



YOUR ABCCC NEWS

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC. INC.

Edition N° 196

June, 2016

NATIONAL HERITAGE MOTORING DAY – 2016



Your Editor hard at work on your behalf. One of Bruno's sculptures in the main gallery. A very good depiction of how we work for our readers! The dinosaur is fitting too.



Associations Incorporation Registered Number: A0035462V



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

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The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC. INC.

On The Web <http://www.abccc.com.au>
 On Facebook www.facebook.com/AllBritishClassicsCarClub
 Postal Address PO Box 201, Chirnside Park, Victoria, 3116

CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic. Inc.

Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic. Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic. Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806. Telephone Number 0418 540 920.

Note: Membership subscriptions are due before the end of December each year.

**The All British Classics Car Club Vic. Inc. was founded by the late Frank E Douglas
 on 19th September, 1997**

LIFE MEMBERS

**The ABCCC Vic. Inc. is proud to grant Life Membership to those who provide exceptional service to our club.
 Current Life Members are: Pat J Douglas, Ross Wolstenholme**

ABCCC EVENTS DIRECTORY

Event Organisers – please provide basic event-start details as soon as possible – Thank you.

June 2016

Sunday 26th A Tour of Discovery – An ABCCC Event Christopher Constantine (03) 9898 4431
Start Venue – Lilydale Lake Car Park, Swansea Road, Lilydale.

July 2016

Sunday 10th **Please Note: This event has been cancelled.**

Friday 29th to Sunday 31st Wet'n Wild Weekend Whale Watching – An ABCCC Event Bryan Tootell 0412 549 906
Destination – Warrnambool, Victoria. (Note: Fully booked but others can be accepted and placed in the queue, in case of any cancellations by those who booked earlier.)

August 2016

Sunday 14th The ABCCC Annual Luncheon – An ABCCC Event Colin Brown (03) 5964 9291
Function Venue – Killara Estate Winery, Corner Warburton Highway and Sunnyside Road, Seville, Melway Map 10; Ref: Q7.

Wednesday 24th Mid-week Twilight Run – An ABCCC Event Peter McKiernan (03) 9787 6003
Start Venue – TBA

Sunday 28th Picnic At Marong – An ABCCC Supported Federation Event Neil Athorn 0408 033 839
Venue – Malone Park, Marong, Victoria. Map 626; Ref: C11(Detailed) or, Map 44; Ref: D5.

September 2016

Saturday 3rd Something Spritely – An ABCCC Event Robert Stark (03) 9728 6308
Start Venue – TBA

Sunday 18th Brewery Tour, Tasting and Lunch – An ABCCC Event Greg Anglin (03) 9876 3293
Venue – Gippsland, Victoria.

October 2016

Saturday 2nd **The Peppers' Alternative Pub Run** – An ABCCC Event Marj Pepper (03) 9439 7875
Start Venue – Eltham Tea Rooms, 7 Falkiner Street, Eltham. (Melway Map 21; Ref: H9)

Sunday 2nd Australian National Show and Shine – www.australiannationalshowandshine.com.au
Venue – Seven Creeks Park, Clifton Street, Euroa, Victoria. (Map 677; Ref: P12)

Friday 7th to Wednesday 26th Club Holiday in Vietnam and Cambodia – An ABCCC Event [Pat Bullard](#)

Some vacancies are still available, please contact Pat Bullard as soon as possible!

Saturday 15th & Sunday 16th Como Gardens Open Weekend – An ABCCC Assist Event Tony Pettigrew (03) 9739 1146
Venue – The Basin to Olinda Road, The Basin. Bill Allen (03) 9846 2323

Sunday 16th Britain To 'Bunna – Rover Car Club (Tasmanian Register) webmaster.roverclubaust@gmail.com
Venue – Triabunna, Tasmania.

Friday 21st to Sunday 23rd Motorclassica – Association of Motoring Clubs Inc. [Motorclassica](#) Paul Mathers (03) 9321 6760
Venue – Royal Exhibition Building, Melbourne, Victoria.

Sunday 23rd Touring Visit to Puckapunyal – An ABCCC Event Ian Terry (03) 9841 9876
Start Venue – TBA

November 2016

Tuesday 1st Melbourne Cup at Yarra Glen – An ABCCC Event Colin Brown (03) 5964 9291
Start Venue – Meet at Coldstream, Victoria.

Wednesday 9th Special Mid-week Run – An ABCCC Event Bryan Tootell 0412 549 906

Sunday 13th Triumph Display Day – See Page 8 for details. Tony Pettigrew (03) 9739 1146

Friday 18th The Famous ABCCC Indulgence Weekend Peter McKiernan (03) 9787 6003
Information Indulgence – TBA

December 2016

* Saturday 10th Christmas Luncheon – The ABCCC End of Year Event Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside park, Victoria.

January 2017

Saturday 22nd RACV Great Australian Rally – A Major ABCCC Event Colin Brown (03) 5964 9291
Start Venues – Melbourne City, Stud Park and Hastings.
Display Venue – Mornington Racecourse, Mornington.

Important!

Please Note: Our scheduled event on Saturday 10th December could be affected by renovations planned for the rooms that we will be using at the Chirnside Park Country Club. Any changes will be notified in forthcoming issues of Your ABCCC News, be sure to be aware of all likelihoods of event change information in this Directory. Our Website will also be a location where these changes could be realised.

*** Note the change of date for this event.**

EDITORIAL NOTES – Issue N^o. 196

There are still many questions asked about operating motor cars on the Victorian Club Permit Scheme (VCPS). If anyone is operating a vehicle under the auspices of the All British Classics Car Club (ABCCC) and do not have a VCPS Handbook (October 2015 edition), please contact either myself or Bill Allen and we will happily purchase a copy for you. Everyone operating a vehicle on the VCPS should, certainly, have a copy and carry it in the vehicle with them while on the road. The reason for this is because the Handbook can be useful should you be pulled over by the Police, because some officers may not be fully conversant with the rules of the Scheme (particularly when driving inter-state) and your VCPS Handbook could well resolve any doubts that may arise. Cost of the VCPS Handbook is just \$5.00 each and it is small enough to keep in the car's glovebox. Be sure to read it and fully understand its contents first though!

The coming of June means that it is time again for the delightful Hamilton Rally put on by the Veteran, Vintage and Classic Drivers Club for us to enjoy. As this is being written, *Pea Soup* is being prepared for the tour. Hamilton and its surrounding area, the Western District, holds many good memories for me. The farmers in the area were very understanding about machinery concerns, we had a really good dealer in the town and lunches at the George Hotel were always good. In the summer months it was, in the early 1970s, a pleasure to pause and watch the activity in Gray Street. I have been informed that the pastures are now green again, so we should see quite a contrast with the drought conditions we witnessed during the RACV Fly The Flag Western Tour last March.

We have a number of really good events to fill in the second half of the year. Organisers, please get your information to me as soon as possible, as MS Word documents and photos separately as JPEG files, please. This request (properly, a demand) is to try and help ensure computer purity. I have been receiving information that Windows 10 does not recognise, and that means that the text in such cases is laboriously hand written from the screen and then typed into your magazine. Or, scanned with OCR for insertion and correction. Quite time consuming for me. Time is running out! Enjoy this issue of *Your ABCCC News*. Apologies for Page 4 refusing to number itself – a fault in the system.

Mike Allfrey – Editor.

SUMMARY OF RECENT VCPS UPDATES

The Association of Motoring Clubs has issued the following summary of updates to the Victorian Club Permit Logbook Scheme. Contact and discussion with VicRoads about the Scheme is a constant and ongoing activity. We all need to be very much aware of what is happening, because some topics can affect a large number of us. Below is the latest summary, but as they say, watch this space!

1. Transfer From VCPS 'H' to 'M' Plates

VicRoads have developed a process. There will not be a need to reapply for a permit. VicRoads are finalising the paperwork and will present the information at the August Delegate's meeting.

2. Replica Vehicles On The VCPS

New Regulations, Rules, etc. are being developed for this. Replica Vehicles (whether VCPS or not) will be assessed under the 'Individual Constructed Vehicles Scheme'. VicRoads will present on this topic at the August Delegate's meeting.

3. Protocol For Clubs Accessing Their Vehicle Lists

This has been published in the AOMC newsletter.

4. VCPS Data Base

Whilst there are no immediate plans to integrate the VCPS database with the registered vehicle database, the VCPS database will be visible to the Police as of June 8th, 2016.

5. Motor Homes On The VCPS

The AOMC published some background information on the issue in the last newsletter, and are seeking feedback from club. (*See ABCCC Issue 195, AOMC Report*)

6. Club Signatories

There has been some confusion with the forms that VicRoads requires for new applications referring to office bearers that Clubs may not have (e.g. 'scrutineer'). The issue is compounded a little by the fact that the forms originally submitted by clubs for the new regulations are different from the current 'Approved Office Bearers and Scrutineers' form.

The AOMC recommend that all clubs download the current AOBaS form:

<https://www.vicroads.vic.gov.au/~-/media/files/formsandpublications/registration/approvedclubofficebearers.pdf?la=en>

. . . sign the field as appropriate, and send back to VicRoads.

7. Club Name Errors

There have been issues in the past with Club Name errors – e.g. the same Club on the Vic Roads registered under different names, applicants getting the wrong club against their permit.

VicRoads have recognised this as an issue, and are fixing errors as they are presented.

From The AOMC – With Thanks.

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
Chris and Sue Volk	Reliant Regal	Supervan Mk III	1969

Gordon Lindner – Membership Secretary.

SPACE FILLER

Glass takes one million years to decompose, which means it never wears out and can be recycled an infinite amount of times.

Gold is the only metal that doesn't rust or corrode, even if it's buried in the ground for thousands of years.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

NATIONAL HERITAGE MOTORING DAY – VISIT TO BRUNO'S GARDENS – Sunday 15th May, 2016

The early morning was one of those rather special Melbourne Autumn days with clear sky and beautiful touring temperatures. Out past Coldstream the views in the Yarra Valley were really breathtaking in the morning light. Traffic was light, but there were those who desired to get to where they were going much faster than *Pea Soup's* eager, speed limit enforced, lope towards Healesville. Overtakes were a bit desperate, but the Beechworth Healesville bakery was reached safely and in good time. Straight away, I got the impression that I was late, but some of our group did arrive a bit later than me and the earlier arrivals had already kept what must have been a large proportion of the town's workers busy preparing coffee, tea and some fascinating cakes for the crowd. As well as us, there were a number from what appeared to be the Moto Guzzi motor cycle club enjoying a welcome break in their ride. I came away from the car park thinking that the Harley-Davidson fraternity were really aspirant Moto-Guzzi riders. This logic was brought on by the H-D riders' penchant for riding with legs spread wide in readiness for their graduation to the M-G marque and its across-the-frame mighty V-twin engine! No 'ape hanger' handlebars among the M-G bikes, just pure high speed comfort!

Inside the bakery it was time for coffee, where one of those strange mobile 'phone things had to be manipulated while waiting for its, to me, soundless vibration indicating my order was ready. Hovering near the filled orders counter showed me that I was not alone in wondering how the system worked. A great amount of chat over our refreshments meant that set-off time for our drive to Marysville came along sooner than expected. Bryan issued clear, easy to read route notes and, after programming the TomTom with the Bruno's Gardens destination, we set off, as fairly heavy Maroondah Highway traffic permitted, on the road to Marysville.

Right: A colourful sculpture in the garden. Note how the 'bush' has regenerated so well. Photo from Peter Hibbert.

The drive up Black's Spur to Narbethong was easy and then we took the right turn to our run's destination. This worked out quite well, I made a right turn, where a motor cycle club's marshal stood beside his superb BSA A7 twin, which the TomTom agreed with, the turn, not the BSA. Then, quite soon, the screen became quite agitated, probably because the actual turn-off had been re-profiled since my GPS map had been issued. There was a one-way triangle at the intersection and the TomTom was advising me to



take the second on left turn – which had a large new 'No Entry' sign facing me. Meanwhile, Colin Brown had followed me into the same dilemma! A quick 'U' turn, and we then passed the group of Heritage Motoring Day motor cyclists soon after our left turn from Pack Road into Falls Road to Bruno's Art and Sculpture Gardens further along.

We parked, paid our money and entered the main gallery which was rather over-warmed for our welcome. The room was crammed full of Bruno's sculptures and there were a good number of his paintings on the walls. Some of the sculptures were very clever adaptations of every day pieces with added on pottery and such bits to add to the humour. A clever example is shown on the front cover. Your reporter was *sans* hearing instruments, which were away for repair work, so someone who was present can report on what Bruno and his assistant said to us. After having the indoor sculpture items explained to us, we were free to roam the gardens.

We have to understand the devastation of the Marysville fires to fully appreciate just how well the native growth has recovered. Bruno had placed marker boards with photographs of the burnt out devastation, colour photos that were very monochrome in looks due the fires. The recovery was amazing and, personally, I had a distinct feeling that some of the clay sculptures may have benefitted from a second firing. No matter, Nature's resilience and recovery abilities really did impress all of us. After what seemed to be a very brief visit, it was time to set off for our lunch venue on the Buxton Road – not at all like the Buxton Road in Derbyshire's Peak district!

Our lunch had been organised at The Bunker dining room at the Marysville Golf Club. This was just a short drive from the sculpture gardens and we soon sorted some tables for our use. Drinks were available from the bar along the entrance hallway (golfers get their priorities right) and we settled down for a good lunch session. Soon we realised that we would have to place our meal orders, providing our names so that they could be called out while being served. This was all a bit hap-hazard, but all of us, except one, received our meals in good, if a mite drawn out, time span. Our President was the one who received a quite late serving, so we sat and watched him eat!

On my run home, *Pea Soup* was pulled to the left to allow Bryan and Anne to pass, and then I followed them to the Maroondah Highway, where, after being hounded by a 'dirty exhaust' VW, I pulled over to let it pass. This resulted in some interesting driving sights down Black's Spur to Healesville. The VW tail-gated the vehicle in front, constantly on its brakes to the extent that I could smell the overheated brake pads. As for *Pea Soup*? Just a few minor brake applications and use of the transmission shift! Then, amazingly, the VW pulled into the parking area for the Beechworth Bakery where we had been earlier. So, that was the reason for some rather hectic driving.

Right: Some of our cars await departure for lunch.

Those who took part, received a badge from the AOMC. Our collective thanks to Bryan and Anne for putting it all together for us to enjoy. Also thanks are due for the superbly fine weather on the day.



Mike Allfrey.

REX'S BIG DAY OUT – Sunday 29th May, 2016

Well, the winter chills, viruses and the Winton Historic Meeting had an adverse effect on the numbers attending.

Of the 48 notified attendees, 35 joined us for morning tea, scones, jam, butter and cream at a discounted price from \$10.50 to \$7.00 on the day.

The catering staff at Australian Gardens Café allocated tables for our group and was very obliging refilling the jam and cream containers as the freshly baked scones were devoured.

18 members of the Mornington Peninsula Car Club arranged to meet at morning tea but their timing was a little late and some of our members had already left for walking tours of the gardens, or joined the Garden Explorer, or visited the gift shop for purchase of that special memento of the visit.

We all headed off right on 11:45 am for our Lunch venue, D'Angello's Estate Vineyard. A short 23 minute drive through some of the vast residential housing developments and through the Historic township of Berwick and Beaconsfield in order to showcase our classics to shoppers on the way through, some took a short cut and joined the M1 freeway and missed the townships. Some improvement in infrastructure must be made to cater for a substantial increase in population, traffic flow and community services.

All 35 Members arrived around 12:30 pm and were directed to allocated parking by the parking attendant in charge.

The staff at D'Angello's had our tables ready and we were soon enjoying a D'Angello wine, beautiful share platters of Tempura Prawns, Arancini Balls, Mini Chorizo sausages and beer battered chips followed by many tasty homemade pizzas which more than adequately satisfied all. The service was excellent and Benny D'Angello complimented members on the various classics in the car park. Benny and Staff were congratulated on their food, wine and venue which can cater for up to four-hundred patrons.

A great 'Rex's Big Day Out'. Thanks to all who attended.



Rex and Deanna Hall.

WHAT WE ARE ABOUT TO DO

A.B.C.C. TOUR OF DISCOVERY – Sunday 26th June, 2016

We meet at the Lilydale Lake Car Park, Swansea Road, C401, Lilydale (Melway Map 38; Ref: G7), from 9:00 am, for a prompt departure at 9:30



am. as we have a very full program for what we hope will be a very interesting and fun filled day's outing. Following just a short 10 minutes' drive we arrive at what is one of the best private collections of pre-war sports cars (mainly British) with



one of the best men's sheds you'll wish to see. John has not only an interest in classic and vintage vehicles but also enjoys breeding white pea-cocks which I'm sure if you ask nicely, he'd be happy to show you.

By 11:00 am. we must be on our way as the good people of Gembrook are expecting us at their Arts/Crafts and Gourmet Foods Market Day between 12:15 and 12:30 pm. We will travel through the beautiful Sherbrooke Forest to Belgrave from where we head on to Emerald, Cockatoo and finally Gembrook. Here we will probably be met by the Local Press as we have been invited to put our cars on display at the Puffing Billy Station. (A good thing as street parking on the day could be a problem). Puffing Billy arrives at 1:00 pm. so we will have about an hour to check out the local craft and produce stalls as well as watch the train's preparations for its return journey before settling down for lunch. Come 1:30 pm, the Hospitality committee has organised for us to have the exclusive use of one of the station's waiting rooms and



has also offered to provide us with a *light lunch at no cost*. I also would suggest that you might like to supplement this with some picnic items of your own either brought from home or purchased from the stalls or local bakery etc. . . Just across from the Station is David Peck's private museum 'The Motorist', which he has very kindly offered to show us through. David has put together a very interesting collection of early motoring memorabilia as well as some very impressive motor vehicles. If you haven't as yet seen his vintage 'Brass' Studebaker Limousine, you're in for a real treat. He also mentioned that the 'Local Opportunity Shop' attached to the foyer of his museum will be open on the day and I can recommend it as I picked up a nice pair of vintage cuff links at a very fair price on our last visit. He has also offered to 'put the urn on' for free coffee on tap.

At 2:45 pm, Puffing Billy leaves the station for its return journey and for those who are interested, we have been offered a free 20 minutes ride through to Cockatoo. We thought a few of the cars could travel back to Cockatoo to bring back those who had taken up the offer. This would be a great opportunity to possibly bring the grandkids (if you haven't done this before) as the Gembrook folk are promoting their day as 'Family and Kids Friendly'.

Leaving, to make our way home, we suggest that a very pleasant drive would be to take the road to Launching Place and drive back along the Warburton Highway to Lilydale and beyond. As the people of Gembrook are being so hospitable and so looking forward to our club's attendance, it would be wonderful if we could put on a really 'bumper' display of fine British Classics for their and their guests enjoyment. You may even consider bringing more than one of your classics.

It is important that you let us know if you intend joining us on the day's outing as their Hospitality Committee will need to know numbers in advance for their catering purposes. Remember to wear your NAME TAGS (catering) and to bring a camera.

Geraldine and Christopher christopheraaa@bigpond.com or, telephone (03) 9898 4431, mobile 0428 358 847.



Christopher Constantine.

WET'N WILD WEEKEND WHALE WATCHING – Friday 29th to Sunday 31st July, 2016

Bookings are now full for the weekend away, however, if you wish to be placed on an emergency list, we will register your interest, thank you.

Anne and Bryan Tootell.

THE ABCCC ANNUAL CLUB LUNCHEON – Sunday 14th August, 2016

An early warning of this upcoming event, that will be held at the Killara Estate Winery, which is located on the corner of Warburton Highway and Sunnyside Road, Seville. We have held many successful events at this Winery, and at the last visit we had morning tea, prior to driving on to the Blue Lotus Water Garden, I proposed holding our Annual Luncheon here to the attending members, and it was duly approved by a show of hands. (So, if you do not like the location or meal, a list of all the members who attended that day will be made available upon request.) To those members who brought presents last year this is not Christmas in July or August so save your presents for our Christmas lunch. A great menu has been chosen:

Entrée:	Crumbed Calamari Prawn Cutlets	Main Course:	Roast Lamb and Roast Vegetables Stuffed Chicken Breast
Dessert:	Lime Tart Sticky Date Pudding	Refreshments:	Coffee/Tea

This is a club members only event, and the cost for the luncheon will be \$35.00 per head, and all drinks will be provided by the club. **A booking form is on the back page of this newsletter, or, there is a PDF version on our club's Website that can be typed-in and printed-off for mailing.** All bookings *via* the booking form please.

Looking forward to your company.

Colin Brown.

PICNIC AT MARONG – Sunday 28th August, 2016

An ABCCC Supported Event – Contact: Neil Athorn 0408 033 839

This Federation-run event will be held at Malone Park, Marong (Near Bendigo). All vehicles attending are required to be in place by 10:30 am and will not be able to leave before 2:30 pm. Catering will be available on site. Entry will be free for all Federation affiliated club members, and \$20.00 per vehicle for any non-affiliated Federation Members. Any ABCCC Members attending this event must bring along a copy of *Your ABCCC News* to prove that they are members of a Federation-member club to gain free entry, otherwise they will be charged the \$20.00 entry fee.

Bill Allen.

PEPPERS' ALTERNATIVE PUB RUN – Sunday 2nd October, 2016

Meet at the Eltham Tea House, 7 Falkiner Street, Eltham (Melway Map 21; Ref: H9) at 10:00 am.

We will have a cuppa and chat before heading off on a leisurely drive to a cosy Country Pub for lunch. There is an opportunity to visit a great little Farmers Market along the way which showcases quality local and Yarra Valley produce, with your \$2 coin donation supporting the local combined CFA units.

There will be more information on arrival at morning tea.

Please call 0407392330 or E-mail bmpepper1@bigpond.com . We will need to confirm the numbers by 12th September if you wish to join us. Hope you can join us.

Marj and Brian Pepper

CLUB HOLIDAY TOUR OF VIETNAM AND CAMBODIA – Friday 7th October, 2016

The tour is now settled upon visiting Vietnam and Cambodia, as this was preferred, over including Laos in the itinerary. Our departure date will be October 7th, 2016, and the duration of the tour will be 19 days. There are several vacancies still available, to be finalised about mid-May, with deposit due about end of May, to confirm.

Anyone with interest or questions please contact me at paddybee@alphalink.com.au Or telephone (03) 9898 1881, or on mobile 0429 140 183. There will be more detailed information in the June issue of *Your ABCCC News*. Very likely, we will distribute the information *via* our E-mail group.

Pat Bullard.

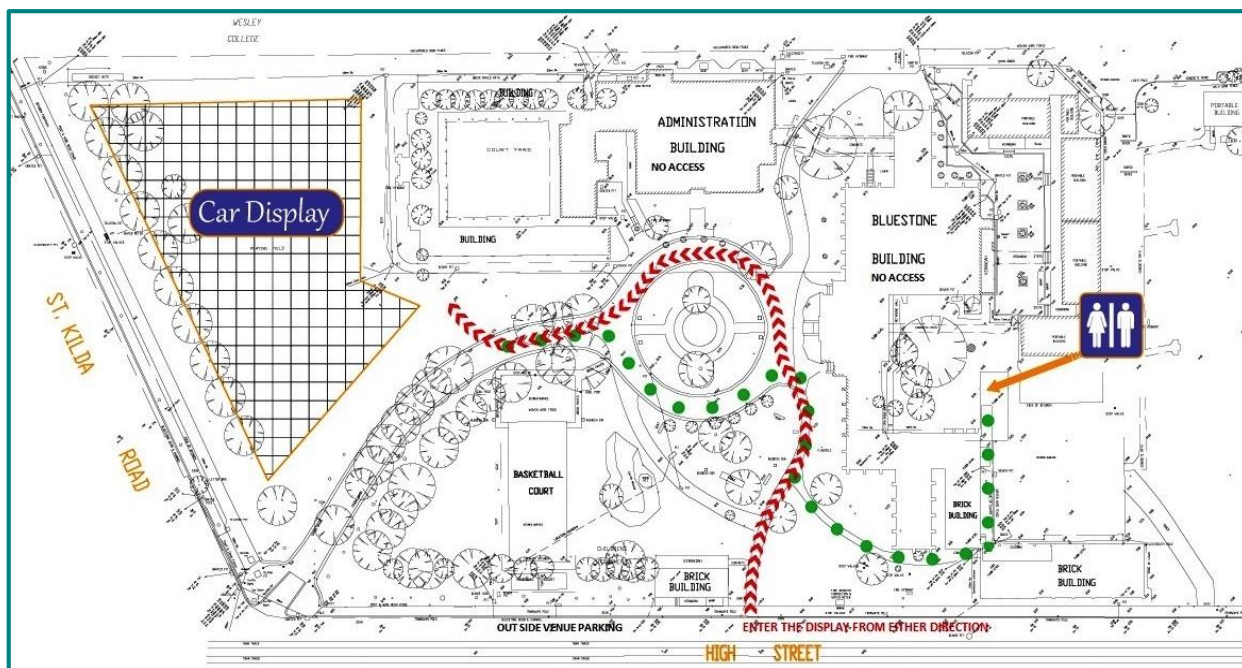
TRIUMPH DISPLAY DAY – Sunday 13th November, 2016

The All British Classics Car Club (Vic.) Inc. has been invited by the Triumph Car Club of Victoria Inc. to take part in their Display Day at the Deaf Children Australia venue at 597 St. Kilda Road (Melway Map 58; Ref: B6). A map of the display's location and its layout is shown below.

Arrive between 10:00 am and 11:00 am, there will be a brief presentation at 1:30 pm, leave by 3:00 pm, Entry fee is \$20, per car on venue all proceeds go to the Deaf Children. Come along and display your car at this stunning inner city locale, other British marques are invited, meet and talk to other members, share stories and lunch together. Families very much welcome, plenty of free parking in High Street, walk-in visitors are most welcome.

Triumph Car Club cars will be automatically entered into the Shown'n'Shine. Invited clubs are encouraged to organise a display and their own, show'n'shine, if desired

All cars are eligible for the 'Invited Car Of The Show' award and gate prizes, supplied by: Caulfield Jag Service and Auto Photo. Please lodge your club's interest as soon as reasonably possible for space allocation



Please enter from the High Street Road Entrance.

Tony Pettigrew.

AND – NOW FOR SOMETHING COMPLETELY DIFFERENT

A Discussion On The Various Types Of Motor Cycle Front- And Rear-wheel Springing Which Have Been Introduced During The Past Few Years

There are some who maintain that motor cycle design has, in this country (UK) at least, been stagnating for many years. The followers of this creed point out that each loudly hailed 'new development' has been tried before, usually a quarter-century or more ago.

Figure 1. B.S.A. Golden Flash – plunger rear suspension for sidecar work.

This argument is applied particularly to wheel suspension, since practically every present-day variety of front- or rear-wheel springing has its counterpart in earlier motor cycling history. All very true so far as it goes, but it does not go far enough. What the 'stagnation' fans forget is that at that time motor cycling technology was far less advanced and the field the field for research was almost unlimited.

From the early welter of suspension ideas matters had become fairly stable by the middle 'twenties, by which period the rigid frame and girder front forks had become by far the most widely used combination. This situation persisted for more than a decade. There were isolated examples of sprung rear wheels, such as the Vincent H.R.D. (as it then was), but in general motor cyclists were satisfied with the standard of steering, road-holding and comfort afforded by the rigid frame.

Racing

As in many other aspects of motor cycle design, racing was the forcing house of improved suspension. The performance of racing engines advanced so rapidly during the 'thirties that it outstripped the handling qualities of the frames. Springing of the rear wheel thus made itself a necessity for the racing mount.

In the last year or two before the war quite a number of production machines with sprung rear wheels became available. Most of these had the so-called plunger pattern of springing. In its basic form this consists of two near-vertical spring boxes attached to the rear of the frame, the wheel being carried between spring-loaded plungers which move on guide-rods within the boxes. This system was probably the first to be adopted in any quantity because it looked much like a rigid frame and necessitated comparatively little modification to an existing structure.

Figure 2. Velocette pivoted-fork rear springing, with hydraulic damping and slotted upper mounting of legs for adjustment to suit load.

Plunger Springing

Plunger springing is simple, and has low unsprung weight, so that the wheel assembly offers little inherent resistance to following road undulations. However, it has the major disadvantage that the straight-line motion of the wheel causes the chain to tighten as the wheel departs in either direction from its mid position. To avoid overtightening the chain at the extremes of travel, the movement has therefore to be limited to 2 in. or less. A second snag is that lateral rigidity – so essential for safe high-speed handling – depends on the stiffness of the rear wheel spindle and the maintenance of close clearance between plungers and guide rods. Also, chain pull tends to increase the friction between plunger and guide, thus amplifying the wear rate of these parts. Finally the layout does not lend itself readily to built-in damping, of which more will be said later.

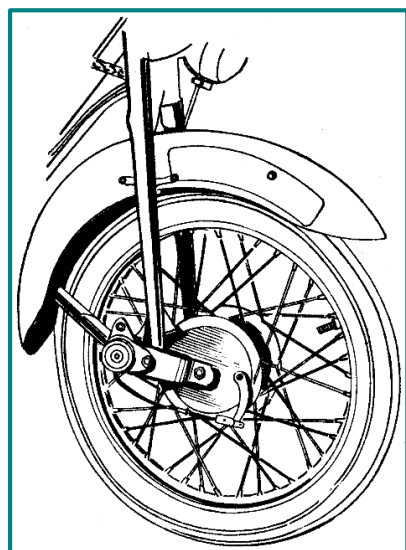
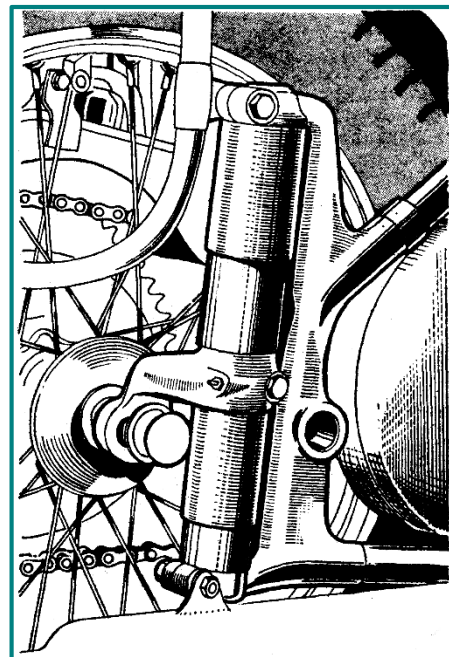


Figure 3. Greeves leading-link front fork with rubber-in-torsion springing and adjustable friction dampers.

Two firms, Ariel and Triumph, have provided answers to the problem of varying chain tension. Ariel did so by a linkage system which caused the wheel to move in an arc round the centre of the gearbox sprocket; Triumph evolved a spring hub of very neat appearance in which curved guides were used to give the desired arcuate path. Although the designs are ingenious, both are in the process of being superseded. The conventional plunger layout became very popular during the earlier post-war years, and was undoubtedly a big improvement over the rigid frame. Within the last two or three years, however, there has been a strong trend away from it towards the pivoted fork method which is now the dominant one both in this country and abroad.

Pivoted Fork Suspension

While there are considerable variations between one make and another in the detail points of design, almost all pivoted fork suspensions have the fork pivoting from the main frame immediately behind the gearbox. The wheel spindle is carried between the far extremities of the fork, which may be of brazed-up or welded construction or

be fabricated from pressings. On certain Continental machines a swinging arm replaces the fork, and the wheel is fitted on a stub axle, a system which greatly facilitates wheel removal.

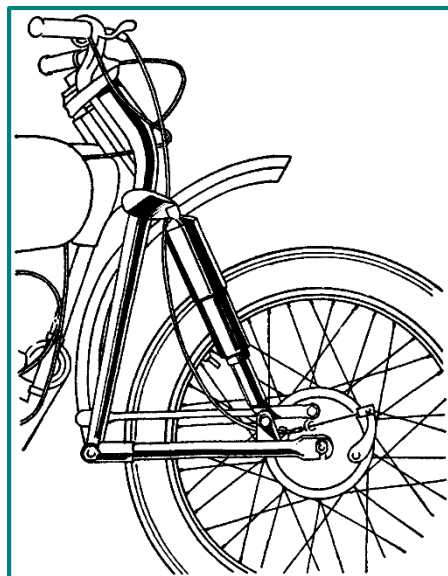
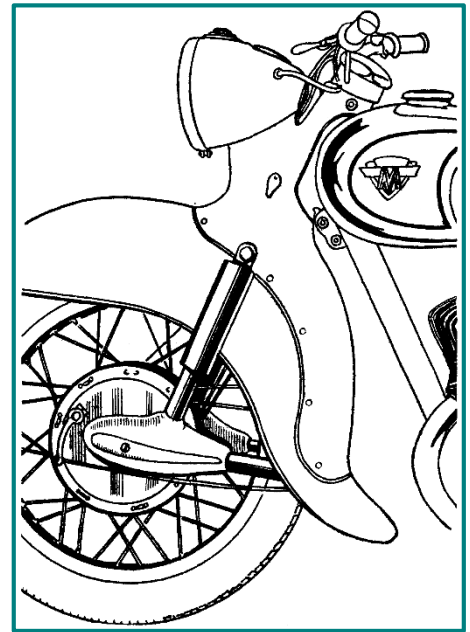
The most common springing medium is the telescopic strut which combines coil springs with hydraulic damping. Also used are steel torsion bars or rubber in tension, compression or torsion. Rubber has energy-absorbing properties which make it largely self-damping, so that it offers a simple form of suspension particularly well suited to the lower-priced motor cycle. Telescopic shock-absorber struts are usually mounted between the outer ends of the fork arms and a rearward extension of the frame but, with the general cleaning-up of design which is now apparent, the attachment of the upper ends of the legs directly to an internally stiffened mudguard or rear fairing is becoming increasingly popular.

Figure 4. Earles-type front fork on German Maico Taifun having a stanchion member built into the mudguard, also faired-in fork ends.

Torsion Bars

Torsion bars and rubber springing are frequently actuated indirectly by a linkage from the fork because the movement involved is less than that of the rear spindle. The spring units may be located above or in front of the fork pivot, or even beneath the gearbox. On the Greeves a recently introduced luxury lightweight, rubber-in-torsion units are mounted high on each side of the rear wheel and are connected to the fork by rubber-bushed links. On some machines the pivot spindle is fixed in the main frame and the bearings are in the fork, while on others the spindle oscillates with the fork in bearings in the frame. The most common bearing materials are bronze, light alloy and rubber, while Vincents remain faithful to taper-roller bearings on their triangulated pivoted-frame layout.

Provided that the fork and its supporting structure are adequately sturdy, pivoted-fork suspension provides good lateral rigidity which is less dependent on rear-spindle strength than is the plunger system. Unsprung weight of the pivoted-fork assembly is the greater of the two but the difference does not appear to be significant. Where the pivoted fork scores heavily is in the relatively small variation in chain tension which occurs with wheel movement. Since the wheel moves on an arc rather smaller than that of the gearbox sprocket, the chain slackens a little towards the extremes, but the tension variation is such that travels of 4 in. or more are possible without fear of the chain jumping the sprocket.



Dampers

Any springing system has a natural frequency of vibration and, on being deflected, will continue to oscillate about its mean position unless damped. Such oscillation can cause pitching of a motor cycle, especially if the front and rear suspensions have similar frequencies or if one frequency is a multiple of the other. The inherent damping quality of rubber has already been mentioned but steel springs require an additional damper to give the best results.

Figure 5. Earles-type front fork on a Dot Scrambler. A long link parallel to the fork arm takes braking torque reaction to the stanchion.

The earlier friction type of damper was insensitive to small road shocks because of its considerable static friction, and has largely given way to the hydraulic pattern which has more suitable characteristics for motor cycle use. In the hydraulic damper, wheel movement displaces oil through orifices, the size of which govern the rate of displacement and hence the degree of damping. By suitably arranging the orifices and non-return valves in the damper, it can be made to provide a heavier damping of rebound than of shock movement, so that pitching is virtually eliminated. With a motor cycle considerable variations in loading are possible, and in consequence a non-adjustable suspension must be

too stiff when lightly loaded if it is to deal adequately with heavy loads. It follows that some means of adjustment can do much to aid riding comfort; such adjustment is the latest development in pivoted-fork rear-wheel springing.

Methods Of Adjustment

Several methods of adjustment are employed: the rating of the springs or their degree of pre-loading may be variable; or one end of the legs may have a slotted mounting to permit alteration of either the angle of attack or the leverage to suit the conditions of use. On certain Continental shock absorbers the damping strength can be altered without adjustment of the spring. Each of these methods is beneficial though not all provide as large an adjustment range as is really desirable, and there is still plenty of scope for development.

The fact that so much intensive work has been done on rear suspension should not blind one to the progress made in front forks during the period under review. In the late 'thirties the girder fork, with its 'parallel-ruler' action and central coil spring was almost universal. Only in the racing sphere were there signs of a revolution when the established B.M.W. hydraulically damped telescopic fork was joined by a Norton product of some-what similar design. Good lateral rigidity and resistance to damage are provided by the girder fork but it has the disadvantages of rather restricted wheel movement and, towards the limits of travel, excessive variation of trail and wheelbase. Trail variation tends to result in

uncertain handling on bumpy surfaces, while that of wheelbase, by constantly accelerating and decelerating the front wheel, promotes rapid and uneven tyre wear at high speeds.

Telescopic Fork

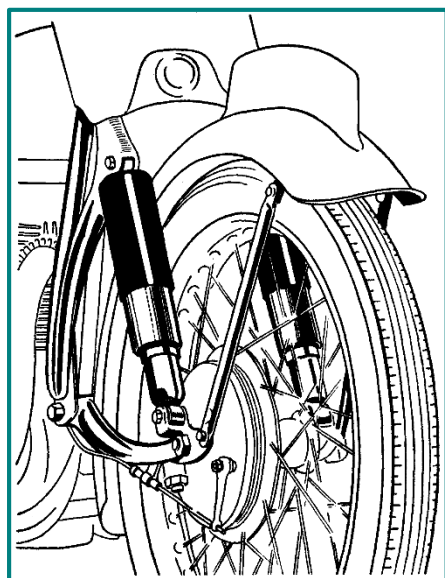
The telescopic fork has a self-explanatory name and its design offers virtually no restriction to wheel travel, as much as 6 in. being obtainable in some instances. Unsprung weight, though not very low, is in general rather below that of the girder type though the total weight is greater. The geometry is superior to the girder fork in that trail and wheelbase variations are relatively small throughout the range of movement. Such forks are, however, rather susceptible to damage since they rely on accurate alignment for freedom of action.

Pioneered by Matchless on production machines during the war, the telescopic design was quickly taken up by other manufacturers thereafter, and by 1952 the fork occupied much the same position of popularity as did the girder pattern in 1939. In addition to its longer travel and better geometry, the telescopic fork leads the girder fork through lending itself to the incorporation of hydraulic instead of friction damping; the superiority of the former type has already been touched upon.

Bottom-link Pattern

Within the past year or so fairly strong competition has been offered to the telescopic fork by the bottom-link pattern, in which the wheel is carried between links (or within a fork) pivoted on the lower end of stanchions attached to the steering head. Such forks may be sub-divided into leading-link and trailing-link layouts; the former has the wheel-spindle ahead of the pivot axis and in the latter the spindle is to the rear. Both categories have their adherents but those of the leading link are much the more numerous. Douglas and Moto-Guzzi have done much to popularise the leading link fork having short, separate links and the springs and damping enclosed in the stanchions. The type has a longer travel than the girder fork though the geometry is somewhat similar; unsprung weight, is low but the lateral rigidity depends largely on the wheel spindle which must be robust for accurate tracking of the wheel.

From the rigidity and unsprung weight aspects, the trailing-link fork is similar but it possesses a less neat appearance and the geometry is much inferior. Since the wheel travels on an arc whose centre is outside the wheelbase, this last and the trail vary excessively with wheel movement.



The Earles Fork

Patented a few years ago by Ernie Earles, a Birmingham engineer, the pivoted-fork variant of leading-link front suspension is rapidly gaining popularity, particularly in Germany. In this design the wheel is mounted in a fork which pivots behind the wheel; the pivot is at approximately hub height. Telescopic legs provide the springing and lie one on each side of the wheel between the fork ends and base of steering head.

Figure 6. An Earles layout which did not go into production – the Ariel.

Since the radius of wheel movement is something like double that of the normal leading-link fork, the Earles layout gives smaller variations of trail and wheelbase, and is probably the best of the current types in this respect. It can have a travel almost as long as that of a good telescopic fork though its unsprung weight may be a little greater. The Earles fork has proved itself in racing, on the 'works' B.M.W. and MV-Agusta machines.

An article of this length can only deal briefly with some of the many facets of motor cycle suspension; nevertheless, it is possible to draw four major conclusions. Pivoted-fork rear springing has become the dominant type; suspension adjustment, at least for the rear wheel, is clearly destined to become almost a

standard feature; the bottom-link front fork in – particular the Earles design – is likely to increase in popularity at the expense of the telescopic; and, finally, hydraulic damping has effectively subdued its frictional competitor.

*From Practical Motorist and Motor Cyclist.
June, 1955 – With Thanks.*

AOMC NEWS

Delegates' Meeting Dates

Saturday 13th August, 2016. Monday 14th November, 2016 (Also AGM). Monday 15th February, 2017. Please Note: These dates are set, the August meeting will be held on a Saturday in Seymour.

AOMC Delegates' Meeting – Monday 16th May, 2016 – Report

Once again, the Chevrolet Car Club's room was well filled with delegates and visitors from member clubs. After the usual taking of apologies, welcoming new clubs and visitors, the Minutes of the February meeting were proposed and accepted. There was a brief correspondence report and then the guest speaker, Mr. Gerard Waldron, representing the Australian Road Research Bureau was introduced to those present.

Gerard introduced himself as a motoring enthusiast with leanings to historic racing. His topic was the impending and very soon to be introduced 'driverless vehicles', and we soon realised that the subject is being closely monitored overseas and active consideration being given to the subject by his department. Personally, I was not aware of just how close such a vehicle driving activity could be introduced in this country. A huge amount of work has been put into the

concept by Volvo company and the Dutch (TomTom related?) road authorities, with a fair degree of concentration being put into driverless heavy commercial vehicles.

We were informed that a number of accident situations in current cars that feature predictive braking, being placed in close to dangerous situations by drivers just touching the brake pedal – thus totally switching off the predictive function of the braking system, and then not reacting fast enough to fully control the braking activity. This could well be a concern for older drivers who may not place total faith in computer/software reliability. Currently, development of driverless vehicles is being concentrated on specially prepared roads and routes. The heavy leaning towards commercial trucks and such, is being spurred by the fact that computers and software do not get tired like truck drivers do. In addition, computers do not require costly rest breaks like drivers of large rigs do.

For me, this seems to be all in the avenue of replacing workers with computers, as is so well illustrated by the self-checkout areas in our modern supermarkets. Immediate thoughts were, what are all the replaced truck drivers going to do while the driverless trucks go about their many tasks?

At the conclusion of the talk, we were shown a computer generated video of such trucks operating and, 'tailgating' to save space on the road. It all looked very nice without the 'Windows 10 Encountered An Unidentified Concern' window appearing anywhere. My own thoughts rambled around the local scene and wondered if there would be a selection on a driverless vehicle's computer screen's menu bar that provided 'the quickest route that featured constant lane changing and desperately overtaking the vehicle in front' option for its passenger!

There were some questions from the floor, which I could not understand, but maybe they will be reported elsewhere.

The Meeting Continued

Next, we were given a presentation by Matthew Lambert (*Rootes Group car Club*) about risk management and how it affects clubs and the conducting of their events.

The AOMC Treasurer presented us with some enlightening figures related to the recent RACV Classic Showcase. The cost of hiring the Flemington venue is currently \$10,000.00 for the event and, added to that is, a fee of \$10.00 per car, either on site or just in the public car park – again not too sure. Quite sobering figures and the AOMC is looking for a cheaper venue and is open to suggestions from clubs. This provoked some discussion and several other venues had that were suggested from the floor, had been investigated and found to be unsuitable for the AOMC shows. Any ideas out there? This year's running of the RACV Classic Showcase resulted in 817 vehicles on display.

The Victorian Club Permit Scheme (VCPS)

Once again this topic played a too large part in the meeting's agenda. VCPS forms can be downloaded from the VicRoads Website. There are still ongoing concerns with VCPS renewal notifications from VicRoads, thus, it is still recommended that those who operate vehicles on the Scheme keep a very close eye on the renewal date for their permit, otherwise there could easily be serious consequences, with Police vehicles now able to access the VCPS plates. Questions concerning the VCPS from the floor reached the stage where Bob Clarke (*Studebaker and CHACA Clubs*) made a very strong request that clubs ensure that their members obtain a copy of the AOMC VCPS Handbook. All the answers to the questions tabled that evening were in the AOMC Handbook. But then, who actually reads such a handbook in these modern times?

During the Delegates' Reports section, Daryl Meek (*RACV*) gave us a very enlightening report on the recovery of his stolen 1910 Delage. The trailer is still missing, however.

The next Delegates' Meeting of the AOMC will be held on Saturday 13th August, 2016 and will be held at Seymour. The meeting will commence at 1:00 pm. Details to follow.

Mike Alfrey – AOMC Delegate.

NEWS FROM THE FEDERATION

Delegates' Meetings Conducted By The Federation

Saturday 6 th August, 2016	Swan Hill, venue to be advised (includes the AGM).
Saturday 15 th October, 2016	Trafalgar Truck Restorers, venue to be advised.
Saturday/Sunday 12 th -13 th November, 2016	Bendigo National Swap Meet, Bendigo Show Grounds.

The Delegates' Meeting – Saturday 21st May, 2016 – Report

The above Delegates' Meeting was hosted by the Warrnambool and District Historic Vehicle Club at the Dennington Bowling Club.

Our Club was represented by Delegates, President Tony Pettigrew and Treasurer Bill Allen.

Prior to the Meeting an excellent light lunch was provided by the host Club. This gave us the opportunity to catch up with several old acquaintances, who were also Delegates, and have a good old chinwag.

At the commencement of the meeting Federation President, Neil Athorn, introduced the President of the Warrnambool Club who advised that the Club was formed in 1972 and currently has around 400 Members.

One of their Delegates, who was present at this Meeting, was Foundation Member Jack Britain who has just turned 90 years of age.

Following the Introduction the President then proceeded with the Meeting in accordance with the Agenda provided.

Some of the points of interest raised at the meeting were:

- To date 117 Federation affiliated Clubs are financial whilst 41 are non-financial.
- From the 8th June, 2016 Victorian Police will have access to the VCPS Scheme on their vehicle computers. This will enable them to check the status of any car with Veteran, 'H', 'M' and or 'SR' number plates. It will also stop vehicles with these plates from having 'free rides' on either Citylink or Eastlink Toll Roads.
- As with the AOMC there still appears to be much confusion by some Delegates with the VCPS Scheme. This appears to be caused by ignorance, confusion and misinterpretation with the Rules of the Scheme. As one Delegate suggested any actions taken must be in accordance with the Rules otherwise the Law is being broken. President Neil said he wished all Meetings with VicRoads always included representatives from the Federation, the AOMC, CAMS and the Street Rod Association to ensure all interested groups were kept up to date with the current situation.
- It was decided that Members of Federation affiliated Clubs wishing to gain free entry to the Marong Picnic need to take a copy of their Club's Newsletter, detailing this Event, with them when entering.
- Two of the organisers of the 2015 Bendigo National Swap Meet presented a cheque for \$27,000.00 to the Federation. This was the net figure raised by the Swap after all expenses had been paid. This sum will assist in enabling the Federation to continue make grants to Member Clubs and to subsidise events such as the Marong Picnic.
- Daryl Meek of the RACV gave details of the theft of his 1910 Delage Model F Roadster and his specially constructed vehicle trailer. These were stolen from behind locked gates at his Tullamarine unit. After several days he received a call at 1:30 am from a person claiming he had found the missing car. After numerous phone calls to Daryl seeking a substantial reward for discovering the stolen car, he informed Daryl of the location of the car. It was found in an isolated remote Park in Burnside North and had sustained only minor damage to a rear mudguard after hitting a wall when being unloaded off the trailer.

As the person finding the car had taken/stolen the VCPS Log Book and the one Veteran number plate from the car the Police became involved and will likely charge the finder with several offences.

The trailer, which was not insured, has not been located and by now is probably somewhere far away, never to be seen again.

Daryl warned of the danger in keeping VCPS Log Books in open cars, as they are easily removed and contain personal details of the vehicle's owner.

At the conclusion of the Meeting we all enjoyed an excellent afternoon tea of wonderful slices and tasty sponge cakes and, of course tea and coffee, all once again provided by the host Club.

The next Federation Delegates' Meeting will be held on the 6th August, 2016 in Swan Hill, hosted by the Swan Hill Vintage and Classic Vehicle Club Inc., venue yet to be advised.

Will either or both of the ABCCC Delegates be attending? Yet to be determined.

Bill Allen – Federation Delegate.

GREAT AUSTRALIAN RALLY BADGE

This is to advise that John Gardner has kindly supplied the missing badge. Thanks John, my collection is now complete.

Colin Brown.

TO INSTALL A USB SOCKET INTO A POSITIVE-EARTH ELECTRICAL SYSTEM

USB ports enable you to charge your mobile phones or use GPS navigation devices in your positive-to-earth (ground) car's electrical system. When you get your USB port, find out which cable is the live and which is the earth. When you have done this the live wire becomes the earth, and earth wire becomes the live.

As a non-smoker I removed the ashtray; this then gave me the ideal location to put my USB port. When you install the USB port make sure it is insulated from the car's body, due to the reversed polarity. Most of them are made of plastic anyway. Now connect what was the earth wire from the USB port to a live at all times feed (I would suggest you connect an in-line fuse or switch). I took mine from behind the clock (purple wire), then ran what was the live wire from the USB port and made a good earth via another in-line fuse. You can then disconnect the USB port when it is not in use. Most of them have warning lights which will drain your battery if you don't use the car regularly.

I have done this to my last two Rover P4 110s without any problems, I find being able to use a satellite navigation device in my P4 very useful.

Ian Hartnell – Rover P4 Guild (UK). With Thanks.

SOME CAN RELATE TO THIS!

A man was telling his neighbour, "I just bought a new set of hearing aids. They cost me five thousand dollars, but they are state of the art, just perfect."

"Really?" answered the neighbour, "What kind are they?"

"Twelve-thirty."

Annual Club Luncheon

Sunday August 14th, 2016

Killara Estate

Corner Warburton Highway and Sunnyside Road Seville

Time: 12:00 noon for 12:30 pm



Please join us for the clubs annual luncheon this year to be held at Killara Estate. A great three-course meal has been selected and includes Calamari, Prawns, Roast Lamb, Chicken, plus, Sticky Date pudding or Lime Tart with your coffee. This luncheon is a Member only event, as the meal cost is subsidised by the club, and drinks are provided.

Cost \$35.00 per head.

Pre booking and payment is required by the 5th August, 2016

For further information please phone Colin Brown on 0408 343 176



Booking Form

Please reserve Seats @ \$35 For:

Enclosed is my cheque/money order/postal note for: \$

Payable to: All British Classics Car Club

**Send to: Colin Brown
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Coldstream
VICTORIA 3770**