

Issue 258

Your ABCCC News



ISSN 2208-0112

OCT 2021



The Official Newsletter of the
All British Classics Car Club Vic Inc

Front Cover story

Owner Rick Lloyd

1977 Mimosa Yellow Triumph Stag

Purchased from Shannons in 1990

Converted to club reg March 2012

New soft top fitted 2018.

At the moment the Stag is partially stripped ready for rust removal and painting. Unfortunately, due to Covid19 lockdown this work is on hold until the restrictions are lifted.

New stainless steel bumper bars have just been delivered. Looking forward to getting out on the road again.



Inside this Issue:

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A Message from the President

After walking around the garden this morning chasing rabbits and soaking up a beautiful morning, I was heading up the steps leading to the front door when I heard a whoosh and a roar but there wasn't a breath in the air so it wasn't wind. Next I saw my two seven foot tall bronze ladies dancing at the top of the stairs and as I grabbed one before she fell I saw the whole house shaking and I realised it was an earthquake. My first thoughts? Maxine will be having a panic attack, so I raced around the house to be met by her and as she threw her arms around me and gave me a big hug, I thought with all the shit going on around us, what a wonderful way to start the day.

First I would like to thank Ed Bartosh who has volunteered to fill the vacant position of Membership Secretary a job coupled with his Webmaster duties will keep him busy. Thank you Ed, the committee and I are confident you will do a great job.

Last month I wrote that the lock down looked like going into September well as we now know it will be November before we can start thinking about Club activities again. The Indulgence weekend has been cancelled/postponed and we have reluctantly pulled the pin on the Sapphire Coast Tour, the uncertainty of approximate dates out of lockdown, group numbers, border closures etc. made organising too difficult. Ultimately it was the thought of once again putting in all the work and having a last-minute cancellation. However, restrictions allowing, we will organise on short notice 2-3 nights in Lakes Entrance in the same time frame, if you are interested please let me know.

The calendar planning meeting has been postponed to a date to be fixed probably mid to late November or December and Cup Day at Yarra Glen has been cancelled. Ian Terry's Tasty Tour of Gippsland looks like it could be on and the Christmas lunch in some form or other, same as last year.

We can only hope that with vaccinations next year will be free from restrictions and we can get our lives back to normal. Speaking of next year, last month I asked for the members going to the Tocumwal Airshow to reconfirm their intentions to Maxine, so if you haven't contacted her in the last four weeks please do so as I will be locking in the accommodation shortly.

Take care

Tony Pettigrew

ABCCC President

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.

YOUR COMMITTEE

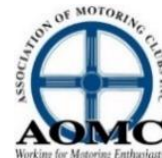
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President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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Secretary	Pat Douglas	0425 712 973	secretary@abccc.com.au
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Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Ed Bartosh	(03) 9739 1879	membership@abccc.com.au
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FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
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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
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Associations Incorporation Registered Number: A0035462V			
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



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: Membership Secretary PO Box 190 Coldstream Victoria, 3770. Telephone Number 03 9739 1879. **Note: Membership subscriptions are due before the end of December each year**

LIFE MEMBERS

The All British Classics Car Club Vic Inc was founded by the late Frank E Douglas on 19th September, 1997. The Club is proud to grant Life Membership to those who provide exceptional service to our club.

Current Life Members are: Pat J Douglas and Mike Allfrey

CLUB PERMIT SCHEME

ABCCC is a VicRoads authorised Club to participate in the VicRoads Club Permit Scheme (CPS)

The ABCCC has set rules & conditions for operating a motor vehicle [twenty-five (25) years old and older on the CPS, for further information about how the CPS is conducted by the All British Classics Car Club please visit the club's Website Link [ABCCC Club Permit Scheme information](#) All the information is available online.

1. **Initial contact** should be made with the club's Vehicle Logbook Club Permit Scheme (VLCPS) Applications Officer, currently Wally Thompson. He will advise the procedure for application with respect to the conditions set by the ABCCC. He must also provide a first inspection of the vehicle.
2. **PERMIT RENEWALS** VicRoads requires that an ABCCC authorised VLCPS Officer's signature is entered on the permit renewal notice. Therefore, your VLCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VLCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

Both Wally & Colin's position are entirely voluntary, so due consideration should be given when contacting them.

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 were due by 1st January, 2021. Please post or Transfer money to: All British Classics Car Club, Membership Secretary PO Box 190 Coldstream Victoria, 3770. Telephone Number 03 9739 1879.

Please note that, should you be unfinancial and driving a classic car under the auspices of our club on the Victorian Club Permit Scheme, you are effectively driving an unregistered motor vehicle.

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.

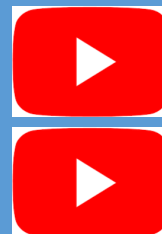
Thank you, Ed Bartosh



Did you watch last month's recommendation?
Here are a couple more.....

10 All-New British Cars to Arrive in 2020

2003 Fly the Flag (thanks Gordon Lindner.) Great memories



press the red buttons

My Stag story on the aircon & half shafts

permitted to reprint from Iain Perrott

Just after I purchased the Stag, I was out driving one hot Sunday with the Air on and then it just cut out, very annoying as I was still getting to know the Stag and its idiosyncrasies.

When back home I checked out the Air con and found that the fuse had blown. This brought my mind back to when the Stag was in for some structural repairs done for the road worthy. I had driven up to check to see the extent of structural rust and how it was progressing. While there, the owner turned up I guess to see where his money was going but also to replace

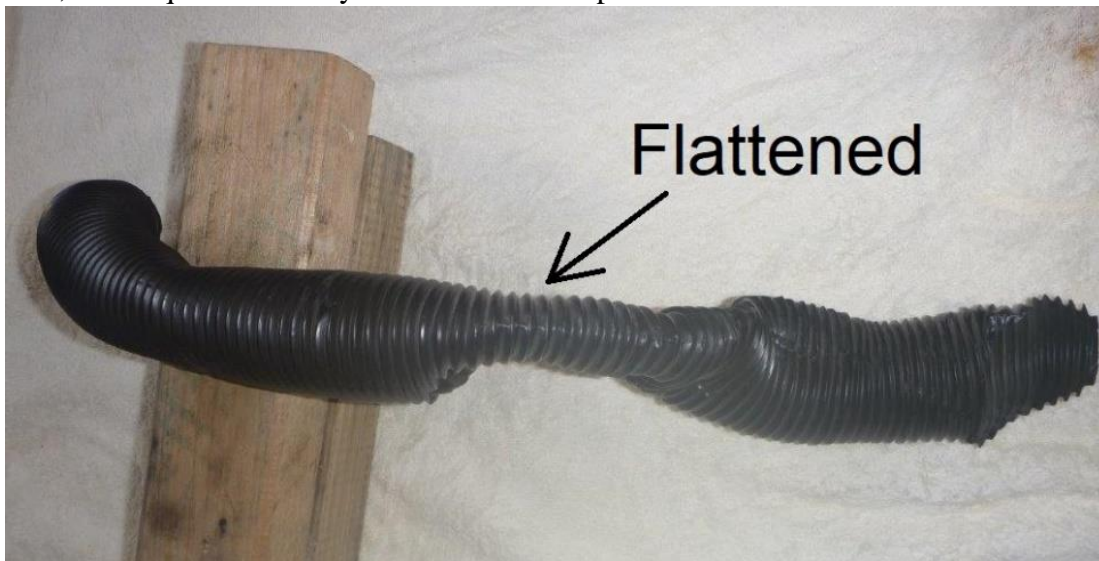


the Air Con fuse. I thought at the time that was odd as one never replaces fuses. Also, earlier when test driving the Stag, I had asked the owner to run the Air so as to get a feel of how it performed and its air flow. The owner told me that with the Air Con fitted there was now no air to side vents which he seemed to accept, but that's another story.

Back to the fuse I checked out the wiring to find the installer had wired the Air Con system to the spare over drive circuit, that is the Air Con electric clutch, the air thermo fan and a secondary adjustable thermo fan to that one fuse. It appears that the circuit could cope with the Air Con but when the car became very hot and secondary fan cut in the system failed hence the air often ran for long periods before failing. This time off to Jaycar. I purchased two relays with integrated fuses, one for the Air con system the other for the supplementary fan which I can now also activate from the dash. The electrical side of the air con has never failed again.



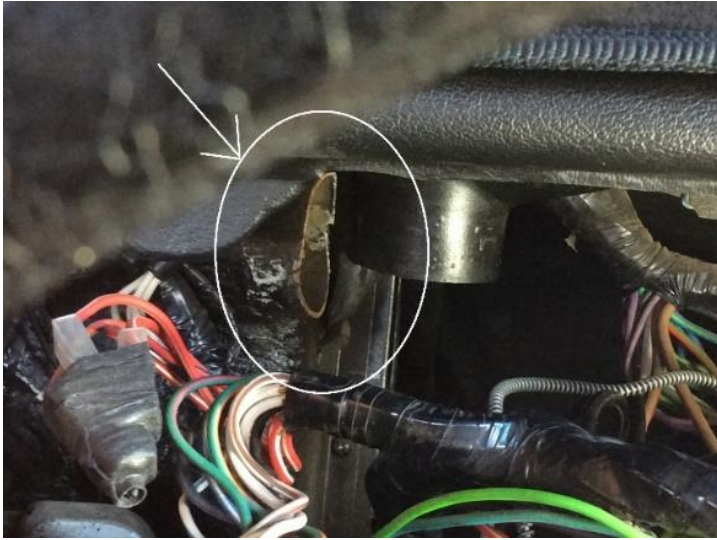
Later I decided to have a crack repaired in the walnut glove compartment door and I removed the total glove box and was I in for a surprise as you can see in photo on the right. My son Stephen was visiting at the time and looking over my shoulder, he shook this head and said a few expletives, that's pathetic he enquired was this installed by a professional or a back yarder. There on the right-hand side were remnants of the tape used to hold the duct to what was left of the butchered air box outlet, and in the background the unfastened windscreen demister duct was disconnected. Photo to left shows the tortured flattened duct to the passenger vent; it was quite clear why the vents were inoperative.



Stephen said what I needed was aircraft ducting which I purchased (not cheap) this ducting can literally be tied in knots and a copper TEE & bend; I prefer copper as I am able to work/mould and silver solder it.

Photo taken after improving the air box outlet I manufactured and riveted the new sealed vent outlet which the ducting can now be secured with a jubilee clip. The passenger side vents now work perfectly. At this time I was still not confident to remove the dash to check the ducting on the driver's side, but times move on and four years and having the Aisin Warner over drive gear box fitted and I had always wanted to replace the clock with a vacuum gauge now was the time to open the dash.

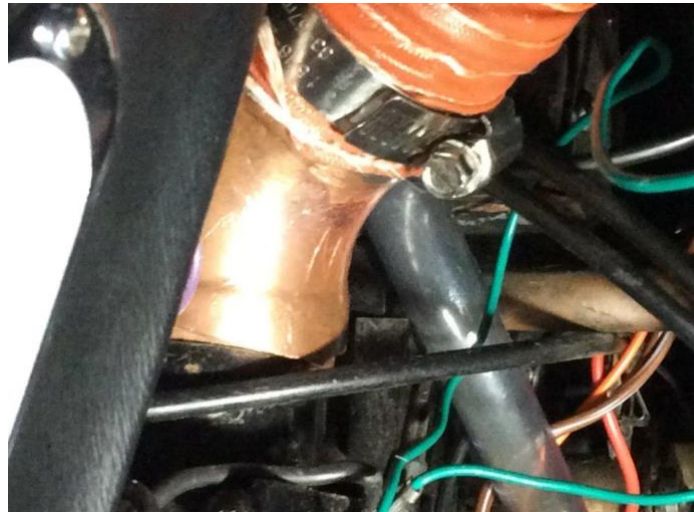




More disappointment the workmanship was equally as bad, see photo on left. The photo below shows the choked duct to the drivers vent which was partially taped to the damaged air box and again the demister was not connected to the air box outlet.



My first job was to fabricate the missing demister duct delivery point at the base of the air box to the windscreen shown in the 2 photos below. this duct point was missing.



Next was to extend the drivers dash duct delivery point which had been cut off and bend it around the demister pipe which you can see in the background of the photo below on the left. The finished item photo below on the right shows the extended pipe pop riveted and sealed to the air box & other end to the dash vent now they work perfectly.



The fallout from the air con venting into the dash cavity was the metal gauges had condensed the ambient moisture from the cold air and left annoying cloudy film on the glass which has built up over the years. Full of confidence now I removed each gauge and dismantled them and cleaned the glass with metho and they now look brand new, and I would say for the first time all the vents work as designed from the control panel and the directed air flow with the vents secured has increased markedly. And I now have a working windscreen demister.

My son Stephen owns this Bathurst A9X “Phillips- Roadways” group C racing Torana as shown below. The reason I mention this and the look of horror on his face at the workmanship he saw when you think, if all is going well on a good day Stephen is maxing out at 270Km @ 7000 + rpm down Conrod Straight he said I don’t want to be thinking if my mechanic cut some corners to make or save himself a few dollars. The standard and quality work that Stephen receives for his money bears no correlation to the quality we receive.



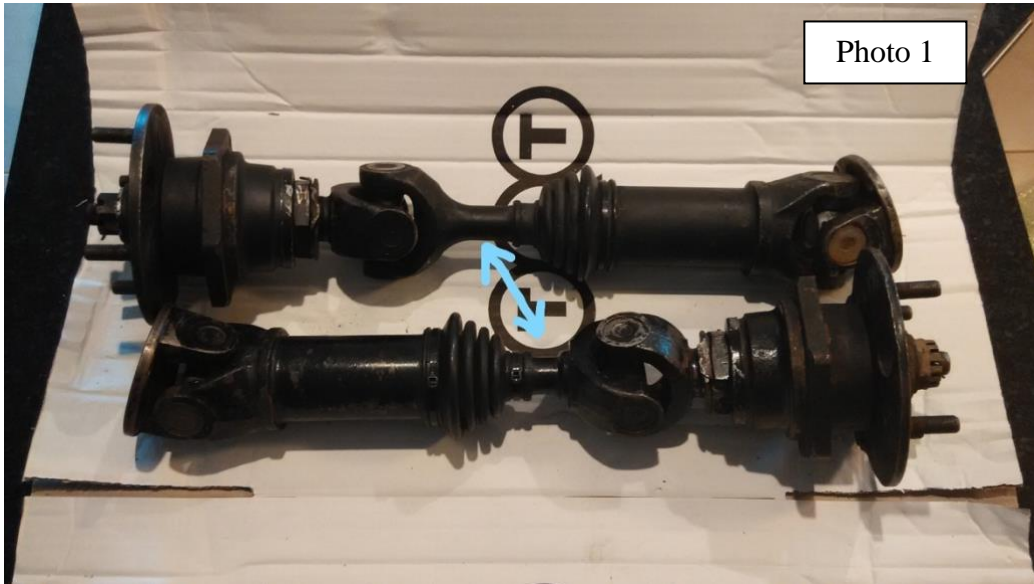
What do you get for your money when you buy the Datsun half shaft upgrade?

On one of my trips to Fairfield to see how the road worthy was progressing at Fairfield Motors, while there I was having a good chat with Graeme Foo who said that he had test driven the Stag a few times, and that there was an annoying drive/transmission vibration which he could not locate. Even when the car was given a run on the hoist. Graeme also gave me his phone number as he said, I live close to you if you should need some help one day. Again, when the Stag was handed over that background vibration was always there which I and others could not track down. It just took the edge off that total enjoyment driving the Stag compounded by the fact the previous owner spent thousands on many upgrades like Datsun half shaft’s, King springs and top-quality Michelin tyres to improve the quality of the car.

A few years ago I attended the TCCV overnight Winton racetrack run and on the way home the Stag developed rear wheel wobble/vibration. Next day jacked the back wheels off the ground and found a bearing had failed in one of the rear wheel hubs. I rang Graeme now retired and explained my problem and to see if he was doing any work from home. He said to cut my losses and to replace the old half shafts with the new constant velocity shafts which I did.

Thanks to Tony Zuiderwyk who installed them. He also rethreaded some of the hub studs a common fault in Stags, after some initial teething trouble we took the Stag for a test run and it ran so smoothly, we did a second perfect run and then it dawned on me the ever-present vibration had also gone, thank you, Tony. He also suggested I should sell the old shafts as only a bearing had failed and the Datsun shafts appeared in excellent condition to recoup a little money. Graeme Oxley put them on the website and they were bought by Ken in WA.

I photographed the shafts before despatching, and for the first time with the shafts placed together I noted they were of different lengths which I thought was odd as the Stag has a centralized Diff.



A couple of weeks later Ken rang to say he had cleaned and dismantled them and asked did I know that one had been cut hence that answered why one was shorter. What Ken discovered by comparing my old axle to other axles he had was that the Datsun yoke had been cut off, shortened and replaced with a drilled-out Triumph yoke and welded back onto the Datsun axle/shaft.

After a long chat of disbelief, we concluded the shaft was being prepped for a TR which has a narrower wheel base than the Stag.

Photo 2

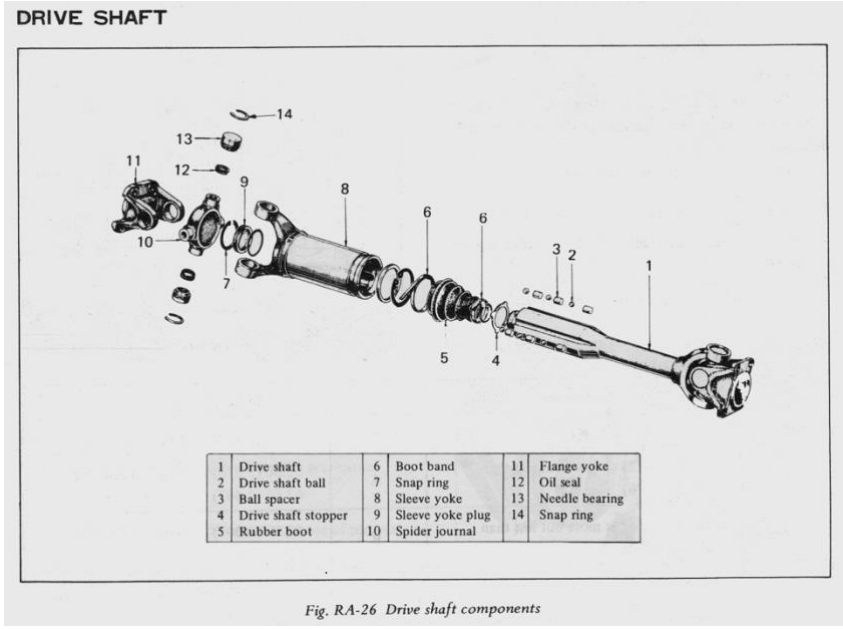


Fig. RA-26 Drive shaft components



Photo 3

This brought me back to where I started at Fairfield Motors when they were trying to track down the vibration in the Stag. Richard told me that one of the universals shimmered while under test on the hoist, but he had dismissed it as wheel vibration as the Stag had been fitted with the Datsun upgrade. With Ken's findings it would appear that Richards observation was probably correct the cut and shut was not running true and hence the oscillating was causing that annoying vibration.

The other very interesting facts that Ken researched from the Datsun web site see photo 2 and also see the two stripped down shafts. Photo 3

The exploded view from the Nissan site shows, their axle is designed with 4 drive grooves with 3 separated drive balls to each groove which means 12 drive balls per shaft to transfer the power and slide in and out with the axle movement/travel.

When Ken stripped down my old shortened half shaft it had only 8 balls 2 in each groove as there wasn't enough axle left when the shaft was extended back to the Stag axle width/length which definitely isn't as strong as Nissan designed, but by far the greater problem is now we only have a 60% axle tube overlap instead of the designed 90%. This lack of overlap allows axle whip and subsequently more vibration.

Please remember this work has been done by an engineer or engineers then painted so as to appear and then sold as a true Datsun upgrade conversion for a Stag, and also bear in mind that these are generally made in pairs. I had one of the pair so what unsuspecting sucker has the other one? So Please check your Stag!

Thanks to Ken this would have to be a 1 in a 100 chance of someone stumbling over or even stripping down the half shafts and uncovering the tampering which is exposed in this article. As Richard said the vibration can't be the half shafts the previous owner paid for the Datsun UPGRADE.

For Me, I have the answer to a five-year problem that should have never needed to be answered!

IAIN PERROTT

Thanks to Jack Craven for organising for us to reprint this article from Iain Perrott (Photos courtesy of Ken)



Triumph car badges examples



Triumph Stag MkII 1973-77 specifications *Designer: Giovanni Michelotti*



Engine

Front, longitudinally mounted
Slanted Vee 8, cast iron block
5 main bearings
Aluminium cylinder head
Displacement: 2,977cc
Bore: 86mm
Stroke: 64.5mm
Compression ratio: 8.8 to 1
Carburettors: dual Zenith-Stromberg CDSE
Power output: 145bhp at 5,500rpm

Construction

All steel monocoque with midbody T-bar

Brakes

Servo assisted hydraulic, split circuit
Front: 10.6in disk, Rear: 9in drums

Performance

Maximum speed: 113 mph
0-60mph: 10.4secs
Overall fuel consumption 17.2mpg

Steering

Rack & pinion with power assist
3 turns lock to lock

Wheels & Tyres

5.5J 14in 5 stud alloy
with 185HR x 14in radial tyres

Transmission

Rear wheel drive
Borg-Warner 3-speed Automatic
final drive: 3.70 to 1
or 4 speed manual with overdrive

Suspension

Front: Coil Macpherson struts, anti-roll bar
Rear: coil with trailing arms
Shock absorbers: tubular

Dimensions & Weight

Wheelbase: 100in
Track - front: 52.5in
Track - rear: 52.9in
Overall length: 173.8in
Overall width: 63.5in
Ground clearance 6.2in
Kerb weight: 24.95cwt
Fuel tank 14gal
Turning circle: 33ft

Production

1970-77: 25,939 built

A WARNING FROM VICROADS



It is important that all clubs ensure the accuracy and completeness of applications and renewals for the Club Permit Scheme. Please ensure that the appropriate club officials are provided with this information.

INCOMPLETE CLUB PERMIT APPLICATIONS

VicRoads has been receiving an increased number of applications for club permits for which the Club permit application or Vehicle eligibility and standards declaration for Club Permit vehicles form was signed by the appropriate club official, but the permit applicant or vehicle details sections of the form were not completed. Because the form was not completed, VicRoads was unable to complete the club permit transaction.

It is of concern to VicRoads that club officials are signing applications or eligibility declarations that are incomplete and handing them back to permit applicants. Not only does this place clubs at considerable risk as incorrect or false details could be added after signature, but it also creates concern about the club's processes and the ability of the club to uphold the integrity of the club permit scheme.

VicRoads is monitoring the submission of incomplete forms and should clubs continue to provide applications or forms that are signed but without all details being completed, the approval of clubs to participate in the club permit scheme may be revoked.

I trust clubs will ensure no further applications or forms are provided to members for submission to VicRoads without all details being completed.

John Lewis.

Principal Practice Advisor – Registration and Licensing VicRoads

VicRoads is part of the Department of Transport

Prepared by Mike Allfrey – AOMC Delegate

ABCCC EVENTS DIRECTORY

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. Only those events scheduled in this Directory qualify for Victorian Club Permit Scheme requirements. All events are also listed on the club website.

WHAT WE ARE GOING TO DO –

Please check events as some have been cancelled/postponed in response to the COVID-19 pandemic lockdown rules

October, 2021

Postponed – TBA Sunday October 17th Calendar Meeting Event organisers

Cancelled Friday October 22nd to 24th The Justly Famed Indulgence Tour An ABCCC Event.
Peter McKiernan 0407 876 023

November, 2021

Cancelled Tuesday November 2nd Cup Day Out An ABCCC Event Colin Brown 0408 343 176
Venue – Yarra Valley Racecourse, Armstrong Drive, Yarra Glen.

Cancelled Thursday November 4th to 17th The Sapphire Coast Tour – An ABCCC Event
Maxine Pettigrew (03) 9739 1146

TBC Sunday November 28th Tasty Tour of Gippsland An ABCCC Event Ian Terry 0409 097 496
Tour Details to be Confirmed – Lunch at Harman Wines, Wattle Bank.

December, 2021

TBC Sunday December 12th Christmas Luncheon An ABCCC Event Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park.

February, 2022

Wednesday February 9th to 10th Seaside Retreat – An ABCCC Event

Brian and Marj Pepper 0407 392 330

Expression of interest!!

Take a trip back in time and join us for a relaxed tour of the beautiful and bountiful Bellarine Peninsula, including magnificent wineries, produce farms, Seaports and surrounds, all in close proximity to Portarlington, Drysdale, St Leonards, Queenscliff, Indented Head and more.



We will be based at the historic Point Lonsdale Guest House (circa 1884) with access to the Communal kitchen, BBQs, Swimming Pool, Tennis Court and the iconic Point Lonsdale Lighthouse.

BYO breakfast in your room or enjoy the outdoor area and fully equipped kitchen together.

All other organised meals will be on a pay as you go basis, to be advised.

22 Rooms available from \$100 - \$140 per night , booking details available after registering with us.

Please register your interest to us at: bmpepper1@bigpond.com or Marj mobile 0407 392 330

We look forward to hearing from you,

Regards Marj and Brian

March 2022

Thurs March 3rd - Sun 6th Bright in Autumn An ABCCC Event Peter McKiernan 0407 876 023

Expression of interest are sought in relation to his tour to be held over the above dates.

We will meet at Berwick, morning tea will be at Darnum with lunch at Rosedale. The foregoing being subject to confirmation prior to the event. The tour will take us along the Princess Hwy to Bairnsdale where we turn off to our overnight stop at Paynesville on the beautiful Gippsland lakes. The next day we proceed over the top of Victoria, travelling the picturesque Great Alpine Rd to Bright where we will stay for two nights, with dinner venues arranged for each evening. A bus tour of the local area, along with lunch at a high-country winery will form part of the tour. As accommodation is limited, the tour will be restricted to the first in. If this tour is of interest and you wish to participate, please register your name with Peter McKiernan on 0407876023 or petermckiernan@tpg.com.au to reserve your booking



April 2022

Friday April 8th, 9th & 10th Tocumwal Air Show An ABCCC Event

George Chrystie 0427 791 202

Includes Visit to a New Museum in Deniliquin. Airshow: Sunday 9th April 2022

Bookings: Tony Pettigrew (03) 9739 1146

Venue – Meeting Point to be Confirmed.



WHAT DID WE DO IN SEPTEMBER 2021

September 16th Heard the news that AUKUS will build nuclear submarines for Australia's fleet

September 22nd Felt the tremor of earthquake in Melbourne magnitude 5.9

September 25th Watched AFL grand final, the Melbourne Demons defeated the Western Bulldogs by 74 points, breaking a 57-year premiership drought. Game played in Perth. The **AFL Grand Final** was not played at the **MCG** for the second year in a row and for only the second time in history outside of Victoria

Cancelled Sunday September 26th Ned Kelly's Birth Place Run An ABCCC Event

From the AOMC



MINUTES OF THE AOMC COUNTRY DELEGATES' MEETING

Held via Zoom on Tuesday August 31st, 2021.

Meeting commenced at 7:30 pm.

There were 28 delegates in attendance representing 28 clubs and 6 AOMC committee members.

Apologies: Brian Asbury (*Bass Coast Historical Auto Club*), Keith Mortimer (*AOMC Vice President*), Geoff Meehan (*AOMC Committee*).

AOMC President Iain Ross chaired the meeting and welcomed delegates to the meeting, noting that the May Delegates meeting was the first face to face meeting for over a year, and now we are back to zoom.

Iain also noted that John Lewis (*VicRoads*) was to attend this meeting to take questions, but the Minister of Transport (Roads and Road Safety) is due to announce any changes to the road regulations and Victorian Club Permit Scheme (VCPS) in the next few days and has subsequently put staff on an embargo on discussing the topic. Hence John is unable to attend.

President's Report:

Iain reported that not much has been happening due to restrictions. Planning ahead appears to be futile with constant lockdowns.

AOMC committee has had to make alternate arrangements for meetings for the last eighteen months, when face to face can be held, due to social distancing requirements. The AOMC office is too small to host a committee meeting so other venues have been sourced.

Membership Renewals:

AOMC Treasurer Angelo D'Ambrosio reported that AOMC have moved to a new software system, Xero, and will E-mail out invoices for membership renewals shortly.

Iain Ross added that AOMC formerly had a category of 'Supporters' for individual membership. In future this will be classed as 'Associates' and more individuals will be encouraged to join as members.

Financial Report:

Angelo D'Ambrosio reported that the 2020/21 annual accounts are in draft form and he will meet with the auditors soon to finalise the accounts. Current cash position is OK, but not being able to stage car shows will have an impact on the Association's income.

Victorian Club Permit Scheme (VCPS) Matters:

Iain Ross reported that no formal information from the current review of the system has been forthcoming, but he has been informed that the changes will be minor.

Anti-Discrimination:

AOMC have been approached by several clubs about drafting an anti-discrimination policy.

A base policy has been drafted and circulated to clubs which can be modified to suit clubs individual circumstances.

Risk Management:

AOMC were approached by Daryl Minter (*Bass Coast Historical Auto Club*) about risk management during Covid times when running an event. Concern over the monitoring of entrance to various events in relation to

Covid-19 restrictions, examples being social distancing, accurate recording of attendees, visitors to events where there is no formal entrance, etc. Feeling is that unless 100% of attendance monitoring can be guaranteed such events must not be permitted to take place. Iain Ross noted that there is plenty of information on the State Government website on running Covid safe events, such as QR codes and Covid marshals. AOMC will look at drafting risk management policy specifically for club events, and Daryl Minter volunteered to assist with this.

How are clubs faring?

AOMC President Iain Ross then opened up the meeting for delegates to relate how their clubs are coping with Covid restrictions.

Alan Stork (*Classic Rides & Drives Club*) reported that they are not doing anything at present. They are based around the Ballarat area. All events cancelled and waiting to see what eventuates.

Tilo Schmidt (*Murray Heritage Motorists*): Usually hold monthly Wednesday wanders, Sunday runs and meetings are not happening at present.

Iain then asked if clubs have increased their communication with members?

Laurie Ulp (*MG CC Geelong*): have held Facebook forum with approximately sixty participants. Monthly meeting being held via zoom with roughly fifty attendees.

Arthur Byron (*Grampians Vintage Club*): Everything has been closed down as no venues are available.

Sun Country Historic Vehicle & Machinery Club: Keeping abreast with members through the editor, but cannot meet as a group. Zoom has been working OK.

Alan Stork (*Classic Rides & Drives*): Will be holding AGM via zoom.

Iain then asked if clubs' membership has been affected?

Consensus was that not affected much at all and looking forward to getting together again.

Daryl Meek (*Veteran Car Club*) noted that there is a problem with events being postponed rather than cancelled. Should write off 2021 and set for resumption in 2022. The RACV have postponed the Centenary Alpine Rally to October, 2022 and the bay to Birdwood has been cancelled.

Zoom doesn't work well with large membership.

Tilo Schmidt (*Murray Heritage Motorists*): Reported that leadership team is finding it hard.

Andrew McDougall: *Alvis and Veteran CCs* have National rallies scheduled for October. The Veteran event was postponed from 2020 and has now been cancelled again. The Alvis rally had been rescheduled from April to October and now has been postponed until April 2022.

Iain Ross noted that City Councils are getting tight on requirements for venues.

AOMC Events & Seminars:

Iain Ross reported that the proposed information seminars are not suitable to be held via zoom, so have been cancelled until face to face meetings can take place.

American Motoring Show scheduled for September 26 looks like it will have to be cancelled.

British & European Show has been scheduled for February 20th 2022 at Yarra Valley Racecourse.

National Motoring Heritage Day – have not been able to hold an event for two years now. For 2022, AOMC would like to stage events in two regional centres.

Classic Showcase – When restrictions are lifted and we are able to hold events again, AOMC looking at holding a general event open to all vehicles to celebrate getting together again.

Florence Thomson Rally – RACV have contracted AOMC to run this event in 2022, probably in May.

Alan Stork (*Classic Rides & Drives*) suggested that Bendigo would be a suitable area to hold a regional delegates meeting, as it is central in Victoria.

AHMF: National peak body for all state peak bodies. AGM is scheduled for September. AOMC are not happy with the running of this organisation and will attend and voice disapproval.

Engine Number Records:

Phillip Johnstone (*Triumph Sports Owners Club*) reported that it has been bubbling along well. Somewhat restricted during lockdowns and have been trialling some assistants.

Specific Issues:

Laurie Ulp (*MG CC Geelong*) – The Country Motorist magazine that the AOMC circulates has been extremely well received by the membership.

Alan Stork (*Classic Rides & Drives*) – How was the AOMC decision made on its submission to the Dept of Transport on proposed changes. Most of club membership preferred 25 year rather than 30. Not keen on replicas either. Iain Ross responded that the submission was based on input from member clubs. Also, Rod

Amos submitted a very detailed paper on replicas. He is concerned that inappropriate replicas would be allowed on the scheme.

Phil Segat (*Swan Hill Vintage & Classic Vehicle Club*) – Asked what feedback the AOMC has received from clubs re the AHMF. Iain Ross responded that clubs do not hear from AHMF as they deal with the peak state bodies. Major Federal issues have been arising that AHMF have not been addressing, such as electric vehicles, Low Emission zones, Luxury Car Tax, ethanol in fuel and asbestos in imported vehicles.

Andrew MacDougall (*Alvis and Veteran CCs*) added that in relation to asbestos in historic vehicles, it is impeding the importation of vehicles. The law does not separate historic vehicles from new vehicles. Also an issue with importing of heavy commercial vehicles, as anything over 25 years old cannot go onto the road. AHMF have done nothing on these issues.

Len Barry (*Which Club?*) remarked that if you set fire to the organisation in place, what do you replace them with? Should the decision to withdraw from the AHMF come back to the delegates? Iain Ross responded that AOMC is not intending to dismantle the AHMF, but to get it to address relevant issues.

General Business:

Daryl Meek (*Veteran CC*) reported that the Automotive Historians Association is holding a virtual conference this week, focusing on Regional Victoria.

Len Barry (*Which Club?*) asked what are the changes to the VCPS? Iain Ross responded that he has been informed that the changes will be minor, but no formal information has been forthcoming.

There being no further business, chairman Iain Ross declared the meeting closed at 8:25 pm.

Iain also urged delegates and clubs to stay in touch with any issues that arise, as the AOMC office is still operating and contactable.

AOMC METROPOLITAN DELEGATES MEETING

Held on Tuesday September 7th, 2021 *Via Zoom*

There were 54 delegates in attendance representing 54 clubs, and six AOMC committee.

AOMC President Iain Ross chaired the meeting and welcomed everyone attending.

Apologies: Andrew McDougall, Angelo D'Ambrosio, Daryl Meek, Keith Mortimer, Lawrence Glynn, Peter Welten, Robert Mihelcic (all AOMC committee), Ian Snadden (*Classic Motorcycle Club Vic*), John Zlatanovski (*All Wheels Classics Automobile Club*), Mike Allfrey (*Jowett Car Club and ABCCC*).

Correspondence:

Howard Billing reported that there was no correspondence relating to this meeting.

President's Report:

Iain Ross reported that there has been little activity for the last six months, since the last delegates' meeting in May face to face meetings are non-existent. AOMC has been sending out information to clubs electronically.

The American Motoring Show scheduled for September 26th has been cancelled due to the lockdown, and a number of other major events have been cancelled.

Membership Renewals:

Howard Billing and Angelo D'Ambrosio are looking at sending out membership renewal invoices later this week. Last year membership fees were reduced due to Covid, but this year have reverted to the normal rate.

Financial Report:

AOMC finances are in a healthy condition, and the 2020/21 end of year accounts are with the auditor and will be presented to the AGM in November.

VCPS Matters:

Iain Ross reported that John Lewis from VicRoads was lined up to be at this meeting to take questions. But the Department of Transport have put an embargo on him talking to clubs due to the Minister's pending announcement on changes to the VCPS. AOMC have received no communication regarding any changes as yet.

David Esmore (*Victorian Mini Club*) noted that he has been watching parliament, and no legislation has gone through parliament yet.

Ian Richards (*60-80 Holden Enthusiasts Club*) asked what VicRoads are doing about internet clubs issuing club permits? Iain Ross responded that the question is 'what is a club?'. VicRoads claim that these clubs are OK and well run.

Ian Richards added that some clubs charge a fee for signing permit papers.

He then reported that some of his club members have sent renewals in the post, and some of those have gone missing. Club have advised members to use express post so that it can be tracked through the system. Rod Amos (*Vintage Sports Car Club*) noted that some changes are intended to give Dept. of Transport greater control over behaviour of faux clubs. Not sure how it will work, but there will be new offences introduced about 'operating outside the interests of the scheme'.

Patrick Sawyer (*Escape Motoring*) reported that his club has been using the online endorsement rather than using the mail.

Stan Gibson (*Early Falcon Car Club*) reported that a club member received a letter stating his vehicle will be taken off the VCPS due to no longer being a member of an approved club. VicRoads were contacted and the matter was cleared up, and were advised that six other permit holders were sent the same letter due to a computer glitch.

Peter Paproth (*FJ/FX Holden Club*) noted that when the VCPS form was changed last year, there are now two places on the form that require a club endorsed signature. One member was questioned over his form as Peter had overlooked signing in the second position.

Peter also asked what does he tell members about the VCPS changes? Iain Ross responded that information received is that the announcement of changes is imminent. Iain added that with regard to club signatories, clubs should ensure that signatures are updated each year.

Jayne Pyne (*FE-FC Holden Car Club*) remarked that if VicRoads had an online form it would make the process easier.

Angelo (*Lancia CC*) asked about slim line plates, and how would they work? Iain Ross responded that detailed information has been sent out to clubs. Angelo added that there was no link on the E-mail to apply for the plates.

Alan Bennediti (*Motorfrenz*) with regard to the online forms, we need to look to the younger enthusiast to whom online is the default way of dealing with anything.

Anti-discrimination Policy:

AOMC has recently sent a proforma anti-discrimination policy to clubs which can be tailored to suit clubs' individual needs.

Risk Management – Covid Regulations: This matter was raised by one of the country delegates. Concern over the monitoring of entrance to various events in relation to Covid-19 restrictions, examples being social distancing, accurate recording of attendees, visitors to events where there is no formal entrance, etc. Feeling is that unless 100% of attendance monitoring can be guaranteed such events must not be permitted to take place.

Iain Ross reported that he has looked at the Department of Health and Human Services Website and found a policy on roaming events. Daryl Minter from *Bass Coast CC* has some expertise in this field and has volunteered to assist in drafting policy.

Angelo (*Lancia Club*) DHHS has Covid frame work for events. Do we need extra? Iain Ross responded that it does not have specific regulations, but covers what is required.

AHMF AGM: The AOMC are unhappy with AHMF representation of the movement as they do not appear to be addressing vital issues that are arising. Western Australia have left the organisation. AOMC will attend the meeting (*via Zoom*) and attempt to get onto the committee.

Engine Number Records:

Philip Johnstone (*Triumph Sports Owners Club*) reported that there has been unabated demand the last few months. Nothing of particular interest – a veteran Daimler and various Holdens and Fords. The current AOMC surplus has come from ENR income due to some large requests.

AOMC President Iain Ross, then asked Delegates how clubs are managing with the current lockdown.

Tim Fegan (*Volvo Car Club*) reported that they are keeping in contact with members, with a few coffee and chat sessions.

Peter Paproth (*FJ/FX Holden Club*) Club AGM is being held online. Hold weekly catch ups to see how everyone is faring. Older members are challenged by technology.

Alan Bennediti (*Motorfrenz*) club have held online games and quiz nights.

Iain Ross noted that the Vintage Drivers Club zoom meetings attendance has dropped from 100 initially to about 60 lately.

Ken Aitken (*Willys Overland Club*) Club is doing zoom meetings and it is working well, allowing country members to be involved. Membership is down a bit, though.

Graeme Walsh (*Land Rover Owners Club*) still getting new members each month even though there are no events. Have been holding zoom meetings and regular newsletters and E-news.

Stan Gibson (*Early Falcon Car Club*) have had to postpone Early Holden meet. Stan also asked if you can legally conduct an AGM online? Iain Ross responded that yes, you can.

Maurie Haydon (*Northern Peninsula Classic CC*) club has sixty members and are using zoom for general and committee meetings. AOMC magazine gets E-mailed to all members. Have not gained or lost members.

David Smallacombe (*Morris Register*), club has conducted zoom meetings and zoom technical talks.

Country and overseas members have been able to attend.

David Esmore (*Victorian Mini Club*) club have used zoom for committee and monthly member meetings.

Attendance has dwindled as time goes by.

Information Seminars:

Club Management, Restoration and other information seminars have been cancelled until full face to face meetings can be held. AOMC are also looking at running a workshop for club scrutineers when possible.

RACV Minor Funding Proposal:

In the past clubs have been unable to access RACV funding if they did not have an ABN. This affected mainly the smaller clubs. AOMC have made a proposal to facilitate those clubs accessing funding through the AOMC.

Event Proposals:

British and European Motoring Show has been scheduled for February 20th, 2022 at the Yarra Valley racecourse.

National Motoring Heritage Day has been cancelled due to Covid for the last two years. In 2022 it is hoped to hold events in two regional centres with RACV support.

Florence Thomson Tour – an event for women only drivers that has been run by the RACV in the past.

AOMC will organise the event for 2022, and is looking for women to be involved on its organising committee.

General Business:

Ken Aitken (*Willys Overland CC*) Willy's club 40th anniversary rally last year was postponed. It was rescheduled for this year, but has had to be postponed again, as has a national rally. Sponsorship had been obtained from RACV, and club wanted to hand it back to them but RACV were reluctant to take the money back. Eventually they did accept it back, but said that if event can be run next year they will support it.

Peter Paproth (*FX/FJ Club*) State titles are due to take place in October, and decision re cancelling is on hold. Waiting for venue to make an announcement, as if the club does first the venue will not refund the deposit.

Rod Amos (*VSCC*) spoke regarding his submission to Dept of Transport regarding replicas in proposed changes. Latest regulations have defined individually constructed vehicles as close as practical to design and dimensions of the original. Rod felt that the AOMC should make a response, so he drafted a submission on AOMC behalf.

Within the VCPS there are actual replicas that led to them being included on the scheme, such as the replica of the 1899 Benz. The proposed legislation would require replicas to adhere to VSB 14. To survive this definition, they would have to include things like collapsible steering wheels, etc, which are all part of modern safety requirements. To impose this definition, a carbon copy replica would not survive if they have to adhere to VSB 14.

Rod's submission was that two types of replicas should be recognised:

1. A replica that is as close as practicable to the original, such as an AC Cobra. These should be subject to the VSB 14 requirements.
2. A carbon copy that should be treated as a true replica and not held to the VSB 14 conditions.

Bill Reid (*FB-EK Holden Car Club*) noted a contradiction with VicRoads on what they will accept. A club member with a Holden one ton and a Dodge cab was not accepted.

Bill also asked about the Holden Commodore on Club Plates that appeared on Facebook. What happened to it? Iain Ross responded that VicRoads are pursuing the owner and the club.

John Ferguson (*AOMC Committee*) need to look at where the problem is. The market is selling nostalgia replicas which could be construed as being replicas. Rod Amos responded that mass produced vehicles would not be allowed, only individually constructed vehicles.

Ian Richards (*60-80 Holden Enthusiasts*) Reported that the Lang Lang proving grounds which had been sold for \$35 million has had the sale fall through. Other interested parties from overseas are showing interest.

Iain Ross noted that clubs should keep in contact with the AOMC over any issues, and Howard can be contacted on the office contacts even during lock-down restrictions.

There being no further business, AOMC President Iain Ross declared the meeting closed at 9:15 pm.

Prepared by Mike Allfrey – AOMC Delegate.

Motoring Today

NOTICE FROM THE HERALD SUN NEWSPAPER

NOTICE OF DECISION

Road Safety (Vehicles) Regulations 2021

I, Ben Carroll, Minister for Roads and Road Safety and Minister responsible for administering the *Road Safety Act 1986*, give notice in accordance with section 12 of the *Subordinate Legislation Act 1994* of my decision to make the proposed Road Safety (Vehicles) Regulations 2021 (the proposed regulations).

A regulatory impact statement in relation to the proposed Regulations was made available for public comment from 11 June 2021 until 8 July 2021. The Department of Transport received 1060 submissions. After consideration of the submissions in accordance with section 11 of the *Subordinate Legislation Act 1994*, I have decided to proceed with the making of the proposed Regulations with the following amendments:

- Maintaining the eligibility for club permit registration at 25 years (there was consideration of increasing eligibility to 30 years).
- Reinserting regulations relating to the Hazardous Area Authority. these requirements are to remain in the proposed Regulations until corresponding amendments are to be made to the Bus safety Regulations 2020.
- Amendment of penalty amounts for certain offences under the proposed Regulations.
- Other minor, miscellaneous, and technical amendments.

The following regulatory requirements have also been omitted from the proposed Regulations. However, I intend to implement these reforms through amendments to the proposed Regulations after the proposed Regulations commence.

- Regulations which would have required vehicles over 15 years of age to be recorded on the written-off vehicles register when classified as a statutory write-off or a repairable write-off.
- Requiring light vehicles or light trailers with a fixed gas fitting to present a gas certificate or gas compliance plate at the time of registration of that vehicle or trailer.
- Amendment of the eligibility for registration concession by charitable or benevolent organisations.

Dated 8 September 2021

THE HON. BEN CAROLL MP

Minister for Roads and Road Safety



Department
of Transport

IS THIS A LOST GENERATION OF WORDS!

Mergatroyd! Do you remember that word? Would you believe the spell-checker did not recognize the word Mergatroyd? Heavens to Mergatroyd!

The other day a lady said something to her son about driving a **Jalopy:** and he looked at her quizzically and said, "What the heck is a Jalopy?" He had never heard of the word jalopy! She knew she was old ... But not that old.

Well, I hope you are **Hunky Dory** after you read this and chuckle.

About a month ago, I illuminated some old expressions that have become obsolete because of the inexorable march of technology. These phrases included: **Don't touch that dial, Carbon copy, You sound like a broken record, and Hung out to dry.**

Back in the olden days we put on **our best bib and tucker.**

Heavens to Betsy! Gee whillikers! Jumping Jehoshaphat! Holy Moley!

We were *in like Flynn* and *living the life of Riley*; and even a regular guy couldn't accuse us of being a *knucklehead, a nincompoop or a pill. Not for all the tea in China!*

We wake up from a short nap, and before we can say, *"Well, I'll be a monkey's uncle!"* Or, *"This is a fine kettle of fish!"*

Poof, go the words of our youth, the words we've left behind. Where have all those great phrases gone?

Long gone: Pshaw, The milkman did it. Don't forget to pull the chain. Knee high to a grasshopper. Well, Fiddlesticks! I'll see you in the funny farm. Wake up and smell the roses.

Leaves us to wonder where Superman will find a phone booth...

See ya later, alligator! Okidoki.

You'll notice they left out *"Monkey Business"!!!*

WE ARE THE CHILDREN OF THE FABULOUS 40's and 50'S ... NO ONE WILL EVER HAVE THAT OPPORTUNITY AGAIN .. WE WERE GIVEN ONE OF OUR MOST PRECIOUS GIFTS: LIVING IN THE PEACEFUL AND COMFORTABLE TIMES, CREATED FOR US BY THE

"GREATEST GENERATION!"

Acknowledgment to Peter Hibbert

A British Car (ABC) Quiz!

How good is your knowledge?

Quick quiz, put your knowledge to the test. it's easy. Answers at the bottom of the page.

1. What is a Stag?

- A. a male deer
- B. a social gathering attended by males only
- C. a Triumph vehicle
- D. all of the above



2. What year was the vehicle Stag launched?

- A. 1960
- B. 1970
- C. 1980

3. The Triumph Motor Company was a British car and motor manufacturer

- A. True
- B. False

4. A British racing green 1974 Triumph Stag was seen in BBC series

- A: The Bill
- B New Tricks
- C: Scott & Bailey



ABC quiz Answers:

FROM THE ABCCC ARCHIVES



Well we are off and running. We had our first Committee Meeting on the 16 January and that was very successful. Chris Gardner has taken over the reigns as Secretary, her husband John is looking after the Membership Registrar and we have established a Membership Committee, we also have 2 Event Committees, one consisting of 3 nice, positively thinking ladies and the other 3 men with experience and background of long time car club involvement. Tony Hodges is the Treasurer, Tom Verney the Vice-President and Val Jefferyes is helping Kate on the Events Committee.

These 2 Event Committees are going to serve you up an exciting cocktail of family orientated events being a minimum of 2 events per month. Get your diary out and note the first event which is Picnic at Hanging Rock and we will all meet on the 8 February at the Woodend Information Centre at 10am. Please be early because the convoy will be proceeding away at 10am. It is BYO everything including your exotic motor machine and \$8 per car to get you into the Hanging Rock Reserve. If we all travel together we all park together and then we can all enjoy the day together. Ring 0418 387 259 if you are running late on the day.

Those of you who have not been to the Picnic at Hanging Rock before this is a wonderful collection of about 1500 Classic cars of all makes and models in a picnic atmosphere with events for children, badges to buy and lots of socializing with friends.

Our second event is on the 22 February which is the VDC Swap Meet at Yarra Glen. Bring your own lunch and we will meet at Yarra Glen Race Track at 11am.

We are liaising with our Sister Club in Queensland the "All British Classic Car Club" of Queensland and jointly with them we are getting name badges done for all our members. These will probably be available for the Picnic at Hanging Rock but latecomers will get theirs at the Swap Meet at Yarra Glen. Jointly we are working on a number of projects, more news in our next newsletter.

We are compiling a list of members together with their cars and family members names and phone numbers. When this is completed it will be circulated to all so that you can maintain contact with your fellow members. We have put in an order for 70 name badges so far.

If you have ideas for events or if you want to put in your contribution to the running of the Club in some form or another and if you are interested in events talk to either Kate McLaren phone number is 9720 8623 or talk to Peter McLaren phone number is 9878 9171. Yes they are related, Kate is Peters daughter-in-law.

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