



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition N^o. 180

February, 2015

FRANK SAWYER'S RUN – February, 2015



It is assumed that this is a photo of the gathering at Bunnings, Frankston. Did it rain? To find out, see Anne Kruger's report on Page 8.

Associations Incorporation Registered Number: A00035462V

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Inc. from October, 2014 will be \$45.00. There is a once-only joining fee of \$30.00. Please send membership subscriptions to Pat Douglas, PO Box 201, Chirnside Park, VICTORIA, 3116.

Please Note: Membership subscriptions are due by end of December.

On The Web: <http://www.abccc.com.au>

www.facebook.com/AllBritishClassicsCarClub

Life Members: Pat J Douglas, Ross Wolstenholme

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC.,
FOUNDED 23rd SEPTEMBER 1997.**

Club Founder – The Late Frank E Douglas

“OWNING AND/OR APPRECIATING THE SPIRIT OF FINE BRITISH CLASSICS”

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB INC. – YOUR COMMITTEE

Executive Committee	Name	Telephone
President	Tony Pettigrew	(03) 9739 1146
Vice President	Nello Mafodda	(03) 9719 7949
Treasurer	Bill Allen	(03) 9846 2323
Secretary	Pat Douglas	(03) 9739 4829
Committee Positions	Name	Telephone
Membership Secretary	Gordon Lindner	0412 540 920
AOMC Delegate	Michael Allfrey	(03) 9729 1480
AOMC Delegate	Bill Allen	(03) 9846 2323
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291
Web Master	Ed Bartosh	(03) 9739 1879
Club Events Registrar	Sue Allfrey	(03) 9729 1480
Club Regalia	Maxine Pettigrew	(03) 9739 1146
Committee Member	Frank Sawyer	0408 633 778
Committee Member	Colin Brown	(03) 5964 9291
Committee Member	Ken McDonald	(03) 5975 1867
Committee Member	Rex Hall	(03) 9795 7669
Committee Member	Andrew Swann	(03) 9740 9225
Committee Member	Hans Pedersen	(03) 9894 0340
Magazine Editor	Michael Allfrey	(03) 9729 1480
Editor's Assistant	Rick Lloyd	(03) 9830 1752
The All British Classics Car Club Website: http://www.abccc.com.au		
The Association of Motoring Clubs Website: http://www.aomc.asn.au/		

CLUB INFORMATION

Visit the club's Website, <http://www.abccc.com.au> for information about how club matters are conducted.

THE VICTORIAN CLUB PERMIT SCHEME

For information about how the Victorian Club Permit Scheme is conducted by the All British Classics Car Club please visit the club's Website, <http://www.abccc.com.au>.

ABCCC EVENTS DIRECTORY

Note: For up to date requirements that are related to club (and other club supported) events, view the calendar at the club's Website <http://www.abccc.com.au>

March 2015

- Sunday 1st ABCCC Run to Tooborac – an ABCCC Event Bryan and Anne Tootell 0412 549 906
Start Venue – Meet at The Eltham Tea Rooms, 561 Main Road, Eltham (Melway Map 21; Ref: J9), at 9:30 am for 10:00 am start.
- Saturday 14th to Saturday 21st RACV Fly The Flag Tour – An ABCCC Major Event Tony Pettigrew (03) 9739 1146
Start Venue – Ultima Reception Centre, Corner of Keilor Park Drive and Ely Court, Keilor Park. (Melway Map 15; Ref: B8).
- Sunday 22nd 58th Kalorama Rally – An Event Supported By The AOMC John Rhodes (03) 9879 7460 (AH)
All proceeds from this event are donated to the Kalorama CFA
Start Venue – Manhattan Hotel, Heatherdale Road, Ringwood (Melway Map 63; Ref: D1)

April 2015

- Wednesday 8th Mid-week visit to Heide Gallery and Gardens, Bulleen TBA
Start Venue – TBA.
- Saturday 18th & Sunday 19th Como Gardens Open Weekend – An ABCCC Supported Event George Hetrel (03) 9761 1341
29 Basin-Olinda Road, The Basin, Victoria. (Melway Map 65; Ref: J8) Bill Allen (03) 9846 2323

February, 2015

Fellowship, Friendship - That's Your ABCCC

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Sunday 26 th	Visit to Point Nepean – An ABCCC Event Start Venue – TBA.	Bryan Tootell 0412 549 906
May 2015		
Sunday 3 rd	Joint Event With ABCCC Queensland Members Venue – TBA.	TBA
Sunday 17 th	AOMC Heritage Motoring Day Venue – TBA.	TBA
Saturday 30 th & Sunday 31 st	Historic Winton – Austin Seven Club Venue – Winton Motor Raceway, Winton, Victoria (Melway Map X922; Ref: B8)	TBA
Sunday 31 st	Combined Event – The ABCCC's McDonalds, Birketts and Sawyers Start Venue – TBA.	TBA
June 2015		
Sunday 14 th	Rex's Big Day Out – An ABCCC Event Start Venue – TBA	Rex Hall (03) 9795 7669
Sunday 28 th	Kallista Run – An ABCCC Event Start Venue – TBA	Phil Cook (03) 9842 5449
July 2015		
Sunday 12 th	The ABCCC's Annual Luncheon – ABCCC Winter Event Venue – TBA	Colin Brown (03) 5964 9291
Sunday 26 th	An ABCCC Day Out Start Venue – TBA	Peter Lester (03) 9795 0033
August 2015		
Friday 7 th to Sunday 9 th	An ABCCC Weekend Away Start Venue – TBA	Bryan Tootell 0412 549 906
Saturday 8 th	Restoration Seminar – The Association of Motoring Clubs	secretary@aomc.asn.au
Sunday 23 rd	A Special Outing – An ABCCC Event Start Venue – TBA	Rob and Mary Nolan 0488 547 499
September 2015		
Wednesday 2 nd	A Mid-week Run – An ABCCC Event Start Venue – TBA	Peter McKiernan (03) 9787 6003
Sunday 13 th	An ABCCC Run Start Venue – TBA	Tore Pannuzzo (03) 9764 2276
Sunday 27 th	Geelong Run – An ABCCC Event Start Venue – The Geelong Area	Christopher Constantine (03) 9898 4431
October 2015		
Sunday 11 th	Picnic Run – An ABCCC Event Start Venue – TBA	Phil Cook (03) 9842 5449
Saturday 17 th & Sunday 18 th	Como Gardens Open Weekend – An ABCCC Supported Event 29 Basin-Olinda Road, The Basin, Victoria. (Melway Map 65; Ref: J8)	George Hetrel (03) 9761 1341 Bill Allen (03) 9846 2323
Saturday 31 st	2016 ABCCC Events Calendar Planning Meeting Venue – TBA	Tony Pettigrew (03) 9739 1146
November 2015		
Tuesday 3 rd	Melbourne Cup Day At Yarra Glen – An ABCCC Event Venue – Yarra valley Racecourse, Armstrong Grove, Yarra Glen (Melway Map 275; Ref: B1)	Colin Brown (03) 5964 9291
Friday 13 th to Sunday 15 th	The ABCCC Indulgence Weekend – An ABCCC Event Venues – TBA	Peter McKiernan (03) 9787 6003
Sunday 29 th	Farm Tour – An ABCCC Event Cost – \$32.00 per person – Includes Farm Tour and Roast Style Lunch. Venue – Warrook Farm, Monomeith, near Koo Wee Rup.	Greg Anglin TBA
December 2015		
Sunday 13 th	The ABCCC Christmas Lunch – The ABCCC End of Year Event. Venue – TBA	Maxine Pettigrew (03) 9739 1146

EDITORIAL NOTES – Issue Number 180

Since the beginning of December last year, the editorial computer has been severely affected by a very stubborn type of computer virus. It is very much hoped that this awful virus has not been transferred to your own computer via the electronic sending out of *Your ABCCC News*. If it has, then I sincerely apologise for that happening. In addition to the virus, there had been a gradual collapse of my MS Word 2010 software, from some time in 2013. The full story of the

Christmas and New Year tribulations is too large to place in this segment of the magazine. Suffice to say, this is now coming to you courtesy of Microsoft Windows 8.1, MS Word 2013 and a new Internet security suite. This combination makes putting together the magazine a significantly easier task than were the circumstances during 2013/4. During the computer concerns, amongst other things, a number of then current E-mail messages were lost. There were a couple of other clubs' event notices that had been placed in the ABCCC E-mail folder. The whole folder was lost, that means apologies to those who had notified me, for their events not being in this issue of *Your ABCCC News*.

Some time ago, I was given a stack of 1930s to 60s magazines including some war time issues. I am pretty certain they came from the late John Holmes, but if not, and should the owner reads this, please let me know so that appropriate credit can be given. Whomever possessed the magazines at some time, had diligently written-in underlines and notes for future reference. He had concentrated on ignition troubleshooting, mainly, with some notations for carburettors and fuel pump concern diagnostics.

These magazines, of British origin mostly, proved to be interesting reading, particularly a number of the 1960s advertisements for free-standing concrete garages and the motoring accessories of the era. In this issue of *Your ABCCC News* there are some special car bodies that were popular for converting Ford 8 and 10 hp, and Austin 7 models into something quite sporting. Back in the late 1950s a technical college friend who lived in Weston Super Mare built a Ford Ten special using a Rochdale fibreglass body. Immediately, the engine realised that it had considerably less weight to drag along and we enjoyed some stirring drives. We did not stop there though because that special was soon, in apprentice wage tolerating stages, fitted with a Ford 8 cylinder head (the cheapest way to raise the engine's compression ratio), later on, a very racy aluminium cylinder head, then came a pair of SU carburettors on a gas-flowed inlet manifold and, finally, a 'straight-through' exhaust system. The Rochdale was good enough for Lance ('Banger') to attract his future wife. And so, at the courting stage, an inspired fold-up-and-away sporty remote gear-change system was devised. All of that would probably be much frowned upon in this modern nanny society and the 'elf & safety mob!

Enjoy this issue – with the AGM looming and there being a queue of would-be Editors lining up, this issue could be the last from me. That would be a refreshing change for our members!

Mike Allfrey – Editor.

A SPECIAL OUTING – HAULED BY STEAM POWER!

Friday 3rd April, 2015 – In Aid Of The Good Friday Children's Hospital Appeal

Steamrail Victoria Inc., is running two special Children's Hospital steam-hauled outings as shown below:

Train Trip 1.

Departs Flinders Street Station at 10:00 am and sets off for Sandringham to Craigieburn and returns to Flinders Street Station at 2:00 pm.

Train Trip 2.

Departs Flinders Street Station at 2:00 pm and sets off for Mordialloc to Watergardens and returns to Flinders Street Station at 5:00 pm.

General Information

Ride in classic Vintage carriages, pulled by historic steam engines and help support the Children's Hospital Appeal. Bookings are essential – Adults \$66.00, Seniors \$55.00, Children \$45.00 and Family Tickets at \$189.00.

Book at <https://steamrail.clicktix.com.au/default.aspx>

All proceeds go to the Children's Hospital Appeal.



Colin Marston – Steamrail.

A SPECIFIC MESSAGE FOR MARJ PEPPER

A short while ago we were advised that Marj Pepper's visit to Mount Macedon on 1st March would have to be cancelled due Marj having a small job done on one knee. We all wish you the best of luck with the operation and for a speedy and full recovery Marj. We can also recommend the installation of a Stauffer grease fitting for the knee joint, with its cup filled, by Brian for you, with Castrol's best zinc-oxide grease – one complete turn of the grease cap each morning should be supremely effective in pushing in sufficient grease for an energetic day's walking!

So, all the best for the operation, from all of us.

The Membership.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

RACV GREAT AUSTRALIAN RALLY – Sunday 18th January, 2015

This year, still not being able to drive, Sue and I were chauffeured down to Hastings in Richard Homersham's smart black Jowett Javelin. We arrived just after 8:00 am and immediately took part in the proceedings. We soon noted that, already, the Hastings group had sold all of their allocation of pay-on-the-day tickets. There were a couple of those who

felt that things were not entirely right – we had charged more than for a pre-booked entry, but they were not entitled to a Rally Goodies Bag. One gentleman was very upset about this. Maybe we should make the on-the-day payment conditions more prominent in the event's advertising.

For this year we adopted the 'catch them as they drive in' procedure and this appeared to work quite well. However, at the conclusion of proceedings, we still had 80 of our allocated rally bags left over. In addition to that, there was still a demand for bags at the Mornington Racecourse display area. We, at Hastings, did have a few historic motorcycle entrants who, because of limited carrying ability, requested that they collect their bags at Mornington. There was also the case of an 'entrant' who had last year's Rally sticker adhered to his windscreen, and thought it would let him in.

All the time there was a fair stream of entrants coming in to the start area, they were welcomed by Roger Stanley and directed to rally administration by Len Butcher. Further directions for parking and sausage sizzle area were provided by Rex Genoni, Adrian Roberts, Tom Cannon, Gordon Patterson, Peter Lacey and John Fleming – along with me giving some assistance in various locations and, at the rally administration area, we had Mary and Rob Nolan, Eunice Matthews and Sue keeping the rally's matters in a semblance of flowing easily.

Right: Councillor David Garnock and Robert Nolan flag-off a very upright-looking Austin Seven. Following the Austin is Ray Hudson in his 'new' Fiat. Wendy would like a big car.



There was a longer queue for the Tyabb Scouts' sausage sizzle than normal, so attendance and participation figures were looking good. About 9:00 am, half an hour before the official Flag-off, there was a large number of vehicles that set off for Mornington. This was led by one of the Triumph Car Clubs leaving early to set up their club's display at Mornington. They were followed by other rally entrants *en masse* who were obviously not wanting to be left behind! Our guest flag waver, Councillor David Garnock, didn't get to wave his flag as much as expected. A bit of a shambles!

After all entrants had set off and we had cleared things up, we piled into the Javelin and set off along Bungower Road to Mornington, where the Jowett became a sort of Rover for the display. It was a rather good parking spot, signed with 'Life Members Parking Only', and then the ones who know came to us with numerous, quite serious comments – "They break crankshafts, don't they?" While looking at the Jowett.

Right: Our trusty Jowett Javelin alongside some rather nice Rovers. "They do break crankshafts, you are aware of that, are you?" It is amazing how such comments and advice hang on for sixty-eight years!



I set off to find Rex Hall to be given some marshalling duties. I agreed to man the first display entrance gate to relieve Bill Allen at about lunch time. Some quite interesting happenings took place there. There was the gentleman who arrived in a near new Mercedes-Benz and demanded free entry and parking within the display area. Not possible. But he had disability parking permission. No sticker on the car though, and then, with a grunted, "We'll see about that!" swerved around me and drove past into the display area. He was back a couple of minutes later, probably having been turned round by Tore or Peter and was then directed to the public entrance and disability parking in that car park. He was later seen in the display area and quite agile! Eventually, the flow of entrants dried up and the gates were closed. It was time to have a look around, while Sue was helping at the public entrance. Richard accompanied me and we headed for the *Cars to be Judged* area to give it some serious scrutiny.

Right: Jane Windover promoting her book, Windovers, the history of her grandfather's Windover company.

The first reason for a good look was a very nicely presented Aston Martin, in the A-M version of metallic BRG and, thankfully, its wheels had not been chrome plated. Nearby, there was a sensational (to me) red Jensen 541 that also justified a bit of my time for a good look. Then there was a particularly nice looking Volvo P444 model. There was also a group of nice looking BMC Minis and their variants. A properly presented Mini Cooper takes a lot of beating. There was also a rather sensational looking Blower Bentley about which I confess to a few misgivings and therefore it



was not snapped by my camera. It did go on to win the *Car of the Show* award and, as we motored towards Hastings, was a splendid sight as it overtook us in Rowville.

Another satisfying sight was, very likely, the number of Morgans on display as a group – that must be a record for our rally. A modern Morgan driven by a young lady came through the gate while I was on duty and I was probably heard to say something about, “Ideal courting material”, – meaning the car, of course, as applied to the modern era! Close to the Morgans there were a number of motorcycles and, particularly interesting was a Scott, with its water-cooled two-stroke twin. Also admired was a Matchless single with original ‘Jam Pot’ rear swinging arm suspension.

Then there was the MG Car Club’s display, with a huge number of models represented. There were also the Triumph Clubs and the Singer Club which had some notable cars on display. We had attracted a large number of Rolls Royces and there was a lovely 1930s Bentley convertible, probably for me, vying with the metallic green Aston Martin, the Volvo and of course the red Jensen – but that is only my opinion! The judges were not to be envied, it would have been a very difficult task to make a final decision in each class. Overall, we must be a little bit self-congratulatory, because the entire display was of superb quality. Credit must go to the owners, even to the car that had an expansion tank, in the form of an orange juice bottle coolant collector (*right*), and the rather nice little Singer that carried some very original looking patina. Credit also to the



numerous car and motorcycle clubs who put on displays for us to enjoy. The centre display, organised by Don Kinsey with George Hetrel, whose Bugatti fire-ups, prompted by Don, must have been heard all over Mornington, and Patrick Devine (the only right hand drive Mercedes-Benz 300 SL), along with the Veteran Car Club with their Great War display – all very interesting for those who came through the gates. Acknowledgement is due to Colin Brown (City start and overall controller), Daryl Meek (RACV), Jennifer Dobell and Ally Pekin from Peter Mac, David Mann (3AW Radio), Tony and Maxine Pettigrew (Stud Park Start), Pat Douglas, Lyn Higginson, Joy Brown (costume judging), Colin Oberin (rally bags contents), Sue Thompson, Rex Hall and **all** of his marshalling team – thank you, and we look forward to a record fund raising effort for this year’s RACV Great Australian Rally.

All too soon, it was time for Joy Brown’s costume judging awards announcements and then came the results of the day’s judging. By then, Richard was anxious to set off for home, however, just before we departed the display, we were approached by two ladies, one of them, Jane Windover, being the daughter of Mr. Windover, the founder of the Windover coach work company. They were promoting a hard cover book (illustrated above) about the history of Windover (\$54).

Thanks for the ride Richard, it was a real motoring fun day and a Rally for a Cure.

The results of the judging were:

AWARD CATEGORY	RALY NUMBER	OWNER AND VEHICLE INFORMATION
Best Veteran Vehicle:	Rally Number: 387	Owner: David Couper and Trish Markie
	Year, Make and Model:	1906 Cadillac K Runabout
Best Vintage Vehicle: (Ray Higginson Trophy)	Rally Number: 01	Owner: Theo Nelson
	Year, Make and Model:	1925 Rolls Royce Phantom 1
Best Early Classic Vehicle: 1931 to 1940 (ABCCC Trophy)	Rally Number: 388	Owner: John Place
	Year, Make and Model:	1934 4½ Litre Blower Bentley
Best Late Classic Vehicle: (3AW 693 Trophy)	Rally Number: 782	Owner: Brett Hill
	Year, Make and Model:	1978 Holden HZ Kingswood
Best Late American Classic:	Rally Number: 152	Owner: Frank Fielder
	Year, Make and Model:	1962 Ford Thunderbird
Best Late British Classic: (Mornington Peninsula News Group)	Rally Number: 750	Owner: Keith Grainger
	Year, Make and Model:	1965 Jaguar Mk 2
Best Commercial Vehicle:	Rally Number: 04	Owner: Bob Cater(Nelson Bros.)
	Year, Make and Model:	1926 Buick Hearse
Best Motorcycle: (Magic 1278 Trophy)	Rally Number: 680	Owner: Michael Exell
	Year, Make and Model:	1952 AJS G80
Best Club Display: (RACV Trophy)	MG Car Club	
	Club Vehicle for Display at RACV City Club:	TBA
Best Outright Vehicle: (Dr Max Lay Perpetual Trophy)	Rally Number: 388	Owner: John Place
	Year, Make and Model:	1934 4½ Blower Bentley
Best Cared For Vehicle: (Penrite Oils, John Dymond Trophy)	Rally Number: 344	Owner: Peter Wyss
	Year, Make and Model:	1974 Holden Kingswood

Mike Allfrey.



RECORD YEAR FOR THE

“RACV GREAT AUSTRALIAN RALLY”

Another wonderful result for all of the hard work the ABCCC has done, as this year's event will result in a \$70,000 donation being presented to Peter MacCallum for the ongoing research into finding a cure for cancer. This presentation will be made at our



March 3rd committee meeting at the RACV Headquarters Melbourne.

Thanks must also go to all of the classic vehicle owners for their continued support of this event, who have made it one of the largest displays of classic vehicles held in Australia.

On a personal note I would also like to thank the newest members of the rally committee, Rex Hall and Colin Oberin, Rex has taken on the arduous job of organising the Mornington Racecourse site which involves the allocation of sites for the trade stands and the parking areas for the club displays, and, on the day, organise all of the rally entrants into the grounds, and park them in the right spot. The detailed drawings that Rex prepared made the marshal's job a little easier this year, his perseverance to enlist members support to act as marshals worked, and a special thank you to all who volunteered, and don't forget, we will need you again next year!!!!



Colin has taken on the role of the rally beggar, pleading to any company or individual to donate goods, services or anything of value to include in our rally bags; his expertise in this role has resulted in excellent bags being given to our participants.

All members are asked to be on the lookout for any company or individual that would like to support this event with anything suitable for the rally bags, please let Colin know if you can help.

And to Don Kinsey and his many helpers, thank you for another outstanding display, each year the quality of the display vehicles just gets better and better, not sure what Don will dream up for next year, it's like waiting for the Myer windows at Xmas.

Rob Nolan and Mary, thank you for all of your help at the Hastings start, I know it was appreciated by Mike Allfrey who was not enjoying the best of health at that time, and I must not forget Lyn Higginson and all of her ladies that extract the money from the

spectators, well done, another record amount collected.

To Pat Douglas, our beloved secretary who worked tirelessly on this event, while this year shifting to her new home, Pat mails out the entry forms, collates all of the entrants details, including start locations, vehicle details, merchandise requirements, cars to be judged, costume to be judged, banks the money, and posts out the details of the rally including rally number to all of the entrants. On the day of the rally she provides all of the paperwork to the judges and coordinators, then sits in the ABCCC administration tent organising merchandise ordered by entrants, and selling whatever we have left over. Thank you, not sure what we would do without you.

And a special thankyou to Tony and Maxine, not only running the start location at Stud Park, they provide the facilities for our bag stuffing day, store the goods for the bags and all of the items required to run this event, including the catering trailer (for sale for a very reasonable price to any Rotary or organization that would cater for our start in Melbourne), Maxine also locates suitable merchandise for the rally and looks after rally headquarters on rally day, and Tony of course oversees the design and manufacture of the rally badge. (I must find more things for them to do)

Sandy Cameron and his team from the Armstrong Siddeley Club once again did a great job on judging the event, some members may not know that this event started by Frank Douglas in 1991 and ran for three years under the control of the Armstrong Siddeley Club, so their continued involvement is appreciated.

Judging of the costumes was in the capable hands of my wife Joy, and Kate Moore, who cajoled more entrants than were registered for judging, thank you ladies for a job well done.



As you can see from the forgoing text a lot of work goes into making this event so successful, and it is now firmly established as one of the most important classic vehicle events of the year, and I am sure that all who attended had a great day viewing the vehicles and browsing through all of the trade stalls.

Most of the car clubs that displayed at this year's event have indicated that they wish to attend next year, especially the MG Car Club, who had over hundred entrants this year, and they intend to increase their participation next year.

I would like to thank the RACV for their continued support as the major sponsor of this rally, and David Mann for his generous airing of our advertisements on 3AW and Magic 1293, and the Mornington Peninsular News Group for their coverage in local newspapers.

In closing a special thank you to all past and present members of the rally committee, without your involvement nothing would happen, and this event would cease to exist.

Colin Brown

Proudly Supporting



ABCCC RUN – 4th February 2015 – Frank Sawyer

“Tut, Tut, looks like rain” — [A.A. Milne](#)

And rain it did. Hoods up and hoods down. No matter that the skies threatened because it did not deter the enjoyment of the group that met at Bunnings car park in Frankston. About 44 members enjoyed the camaraderie that ensued. Rugged up was the core of the morning and with instructions in hand, headed off. Light rain followed. As long as those with hoods down didn't have to stop at lights meant they didn't get wet! Although the clouds hung about, it remained fine and views of the magnificent countryside opened up ahead. Roundabouts, traffic lights and straight ahead were in vogue as we travelled along the Frankston-Flinders Road, to the Moorooduc Highway. Terms such as 'PSA', 'T.R', 'T.L' and "O" (story of, maybe?) had us scurrying to find their meaning. 'Look at the top of the page', suggested a driver. So easy to understand. Although instructions read, for others it was just follow the car in front. Questions raised when cars ahead of us coming the other way – oops realisation a wrong turn occurred. Driving through the twists and turns that constitutes Arthurs Seat Road took us through some of the most outstanding farmland, the green contours of land opening up before us. The delightful villages around Red Hill looked like they belonged in story books; laid-back and peaceful. There are not enough words to give this area justice. It remains a superb and captivating area of the peninsula. The lateness to the morning tea at *Gorgelicious Store* at Red Hill and the warmth most welcome, in no way spoil the run. Tables shared with the result that many new members were meeting long standing associates. Great for getting to know each other.

The weather improved and so onto the next phase of the journey. Along Purves Road, because someone forgot to turn on Main Creek Road, which then turned into same said road, through even more beautiful countryside. The sun streamed through the trees and threw silhouettes of various outlines across the road. The entire area inspiring.

Turning at the Bass and Flinders Memorial Cairn and travelling via spectacular views of Western Port Bay, the cars in convey admired by many, with cars and buses stopping to allow us to pass as one group. There is no doubting the friendliness of country folk. The final part of the journey included Merricks, Balnarring, Bittern to Hastings and the Westernport Hotel for lunch.

The members enjoyed a private section referred to as the Deck and here the discussions of the journey unfolded.

Many long tales expressed, true or false did not matter. The company of like-minded car enthusiasts' enjoyed.

Thank you, Frank, for an enjoyable midweek run. The map and instructions worked well – even for those who misread them. We look forward to the next one!



Anne Kruger.

WHAT WE ARE ABOUT TO DO – Coming Events

ABCCC RUN TO TOOBORAC – Sunday 1st March, 2015

We will meet at 9:30 am for coffee at *The Eltham Tearooms*, 561 main Road (opposite the miniature railway), Melway Map 21; Ref: H9, close to the intersection with Falkiner Street. We will then proceed to our lunch venue, the Tooborac Hotel, Tooborac. Please contact us to register on 0412 549 906 or, via E-mail at annbry@optusnet.com.

AN IMPORTANT COMING EVENT

The AOMC has asked us to help promote the Kalorama Rally that will be held on Sunday 22nd March, so, if your classic car's engine is still warm after the RACV Fly The Flag Tour, give it a run up to Kalorama for a very pleasant motoring activity. Entry is just \$8.00 and it is a pleasant picnic atmosphere with interesting cars gathered all around the reserve's oval. Last year's rally was a really good day out, so give it a try and be guaranteed a great experience.

March is a busy month, historic motoring-wise, but this event is well worth participating in. The ABCCC supports this event.



Via the AOMC.

A REMINDER

Annual subscriptions are now a bit overdue. Consider also, if a non-financial ABCCC member (not current with subs) is driving a VCPS permitted vehicle, under the auspices of our club the vehicle is classed as not registered.

NEW MEMBERS

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

Name	Car	Model	Year
Garry & Glenda Prewett	MG	A Roadster	1960
John & Deneice Reith	MG	TF	1954
Warren & Kate Joel	Jaguar	E Type	1971
Robert & Nola Cocks	Jaguar	XF Super-Charged V6	2013
	Jaguar	XKR Super-Charged V8	2013

Pat Douglas – Membership Secretary.

AOMC NEWS

Introduction

All clubs will have recently received information relating to changes to the Victorian Club Permit Scheme. These changes have been discussed and debated by our members and with ongoing discussions with this organisation have been finally released in a form that seeks to protect our members' rights and ensures that vehicles entering the scheme are suitably tested and classified either as a classic historic vehicle or as a modified vehicle.

Clearly clubs' responsibilities will increase with these changes, but I believe most of our clubs already take their responsibilities seriously.

I am aware that the logbook scheme has affected our member clubs in different ways, but I hope these changes will see an improvement in management of entry to the scheme. Of course there is still much to be done and VicRoads have indicated a willingness to look at issues such as procedures relating to new clubs participating in the scheme.

I urge clubs to complete the necessary paperwork and of course if required raise any concerns with us.

Iain Ross – President, AOMC.

Important Notice To AOMC Member Clubs

The changes to the Club Permit Scheme, which have been the subject of a lengthy period of discussion and development between VicRoads and the AOMC and other peak bodies, are now being formally implemented by VicRoads. Letters from VicRoads are now being sent to clubs on the permit scheme advising that the changes will come into effect on 31st January, 2015.

The changes can be summarised as follows:

RWC will be mandatory for all new permits (not renewals) for vehicles built after 1948 (club safety inspection remains an option for vehicles built before 1949).

Clubs will be required to hold dated photographs of all vehicles applying for a new permit.

For modified vehicles new guidelines (VSI 33) will describe permitted modifications not requiring engineer certification for three pre-1969 age categories. Otherwise VSI 8 describes permitted modifications. Vehicles modified beyond VSI 33 and/or VSI 8 will require inspection by VicRoads certified engineers

Vehicles modified beyond VSI 33 and/or VSI 8 will be issued with a new club permit plate type with numerals followed by 'M' (as distinct from the 'H' suffix).

Details are also available from the VicRoads Website at:

<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>

Clubs will need to monitor the address they have registered with VicRoads for the arrival of the information in the next week (Note: AOMC Newsletter was affected by Australia Post problems). Clubs will then need to quickly familiarise themselves with the new regulations and adapt their procedures accordingly. They will need to ensure that they communicate the new requirements to their members as soon as possible and that the new VCPS application form is used from the 31st January.

These changes have been introduced by VicRoads in response to a marked increase in numbers of modified vehicles onto the VCPS in recent times. AOMC has worked strenuously to reduce the potential for the new rules to be unduly harsh for older vehicles and the new VSI 33 is a result of those efforts. VicRoads have signalled that further work will be undertaken to review other aspects of the Club Permit Scheme, particularly with regard to clubs authorised to operate on the scheme.

One matter we would like to draw to the attention of clubs is that in the documentation and forms VicRoads have chosen wording that appears to suggest that clubs are required to attest to the 'safety for use on the road' of a vehicle applying for the scheme.

Whilst this is true in the case of pre-1949 vehicles for those clubs that choose to conduct their own internal safety inspection, for the majority of clubs that require their members applying for the scheme to obtain a RWC that document is the means by which safety-for-use is demonstrated.

AOMC is making representations to VicRoads to get better clarity in the wording of documents. In the meantime, clubs should be confident that in completing the declaration in the Vehicle Eligibility and Standards Declaration form the provision of the relevant RWC (and, if required, any VASS approval certificate) is sufficient evidence that the vehicle is safe-for-use. The club officer is not making any further statement or incurring any further liability as to safety in signing and is, in effect, simply confirming that the appropriate VicRoads documents are accompanying the application.

For those clubs undertaking club safety inspection, a separate declaration by the club safety officer is required to accompany the declaration form.

Rod Amos – Vice-President, AOMC.

VICROADS NEWS

The following announcement regarding driving licence provisions has been released by VicRoads and can be viewed on their Website.

VicRoads is advising holders of an interstate or overseas driver licence or learner permits of important changes 27th January 2015. VicRoads is advising holders of an interstate or overseas driver licence or learner permits to make themselves aware of important changes to licencing legislation in Victoria.

VicRoads Director of Vehicle and Road Use Policy, James Holgate said, "From 1st March, 2015, a driver who has been issued with a Victorian driver licence or learner permit, will not be authorised to drive in Victoria using their interstate or overseas driver licence or learner permit."

"If you are issued with a Victorian driver licence or learner permit, this is the licence or permit you must drive on and it will be an offence to produce your interstate or overseas licence or permit to a law enforcement officer when driving in Victoria", said Mr Holgate.

"This change is aimed at preventing drivers from trying to avoid sanctions by producing another licence. This policy also fits with the agreed national policy of one person, one licence." "It prevents suspended or cancelled Victorian licence holders from continuing to drive, by producing another interstate or overseas licence."

If a person does not have a Victorian licence or permit, they will be able to drive in Victoria providing they are the holder of:

1. An interstate licence or permit and have not resided in Victoria for more than 3-months;
2. An overseas licence or permit and hold a non-permanent visa, or;
3. An overseas licence or permit and hold a permanent visa but have not resided in Australia for more than 6-months.

The fine for producing a non-Victorian licence or learner permit to law enforcement when driving from 1st March, 2015 will be \$296. For further information about the changes, visit VicRoads' website.

From The AOMC Newsletter – With Thanks.

A WORD OF CAUTION ON VEHICLE INSURANCE.

Last year the owner of a C series Vincent motorcycle had his pride and joy stolen. He notified his insurance company who offered him less than a third of its minimum market value. They didn't know the value of what they had insured. It turns out that the insurance company didn't insure bikes, only taking them on as part of risk through brokers! It appears there was a breakdown in communication between the brokers at the time and the insurer. The owner didn't accept the payout offer at the time, hoping the bike would be recovered.

There is a God, the South Australian police recovered the Vincent due to incompetence/stupidity on the part of the thieves.

Make sure your insurance company is aware of the value of your vehicle i.e. What the market value they have it at or better still have an agreed-value on the vehicle. The owner has since transferred his cover to a well-known Specialist Classic Vehicle Insurer and can now sleep at night.

The Vincent Owners' Club.

A MOTORING EXPERIENCE

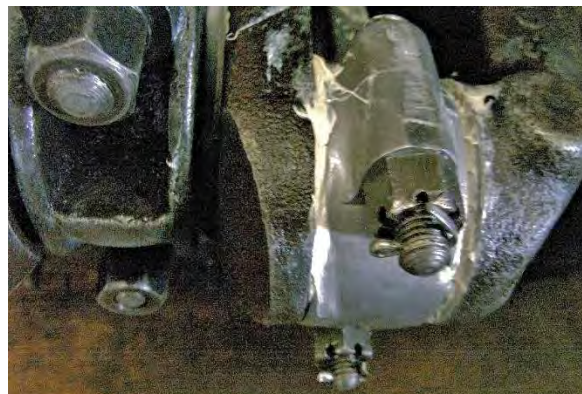
Please see the attached picture of conrod bolts and split pins of an engine that had been rebuilt by a local 'professional' company. It seems the light coloured area in the picture is some sort of assembly compound that did not work as it should have.

Should the connecting rod nuts loosen off, then, once the split-pins caught them, there would surely be a resounding big end knock to advise the luckless driver something was amiss in the engine!

I think it would amuse some of our members.

David Andreassen

Editor's Note: Recently, on cleaning a flywheel cover from an engine that had been put together by an 'expert' or an 'assembler' inter-state, at the engine oil gasket face, three layers of gasket sealant were discovered – a clear Silastic, a dark brown dried out sealant and, on top of those two, a still-tacky black sealant that had oozed into the engine's crankcase. The mix of oil and sealant would, indeed, have been thought provoking. It was interesting to find that the black goo, that seemed to repel all attempts and degreasers to remove it, had also been liberally used to 'seal' the starter motor flange, in an oil-free clutch housing!



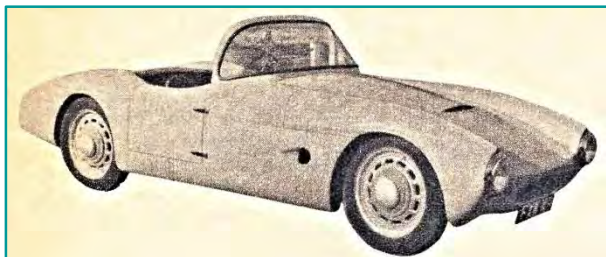
KIT CARS

Many years ago, but still well within living memory, in the late 1950s and early 1960s, in Britain there was an amazingly wide choice of special bodies that could be mounted on older Ford, Morris and Austin chassis of varying wheelbases. In addition to those bodies there were a host of sporting seats, rear vision mirrors, twin SU carburettor kits, inlet manifolds that featured vastly improved gas flow and all manner of sporty 'remote' control gear-change systems. Mentioning which, I even fabricated a 'remote' for my 1947 Austin 8, from a rather tired Ferguson tractor's steering track rod and ball joint.

At that time, British roads were occupied by a great number of Ford Model Y, Morris 8, various similar size Austins and Singers. The Ford models, powered by the long-lived 1,172 cc side-valve four-cylinder engine, were probably the most numerous that were 'converted'. These humble engines were also extremely popular for the abundance of engine tuning establishments, which very likely, gave a severe shock to the connecting rods, white metal crankshaft bearings and the crankshafts themselves. Enthusiasts like Colin Chapman of Lotus fame, made great use of the 1,172 cc Ford, in their first production specials that became such as the Lotus 7 and the Lola sporting and racing cars from Eric Broadley, along with Charles and John Cooper, who's cars went on to Formula One and to some formidable challengers for the *Le Mans 24 Heures* and, even Indianapolis for the famous 500 miler. In addition to all of that, quite a number of MG Midgets (pre-BMC) were fitted with the Ford 1,172 cc engine in those days. We wonder if they have been converted back to the engine that had a habit of filling its vertically mounted and camshaft drive, with oil due to misunderstanding of the oil sealing system.

So, all of this brings us to the questions, who supplied the special bodies and, more importantly, have any survived?

Here is a small review of the body manufacturers who advertised in the August 1959 issue of *Car Mechanics*, in the small advertisements of the remains of the magazine on my desk.



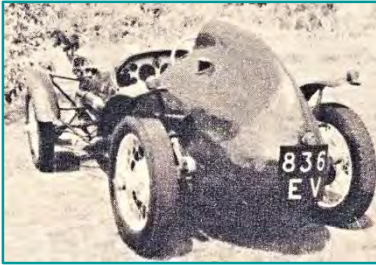
A New Design In Sports Cars – The Cheetah

Body – Tough laminated fibreglass for strength and lightness, including floor with mats, bulkhead, boxed doors, with hinges and locks, large boot opening, wheel arches, nuts, bolts and rubber washers for easy fixing. A choice of many colours. **£130.**

Chassis – Strong tubular, designed for Ford 8/10 hp, 1937 on. Wheelbase 8 ft. Special Panhard rod, suspension units, all brackets and attachments ready for easy assembly, modifications

to I.F.S., including nuts and bolts, painted with oil and heat resisting paint. **£70.** Send a S.A.E. Please write, phone or visit our factory. Sold in body or chassis form for the home builder. A complete car for **£275 – £300.**

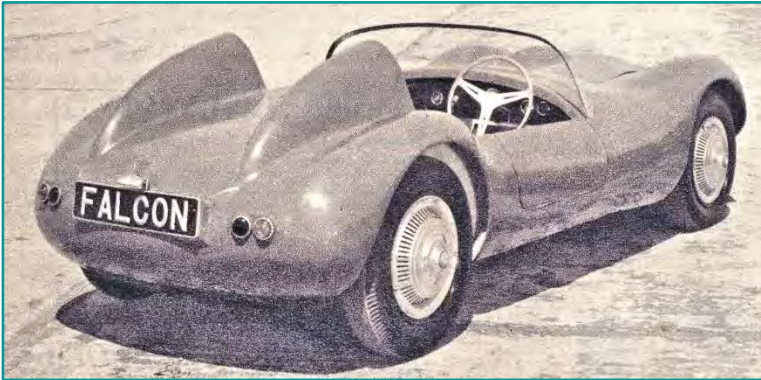
Watford Sports cars Ltd., Woodmans Yard, Watford, Herts. (Opposite the Benskins Brewery) Phone WATFORD 29466
Open: Mon-Fri 8:00 am to 8:00 pm, Sat and Sun 10:00 am to 1:00 pm.



He Built It Himself – Single Seater Austin 7 – Requiring an economical ‘runabout’ with a good power to weight ratio, Arthur Good, 7 The Vicarage Close, Canvey Island, Essex, has built himself an Austin Seven single seater, weighing 7½ cwt. and developing 20 h.p. Work continued all through last winter and by June the car was ready for use. Parts came from various sources, and not from one complete car, so there was no question that it was a ‘re-registration’.

Removal of 0.060” from the head, and, 2½ lb. from the flywheel, a bunch of bananas exhaust and a new intake with a Ford 10 Zenith were the engine modifications. I.F.S. is fitted. Top speed is 78 m.p.h. and consumption is 52 m.p.g.

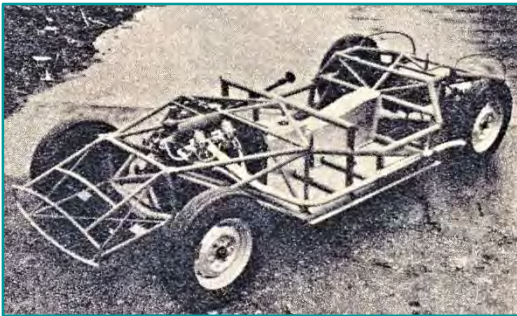
From Car Mechanics, August 1960 – With Thanks.



Falcon Shells Ltd. Proudly Present – A Fully Fledged Competition Car – This superb sports-racing car is now available to the public in complete kit form, including pure space-frame chassis, latest Ford 105E engine and gearbox, fabricated front wishbones, rack and pinion steering, coil springing all round, laminated glass wrap-around screen ready to accept hood and, of course, our fabulous glass-fibre competition body shell with built-in head fairings. Weight: 9 cwt. giving power/weight ratio of 100 b.h.p. per ton with standard engine. Send 1/6d. postal order for full specifications and photographs of this ultra-modern sports car which is available in

finished or kit form for as little as **£500**. Saturdays and Sundays 10:00 am to 1:00 pm. Demonstration cars available by appointment. Falcon Shells Ltd., 50 High Street, Epping, Essex.

Editor’s Note: This was extremely tempting, a Postal Order was sent and the brochure browsed over with thoughts of adding fins to the head rests as with the wonderful Jaguar D-Type. That extensive brochure has long since been cleaned out. Then a certain Jowett Jupiter came into my ownership!



Buckler Multi-Tube Space Frames – The Buckler D.D.2 – Giving a completely rigid structure which is essential for really good roadholding. Immensely strong, yet light. Models for most engines up to 2-litres. With superb roadholding and cornering. Available for open or G.T. bodies.

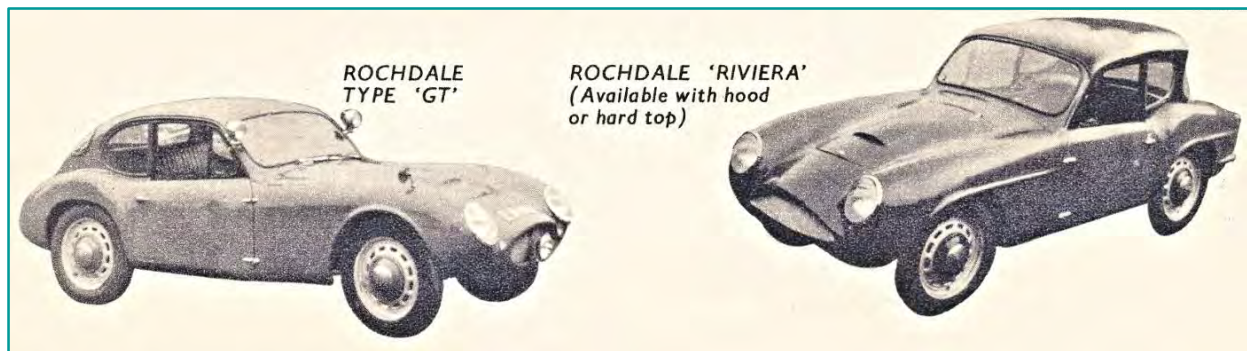
Buckler Speed Equipment – Ford 100E close ratio gears **£13 14s 0d**. Four branch, twin-carburettor manifold **£10 3s 0d**. Complete with carburettors **£26 4s 0d**. High compression heads **£7 14s 0d**. High compression head gaskets **12/6d**. Gearbox remote controls **£7 12s 6d**. Full range on request.

Ford E93A, as above, also I.F.S. conversion **£26 10s 0d**, on exchange. 4.7:1 crown-wheel and pinion **£8 10s 0d**. Full range on request.

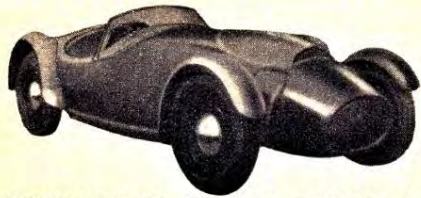
Ford 105E, essential for Formula Junior and sports cars, close ratio gears **£35 6s 0d**. BUCKLER CARS LTD., Heath Hill Road, Crowthorne, Berks. Telephone Crowthorne 2231.

Editor’s Note: This chassis was available at the time with an attractive open body, that usually featured in the Buckler advertisements. To me, the Buckler chassis was very tempting indeed.

Below on this page, there is an advertising panel from Super Accessories, at 1 South Road, Bromley in Kent, who were obviously agents for several kit car manufacturers. It gives a good illustration of how much choice there was, in just one place for the aspiring enthusiast. Also noted, is how quickly the engine tuning folk turned to the Ford 105E.



Rochdale Motor Panels & Engineering Ltd. – Fibreglass Conversion For Ford 8/10 – (Above) Now available, our new tubular chassis with full fibreglass floor section moulded as an integral part of the body, giving increased rigidity and sports racing roadholding – **£38 0s 0d** extra. S.A.E. Phone or call in for details. Easy Hire Purchase terms with low deposits – Rochdale Motor Panels And Engineering Ltd., Hudson Street, Rochdale, Lancashire. Telephone 47233.



"SUPER-TWO", BODY & CHASSIS £99



FALCON "CARIBBEAN" £115-160



ROCHDALE "G.T." SALOON, £140



"HERON" for A7 from £65

WALK ROUND AND INSPECT ALL THE BEST BODYSHELLS **PLUS**

- ★ THE NEW MARKHAM-PEASEYS ★
- ★ THE NEW NICKRI 'ALPINE' ★
- ★ THE NEW HAMBLIN Mk. II 'CADET' ★
- ★ THE NEW, SENSATIONAL 'SUPER-TWO' FORD BODY AND CHASSIS ★
- ★ AND THE FINEST DISPLAY OF AUSTIN 7 AND FORD 8/10 SPARES AND EQUIPMENT IN THE COUNTRY! ★

ANNUAL HOLIDAY
Closed July 31 - Aug 6
inclusive

H.P. TERMS : 20% deposit — balance up to two years

★ **£200** PRIZE MONEY MUST BE WON!
Buy your body from us and enter
FREE to win CASH PRIZES ★

PRICE LISTS :

AUSTIN 7 BUILDERS' GUIDE & PRICE LIST 1/- (postage 6d.)

FORD 8/10 BUILDERS' GUIDE & PRICE LIST 1/6 (postage 6d.)

OR 3/- THE PAIR, POST PAID

SUPER ACCESSORIES

1 SOUTHLANDS ROAD
BROMLEY - KENT

RAY 1665

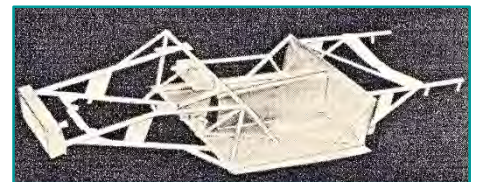
Weekdays 9-5.30

Saturday/Sunday 9.30-1



Speedex Castings And Accessories Ltd. – For The 1,172 cc Ford 10 hp Enthusiast – The Sirocco G.T. body, designed to meet the exacting requirements of the present day home constructor. The professionally smooth lines of this body present an entirely new conception in modern contemporary motoring. The body will fit the majority of 7' 6" wheelbase chassis utilising Ford E93A components. But, of course we have a chassis specially designed for the job. The body is supplied complete, fully trimmed with bulkhead, wheel arches, dashboard, wind-screen, side windows, rear window and gull-wing doors complete with catches, locks etc. Price of the complete body **£169** ex-works.

Also catering for the Ford 10 h.p. special builder, Speedex offer the Mercury space-frame chassis. Principally designed to accept our own Sirocco G.T. body, this chassis will nevertheless take the majority of 7' 6" shells available. All your existing E93A parts bolt straight on to this chassis, which quite obviously cuts your building time in half, a) 100 % safety protection for driver and passenger, b) a really low centre of gravity, and seating position



If you are contemplating a Ford Special start correctly by using this superb chassis frame which will ensure that you will have true sports car handling and SAFE performance. Price of chassis complete with under-tray **£59** ex-works. For full details of any of our products, send S.A.E. to Speedex Castings And Accessories Ltd., 17a Windsor Street, Luton, Beds. Telephone Number Luton 4443. Please mark envelopes Dept. CM.



Halifax Specialist – Ashley Laminates – Advised that they had just opened a branch at 99 Northgate, Halifax, Yorkshire, where their plastic bodies are on show, together with a large range of accessories and special equipment,

Shown here, left, is the new Ashley G.T. four-seater saloon bodies for Ford chassis costing **£60**, and can be seen at the new Yorkshire depot.

All of the above items came from the magazine – Car Mechanics, August, 1960 – With thanks

Concluding Notes

With respect to all of the specials trade activity that took place all those years ago, there are a couple of points worthy of consideration. In the early 1960s, it was quite common to see these specials on Britain's roads. During visits to England during the 1980s and 90s, and having attended numerous historic vehicle displays and runs in the British summer season and I never spotted any specials on display. In their era, I had a good look at such motor cars when they were parked in streets and car parks. Some were of quite crude finish-construction, others were very nicely turned out and would have been good candidates for preservation. In the north midlands, where I lived, I used to see a very impressive Falcon Shells Caribbean model that was a superb example, obviously owned by a fastidious enthusiast.

Accordingly, the question can be asked – where are they now? Along with – did any survive? Or, were they a victim of the Nanny Society?

Furthermore, is it known if any of these specials came to Victoria?

It would be a great shame if this creative special building era has been lost to us for ever. Positive comment, please!

Mike Allfrey.

NEWS FROM THE UK & EUROPE

The following information was sourced from the October edition of the Federation of British Historical Vehicle Clubs (FBHVC) newsletter and highlights how UK enthusiasts have to contend with both British and European legislation.

REACH Regulations

REACH is the Regulation on Registration, Evaluation, Authorisation and Restriction of Chemicals. It entered into force on 1st June, 2007. It streamlines and improves the former legislative framework on chemicals of the European Union (EU).

The main aims of REACH are to ensure a high level of protection of human health and the environment from the risks that can be posed by chemicals, the promotion of alternative test methods, the free circulation of substances on the internal market and enhancing competitiveness and innovation.

REACH makes industry responsible for assessing and managing the risks posed by chemicals and providing appropriate safety information to their users. In parallel, the European Union can take additional measures on highly dangerous substances, where there is a need for complementing action at EU level.

Asbestos: Some time ago limitations in dealing with asbestos came under the ambit of the EU REACH Regulations. Previously the UK had its own legislation on the subject. It has taken some time for the Department of the Environment Food and Rural Affairs (DEFRA) and Health and Safety Executive (HSE) to get round to replacing the exclusions previously in place under domestic law. Thus they have not ensured that selling a vehicle which happens to contain asbestos components remains legal, as it was previously, under the national legislation.

HSE are now working to rectify the position by implementing derogations permitted under the REACH Regulation though there cannot be a straight replacement for what was there before, as that would not be REACH compliant.

They decided to use sales and loans by museums as the best starting example. Accompanied by our vice-president David Hurley, I attended a workshop on the subject. We were very concerned at the level of detail and qualifications required to enable a transfer to occur. These principles would themselves be quite demanding on management of museums, especially of the smaller ones, and the representatives of even large national museums expressed concern.

We made clear we did not see how the same rules could practicably be transferred to an individual owner who wished to sell a historic vehicle containing asbestos, nor to any private individual wishing to buy such a vehicle.

In a very useful meeting, the HSE representatives clearly understood our concerns, and agreed to take them back for consideration. We will keep you posted as to developments.

Chrome Plating: Chromium trioxide, used in chrome plating, has become what is known as a 'candidate substance' for inclusion in REACH. There are major industrial concerns regarding particularly the use of chrome plating for hardening purposes on bearing surfaces which are being dealt with through such bodies as the European Vehicle Manufacturers Association (ACEA) in Brussels, supported by FIVA.

The ACEA activity concentrates on the need to maintain the capacity to supply spares to existing vehicles. However the Federation is also concerned about the continuation of the business of chrome plating existing parts, on which so many of us rely, primarily of course for cosmetic purposes on vehicles which have many external chrome trim parts, but also in some cases for refurbishment of bearings. We have not been sure that the major organisations lobbying in Brussels have properly taken account of the need to get protection for these businesses. We are having a little difficulty accessing DEFRA in the UK to make sure these points are considered. We have sought and been promised the support of the All Party Parliamentary Historic Vehicles Group to get us some access. We will carry on.

From The FBHVC – With Thanks.

VICTORIAN CLUB PERMIT SCHEME – IMPORTANT!

There will be a Committee Meeting to decide the stance of our club with regard to the new requirements that we have received from VicRoads. The meeting will be held as soon as possible after the RACV Fly The Flag Tour being held in mid-March. Rest assured, the new guidelines will appear in *Your ABCCC News* very soon after that meeting.