



An incorporated club

A0035462V

**A friendly family social motoring club**

Edition 93

February 2006

**Your ABCCC News**

## **THE CAR THAT STOLE THE SHOW!**



**This is Cliff Rattray-Wood's outstanding Jaguar XK 120.**

Read more about its history on page 11

*Please send in photographs of your British Classic so that it can be featured here – otherwise, more Jowett and Rover pictures!*

### **MEMBERSHIP SUBSCRIPTIONS**

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to:

Pat Douglas, PO Box 201, Chirside Park, Victoria, 3116.

**Membership subscriptions should be paid prior to the end of December.**

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23<sup>rd</sup> 1997**  
**THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.**

**"Owning And/Or Appreciating the Spirit of Fine British Classics"**

## ALL BRITISH CLASSICS CAR CLUB (VIC.) INC. – YOUR COMMITTEE

<b>President</b>	Frank E Douglas	(03) 8704 2533	frankdouglas@abccc.com.au
<b>Vice President</b>	Ray Higginson	(03) 9336 7306 AH (03) 9310 5286 BH	higginson@abccc.com.au
<b>Treasurer</b>	Tony Hodges	0419 307 026	tonyhodges@abccc.com.au
<b>Secretary</b>	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
<b>Membership Secretary</b>	Pat J Douglas	(03) 8704 2973	patdouglas@abccc.com.au
<b>Magazine Editor</b>	Mike M Allfrey	(03) 9729 1480	mikeallfrey@abccc.com.au
	Facsimile No.	(03) 9720 0283	moubray@tpg.com.au
<b>Assistant Editor</b>	Mary Nolan	(03) 5978 7798	marynolan@abccc.com.au
<b>AOMC Delegate</b>	Bill Allen	(03) 9846 2323	
<b>Club Regalia</b>	Bill Allen	(03) 9846 2323	
<b>Victorian Club Permit Scheme Officers</b>	Frank Douglas	(03) 8704 2533	frankdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
<b>Events Co-ordinators</b>	Lyn Higginson	(03) 9336 7306 AH	higginson@abccc.com.au
	Pat Douglas	(03) 8704 2973	patjdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
	Tony Pettigrew	(03) 9739 1146	tony1@uvtc.net.au
	Bill Allen	(03) 9846 2323	
<b>Website Maintenance</b>	Chris Newell	(03) 9735 2335	chrisnewell@abccc.com.au

**THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS** <http://www.abccc.com.au>

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### IMPORTANT CLUB INFORMATION

#### Introduction

The All British Classics Car Club of Victoria Incorporated, hereafter called the ABCCC, is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC, must carry the ABCCC's Association Incorporation Registered Number: A0035462V.

#### The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25<sup>th</sup> of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14<sup>th</sup> of each month. Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' listed events.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC website <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

#### The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

Club members will be kept up to date with respect to changes and improvements to the Victorian Club Permit Scheme. However, it cannot be stressed enough, that a vehicle operated on the scheme, must carry the VicRoads Permit (current), the AOMC Victorian Club Permit Scheme Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in.

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

## ABCCC EVENTS DIRECTORY

**Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14<sup>th</sup> of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue.**

### February 2006

- 5 The Annual General Meeting of the All British Classics Car Club Inc. Val Jeffereyes 0407 319 588  
Venue – George Hetrel's Como Gardens, 79 The Basin to Olinda Road, The Basin.
- 18 – 19 South Gippsland Wanderings – An ABCCC Event Jim Spence 0412 808 050  
Venue – Touring the South Gippsland Area.

### March 2006

- 8 Mid-week Run – An ABCCC Event Frank Douglas (03) 8704 2533  
Venue – Marysville, Victoria.
- 19 Mount Sugarloaf Picnic – An ABCCC Event Nello Mafodda (03) 9719 7949 AH  
Venue – Sugarloaf Reservoir Park, Christmas Hills, Melways Map 273 Ref. B3

### April 2006

- 1 – 7 5<sup>th</sup> RACV Fly The Flag Tour – ABCCC Major Event Frank Douglas (03) 8704 2533
- 22 – 23 Como Gardens Open Weekend George Hetrel 0418 323 376  
Venue – 79 The Basin to Olinda Road, The Basin.
- 30 RACV British & European Motoring Show – The AOMC Inc. Frank Douglas (03) 8704 2533  
Venue – Members Car Park, Flemington Racecourse, Enter from Epsom Road.

### May 2006

- 7 The Grand Indulgence Tour – An ABCCC Event Bill Allen (03) 9846 2323  
Venue – To Be Determined.
- 27 – 28 Historic Winton – Austin 7 Club Inc. Frank Douglas (03) 8704 2533  
Venue – Winton Raceway, Benalla, Victoria.
- 29 – June 7 Murray River Houseboat Cruise – An ABCCC Holiday Event Frank Douglas (03) 8704 2533  
**Note! Bookings must be in NOW!**  
Venue – Cruising from Mannum, South Australia.

### June 2006

- 18 Melbourne Cricket Ground & Victorian Parliament Tours Frank Sawyer 0408 633 778  
Meeting Point – To Be Advised.
- 29 The Great ABCCC Trivia Challenge – An ABCCC Event Frank Douglas (03) 8704 2533  
Venue – Meg Wood's Café & Deli, Wandin.

### July 2006

- 8 – 9 Nagambie Wineries Weekend – An ABCCC Event Peter McKiernan (03) 9787 6003  
Venue – Nagambie Area.
- 23 Christmas In July – The ABCCC Annual Dinner Colin Brown (03) 5964 9291  
Venue – To Be Determined.

### August 2006

- 6 To Be Advised – An ABCCC Event Geoff Birkett (03) 9755 1772  
Venue – To Be Determined.
- 20 Point Cook RAAF Museum – An ABCCC Event Lyn Higginson (03) 9336 7306  
Venue – Point Cook, Victoria.

### September 2006

- 6 Mid-week Run – An ABCCC Event Frank Douglas (03) 8704 2533  
Venue – To Be Determined.
- 17 Visit to HMAS Cerberus – An ABCCC Event Rob Nolan (03) 5978 7798  
Venue – HMAS Cerberus, Stony Point, Victoria.
- 17 All British Day – All British Classics Car Club (Queensland) Richard Higgs (07) 3385 5312

### October 2006

- 1 Port Arlington Run – An ABCCC Event Tony Hodges 0419 307 026  
Venue – Port Arlington Area.
- 14 Visit to Melbourne Zoo – An ABCCC Event Lyn Higginson (03) 9336 7306  
Venue – Melbourne Zoo, Elliot Avenue, Parkville, Victoria.
- 21 – 22 Como Gardens Open Weekend George Hetrel 0418 323 376

Venue – 79 The Basin to Olinda Road, The Basin.

### November 2006

- 5 – 12 Whale Watching – An ABCCC Event  
Venue – Lakes Entrance, Victoria and Eden, New South Wales. Tony Pettigrew (03) 9739 1146
- 18 – 19 Bendigo National Swap Meet – A Federation Event  
Venue – Prince of Wales Showgrounds, Bendigo, Victoria.
- 26 Observation Run – An ABCCC Event  
Route – To Be Advised. Chris Newell (03) 9735 2335

### December 2006

- 3 Christmas Luncheon – An ABCCC Event  
Bookings are essential.  
Venue – RACV Country Club, Healesville, Victoria. Frank Douglas (03) 8704 2533
- 17 Badgers Creek BBQ – An ABCCC Event  
Venue – Badgers Creek, Healesville, Victoria. Janet McGregor (03) 9735 2533

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## EDITORIAL NOTES – ISSUE 93

Santa, did find a set of brand new tyres for the Jupiter, but a substantial invoice accompanied them! Trust your wishes came true in a more appropriate manner. Happy New Year! And welcome to our first edition for 2006 which promises to be another year of pulsating club activity.

This issue is a little bit 'heavy', due to proposed changes to the Victorian Club Permit Scheme. The information has to be passed on to the membership, even though your Classic may not be operated on the VCPS, because we all need to know what is happening. There is a spot of confusion about some of the proposed changes to the VCPS – a really good way to start, one may say! The confusion arises because there are some clubs who have been pushing for a 'free' ninety days of private use, rather than be tied only to club events. It is a fair sized carrot, but we need to be very careful about this concept.

Because of the push by some clubs, there is a perception that the Association of Motoring Clubs is pushing for the 'ninety day & log book scheme'. The AOMC is not, they want to keep the VCPS simple. It is VicRoads who, in their proposal for a review of the VCPS, are suggesting that the VCPS adopt a ninety day private use and log book system to operate the Scheme. This is prompted by Victoria Police seeking clarification on 'Special Use Vouchers' and 'Preparation of Vehicle for a Club Event' usage of vehicles as distinct from actual events. Police, before pulling over a vehicle, carry out a computer check to find out if a vehicle is registered. If the vehicle is carrying a 'CH' red plate, it will come up on the screen as an unregistered vehicle. This is simply because someone at VicRoads found it too difficult to programme their computer database to flag VCPS vehicles. It has always been understood that the wonderful computer was meant to make life easier!!

If the proposals are adopted, then we will have to be very careful to ensure that the log book is properly filled in prior to each trip. A \$500.00 plus fine for driving an unregistered vehicle will hurt.

Copies of the VicRoads Discussion Paper and the AOMC's response can be obtained from the writer.

In this issue there is another All Aboard call for participants in our Murray River Holiday Event. At the last count twenty-two had booked and there are a few more berths – so be quick!

Recently, due to the closure of a BP refinery, BP Ultimate petrol was not available in Melbourne. It is pleasing to note that Ultimate is back, and early on the Rally Bag Stuffing Day morning, I filled the Jupiter with the good drop. It turned out to be one of those rare days when a soul gets something for nothing. The car was parked outside Frank's home, basking in the sun, when the petrol expanded to the extent that the filler cap vent was allowing the petrol to escape. You get extra volume courtesy of the sun, but it hits the road and evaporates! This was interesting because the tank had not been filled to the brim and the car had been driven around on early morning chores for a few miles before arriving at Chirnside Park. Just goes to show what a bit of sunshine and warm bitumen can do. Our apologies for making that petrol stain and lingering smell. The interesting point is that, years ago, while filled with leaded petrol, expansion to the point of overflow never happened. Is this phenomenon another result of modern petrol use?

Be sure not to miss our Annual General Meeting to be held on 5<sup>th</sup> February at 2:00 pm – not too far away, so there are no excuses for forgetting. You are welcome to form a queue for the position of club magazine Editor!

Another point worth considering is that we are only seven issues away from our one-hundredth edition of *Your ABCCC News*. Lets make it a bumper issue with some early club lore and interesting photos. All photos sent in for scanning will be returned.

Please enjoy your '*Heavy Reading*'.

*Mike Allfrey.*

## TREASURER'S REPORT – YEAR ENDING 31<sup>st</sup> DECEMBER, 2005

Description	\$	\$	2004 \$
Opening Balance		5913.23	
ADD Receipts, Comprising:			
Members' Subscriptions	5025.00		(4231.00)
Club Events	6449.83		
Sales of Merchandise	865.20		(2021.00)
Donations Received – RACV	9500.00		(3500.00)
Donations Received – AOMC	5000.00		
Sale of Flags	2125.00		
Bank Interest	34.75	28999.78	
Sub Total		34913.01	
DEDUCT Payments, Comprising			
Club Events	10618.05		
Club Merchandise	1384.97		(4284.00)
Bank Charges	23.80		
Annual General Meeting Fee	35.80		
Postage and Stationery	2666.75		(2106.00)
Registration, Catering Trailer	32.10		
Portrait Gift to RACV	1933.78		
Name Tags	297.00		
Internet Connection	454.95		
Trophies	1102.60		
Great Australian Rally Deposit	100.00		
VCPS Handbooks	38.50		
Public Liability Insurance	660.00		(682.00)
AOMC Subscription	143.00		
Laser Printer	2021.80		
Total Payments		21513.10	
Closing Balance		13399.91	
CBA Statement Page 101	13594.91		
Less Un-presented Cheque Number 77	195.00		
Provides Balance as Above	13399.91		

*AJ Hodges, Treasurer.  
10:01:2006.*

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## PAST AND FUTURE EVENT REPORTS

### THE SIMPLE BBQ – Sunday 18<sup>th</sup> December, 2005

We had a surprisingly good turn out for this event which was hastily put together with two Ford tourers, three Rovers, one MG TD, a Mini Cooper 'S' (real), a Jaguar and a couple of Moderns taking part. We met at the Stamford Hotel car park and, after waiting for one of the Fords, we set off for Bob's Park. The Ford was a little bit late because its stable mate had acted up a bit, so a turn-around and collection of the tourer

instead was the reason. The weather looked as if there was a possibility of being kind to us, but it had tricks in store for later.

We met Tom and Heather Cannon as well as Bob and Peggy Kilpatrick at Bob's Park because they had come from Gippsland. The electric BBQ worked well and the rain held off until we had just sat down for lunch. With umbrellas up, it looked like a very British picnic! It was nice to get out and have an enjoyable time together so far from the Christmas shopping frenzy. Thankyou to those who attended – better weather has been booked for next time.

*Mike Allfrey.*

## **SOUTH GIPPSLAND RAMBLINGS – 18<sup>th</sup> & 19<sup>th</sup> February, 2006**

Join us for a casual weekend to show off your Classic and enjoy the magnificence of the South Gippsland Hills region. We will commence our tour from the Caldermeade Café, which is just 15 kilometres past Tooradin on the left hand side of the South Gippsland Highway. It is on a straight stretch of the highway, and there are several signs that 'count down' to the driveway. That is for those travelling from the west, for those travelling from the east, Caldermeade Café is on the right hand side – just past the Caldermeade Road intersection. Having really confused you, we will start off with a morning tea at the café.

We will then travel via Nyora and Poowong into the magic Gippsland Hills before visiting the delightful Brewery at Mirboo North for lunch. Mirboo North is an interesting town with colourful murals decorating the external walls of some of the shops. From there, we will drive back into the Gippsland Hills, passing through the depleted towns of Mirboo and Tarwin East.

Our overnight stop will be at the quiet Wilson's Promontory Motel, 26 Station Street, Foster. The cost per room is \$85.00 and a continental breakfast is available at \$7.00 each with a cooked breakfast at \$12.00 each. You will have to be quick and reserve your room right away.

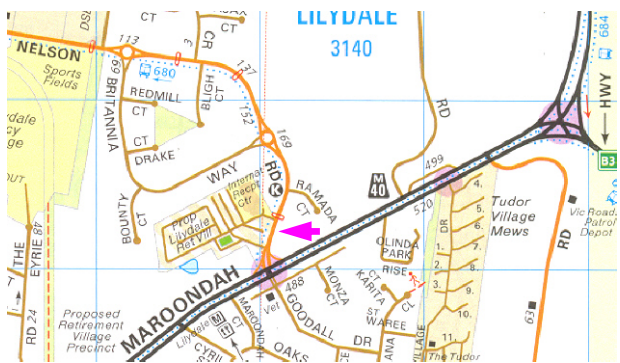
Please call Samantha or John on (03) 5682 2055 to make your booking. You need to mention that you are with the ABCCC Tour, because the whole motel has been booked for us. In addition to the motel, there is the Prom Central Caravan Park nearby with full en suite cabins. Book there on (03) 5682 2440.

On the Sunday there will be more motoring through the hills, visiting a winery and having lunch in Meenyan. The Tour will finish with a visit to the near-complete RACV Country Club at Inverloch. It would be a good idea to bring a thermos as there are no facilities available yet.

We will be providing Tour participants with more information closer to the Tour's commencement. Please advise Val on (03) 9725 1117 or Jim on 0412 808 050 to let us know that you will be joining us. We look forward to your company!

*Val Jefferyes and Jim Spence.*

## **OUR SECOND MID-WEEK RUN – Wednesday 8<sup>th</sup> March, 2006**



We will be meeting at the Lilydale International car park, enter from Nelson Road (see arrow on map) at 9:00 am for our drive to Marysville. We all know what we will find in Marysville - Dot Sawyer's wonderful sausage rolls. We will call in and visit Fred and Dot at their motor museum, an activity not to be missed. During our visit, we will enjoy a well earned cuppa. The museum has many exhibits that are of great interest and are best described in Fred's inimitable way – always well worth listening to.

Our lunch has been arranged at the Mountain Lodge, where Suzette is once more at the helm, so a magnificent lunch can be anticipated. The ABCCC has enjoyed some wonderful meals at the Mountain Lodge over the last few years. After lunch we will be able, if there is time, to fossick around the interesting shops before heading for home.

If you wish to join us on this event, please let us know and we will put your name down. You all know the number – (03) 8704 2533, so please call and let us know how many you are booking for.

We look forward to a most enjoyable day out, far from the madding crowd.

*Frank Douglas.*

## **ALL ABOARD! FINAL CALL! HOLIDAY EVENT – 29<sup>th</sup> May to 7<sup>th</sup> June, 2006**

Each year, our club organizes a holiday type event – the Andamooka Opal Safaris, the Taste Tasmania Tour and the recent Discover Norfolk Island Tour. All of these holiday events have been a great success and plans are well advanced for a houseboat sojourn on the Mighty Murray River, starting from Mannum in South Australia. The holiday will be the week of 29<sup>th</sup> May to 7<sup>th</sup> June, 2006.



We have made bookings with Unforgettable Houseboats, Australia's most accredited hire houseboats. Unforgettable Houseboat Hire is based at the historic river town of Mannum, which is worth time on its own for exploring, and we can cruise either upstream or downstream from there.

Our accommodation on these splendid houseboats will be magnificent with, it seems, queen size beds being the minimum. The comfortable cabins have picture windows and the scenery is ever changing.

Costing, per person, per day/night, will be as follows:

4 Night Trip Hire      Mid \$60s

The cruise duration does not include our driving time to and from Mannum. The rate is extremely reasonable, and is based on the boats being filled. The rental is competitive with the cost of typical motel accommodation and, in addition, we will have glorious day-long views and a comfortable base that can tie up for the night where we choose. Fuel costs, shared, will be less than driving from place to place on a motoring tour. Self catering will mean very reasonable dining costs. Fuel and catering costs will be additional to those rates presented above.

Such a cruise offers a wonderful holiday event, amongst great company – a good fun time!

We are looking for expressions of interest in joining our holiday on the Murray. Because bookings need to be made well in advance, we have to act now. Please contact me to make your booking, and your place on our holiday event will be assured. You all know the number, (03) 8704 2533, so please call with your intention to join us – before end of February please.

*Frank Douglas.*

## **THE ABCCC ANNUAL GENERAL MEETING**

**SUNDAY 5<sup>th</sup> FEBRUARY, 2006  
COMMENCING AT 2:00 pm SHARP**

**Come and join us for a picnic lunch, from 12:00 noon,  
before the AGM in the lovely**

**Como Gardens at 79 The Basin to Olinda Road, The Basin.**

**We thank George and Pat Hetrel for making their splendid garden available to  
us for our meeting.**

**We look forward to your active input in the affairs of our club.**

**For information contact:  
Val Jefferyes on (03) 9725 1117 or,  
Frank Douglas on (03) 8704 2533**

*Val Jefferyes, Secretary.*

## OUR ROVERS

Our brown P6B Rover is a 1976 3500 with only 83,000 kilometres 'on the clock'. We have the original books and service history together with the original tool kit still in its wrappings and the supplied jack has never been used. When we first acquired the car, it needed quite a lot of work in spite of the low distance travelled. Cars deteriorate when not used. Ball joints seize up, rubbers perish etc., so, although the car was meticulously looked after by the previous owner – lack of use had affected it.

However, all the trouble we could find has now been rectified and it is a very smart looking car. Whenever we park it in the street (not very often), people stop and look, overheard one day, "It's a Jag." "No, it's not a Jag, I think it's an early Saab." The badge says 'Rover'.

The green Rover is a 1976 3500 and its speedo reads 114,000 kilometres and appears genuine. The build numbers of these cars are only 62 and 239 apart respectively. We have had this car for approximately five years and have only travelled about 1,000 kilometres in it. We really would like to use it more often, but where we live and having it on the Victorian Club Permit Scheme, limits the opportunity for driving it. We bought this car from Geelong, sight unseen, and it arrived on the back of a tow truck. The vendor was honest and accurate in his description of it, and the condition of car was as described over the telephone. We have done extensive



restoration work over the years and the car is now almost restored, except for the seats which, while not bad, need re-covering to bring the car up to first-class condition.

Our third Rover, the blue one, is also a 1976 Model 3500, and it shows 70,000 kilometres 'on its clock'. This appears to be genuine, because it was owned by an elderly gentleman who left it to his grandson. The grandson drove it till the first thing went wrong – the carburettor float chamber gasket started to leak, a common fault because the rubber gets hard. Then he parked it for the next five years, at which time we acquired it. The car is basically in good condition, except for the paintwork – it needs a total re-spray, which, maybe we will get around to some day.

Our fourth Rover is a little different from the other three, it is a Model 3500-S. It was also bought sight unseen, and this one arrived on the back of a semi-trailer and, again the vendor was honest and accurate in his description of the 3500-S. It has done a lot of miles, but appears to have been well maintained. It has front end and windscreen damage from a head-on with a kangaroo, but the damage is not terminal and we have acquired all the bits to fix it. All we need is time.

This is the first 3500-S we have owned, although Bob has driven one before. The 'S' stands for 'standard transmission' and not very many of these found their way to this country. They are a very nippy car.

We have owned Rovers for the last twenty-five years, and at one stage, we had twelve Rover P5, 3 Litre models, plus a Land Rover. Bob decided that the 3 Litres models were too big and heavy to work on, the engine and transmission alone weigh 16½ cwt. So, we changed to the P6 and P6B models to down-size a little. Each time Bob restores a car, it is going to be the last one, but then he comes across another one and gets tempted again. At the moment, we have too many cars, as the collection includes two Mercedes-Benz cars as well. So, if anyone wants to buy one, I'm interested in selling. I can be contacted on telephone number (03) 5194 2279.

*Peggy Kilpatrick.*

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## A PROPOSED REVIEW OF THE VICTORIAN CLUB PERMIT SCHEME

### Introduction

Before we discuss the proposed VicRoads Review, it is timely to clarify one point:

Currently, and in the future, the Victorian Club Permit Scheme functions as a **permit to use an unregistered** motor vehicle under the auspices of those clubs authorized by VicRoads.



- The VCPS IS **NOT** LIMITED REGISTRATION.
- The VCPS IS **NOT** A SYSTEM OF CONCESSIONAL REGISTRATION.
- The VCPS IS **NOT** CLUB REGISTRATION.
- The VCPS IS **NOT** THE CLUB PLATE SCHEME.
- The VCPS IS **NOT** RED PLATE REGISTRATION.

It is as simple as that – the Victorian Club Permit Scheme is, and will continue to be, just that – a permit to allow use an unregistered vehicle.

The foregoing common terminologies are used by clubs and vehicle operators. It is probably because these terms are so frequently used, that there is such an element of doubt with respect to just how the VCPS operates.

The All British Classics Car Club is authorized by VicRoads for members' vehicles operated on the VCPS. In addition, VicRoads has generously granted similar authorization to the Association of Motoring Clubs. This authorization was granted so that vehicles operated under the VCPS could easily participate in the AOMC Motoring Shows and other special AOMC conducted functions and events.

It should be noted that only the topics that must be aired are discussed here.

### **The Proposed VicRoads Review Of The VCPS**

In September last year, VicRoads announced that there would be a review of the Victorian Club Permit Scheme (VCPS). There are a number reasons for this review and, very likely, the instigator was the fact that the current style 'Red Plate' as we know it, is fast approaching the point when numbers will run out. A number plate can only carry six characters, be they letters of the alphabet or numbers. Our Red Plate has the information 'Club Permit', a 'CH' prefix followed by a four digit number – from 0001 through to 9999 – and the system is very close to the final 9999. Hence, something has to be done, and quickly.

In addition to the foregoing, Victoria Police have been expressing concern as to whether the regulations, in their current form, do in fact cover 'Special Use' authorisation, and have requested that the applicable regulations be amended to more clearly provide for Special Use. There has been a degree of confusion amongst users of the VCPS, and some members of the Police Force, as to what is considered to be appropriate use of vehicles, operated under the VCPS during preparation for use at club events.

To alleviate the identified concerns, VicRoads propose to introduce a log book system that would allow ninety (90) days private use, which includes vehicle use for club events and functions, per annum for each vehicle operating within the VCPS. It is proposed that all permit holders would be required to be members of a VicRoads authorized club.

At the same time, it is proposed that:

- VicRoads would alter the existing regulations to allow VicRoads to take action against vehicle owners or participating clubs who threaten the value of the VCPS.
- It is proposed that a suitable definition of Replica vehicle acceptable under the VCPS be developed.
- Allow for heavily modified vehicles that have been rejected for the VCPS, to be accepted under the Street Rod Scheme. This process is to be formalized under the proposed review.

### **Number Plate Fees**

In the past, VicRoads has not applied number plate fees for vehicles operating on the VCPS, on the basis that vehicles are essentially operating on a permit and are not considered to be registered. However, VicRoads considers it appropriate that for Club Permit Vehicles a number plate fee; currently \$27.20 for two number plates, should be charged.

### **New Series of Number Plates for Classic and Historic Vehicles**

Recently VicRoads announced that the current series of number plates issued to Classic and Historic vehicles (CH 0000 to CH 9999) is about to finish. When the Classic and Historic series of numbers is completed a new series (00000 H to 99999 H) will be issued.

### **The Case For Log Books**

There have recently been a number of issues raised related to the use of Club Permit vehicles that, in VicRoads' opinion, warrants consideration of the introduction of Log Books to the VCPS. The reason for this being that there has been a fair degree confusion about the use of 'Special Use' vouchers and what is considered to be acceptable 'Preparation of a Vehicle' for a club event.

### **Log Book Rules**

As a starting point, VicRoads is of the view that the Club Permit legislation should be amended to remove the reference to club events or preparation for club events. Secondly, whilst still requiring that participants are members of a VicRoads approved club, the general rules proposed are:

- Members are to be issued with a log book for their vehicle at the time of initial placement of a vehicle on the VCPS, or on renewal;
- Log books are to authorize ninety (90) days private use of the vehicle;

- Log books are to be filled out prior to the beginning of each trip.

### **Information to be Recorded**

VicRoads anticipates that Club Permit Log Books will be uniquely numbered and linked to a vehicle. It will include a cover sheet, to be filled out upon receipt by the vehicle's responsible operator, which will display details such as:

- Vehicle Club Permit number plate, make, model, colour, engine or chassis number, responsible operator's name, licence number and club details.
- The cover sheet will be required to be signed by both the club secretary/president confirming the accuracy of the information and the responsible operator.
- The cover sheet will also provide some information as to the operator's responsibilities and information on penalties for abuse of the VCPS.

The daily trip section of the log book would, preferably, be A5 size folded in half, so as to be passport or bank book size, one page per day to provide for multiple trips on the day, each daily trip page clearly numbered to indicate which of the ninety (90) days is being used. The owner/driver will be required to add the day and date once on the page which will also include provision for multiple individual entries for the day, listing the time each trip begins and ends, start and end points and signature of the owner/driver.

A5 has been selected as the appropriate size for the Club Permit Log Book, as it will easily fit in glove boxes of Club Permit vehicles, or can be easily carried on the person.

One page for each of the ninety (90) days of use will be provided to assist law enforcement officers in easily confirming how many days have been used.

### **Log Book Infringements**

As log books will be included as a "condition of use" for Club Permit vehicles, as is the case now, any vehicle detected operating outside its designated conditions of use will be considered to be unregistered. Infringements of this type currently carry a penalty of \$500.00 and will, in the near future, also incur a loss of three (3) driver's licence demerit points.

VicRoads also considers that it may be necessary to have a Club Permit suspension or cancellation clause included in the Road Safety (Vehicles) Regulations 1999 to manage multiple breaches or abuse of the scheme.

### **Log Book Fees**

It will be most likely that the cost of producing log books for the VCPS will be passed on to the responsible operator of the vehicle. VicRoads envisages that each log book will probably cost less than \$10.00, which will be payable at the time the Club Permit is renewed, or when a log book needs replacing.

### **Other Discussion Paper Topics**

The VicRoads Discussion Paper goes on to cover such topics as how to replace a lost or destroyed log book (very difficult), clubs' ability to monitor membership and vehicles using the VCPS, the ongoing topic of replica vehicles, distinction between vehicle classes and VicRoads' penalty and enforcement provisions.

### **The AOMC's Stance On The Discussion Paper**

In general terms, the AOMC is comfortable with the proposals put forward by VicRoads. Their main concerns are with the terms used for completing the log book. They also wish to control distribution of log books. There is no comment about the steadily increasing cost of operating a vehicle on the VCPS.

### **Comment On Free Vehicle Use And Log Books**

For a while now, several car clubs have seen the South Australian log book system of Concessional Registration as the only way to go. It is probably the ninety (90) days of free use that is the big carrot here. It does look tempting, but we need to consider carefully what such a system really means to us. The following points should be noted:

- For most of us, ninety days free use seems to be a very generous deal. However, while in South Australia recently a comment was heard from a Concessional Registration user, that his ninety days use had all been consumed in five months. Thus it could be that, in the twelve month period of the Club Permit, it could be used up relatively quickly and the motor car being denied any road use at all for the remainder of the period.
- From the commencement of the VCPS, insurance rates for those vehicles operated on the Scheme, have enjoyed extremely low premiums due to the low insurance risk associated with club activities. Free use, even for a limited period of ninety days, will probably attract higher cost insurance premiums due to vehicles being used in higher risk road traffic conditions
- Currently, there is a degree of enthusiasm for the introduction of log books for Club Permit vehicles. This, in conjunction with the proposed ninety days free use, is a very laudable proposal. It would go a long way to remove those so-called 'grey areas' of vehicle use that our Police Force is concerned about. But, before we rush in and support the concept wholeheartedly, we need to consider a very important point. That, possibly innocently, many will put off filling in a trip record 'until later' and, sadly, according to the proposal from VicRoads, such a lapse will result in a substantial fine and issue of driving licence demerit points – being the

penalties for driving an unregistered vehicle. Hopefully there will be some leniency for first-time offenders on this. It is up to you.

- What if, and hopefully there won't be, there is a police 'blitz' on Club Permit vehicles and the findings are that a large number of log books have not had trip information entered. Will, as stated in the VicRoads Discussion Paper, we lose the entire VCPS altogether?
- There needs to be a formal statement that advises the degree of so-called abuse of the VCPS that will result in its wholesale termination.
- As above, there needs to be a formal statement that advises the degree of so-called abuse of the VCPS that will result in an authorized club being banned from the scheme.
- Will police officers have the power to check vehicle log books at historic motoring functions, such as the AOMC Motoring Shows?

## Conclusion

So, Ladies and Gentlemen, there you have it – an outline of some of the proposals, as they could affect VCPS users. In this instance, VicRoads have pulled a master stroke of timing. In this case we have until 30<sup>th</sup> January to provide feed back to the AOMC on the proposed review of the VCPS. It is the time of year when most car clubs are in a semi-dormant mode and having received the documentation during the first week of January, means that there will be few responses. However, this state of affairs will be seen as the majority accepting these changes without any comment. If you do have any comments about the proposed review, please direct them to the Editor for forwarding.

The Editor has copies available of the documentation from VicRoads and the AOMC, those members who operate their cars on the VCPS can obtain these documents by contacting (03) 9729 1480. If you have any comments or questions, please pass them on to me and they will gladly be passed on.

The historic car club movement fought long and hard for the Victorian Club Permit Scheme, it is a good scheme and, it would be a catastrophe to lose it all – due to a few of us forgetting to complete their log books. Think about it!

*Thanks are due to the AOMC for providing the information.  
Mike Allfrey – Jowett Car Club Delegate to the AOMC Inc.*

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## OUR COVER CAR

### Jaguar XK 120 Super Sports (Roadster)

This lovely Jaguar, with Chassis Serial Number 660059 and Engine Serial Number W1257-7, was despatched from the factory in April 1950 and was delivered direct to Brylaw Motors in Melbourne. This is the first steel bodied production car to come off the production line. The previous fifty-eight right hand drive cars all featured wooden body frames with all aluminium panels attached to it.

Cliff has owned this Jaguar since late 1994 and during 1995 the car was re-painted and re-trimmed very close to its original colour scheme. A very desirable feature is that this car is still powered by its original engine and driven by its original gearbox.

*Cliff Rattray-Wood.*

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## MEMBERSHIP RENEWALS

That time of year has passed folks! Membership renewals were due before the end of December. The renewal form has been posted on the Website. Please post your subscription to:

Pat Douglas, PO Box 201, Chirnside Park, Victoria, 3116

Thankyou.

*Pat Douglas.*

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## A BOOK REVIEW

Club member, Sue Thompson, has passed her latest book to me for publicizing in *Your ABCCC News*. This book, *Eileen Finlay's Caravan Passes Again And Miniatures Of Life* by Sue Thompson, is the first book about wartime author, Eileen Finlay. This book is of particular interest to us as motorists, because it contains some of Eileen's writing for *The Radiator* the predecessor of the current *RoyalAuto* RACV magazine. Also written about at length, are stories about Lilydale, for the *Lilydale Express* newspaper, before and during the war years.

This is a useful book – to me anyway – because it contains individual stories, which means it can be put down and picked up at will, without losing one's place. It is also a good bedtime book, the stories being of

sufficient length to easily read before turning off the bedside lamp. I hope Sue doesn't mind my describing her book as a bedtime book – but Eileen's stories do bring about a nice finish to the day. There are some lovely stories about driving through country Victoria, the high country and the way Melbourne used to be, in times when living was much more pleasant and motoring was still an adventure.

I have to confess that I haven't had time yet to finish *Eileen Finlay's Caravan Passes Again And Miniatures Of Life*, but, because I have now had possession since before Christmas, Sue must be expecting a review by now! The amount read so far, tells me that Sue must have put in a vast amount of research into producing such a detailed history of the Moroney-Finlay family. Having researched material for farm machinery instruction books, I can well understand just how much research has gone into this delightful book.

It is interesting to observe that in the book Lilydale is spelt with one or two 'Ls' – just like the road signs in the Lillydale area!

Copies of this 174 page book can be purchased from Roundabout Publishing at \$28.00 per copy plus postage and handling. To order a copy, please call Sue Thompson on (03) 9761 9192.

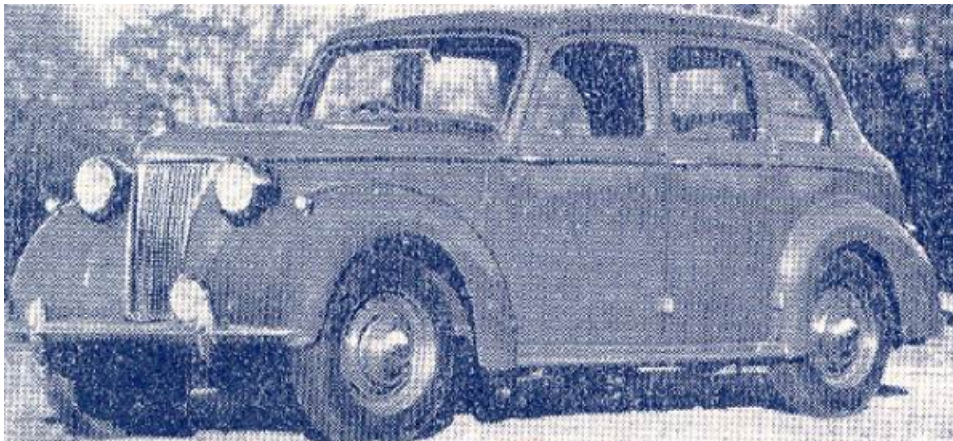
*Mike Allfrey.*

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## 1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting reviews on all motor cars that were available in this country for 1949. Each month we are going to feature one of the British cars here. It is now interesting to read what was said then, about the British cars in the market place. We now know how they all performed, but let's enjoy the writers' expectations of the British offerings for 1949. Here is Number 17:

### LANCHESTER TEN



*The Daimler people know how to engineer, and the benefit of the fluid flywheel coupled with the remarkable pre-selector self changing gearbox makes this a most enjoyable car to handle. Independent front wheel suspension gives it a rare stability for a small car. It can claim the distinction of the world's only fluid drive small car. Its smoothness naturally endows it with the comfort of a limousine. It is exceptionally good in city traffic because of its useful steering lock, and its well lubricated power unit performs well on long distance country runs. Its freedom from frequent servicing calls has attracted the woman driver to this very elegant imported saloon.*

Comment: Do any club members have a Lanchester Ten? If so, it would be nice to do a feature on one of these rare cars.

*From Motor Manual, 1949. With Thanks.*

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## CHILDHOOD BENTLEY MOTORING MEMORIES

Probably my earliest family motoring recollections are when we had a late 1920s Studebaker saloon. It was a brown car and had windows that were going yellow due to the glass lamination celluloid being affected by age and the sun. This car, because of war time shortages was running on very bald tyres, the canvas was showing in stark white strips where the treads should have been!

Just before VE Day, on our way home from school in Christchurch, my father called in on a motor repair workshop to have a look at a vintage Bentley that had been laid up on blocks for the duration and was for sale. To me, this Weymann bodied saloon was enormous and my first question was about the bulges on each side of the bonnet. I was told that they covered the magnetos – more on them later. Obviously a deal was struck then and there, because we called in on our way home to view progress on a very delicate repair. Before the Bentley was laid up, it had suffered a broken tooth on the rear axle crownwheel.

There was no chance at all of getting a new crown wheel and pinion set from England, so the workshop pegged and welded the broken tooth back on to its wheel. Fortunately it had broken off cleanly and had not become caught in the gear teeth. The repair work took quite a while, and we made lengthy visits on our way home to Mount Pleasant. Until our family started running Daimlers, my mother never got on really well with my father's choice of car. She was quite apprehensive about the purchase of a broken down Bentley in such difficult times. Finally we collected our Bentley and I showed it off to my mother and my sister. All apprehension was soon thought no more of as the car performed its first trips. The back axle was carefully run in and soon we were able to enjoy a larger petrol ration and make a few long trips.



*Our Bentley in 1949 on our property at Mount Pleasant.*

In those days, most of the roads outside Christchurch were gravel roads and, on our first long trip to Arthur's Pass and as we were loping along across the Canterbury Plain, my father was mortified to see a row of pimples appearing along the front mudguards. The big wheels were hurling stones against the undersides of the aluminium mudguards. Upon our return home the car was taken to a repair shop for removal of pimples from all four mudguards. At the same time, the bodywork was repainted in a deep shade of dark blue and the mudguards were black. And, very smart it looked too.

The interior and rear mounted trunk, not the one pictured but a proper fitted one, were trimmed in tan pig skin leather and I remember the cut glass vases in the rear corners at the back seat. The woodwork was in very good condition and the body was sound, in fact, it was a very low mileage car. For we three children, there was stacks of room in the back for us and the two or three dogs that always came along.

We spent several weekends and holidays at Arthur's Pass and it was a thrill for us as the car bounded along those rough roads. The biggest excitement for us was the large number of fords through mountain streams. Some of them were quite large torrents after rain and the Bentley ploughed through without any slackening of pace! Sometimes there were huge bow waves of freezing cold water that soaked us as we hung out the rear windows. The climb over Porter's Pass was nothing to this car and it loved the twisty road down the Otira Gorge on the way down to the west coast. In the two years we did a heap of touring to places like Lake Coleridge, Mount Hutt, Hammer Springs and Dunedin.

It was on the way to school, one day, that it happened. Our beautiful Bentley was involved in an accident with a Bedford greengrocer's truck that had lost its brakes – so the Chinese driver tried to convey to us. It was when we got home that evening in a loan Studebaker Champion, that my mother became sort of tense. In my haste to explain the accident I happened to mention that my father's first worry was about the magnetos having suffered damage in the accident. The fact that my father wasn't concerned about my fate, having slid through the windscreen and finished up between the bonnet and the spare wheel, cutting my lip on the back of the headlamp! That really got her going! It turned out that those precious magnetos were not damaged, and I healed up quickly. The right hand side bonnet and mudguard had to be repaired and repainted again. I am pretty sure the Bedford came off worse, and I can remember the road being covered in Brussels sprouts that had been on their way to the shops.

After the war was finally over, my father left the army and having been posted at Christchurch, decided to stay there, and took on a job as lecturer at Canterbury University, not far from my school. His colleagues

at the university were also types who liked, and owned, interesting cars. I remember a very nice Invicta, another vintage Bentley, a couple of Riley sports models and a Lagonda. It was through these people that my father found out about a Riley that had a Ford V8 shoe-horned (tightly wedged) into it, and it appealed greatly. There were many arguments with my mother for quite a long time about the Riley. My mother's dislike of Ford V8s probably stemmed from the incident when she burnt her leg on their wedding day, on the hot exhaust pipe of my father's Ford V8 TT Special. We kept the Bentley! That car served us well over the four years in our family and it was a real family motor car too. In late 1949, my mother was homesick and wanted to get away from New Zealand.

The two photographs were taken on our last day at Mount Pleasant, it was sad leaving that Bentley behind. The fellow who bought it decently let my father drive us down to Littleton to the wharf where there was an indication that the car didn't want us to go. When we had boarded ship, it was realized that the car keys were still in father's pocket. He then attracted the buyer's attention down on the wharf and threw the keys to be caught. Unlike a New Zealand cricketer, the fellow missed the catch and the keys disappeared between the planks and into the water! We often wondered what happened, and how he drove the Bentley to its new home.



In 1973, I went to Christchurch and on a day off, went to have a look at Mount Pleasant. Imagine my surprise to see a green vintage Bentley parked on the side of the road. I found the owner and asked him if he knew of our Bentley, he did and gave me directions and assured me that it could be visited. I went back down towards Christchurch and sure enough, there it was, being restored. The owner told me that he was trying to decide whether to scrap the saloon body and build a sports touring body, or to restore the original that by then was pretty neglected. What really hit me was that the car was just around the corner from the repair shop where my father had bought it! I hope it still has the Weymann body.

*Mike Allfrey.*

## CLUB REGALIA

New car badges are now available at a special LOW price of just \$10.00 plus postage. These are made of brass and are 90 mm diameter. They are very smart and can be obtained by contacting the writer. The pre-existing club car badge remains at \$35.00, so you will realize that this new badge is a STEAL! Get yours now.

Set out below is a listing of the ABCCC's current stock of Club Regalia items:

- |  |               |
|--|---------------|
| 1. Metal Bumper/Grille Badge   | \$35.00 Each  |
| 2. Stainless Steel Key Ring (New!)   | \$10.00 Each  |
| 3. Window Decal – Club Logo  | \$2.00 Each   |
| 4. Cloth Badge – 75 mm Diameter with Club Logo                               | \$3.50 Each   |
| 5. Cloth Badge – 205 mm Diameter with Club Logo                              | \$25.00 Each  |
| 6. Club Polo Top White and Blue (some with ABCCC on collar) All Sizes        | \$35.00 Each  |
| 7. Club Polo Top White and Black – Small Size Only                           | \$7.50 Each   |
| 8. Club Polo Tops 1 White, 1 Dark Blue (Small Size Only)                     | \$12.50 Each  |
| 9. Tee Shirts White, Black with Club Logo (Small Size Only)                  | \$7.50 Each   |
| 10. Jumbuck Jumper c/w ABCCC Logos   | \$120.00 Each |
| 11. Jumbuck Jumper Less ABCCC Logos  | \$100.00 Each |
| 12. Caps with Club Logo, Blue/Fawn   | \$15.00 Each  |
| 13. Caps with Club Logo, Black   | \$12.50 Each  |
| 14. Hats – Plain, Colour Fawn (Slightly Soiled) Large Size Only – Special at | \$5.00 Each   |
| 15. Jackets with Club Logo (Heavy Weight) S. M. L. XL. & XXL.                | \$140.00 Each |

I will bring a limited range of Club Regalia to all events that we attend for perusal or purchase. The new key rings are rather special, place your orders now.

For all your Club Regalia requirements, please contact me on (03) 9846 2323.

*Bill Allen – Regalia Purveyor.*