly!"

"Don't you think you should write it down, so you can remember it?" she asks.

"No, I can remember it."

"Well, I'd like some strawberries on top, too. Maybe you should write it down, so as not to forget it?"

He says, "I can remember that. You want a bowl of ice cream with strawberries."

"I'd also like whipped cream. I'm certain you'll forget that, write it down!" she says.

Irritated, he says, "I don't need to write it down, I can remember it! Ice cream with strawberries and whipped cream – I have got it, for goodness sake!"

Then he toddles into the kitchen. After about twenty minutes, the old man returns from the kitchen and hands his wife a plate load of bacon and eggs.

She stares at the plate for a moment . . .

"Where's my toast?"

*You Know Who.*

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## BOOK REVIEW – THE ROOTES STORY

**The Making Of A Global Automotive Empire** – by Geoff Carverhill with Forward by Bill Rootes

Published in 2018, 240 Pages

This excellent new book traces the meteoric rise of the Rootes brothers, William and Reginald, initially working with their father, repairing aero engines during the First World War. This work subsequently led to supplying new and used cars and trucks in the South of England. By the mid-1920's Rootes Ltd had become one of the largest manufacturers of motor vehicles in Britain. At its peak in the late 1950's, Rootes was the fourth largest vehicle producer in Britain exporting to over 180 countries worldwide.

*Right: A Hillman Super Minx on display. It was not possible to place the picture of the book here, but this suffices.*

The book contains personal insight from employees, with valuable contributions from the Rootes family themselves. It is the first book written about Rootes to be sanctioned by



the Rootes family. The book has over 400 illustrations including Rootes archive photographs, and photographs from the personal collections of the Rootes family.

Many of the cars and commercial vehicles built by the Rootes group over the sixty-year period covered by the book became part of life in Britain, with familiar names that became famous. The Hillman Minx became one of the most successful British family cars ever built. The Humber Hawk and Super Snipe cars were examples of middle-class luxury cars, an image which was emphasized by Royal patronage. The Sunbeam Talbot and later Sunbeam Rapier models put Rootes in the limelight of international rallying, with famous names like Stirling Moss and Sheila Van Damm as works drivers for Rootes.

The Rootes Group commercials of Commer and Karrier were both extremely important vehicles, particularly around the world during war time.

This book celebrates the heyday of a truly global automotive empire, and one of the most important British vehicle manufacturers of the twentieth century.

Eventually, by 1967, Chrysler would acquire a majority shareholding and have complete control of Rootes. Production of the Humber cars would cease in 1967, followed soon after by the Sunbeam Alpine sports car. Chrysler started to sell off the 'family silver', including Thrupp and Maberly Body Builders.

In 1970, Rootes Motor Ltd became Chrysler U.K. Ltd and, by 1978, it became Peugeot SA, who also integrated Chrysler Europe into Peugeot SA. Peugeot would continue to produce cars in the old Rootes plant until 2007, when the plant was closed down and demolished. The legacy left by Rootes was gone – created by two brothers and their father in 1917!

At the end of the book are three detailed and excellent Appendices. The first appendix covers Rootes Passenger Car Models 1931 to 1960 – Hillman, Talbot, Humber, Sunbeam Talbot, Sunbeam and Singer cars. The second appendix covers Commer Commercial Vehicles Models 1926 – 1960, while the third appendix covers Karrier Municipal and Industrial Models 1932-1960.

*Ron Gay.*

*Supplied by Peter Hibbert – Vintage & Classic Car Club Ballarat – With thanks.*

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## **THE ABCCC ANNUAL GENERAL MEETING – Sunday 28<sup>th</sup> March, 2021**

The venue for our Annual General Meeting will be the **Chirnside Park Country Club**, 68 Kingswood Drive, Chirnside Park. The meeting will be preceded by lunch at 12:00 noon and the meeting will commence at 2:00 pm. Cost of lunch is \$15.00 and drinks are at bar prices. Because the lunch will be subsidised by our club, this is a financial members only event. Please advise Pat Douglas if you intend to join us for lunch for catering reasons, and with requests for items to be placed on the Agenda, on Telephone Number 0425 712 973 or, E-mail [secretary@abccc.com.au](mailto:secretary@abccc.com.au).

All lunches to be paid for on entry to the Chirnside Park Country Club, with cash please.

*Pat Douglas – Secretary.*

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## **ASSOCIATION OF MOTORING CLUBS INC.**

### **Minutes of the 2020 Association Annual General Meeting**

Held on Monday November 23<sup>rd</sup> via Zoom

#### **There were 75 participants representing 67 clubs**

The meeting was chaired by President Iain Ross.

Iain welcomed all delegates who have signed into the meeting.

**Apologies:** Administrative Officer Howard Billing reported the following apologies have been received:

Bill Allen	Rover Car Club of Aust & Rover P4 Guild of Aust.
Mike Allfrey	Jowett Car Club and All British Classics Car Club
Geoff Meehan	Morris Car Club (Vic)
Bill Ballard	Ford Owners, Restorers & Drivers Club
Arthur Byron	Grampians Vintage Vehicle Club
Peter Welten	Triumph Car Club

**Guests/Visitors:** Harry Duynhoven (NZ Federation of Motoring Clubs)

**The minutes of the 2019 Annual general Meeting (as circulated via email and published in the February 2020 AOMC Newsletter) were accepted as a true and accurate record on a motion moved Colin Jenkins (*Triumph CC*), seconded Rick Cove (*EGHVC*) and carried.**

**Presidents Report:** Iain Ross noted that this has been a very different and difficult year for all. AOMC and club activities have been severely curtailed. We were lucky to be able to run the British and European Show in February before restrictions came into force, and the only face to face delegates meeting able to be held was way back in February. The AOMC have been unable to hold the usual seminars, National Motoring Heritage Day event or face to face delegates or committee meetings since. The Engine Number Records service has been curtailed and Howard Billing (AOMC Office Administrator) is currently working from home.

We are looking forward to being able to hold meetings and run our shows and seminars again when the situation allows. COVID-19 has brought some interesting things to the movement, and clubs have responded well, holding virtual meetings and garage sessions.

The worldwide environmental movement, which is seeing countries introduce bans on the sale of new fossil fuelled vehicles from as early as 2030, may mean our vehicles and our use of them may be in danger. Five of our current committee members are retiring from their roles tonight, Martyn Bishop, Colin Jenkins, Bryan Langton, David Andreassen and Steve Young. Iain thanked them for the work they have put into the Association over the years they have been involved.

**Treasurers Report:** Angelo D'Ambrosio (*Torana CC*) noted that this has been a challenging year for the AOMC and clubs. AOMC has returned a small surplus of \$20,000 for the financial year ending June 30<sup>th</sup>, 2020. The AOMC cash balance as at 30.6.20 was \$190,000. The balance sheet has looked OK due to cost cutting measures.

The accounts have been fully audited and a copy of the full final accounts are available for viewing if requested.

The treasurer's report was accepted on a motion moved by Angelo D'Ambrosio (*Torana CC*), seconded Colin Jenkins (*Triumph CC*) and carried.

**Subscription Fees for 2021/22.** Angelo reported that invoices for the 2020/21 year were held back and have only recently been sent out with a discount. He proposed that the fees for 2021/22 remain the same as the pre discounted 2020/21 fees.

It was moved Iain Ross (*VDC*), seconded Andrew McDougall (*Alvis CC*) that the membership subscription fees be maintained at the pre discount amounts for 2020/21. Motion was carried.

**Auditor:** It was moved Angelo D'Ambrosio (*Torana CC*), seconded David Smallcombe (*Morris Register*) that the current auditor, Stephen Barker be reappointed for 2020/21. Motion was carried.

#### **Election of Office Bearers for 2020/21.**

Daryl Meek (*Veteran CC*) took the chair to conduct the elections.

On behalf of the clubs and the movement in general, Daryl thanked Iain and his team for all of their work during the difficult COVID-19 times. Also great thanks to Howard Billing for his work in the AOMC office.

Daryl also noted that he has been surprised to have seen some of the more traditional, older clubs taking to zoom and other electronic formats during the COVID-19 lockdown.

Daryl referred to the recent FBHVC survey of the historic movement in the UK. In 2015 the results were an estimated worth to the UK economy of £5.5 billion. Daryl used this data at the time to compare to the Victorian movement and estimated a net worth in Victoria of approximately \$860million.

The 2020 FBHVC survey showed an increased value of £7.2 billion to the UK economy, and using the same comparison as 2015, Daryl surmised that the value of the movement to the Victorian economy to be approximately \$1.2 billion. This highlights the need for effective peak body representation to reflect the importance of the movement to Victoria. As per the rules of the Association, all committee positions are declared vacant and nominations were called from the floor. Members can nominate themselves or be nominated by another delegate. The rules allow for 4 executive positions, President, Vice President, Treasurer and Secretary. They also allow for a range of seven to nine general committee members in addition to these executive positions to be determined at the Annual General Meeting.

It was moved Keith Mortimer (*Jaguar CC*) seconded Andrew McDougal (*Alvis CC*) that the general committee consist of up to nine members for 2020/21.

Nominations have already been received for the following positions:

<b>President:</b>	Iain Ross ( <i>Vintage Drivers Club</i> )
<b>Vice President:</b>	Keith Mortimer ( <i>Jaguar CC</i> )
<b>Treasurer:</b>	Angelo D'Ambrosio ( <i>Torana CC</i> )
<b>Secretary:</b>	Robbie Mihelcic ( <i>Torana CC</i> )
<b>General Committee:</b>	Philip Johnstone ( <i>Triumph Sports Owners</i> ) Peter Welten ( <i>Triumph CC</i> ) Geoff Meehan ( <i>Morris CC</i> ) John Ferguson ( <i>Motto Guzzi Motorcycle Club</i> ) Andrew McDougal ( <i>Alvis CC &amp; Veteran CC</i> ) Allan Fabry ( <i>MG CC</i> ) Lawrence Glynn ( <i>BMW CC</i> )

As well as these seven nominations for committee, there is another delegate who has agreed to be co-opted for committee roles when required:

Daryl Meek (*Veteran CC*)

As there were no further nominations, Daryl announced that the above be duly elected for the year 2020/21.

Iain Ross resumed the chair and then produced a presentation plaque from the AOMC and Clubs to be presented to Daryl Meek in recognition of his untiring work for the movement when with the RACV as Motoring Interests manager. Daryl responded that it is a shame that a program that has been 20 years in the making has suddenly come to a halt. RACV have indicated that they will still provide support to the movement.

Iain reported that he has had discussions with the RACV and pointed out to them that the new system of grants will disadvantage clubs.

Iain also noted that AOMC is still looking for representation from the American vehicle field on the committee. Iain also reported that he has been approached by the Dept of Transport regarding starting discussions on a revision of the VCPS. Conferencing to begin later this week.

He also noted that the U.K. government have announced that they are barring the sales of new internal combustion engine vehicles from 2030.

**Events:** Clubs are looking patiently to organising events and meetings in the near future. All reliant on levels of restrictions, but we seem to be heading in the right direction. The AOMC has at present cancelled the British and European Show scheduled for February, 2021, but will look at the situation after Christmas and maybe run it late in February.

Chairman Iain Ross announced that the AGM for 2020 closed, and that the next AGM of the Association will take place on Monday November 22<sup>nd</sup>, 2021.

He then asked for Delegates to give any reports or updates.

### **Delegates Reports.**

Len Kerwood (*Austin 7*): Len announced a change of date for next year's Winton event. The V8 Supercars have again taken the traditional date that Historic Winton is held, so it has been changed to the weekend of 22 and 23 May, 2021. Len also asked if we had any links with heritage groups or the National Trust so that our vehicles can be properly recognised as historic. Daryl Meek responded that there are currently some semi formal links.

Andrew McDougal (*Alvis CC & Veteran CC*): FIVA have recently circulated two surveys. One is based around individual members and this survey has closed. The second one is based on clubs and is open for responses until December 15<sup>th</sup>. Andrew stressed that it is extremely important that clubs respond to the survey. All information gathered in Australia will be available for use in Australia, which would be very useful when lobbying government bodies. There will also be a third survey which will be based on money spent on service/parts/rallies/accommodation, etc.

The Alvis National rally has been planned to take place in Victoria in April 2021 and to be based in Hamilton. They are still hoping to be able to run it in April.

Keith Taylor (*Chevrolet CC*): If the Dept of Transport change the VCPS eligibility from 25 years to 30 years, can we push them for a rolling change.

Rick Cove (*EGHVC*): Announced that the Maffra Shed is open again.

Harry Duynhoven (*NZ Federation of Motoring Clubs*): In New Zealand, all clubs were asked to put on spontaneous events in the weekend after lockdown finished and raised money for charities.

John Johnson (*Volvo CC*): Asked if there is any news on the Berwick Swap, is it going ahead? There were several conflicting responses, with some delegates having heard it was cancelled and some that it was going ahead. Howard Billing (*Rover Car Club of Australia*) checked the website which states it is still taking place.

Philip Johnstone (*Triumph Sports Owners*): The Engine Number Records service is almost back to full service. Philip has been busy clearing the backlog of requests received during COVID-19 lockdown, which could not be processed as he could not attend the storage facility as it meant travelling more than the 5km allowed. There have been plenty of searches for Monaro's, Torana's, GT Falcons, Honda motorbikes and Land Rovers.

The AOMC has the Springs Specification records now stored with the Engine Number Records. Philip has been sorting through them, and they are now ordered and he is starting to list them. The records run from 1923 to the 1970s and cover all imaginable vehicles.

Iain Ross thanked Philip for all his work on this service.

Tony Hall (*Nissan Datsun Sports Owners*): Club events did not decrease this year, as they held virtual cars and coffee events with up to 40 attendees. They have been so successful that the club plans to continue with these virtual events post COVID-19.

Wandy McIntyre-Leak (*Sun Country Historical Vehicle and Machinery Club*): Club has been holding small events since October, based on the numbers allowed. Being regional they had less restrictions than Melbourne based clubs. At present, hospitality venues can host more people than an outdoor event. Need to record attendee's for any contact tracing that may be required.

Keith Mortimer (*Jaguar CC*): All clubs should have a COVID-19 safe plan, including recording names for contact tracing.

John Johnson (*Volvo CC*): No more news on an American car Show? Iain Ross responded that AOMC are still searching for an appropriate venue that Shannon's the major sponsor are happy with.

Len Kerwood (*Austin 7*): Noted that his club is classed as a sporting club so they need to draft their COVID-19 plan differently.

Iain Ross thanked all for taking the effort of attending this evening and declared the meeting closed at 8:40 pm.

*Mike Allfrey – In Absentia.*

## VICROADS NEWS

### Buying And Selling A Second-Hand Vehicle Is Online

Buyers and sellers can now complete the transfer of a second-hand vehicle online using the eTransfers process within the myVicRoads personal portal.

Over the last 18 months, significant improvements have been made to the registration transfer process to protect the interests of customers and ensure timely, accurate updates to the Vehicles Register. On 24 September 2020, VicRoads launched another stage of the eTransfers process, enabling buyers to complete their vehicle transfer online.

Completing the transfer process online saves customers time and effort without having to visit a Customer Service Centre. It also means that transfer information is processed quickly and securely to assist law enforcement in case of traffic infringements.

### Sellers Complete A Notice Of Disposal

Sellers can use the myVicRoads online application to transfer vehicle registrations from their name, and into the buyer's name, when a registration transfer is between individuals.

When a seller logs into their myVicRoads account, they can select the vehicle that has been sold from their dashboard, enter the buyer's surname and licence number (which is immediately verified) and the vehicle will be transferred into the buyer's name within twenty-four hours.

For more information go to sell a registered vehicle on the VicRoads website

### Buyers Complete The Transfer

When a buyer logs into their myVicRoads account, vehicles that have been transferred into their name and have outstanding transfer requirements will be highlighted for action.

From within the online application, buyers can review transfer details already provided to VicRoads, enter details of their Roadworthy Certificate, upload images and files directly and make a payment for their transfer and motor vehicle duty fees, unless exempt.

For more information go to buy a registered vehicle on the VicRoads Website.

### Licence Testing Resumes

The Victorian Government announced licence testing has re-opened for new customer bookings across Melbourne from Monday 16<sup>th</sup> November.

The easiest way to make an appointment is online, or alternatively you can call us on 13 11 71.

Customers with suspended appointments who have been given priority to rebook their tests are being reminded to contact VicRoads on a dedicated number as soon as possible to book an appointment.

Hardship and special circumstances appointments will continue to be offered for eligible customers who would experience undue hardship as a result of not sitting a licence test.

Customers who had their appointments suspended due to coronavirus (COVID-19) will also have their booking fees refunded and all new appointment fees will be waived until bookings return to normal levels. **We will contact all customers who are eligible for an appointment fee refund. Please do not call us for your refund.**

Heavy vehicle and motorcycle training and testing re-commenced on Wednesday 28<sup>th</sup> October.

Medical review assessments re-commenced on Monday 2<sup>nd</sup> November.

All licence testing has resumed in regional Victoria.

Additional licence testing centres with new staff have been setup to offer more bookings and ensure these key services can resume safely as part of the roadmap to recovery. COVIDSafe measures remain in place to allow the safe delivery of licensing services.

*From the A.O.M.C. Newsletter – with thanks.*

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## FROM THE FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

### FBHVC Position On Government Ban On Sale Of New Cars With Internal Combustion Engines From 2030

Published: 19<sup>th</sup> November, 2020

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035.

The move is part of the UK Government's £12-billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles.

The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around



certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes.

Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars'.

The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the 'Village Green' area of the NEC Classic Motor Show in 2019 on the Federation stand. The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under licence in Paris. In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do today. In 1900, 20 per cent of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially building electric vehicles.

So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.

The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new internal combustion engine vehicles will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post-pandemic and post-Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at <https://www.fbhvc.co.uk/>

*The Federation of British Historic Vehicle Clubs (FBHVC) is the peak U.K. body for motoring clubs.*

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## **NATIONAL HISTORIC VEHICLE SURVEY REVEALS SIGNIFICANT CONTRIBUTION TO U.K. ECONOMY**

- **Number of historic vehicles on D.V.L.A.\* database has increased yet again to 1.5 million**
- **The historic movement now worth over £7.2 billion to U.K. economy**
- **4,000 businesses employing over 34,000 people**
- **700,000 enthusiasts – up from 500,000 in 2016**
- **Overall, historic vehicles account for less than 0.2% of the total miles driven in the U.K.**
- **35% of owners either already or are willing to contribute to a carbon reduction scheme**
- **56% of historic vehicles are on S.O.R.N.\***

The results of the 2020 National Historic Vehicle Survey have been announced by the Federation of British Historic Vehicle Clubs. The summary results were revealed during the Virtual Lancaster Classic Motor Show with Discovery, filmed at the NEC this month.

Historically, the Federation has undertaken this major survey every five years, the most recent being the 2016. However, in light of the very obvious impact that worldwide pandemic has had on the U.K. and is likely to have on historic vehicle habits, the survey was conducted earlier to represent a more typical year in 2019.

The survey is the largest and most detailed survey of historic vehicle ownership carried out in any country. The results will help shape the future of the industry and will give the Federation of British Historic Vehicle Clubs the vital facts and figures needed to protect future of transport heritage in the United Kingdom at the very highest levels.

### **More Vehicles, Contributing More To The U.K. Economy**

Growth in the sector is the result of an increased number of historic vehicles registered with the D.V.L.A., over the 2016 figures, to an incredible 1.5 million vehicles of all types from cars, buses and lorries to motorcycles, agricultural, military and steam vehicles. This represents 3.4% of all registered vehicles in the U.K. Naturally, more vehicles mean more owners, 700,000 in fact, up by 200,000 on the previous survey in 2016.

The use of those historic vehicles and their need for services and supplies has kept spending healthy, with the historic vehicle sector now contributing an impressive £7.2 billion to the UK economy – that's more than the equestrian sector and significantly up on the £5.5 billion in 2016.

This revenue is generated from the nearly 4,000 businesses that support the movement employing over 34,000 people. Those businesses are working on ensuring the future of the movement as well, with over a third either employing or considering employing an apprentice.

The value of individual vehicles is widely spread, with 51% having a market value of less than £10,000 demonstrating a community of diversity and inclusiveness driven by enthusiasm. 44% are registered as on the road and ready for use.

The survey revealed that increasingly, historic vehicles are not used for daily transport. Indeed, the average mileage covered during the course of a year is just 1,200 miles, which equates to all the historic vehicles on the road accounting for less than 0.2% of the total miles driven on UK roads each year. Despite that tiny mileage for recreational and heritage uses, enthusiasts are clearly becoming more aware of the environmental impact of their activities, with 35% of owners saying they already contribute to, or would consider contributing to, a carbon reduction scheme. The Federation is actively researching options to identify tangible solutions for enthusiasts.

So, the headlines are positive and it's good news for the future of the historic vehicle community that, despite concerns and uncertainty around Brexit, the movement has continued to grow, develop and contribute a significant sum annually to the economy of the United Kingdom.

David Whale, Chairman of the FBHVC said, *"The significant value to the United Kingdom that the historic vehicle industry generates simply cannot be ignored by those in power. We face the most challenging times ahead over the next few years and these results give us the justification to ensure that our freedoms to enjoy our transport heritage continue unhindered. As a sector we cannot be ignored and will be instrumental in the recovery of our nation's economy post-Brexit and post-COVID-19. The most heart-warming news was that there are more enthusiasts than ever who are immersing themselves in our community and that is really positive for the future."*

The FBHVC will be releasing a more detailed report in mid-December, 2020. Statistics are from the 2020 National Historic Vehicle Survey, carried out by the Federation of British Historic Vehicle Clubs during Summer and Autumn 2020. Other figures are from D.V.L.A. published statistics. JDA Research has been the FBHVC's research partner for the 2020 Survey. JDA Research also undertook the Federation's 2016 survey and is completing a worldwide survey on behalf of F.I.V.A.

\* Note: D.V.L.A. – Department of Vehicle Licensing Authority. S.O.R.N. – Statutory Off Road Notification.

*From the A.O.M.C. Newsletter – with thanks.*

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## **THE NEW YORK SHOW**

### **Before The Opening**

In the days preceding the British Automobile and Motorcycle Show in New York have been strenuous and interesting. Such a bold experiment inevitably carried with it numerous problems ranging from a ship-load of valuable exhibits delayed by storm in the North Atlantic, to a misunderstanding about the complicated local fire-preventive regulations; which very nearly stopped the erection of the elaborately prepared banners carrying our manufacturers' names. The inflexibility of American trade union regulations also startled several British exhibitors as did the cost of overtime and any emergency last-minute alterations, to the stands. Nevertheless, the helpful kindness of countless Americans has turned what might have been a bleak period of preparation into a most enjoyable experience.

No fully international motor exhibition has been held in America since the war and, on the eve of the British Show, it looks as if the enterprise of our Society of Motor Manufacturers and Traders is to be rewarded by immense American interest.

For months Sir William Welsh, the S.M.M.T. representative in North America has worked with a committee which included several of the most shrewd of our manufacturing chiefs. During the past few days, by sea and air have come strong reinforcements from Birmingham, Coventry, Oxford and all the other centres of our car world. From Canada and South America and even from as far as Australia, the British field men are being called to New York and not even the Earls Court exhibition can produce more unquestionable evidence of our desire to hold on at all costs to our hard-won position as the greatest car exporting country in the world.



The impact of all this activity on the business community in and around New York has been significant. Receptions to the English by famous journals such as *The New Yorker* and *Time* have been staged in magnificent surroundings. Senior executives from Detroit, including many of America's most famous automotive engineers, have arrived for the Show.

One of the most interesting pre-Show manifestations was a symposium of the aesthetics of automobile design promoted by the Department of Architecture and Design at the Museum of Modern Art in a magnificent private cinema. Before a packed audience, which included Sir William Rootes; W. Lyons, Jaguar chief, and J. F. Bramley, of the Austin Company, a panel of Americans put on a lively and, at times exceedingly acrimonious discussion. Defending the appearance of the modern American car was J. M. Crawford, vice-president of General Motors Corporation and sponsor, many years ago, of the famous Crawford underslung. He was supported by Raymond Loewy, design consultant for the post-war Studebaker. The attack mustered such men as D. Cameron Peck, whose collection of over a hundred cars is world-famous; George Nelson, architect and industrial designer, and Wilder Hobson, who spoke for the ordinary U.S.A. car driver.

As a serious contribution towards the problem of future body styling, the symposium lacked much. As an after dinner entertainment for several hundred people keenly interested in automobile progress, it was magnificent fun. A series of beautifully photographed colour pictures were thrown on to the large screen, and it was clear from their vociferous reaction that many people in the audience shared the European distaste for the over-ornamentation, bogus crests and aggressive front-end treatment which has characterised certain American cars since the war.

**Crowds Flock To Grand Central Palace To See The All-British Exhibition, Opened Last Saturday By Mr. Paul Hoffman**



*Grand opening: Crowds soon began to mill around the stands after the Show had been opened by Mr. Paul Hoffman, coordinator for the E.C.A. programme. Here is a scene of the Austin and Daimler stands during the first hour of the show.*

The New York Show of British automobiles is being staged at a time when the switch in America from a sellers' to a buyers' market is nearly complete. All but the lowest-priced and most popular vehicles are being offered for immediate delivery. The American industry is breaking all production records and, as a result of this phenomenal output, the traffic congestion in towns is becoming steadily more acute. Parking in New York on the eve of the Show became a nightmare to the visitor, and the snowstorm, which raged for several hours, made the long walks from the nearest available pitch a most unpleasant business. It is, therefore, scarcely surprising that, in an area where no one seems to make use of the potential performance of the large-engined car in traffic, and where the police may fine a motorist doing over 50 m.p.h. in the open country, many Americans are beginning to wonder if the compact and, to them, almost tiny British vehicle may not offer a considerable advantage. .



**MEN OF MOMENT.** Gathered round the Rover turbo-car at the opening of the Show are (R. to L.), Mr. Paul Hoffman, Sir Oliver Franks, British Ambassador to the U.S.A.; Henry Ford II; Mr. Geoffrey Savage of the Rover Company; Sir William Rootes and Mr. Alfred Sloan of General Motors Corporation.



In the main, the outstanding obstacle to the sale of British cars in the U.S.A. to the tune of, perhaps, 50,000 vehicles a year, is the problem of adequate service. This matter offers no easy solution, but it has been appreciated and considerable progress has been made. Austin arrived in America very soon after the war and set up a big administrative organisation with headquarters in the Fisk Building in New York. The Rootes Organization has recently established a magnificent showroom and offices in the fashionable Park Avenue. They have backed up this headquarters with a well-maintained and fully equipped service station. Ford, of course, possesses nation-wide facilities throughout the U.S.A. Other British manufacturers have reached agreement with the several established dealer organisations specialising in imported cars and, although the problem in remote parts remains somewhat unsatisfactory in certain instances, it should be clearly understood in Britain, and particularly by the British Government, that private enterprise in the shape of our car and accessory manufacturers has already achieved in North America, something which seemed impossible only three years ago,

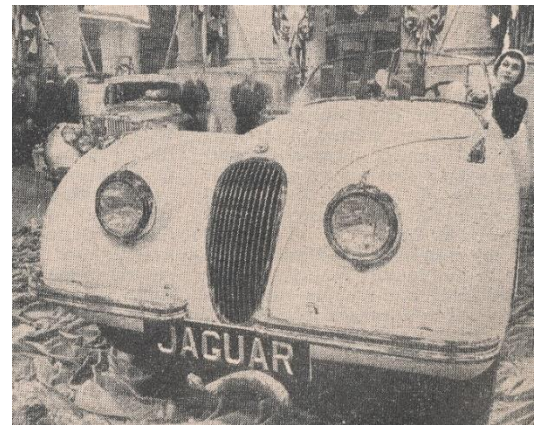
### **When The Doors Were Opened**

Americans flocked in their thousands to the Grand Central Palace to see the three-million-dollar display of cars, commercial vehicles, motorcycles, bicycles and accessories which had been specially shipped over to America for the first British Automobile and Motorcycle Show ever staged in the United States.

*ON VELVET* Pride of place on the Jaguar stand was, the XK120 which was displayed on velvet cloth and surrounded by Jaguar statues, one of which appears in the foreground (with tail up) of this photograph.

Publicised in newspapers and magazines and on the air in both broadcasts and television, the Show which lasts just nine days, already looks like becoming far, far more than a mere nine-days' wonder. Not only was the magnificently decorated hall packed with visitors in a manner reminiscent of our own Earls Court Show on a busy day, but what is far more important, the interest shown was stimulating in the extreme to the many exhibitors who have had the courage and enterprise to support this latest dollar drive of Britain's largest export industry.

As with, all Shows, many visitors came out of idle curiosity, but their questions and comments left no doubt that they were impressed; their reactions were almost invariably favourable and very seldom unkindly critical.



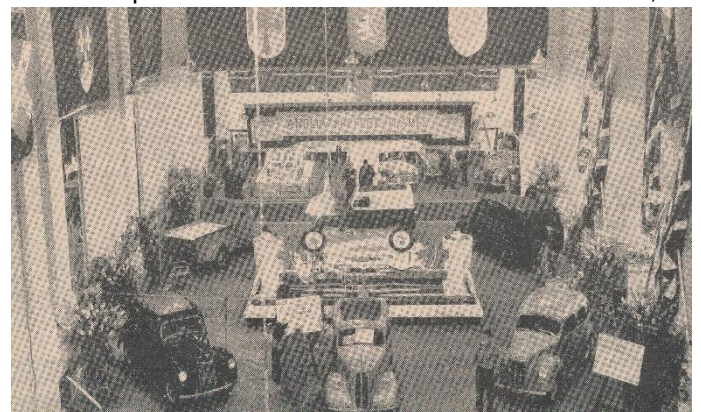
### **Britain's Aim**

The British aim is twofold. In part, it is to appeal to the upper and lower fringes of the somewhat narrow field covered by the big American manufacturers, by offering cars that are either cheaper and more economical on the one hand, or more expensive and luxurious on the other and, in part, the aim is to offer, within the American price bracket, cars which have an individual appeal which cannot be catered for by America's own producers, tied as they are to enormous outputs which aggregated 5,108,841 passenger cars last year.

*COUSINS FROM BRITAIN.* The Ford display at the Grand Central Palace consisted of the two smaller models which emanate from the Dagenham factory – the Prefect and the overseas model of the Anglia.

When he performed the opening ceremony of the Show yesterday morning, Mr. Paul Hoffman, E.C.A. Administrator and one-time president of the Studebaker organisation, pointed out that, if Britain could reach her goal of selling 50,000 cars a year in the United States, it would contribute substantially to closing the dollar gap. America, he said, respected the enterprise, showmanship and determination shown and he hoped that this effort of the Automotive Industry of Great Britain would be followed by similar efforts by other British industries, so that Britain could eventually extend a similar welcome to American companies in her own markets and thus solve the problem of bringing trade between the two countries, and with the world, into balance.

Other speakers at the opening ceremony were the British Ambassador, Sir Oliver Franks, and S.M.M.T. President, Mr. F. I. Connolly, who, in a statesmanlike speech, pointed out that what was really at stake in the so-called dollar problem was the Western way of life. As Britain's largest earner of foreign currency, he said, the automobile industry had.. an

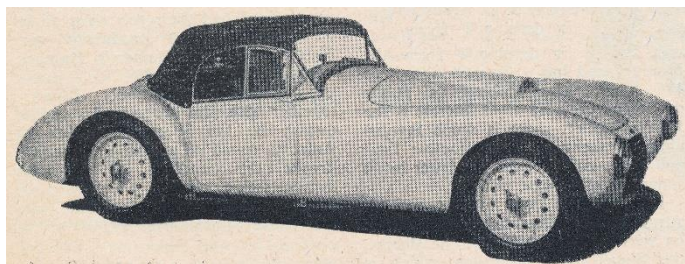
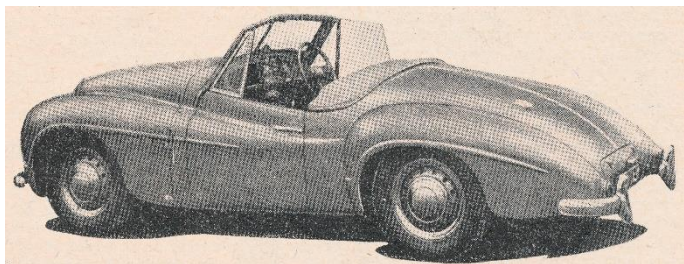




obligation to do everything possible to assist in reaching a solution, even up to the point of taking heavy risks. Our vehicles were complimentary rather than competitive, he went on, and it was not necessary for us to obtain more than a very small percentage of United States' vehicle sales to succeed.

That America's automobile industry views the British dollar drive with interest and sympathy was abundantly manifest by the presence at the opening ceremony of both Mr. A. P. Sloan, chairman of General Motors Corporation and, Mr. Henry Ford, head of the Ford organisation. Speaking at the official S.M.M.T luncheon, Mr. Sloan said: "We live in a highly competitive economy and the automobile industry is a striking example of that type of economy. Your coming over here is constructive from that point of view. I am sure my friend Mr. Henry Ford, would say, as I say for General Motors, that the more penetration you make in our market the greater example it will be for us to do a better job here.

"It would be presumptuous on my part to present any point of view as to what amount of business you might enjoy here. I think it might well be better than perhaps you would expect. With six or six-and-a-half-million cars and trucks this year it seems that there would be a substantial number of people who would want the type of motorcar you are offering. Your efforts are constructive and I wish you the best, of good luck in your diligent exploitation of our market. I think you are going to it in the true American way."



**SPORTS MODELS.** *The Javelin Jupiter in fully bodied form (above left) was making its debut at New York and (left), is the Frazer-Nash Mille Miglia model which, together with the Le Mans Replica model were last minute exhibits.*

British manufacturers were immensely gratified by this friendly welcome from the head of America's largest producing group, especially in view of the magnitude of their task of increasing sales in the United States from 14,000 in 1949 to the target of 50,000 cars, which is equivalent to 1 per cent. of American sales, by 1951.

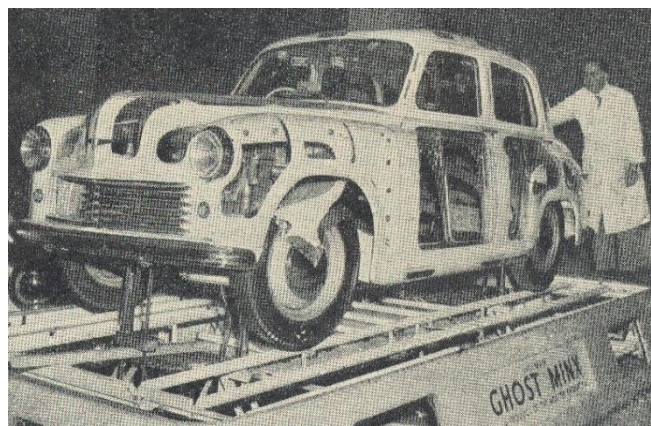
## Show Presentation

Equally encouraging is the outstanding success achieved, in the actual presentation of the Show, despite the immense difficulties of setting up a complete exhibition in another country.

**A GHOST GOES WEST.** *Special attraction on the Rootes stand was the Ghost Minx which is seen here being pushed on to its special pedestal prior to the opening of the Show.*

The Grand Central Palace itself presented a serious problem as its floor area is interrupted by heavy pillars. Clever decoration has turned this drawback into a virtue and the final result is outstandingly colourful and intimate. Focal point as visitors enter the hall is an enormous shield bearing the royal crest, by permission of His Majesty the King, whilst free use has been made of heraldry to suggest the pageantry associated with British tradition.

Predominant colours are red, blue and gold, with walls artistically draped in blue and the great double pillars supporting the roof of the hall each decorated with an American flag flanked by two Union Jacks, Standardised banners bearing makers names hang from the roof and the floor is uniformly covered in grey carpeting on the stand areas with deep maroon for the gangways.



To this general scheme of décor individual manufacturers have made free and tasteful use of flowers, supplemented, in the case of Jaguar, by small illuminated fountains surrounding a turntable on which a white XK120 two-seater slowly revolves on a platform draped in scarlet.

Centrepiece of the Nuffield stand is also a turntable which, in this case, bears Lieut.-Colonel A. T. Goldie Gardner's famous M.G., with a list of its unique collection of short-distance International Class records floodlit on the wall behind. Flanking the record car are examples of the 2½-litre Riley; Morris Minor and M.G. models.

Dominating the British Ford stand is an Anglia chassis rotating on a spit, whilst complete Anglia and Prefect saloons are displayed, as well as examples of the estate car and pick-up truck.

The Rootes Group have taken advantage of a long and impressive stand at the side of the hall, to back the wide range of Hillman Minx, Sunbeam Talbot 90, Humber Hawk and Humber Pullman models with photographic and poster displays. In a central place of honour is the ever-stimulating Ghost Minx.

Besides the finely displayed A40 and A90 models on their main stand, the Austin concern is particularly well represented elsewhere with both the A90 Indianapolis record car and one of the famous O.H.C. racing 'Sevens', both cars figuring in the collection of special exhibits in the gallery.

Austins also made news by the announcement that, on April 26 and 27, an A40 driven by Goldie Gardner and Alan Hess is to attack American stock car records up to 24-hours on Suffolk County Airport, West Hampton, Long Island. A three-mile perimeter course has been made available by the organisers of the sports-car race scheduled there for May 7, and the attempt is a prelude to possible long-distance attempts later.

Amongst cars making their first public appearance are the new six-cylinder Aston Martin, described in *The Motor* last week, and the K2 Allard which, like the J2, is offered with either a Ford engine or an Ardun power unit, which is developed from the Mercury and has a claimed output of 175 b.h.p. Also making its public debut and creating great interest is the Jowett Jupiter; there is much favourable comment for its attractive lines and businesslike chassis, the latter being shown as a separate exhibit. British sports cars, in fact, are all attracting admiring attention. Others on view include the Silverstone Healey, the Singer Nine Roadster, which is shown as well as the S.M.1500, and the Frazer-Nash, which was a last-minute addition to the list of exhibitors and is seen in Le Mans and the Mille Miglia form. Also in the high-performance class are the Bentley foursome drophead coupé and the Lagonda, which appears both as a chassis and with convertible coachwork.

Probably the greatest individual draw of the whole Show is the Rover gas-turbine experimental model, which is shown separately from the main Rover stand and is surrounded by crowds eager to see the first car of this type ever to be produced.

Sharing the first floor with the cycles and motorcycles are exhibits of accessory and component manufacturers, some of whom, such as Lucas, Automotive Products and Girling, are nobly satisfying visitors' desires to press knobs and pull levers; and there are some fine working models. Other exhibitors in this category include Rubery Owen, Tapley Meters, Partridge Wilson, S.U. Carburettors, S. Smith and Sons, English Electric and Universal Dampers.

Unlike London Shows, the New York Exhibition is completed by various special attractions in the form of famous or historic cars. Besides some already mentioned are John Cobb's Railton, which is the only car in the world ever to have exceeded 400 m.p.h.; the actual XK120 Jaguar which, by exceeding 132 m.p.h. in Belgium last year, established the type's claim to be the world's fastest production car; Field-Marshal Montgomery's Humber, 'Old Faithful', and a 1907 Rolls-Royce in immaculate condition. These, together with film shows and a special display by the Sports Car Club of America, round off an exhibition which, despite the handicap of an Irish demonstration outside the Grand Palace, attracted a paid-for-admission attendance of well over 12,000 on the opening day and looks like continuing with equally notable success.

*Writers: Christopher Jennings, Editor of The Motor, New York 14<sup>th</sup> April, 1950 (first portion). Harold Hastings, New York, 16<sup>th</sup> April, 1950.*

*From The Motor, 19<sup>th</sup> April, 1950 – With Thanks.*

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## FROM THE AOMC – REFERENCE COVID-19 (Repeated For Reference)

The Association of Motoring Clubs has had many reports and requests for information concerning the use of permitted vehicles during the current Corona Virus (COVID-19) emergency.

As you would know the country is under emergency regulations regarding social distancing and private movements.

Everybody is being encouraged to 'Stay at Home'.

The Association supports efforts to safeguard the health of our citizens and seeks the support of the hobby vehicle movement to do likewise.

Vehicles either fully registered or VCPS permitted are only to be used appropriately during the current Emergency Regulations that restrict all vehicle movements to:

- Going to work or school if essential,
- Shopping for essentials,
- Visits to medical services.

Any vehicle and occupants detected by the police, not involved in one of the above can be stopped and fined. As of close of business yesterday VicRoads have no policy on the use of permitted vehicles during this time of emergency regulations; but are continuing discussions on the matter with Victoria Police.

**It is our belief that VCPS permitted vehicles are probably part of the police crackdown on caravans, motor homes and recreational four-wheel drives. VCPS permitted vehicles are being seen as recreational vehicles.**

So, our advice is unless absolutely necessary for the reasons outlined above leave your VCPS vehicle at home.

We will provide further advice when it comes to hand

*Iain Ross – President.*

## REGISTRATION CHECK SCAM

*The item on Page 15, was E-mailed to our Webmaster – as a result, your Editor has checked through issues of Your ABCCC News from the first half of 2020 and found the reference to issues with Victoria Police checking vehicles on the Victorian Club Permit Scheme (VCPS), in the April, 2020 issue (No. 240). It is not at all certain that the article above has anything to do with the scam that Maree and Adrian have brought to our notice. It appears that the scam commenced in February, two months prior to the above notification from the A.O.M.C.*

*Our thanks to Maree and Adrian for bringing this matter to our attention.*

Dear Ed,

Following an article in the newsletter at the beginning of the year in relation to issues with club plates if stopped at any time by the police, we went online and did a check of Adrian's Nissan out of curiosity. The fee was a \$1.00. We did this on 8<sup>th</sup> February this year. Since then we have been noticing on our bank statements that a monthly debit of \$1.00 was occurring on a regular basis. We endeavoured to have it removed but it continued to show and last week Adrian attended at our bank, had his cards cancelled and was told that this should fix the problem.

Today (12<sup>th</sup> December, 2020), I noticed that the \$1.00 fee was still appearing so I checked online for the details of the merchant. There was no record!! I then searched further into the matter and came across information from other people, including Shannon's (Insurance?), that it was a scam!!

Accordingly, I then spoke to our bank and advised them of the situation.

They immediately noted the information of the merchant and confirmed it was a scam and proceeded to cancel my card, being the one utilised in the transaction, hopefully resolving the problem.

It has been a drama, but I wanted to let you know in case any other members have had this happen and not realised, being such a small amount. The entry will show as V.... (being the last 4 digits of your card), 07/12 (not sure if this is a date of some sort but shows on our entry):

Ausvehiclecheck.com.windsor followed by 11 digits. i.e.: V.... /..Ausvehiclecheck.com.windsor.

Hope this can assist any member of the club who may have had the same experience.

Regards,

Maree and Adrian Hill.

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## WHAT WE HAVE BEEN DOING

STILL NOT MUCH AT ALL – BUT THERE HAVE BEEN BACKGROUND ACTIVITIES!

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

### THE ABCCC CALENDAR PLANNING MEETING – Sunday 17<sup>th</sup> January, 2021

The back to normal rules still apply, this meeting is for those who will be organising events in 2021 for our club. If you have an event in mind, please contact Tony Pettigrew to reserve a place at the rectangular table.

### ABCCC – BACK ON THE ROAD TOUR – Friday 12<sup>th</sup> to Sunday 14<sup>th</sup> March, 2021

**Update:** Reluctantly we have made a decision to postpone our weekend tour – Back on the Road Again, 11<sup>th</sup> – 13<sup>th</sup> 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.

All entries/bookings will be updated to the 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.*

### THE ABCCC VIC INC. ANNUAL GENERAL MEETING – Sunday 28<sup>th</sup> March, 2021

Calling all club members to our Annual General Meeting which will be held at the **CHIRNSIDE PARK COUNTRY CLUB, 68 KINGSWOOD DRIVE, CHIRNSIDE PARK.**

The meeting will commence with a subsidised luncheon at 12:00 noon and the Annual General Meeting will commence at 2:00 pm.

### THE ABCCC INDULGENCE WEEKEND – Friday 22<sup>nd</sup> to Sunday 24<sup>th</sup> 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 plus 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.*

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First day back at school after lockdown 🤔😞👤🗣️



Both from you know who!



Continuing the theme – Peter Schneider on the shore of the Arctic Ocean. Great location for a picnic!

