



YOUR ABCCC NEWS

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 202

December, 2016

AN IMPRESSIVE HUMBER



*Wally and Sue Thompson manoeuvring at Bruno's Gallery at Marysville in their Humber.
Club Run, May, 2016.*

CHRISTMAS GREETINGS TO OUR MEMBERS AND THEIR FAMILIES



Associations Incorporation Registered Number: A0035462V



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

Executive Committee	Name	Telephone	E-mail Address
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Vice President	Nello Mafodda	(03) 9719 7949	nello@abccc.com.au
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Secretary	Pat Douglas	(03) 9739 4829	secretary@abccc.com.au
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AOMC Delegate	Mike Allfrey	(03) 9729 1480	editor@abccc.com.au
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
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The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
2017 RACV Great Australian Rally Website: www.greataustralianrally.com.au			
2017 RACV Fly The Flag Alpine Tour Website: www.abccc.com.au/FTF .			
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.

January 2017

Sunday 22nd The ABCCC Annual General Meeting. Apologies To: Pat Douglas (03) 9739
Attendance Information: Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park, (Melway Map 37; Ref: K3).

February 2017

Sunday 5th 2017 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.

Sunday 19th RACV Classic Showcase – An AOMC Event (Supported By The ABCCC) Iain Ross (03)
Venue – Members' Car Park, Flemington Racecourse, Enter From Epsom Road

March 2017

Wednesday 1st Visit To A Trydell Museum – An ABCCC Event Rex Hall (03) 9795 7669
Venue – 30 Buchanan Road, Guys Hill (Beaconsfield). Mobile 0408 303 129

Sunday 5th AOMC American Motoring Show – Interest Only (03) 9890 0524
Venue – Members' Car Park, Flemington Racecourse, Enter From Epsom Road

Sunday 12th Yarra Glen Swap Meet – Vintage Drivers' Club (03) 9890 0524
Venue – Yarra Glen Racecourse, Enter From Armstrong Avenue (Melway Map 275; Ref: C1)

Sunday 19th to 2017 RACV Fly the Flag Alpine Tour – ABCCC Major Event Tony Pettigrew (03) 9739 1146
Saturday 25th Touring – Bairnsdale, Beechworth, Yarrawonga and Mansfield.

April 2017

Sunday 9th Kurth Kiln Heritage Festival – ABCCC Visit Event Tore Pannuzzo 0413 941 502
Lunch provided if the ABCCC puts on a display of motor cars.
Venue – Gembrook, Victoria

Saturday 22nd & Como Open Gardens Weekend – ABCCC Volunteers Tony Pettigrew (03) 9739 1146
Sunday 23rd Venue – 79 The Basin–Olinda Road, The Basin Bill Allen (03) 9846 2323

May 2017

Friday 5th to Autumn In Daylesford – An ABCCC Event (Carried forward). Marj Pepper (03) 9439 7875
Sunday 7th Start Venue – TBA

Sunday 28th Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Venue – TBA Mobile 0408 303 129

June 2017

Friday 9th to Hamilton Rally – An ABCCC Supported Event Tony Pettigrew (03) 9739 1146
Monday 12th Activity – Touring The Fabulous Western District, Hamilton, Victoria.

Sunday 25th TBA – An ABCCC Event

July 2017

Sunday 9th TBA – An ABCCC Event Bryan Tootell 0412 549 906

Sunday 30th TBA – An ABCCC Event Greg Anglin (03) 9876 3293 or 0419 882 155

August 2017

Wednesday 2nd Twilight Run – An ABCCC Event Peter McKiernan 0407 876 023

Sunday 20th Annual Luncheon – An ABCCC Event Colin Brown (03) 5964 9291
Venue – TBA

September 2017

Friday 8th to A Wonderful Weekend – An ABCCC Event Bryan Tootell 0412 549 906
Sunday 10th Activity – TBA

Sunday 24th The Interesting Trivia Luncheon – An ABCCC Event Marj Pepper (03) 9439 7875
Venue – TBA

October 2017

Sunday 1st An Interesting Outing – An ABCCC Event Christopher Constantine (03) 9898 4431
Venue – TBA

Saturday 14th & Como Open Gardens Weekend – ABCCC Volunteers Tony Pettigrew (03) 9739 1146
Sunday 15th Venue – 79 The Basin–Olinda Road, The Basin Bill Allen (03) 9846 2323

Sunday 29th A Sliding Pillars Run – An ABCCC Event Phil Cook 0468 680 538

November 2017

Tuesday 7th A Day At The Races – An ABCCC Event Colin Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen, Victoria.

Friday 10th to Sunday 12th The Famous Indulgence Weekend – An ABCCC Event
Venue – TBA
Sunday 26th TBA – An ABCCC Event

Peter McKiernan 0407 876 023

December 2017

Sunday 10th Christmas Luncheon – An ABCCC Event

Maxine Pettigrew (03) 9739 1146

EDITORIAL NOTES – Issue N^o. 202

Greetings for Christmas and best wishes for the New Year to all of our membership. Events-wise, 2017 is shaping up to be another pleasurable year for us, so, be sure to be involved and to be a good part of it all!

Annual General Meeting is being held on Sunday 22nd January and, all things happening as they are hoped to happen, there will be a new Editor taking over from me. Truly, I now feel that my contribution has been going on for too long. In other areas of our Committee, club members are requested to volunteer to give some Committee members a rest from their tasks. No ABCCC Committee task is difficult and new thoughts will be most refreshing for the running of our club.

During the election of club officers, when the magazine editor's position is called, it will certainly be wonderful to see some volunteers come forward. We do not wish to behold a silence, such, where a pin dropped on carpet could be heard, as is usual at election time.

We look forward to a great turn-out for our AGM!

On a totally different topic, it seems that numerous motorists are being pulled over by highway patrol officers for having obscured registration plates on their vehicles. It has become apparent that even a clear number plate cover is now illegal, some have been seen with some sort of gold tinting, maybe this reflects back the flashes from red light and speed cameras. Issue 198 of *Your ABCCC News* contains an article about the positioning and visibility of registration plates. This does not only apply to plates issued for the Victorian Club Permit Scheme – it applies to all registration plates. In addition to that, it has been reported that NSW Police are stricter on this than ours here in Victoria.

We cannot have our State Government missing out on income, can we?

A new trend is motorists in a right-turn lane, where traffic lights have red, amber and green arrow lights, executing a right turn against a red arrow light, while the road they are on faces a green traffic light – with scant regard for oncoming traffic. It appears now, to be a legal manoeuvre the practice has become so common. Watch out at green lights!

Enjoy this issue . . . and please, come forward at our AGM.

Mike Allfrey – Editor.

MEMBERS CARS WEB SITE PAGE

Back in January, we started a page to feature cars which were part of our member's families. Things went well for a short while – and dropped off. I only have 33 pictures on the page – for our 160-plus members. Please allow us to show off your pride(s) and joy. Just send a picture to:

ebartosh@bartosh.com

Accompanied by the year, make and model – and you'll be a part of Internet history (and make the Website more interesting).

Also note that you can (if registered with Facebook) post your pics from the Club events.

Share the joy!

Ed Bartosh, Webmaster

PROGRESS?

Roads For Melbourne

Plans for improvement of the city's roads have been drawn up by Melbourne, Australia: The construction will cost £A20,000,000. Features of the programme include building of new ring roads to channel traffic around the centre of the city, freeways to carry an uninterrupted flow of fast-moving traffic, by-passes to hasten the flow on main highways, and widening of the main arterial roads leading to the city.

All British Classics Car Club

Members Cars

Pictures shown are those made available from financial members of the ABCCC.
Showing All Cars by Make (33 provided)

You may select a different display option:
All Cars by Member Name
All Cars by Make
or select a make below...
Aston Martin
Austin
refresh display

To add a picture of your car, send a picture with year, model, make, rego and your name to the [webmaster](#). Pictures shown will be as displayed below, so high resolution, large files will not help. One picture per vehicle, no more than 150kb, please.
Clicking on an image will open a larger view, if available.

British Classics

Trevor Beaumont's 1996 Aston Martin DB7	Len Butcher's 1932 Austin 7	Brian Skewes's 1962 Austin-Healey 3000 Mark II B37	Collin Brown's 1949 Daimler Special Sports
Kevin Ryan's 1969 FORD CORTINA MK11 GT	Trevor Beaumont's 1974 Jaguar E Type series 3	Brian Skewes's 1959 Jaguar Mark II	Robert Joiner's 1965 Jaguar MK II

*From News And Views – The Autocar®
30th August, 1957 – With Thanks.*



**ALL BRITISH CLASSICS CAR CLUB VIC INC. – A0035462V
ANNUAL MEMBERSHIP RENEWAL FORM**

THE PRESIDENT AND THE COMMITTEE WOULD LIKE TO THANK ALL OF THE MEMBERS FOR THEIR ONGOING SUPPORT OF OUR CLUB. ATTENDANCE AT ALL EVENTS HAS BEEN EXCELLENT, AND WE TRUST THAT YOU WILL RENEW YOUR MEMBERSHIP.

MEMBERSHIP RENEWALS ARE DUE AS OF 1st JANUARY EACH YEAR

THE ANNUAL SUBSCRIPTION IS \$45.00 PER FAMILY MEMBERSHIP

All members with cars operated on the Victorian Club Permit Scheme, under the auspices of this club, are required to attend three club events from the date of the motor car's permit issue, and renew their membership by the due date. Failure to do this; means that their membership will be cancelled.

The ROAD SAFETY ACT states that you MUST be a financial club member at all times, or your Club Permit plates are invalid and you will be un-insured and ineligible for road use.

Please fill in your details below, payments may be made by EFT or CHEQUE made payable to the ALL BRITISH CLASSICS CAR CLUB. Send this form with cheque to:

Gordon Lindner
9 Hagen Drive
Berwick
VICTORIA 3806

ABCCC Bank details: BSB 063 863, Account No. 1001 3709, please provide your Name and 'Renewal' as a reference of your payment.

Payment of \$45.00 is attached , made by EFT .

Name Partner

Address Post Code

Phones: Home Business Mobile

E-mail Address:

Please update your vehicle ownership as we need the information to keep our club records current. If your vehicle is on the Club Permit Scheme please indicate below if it is with the ABCCC register.

Year	Make	Model	Reg. No.	ABCCC VCPS No. Y/N

MAJOR EVENTS NEWS – 2017 RACV GREAT AUSTRALIAN RALLY

A REQUEST FOR MARSHALLING ASSISTANCE FROM OUR MEMBERSHIP

We are calling on those ABCCC members who have not assisted, and to new members who may wish to assist with marshalling at the 2017 RACV Great Australian Rally. This is one of those events where many hands make light work so that others can enjoy the fun factor of our Mornington display. Because we are in the process of preparing a schedule for marshalling posts and times of duty, we urgently require a reliable indication of who will be assisting us on the 5th February, 2017.

This event, as well as raising funds for the Peter Mac folk, also helps our club to provide its membership with small benefits from time to time throughout the year. If you wish to volunteer your help, please contact Rex Hall on mobile telephone number 0408 303 129 or, E-mail to:

rha41579@bigpond.net.au

The Advisory Committee For The 2017 RACV Great Australian Rally.

A HUMBER CALLED 'HAROLD'

The Story

Sue found the car on the Cars Guide Website and as it was located only a couple of streets from us, an inspection was needed. We purchased the vehicle but it took some time as the owner was overseas on holiday.

Why a Humber? Well as I was driving a Mark 1 Humber Hawk when Sue and I met, she saw it as an obvious choice to relive our youth. The two cars are almost the same except the Hawk had a shorter bonnet to house the smaller motor.

The earliest information I have was the vehicle was in the Lakes Entrance area where some body and mechanical work was done (motor was overhauled in 1994, along with some body and spring repairs). Later the car was in Box Hill around 1997 onwards and serviced regularly at Ashwood motors, with the parts being supplied by All British Auto Spares and Repairs. In 2005 the car was advertised and sold to a buyer in Eildon where the car was 'Done Up' to serve as a Wedding car for his daughter. Once that was over he sold it to John in Kilsyth who was going to do all sorts of things but only managed to change the number plates to a personalised number (HUMBA-1).

Once Sue saw the car on Cars guide 'IT WAS OURS' and so, in 2008 began the ownership of 'Harold'. There were a few things to refit and find to complete the car, some steering trims etc., only found in 2014/2015. Unfortunately, a lot of engineering employed on restoration for the wedding was of very low quality but as the car is basically solid it could be corrected easily. For example, the rear axle was fitted incorrectly on the left allowing the brakes to be exposed and only running on about 7/8th of the brake drum. We changed the registration to Club Plates at the beginning on 2015, and purchased some window rubbers from England to replace the leaking ones. Replacement of the Nonstandard fuel line (causing flow restrictions) and the manufacture of a thermostat to ensure the heater works in future. Still some work to be done so we will carry on slowly with that while enjoying touring in a 'Luxury' car of the 1950s.

Whilst it was registered we used Harold as a second car when there were places to go. We have travelled on a few car runs with the Ford club and the ABCC of some distance including the Fly the Flag tour twice, so far only dirty fuel filters have slowed us down. The car cruises at approx. 55 m.p.h. quite easily although the fuel consumption is robust to say the least. For some reason the Poms only put a 55 litre tank in, seems to me a 70 litre or so would be more practical but I have been informed these cars were only designed for Royalty so did not travel far. I think the Daimler took over as the Royal car and left Humber to cater for the richer members of the community.

Specifications

Name	Harold
Make and Model	Mark four Humber Super Snipe
Year	1955
Engine	6 Cylinders in line motor 4.12 Litres
Transmission	Four speed Manual Trans (shift on the tree)
Brakes	Drum brakes (Non-Assisted)
Towing Capacity	Will tow legally 1500 kilogrammes (Not able to stop 1500 kilogrammes)

The general agreement is that the Blue colour is Powder Blue? We do not believe this is an original colour.

Wally Thompson.



ROUND THE MED.

Editor's Note: Remember the commencement of the two-part story of the drive around the Mediterranean Sea in Issue 201, purloined from the 9th October, 1959 issue of The Autocar? Well, no one has come forward with the second instalment, but the piece below was found in the 11th September, 1959 issue of The Autocar as an appetite developer for readers. Thus it seems, the Mini-Minor completed the trip.

Dispatches from *The Autocar* two-man team who are driving a Morris Mini-Minor clockwise round the Mediterranean indicate that good progress is being made. First news came from near Nish, Yugoslavia, after barely three days, and it was learnt that with the exception of some over-heating and one or two loose nuts all was going to plan. The car was coping very well indeed with the rocky roads and corrugations, and tyre wear was negligible. One 80-mile stretch of autobahn was covered in 80 minutes, but elsewhere heavy traffic and poor roads had brought very slow progress. Just under 400 miles in the day was managed through the difficult Austria-Yugoslavia section.

First real trouble occurred in Turkey where Barker was arrested on some technical charge and 28 hours were lost. As a result the car could not make an appearance in the British Pavilion at the Damascus Trade Fair. To the Lebanon, a distance of over 2,500 miles, in seven days was no mean achievement in a tiny car.

From Beirut it was necessary to take ship to Alexandria, there being no crossable frontier, geographical or social, between Israel and Egypt. But once in Africa the going was rapid to Benghazi, where repairs to suspension have caused delay. Here we leave them until next week, with some 5,000 miles covered in thirteen days, inclusive of the Turkish debacle.

Soon the travellers should be back in London, preparing a full account of their experiences with the Mini-Minor in these arduous and difficult conditions, for the benefit of readers all over the world.

From *The Autocar*® – 11th September, 1959.
With thanks.

MOTORISTS IN WITNESS BOX TODAY

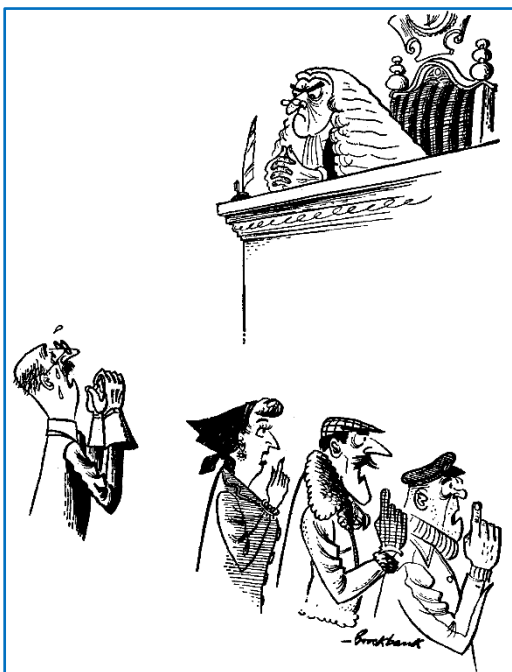
Motorists, facing charges of wilful neglect of their engines, entered the witness box today to answer the searching questions of the prosecution. Here is a verbatim report of the proceedings.

Counsel: "You are charged with neglect of your engine over the past two years."

A. Motorist: "But nobody could have been more considerate. I've spared nothing . . . the best engine oil, water always topped up, choke returned as quickly as possible . . ."

Counsel: "But what about the element in the oil filter? When was that last changed?"

A. Motorist: "Oh. . . that old thing! Well . . . I, er . . ."



Counsel: "M'lud, I ask permission to call for Exhibit 'A' – the oil filter element in the case."

M'lud: "Permission granted."

(The oil filter element, black and sticky with dirty oil was brought into court.)

Motorist: "But really, all this fuss about that!"

Counsel: "Look at this element . . . clogged and useless, it has long ago ceased to do its job of filtering abrasive, particles from the engine oil . . ."

A. Motorist: (in tears) "I've been a brute . . . an unfeeling Scrooge. But I'll mend my ways M'lud . . . I'll see that the oil filter element is changed regularly from now on!"

M'lud: "A. Motorist, it is the opinion of this court that you have been punished enough. You are faced with a heavy repair bill . . . maybe even a new engine! So I am going to impose a light sentence. You must write out a thousand times: I will change my oil filter element regularly and replace with a Tec-element . . . the element that car manufacturers, and world record breakers choose!"

Exit motorists muttering: "I will change my element regularly and replace with a Tec-element . . . I will change my element regularly and replace with a Tec-element . . . I will . . ."

MADE BY TECALEMIT LIMITED, PLYMOUTH, DEVON.

From *The Autocar*®, 7th June, 1957 – With Thanks.

FROM THE MINUTES OF THE AUGUST 2016 AOMC DELEGATES' MEETING

Editor's Note: The meeting was held on Saturday 13th August, at the Seymour Club, where the guest speakers were John Lewis and Drew Stevenson (VicRoads). Here we present, as a matter of interest to our membership, the pre-

sentation from VicRoads and the question and answer session that followed. The following acronyms have been used in this report, they are: AASA (Australian Auto-Sport Alliance); AOMC (Association of Motoring Clubs); CAMS (Confederation of Australian Motor Sports); LHD (Left Hand Drive); RHD (Right Hand Drive); VASS (Vehicle Assessment Signatory Scheme); VCPS (Victorian Club Permit Scheme); VESF (Vehicle Eligibility and Standards Declaration Form for Club Permit); VSI-33 or VSI-8 (Vehicle Standards Information Bulletins). Details of the VicRoads bulletins can be easily found on the Internet.

Note: As of the November AOMC Delegates' Meeting, those items shown here that require action or follow-up, such had not yet been acted upon.

Guest Speakers: John Lewis and Drew Stevenson (VicRoads):

John spoke on a number of current topics and then opened up for a Question and Answer session. This is a condensed version of the discussion (the repetition of various comments in the session has been summarised). John Lewis has been involved with the VCPS scheme for the last 15 to 20 years. John normally comes out to meet clubs for major announcements, however today will be a summary of issues.

Victorian Club Permit Scheme (VCPS) Review – There is a current review of the Club Permit System. VicRoads are in regular discussions with the AOMC, the Federation and the Street Rod Federation about the VCPS. There are a number of current issues being considered such as:

- Definition of a Club
- Demonstrated intent
- Forming a VCPS Advisory Panel to assist peak bodies
- Competition Rally Cars
- Replica Cars and Individually Constructed Vehicles (ICV)

There has been a change in direction recently as more is required to understand motoring clubs and their structures. There is a lot of activity that these clubs provide to the community and the benefits these clubs provide. Similarly the non-traditional clubs are not being dealt with that well, i.e. that are based on internet forums, or loosely constructed – and how to deal with this evolution.

There was an article referred to in one of the Melbourne metropolitan papers criticising the VCPS and comments that were not broadly consistent with the scheme. VicRoads have now engaged the consultants 'Our Community' to review this issue of the VCPS and the community. They specialise in governance of community groups and sell the VCPS system better.

Our Community are looking at:

- Governance of Community Groups
- Better understanding the value of the VCPS
- Selling the VCPS better in its benefits to the community.

The AOMC has requested a procedure for the Transfer 'H'/'CH' Plates to 'M' Plates – There is currently a transition underway to allow a smoother transfer to 'M' plates from the original 'H' or 'CH' plates. There is no form to make this transition easier. It is anticipated that, at the end of August, a new form will be available on the VicRoads Website regarding the 'Declaration of Modifications'. The form will still need the proof that the vehicle meets the standards and is eligible for VCPS, but this process will make it easier to make the transition. There is no charge for the form and no charge for the new 'M' plates by VicRoads.

Deceased Estates – The VicRoads Website will also be updated by the end of August. There have been numerous queries on Deceased Estates, and reassigning permits. VicRoads' policy is that they will accept a transfer of a VCPS to the surviving spouse or partner of the deceased. This is not a new application, and does not require a roadworthy or other inspections.

The transfer of the VCPS from the deceased to another family member other than the surviving spouse/partner has to be a new VCPS application.

Number Plates – VicRoads are looking at the possibility of displaying the non-VCPS plates on VCPS vehicles. The review is going slowly, and the current database limitations and also Victoria Police.

General Issue plates on retention was raised recently in a number of forums. The rules are complex, and mixed messages are occurring. VicRoads was contacted by the AOMC representing one instance where it appeared unfair and was able to assist with the application of the current policy. As such the general policy is that General Issue Number Plates are not allowed to be transferred unless they were on the original vehicle and also in the name of the original owner.

VicRoads will come back to the AOMC on this issue, as the question has required VicRoads to review this and they hope to come back with a bit more clarity on this.

Slimline Plates – VicRoads would like to see the introduction of slimline plates. However it must be understood that there are limitations on the current database, designed for some 10,000 VCPS vehicles, and currently managing some 65,000-plus vehicles. A complicating factor is, as the VCPS is run on a different database, there is no ability to order reprinted number plates. To offer slimline plates it is likely that the number plates offered will be the next available number in the sequence. If you wish to change your current 'H' plate to slimline plate size, you will have to change your permit number to a new number issued with the slimline plate. No date is announced at present.

Motor Homes – There has been a lot of commentary surrounding motor homes. It is OK for motorhomes to be on club plates. However it is clear that if the vehicle is modified outside the original vehicle standards, then this motor home will need to obtain an engineer's report on the modifications before it can proceed to be registered under an M plate. This is particularly important as motorhomes often have gas and electrical equipment, and these create safety issues in their own right.

QUESTIONS FOR VICROADS' REPRESENTATIVES – The meeting was opened up to Questions from the Floor.

Q: A car is locked away and the club is unable to retrieve the VCPS number plate (i.e. owner is in nursing home or deceased estate), and has not renewed their club membership?

A: The Club is not required to seek the plates to be returned back to the club that signed the permit. The normal rules apply to the club plates, the vehicle cannot be used if the VCPS lapses, the plates should be returned to VicRoads or destroyed. The car club or the VCPS officer of the car club is not responsible for retrieving the VCPS plates. The club is not responsible; it is the permit holder's responsibility or their representative for returning or destroying the plates if the permit lapses.

Q: What is the timeframe for a VASS? Is it thirty days like a RWC?

A: Yes it is thirty days, however if the vehicle was previously modified, and the VASS was originally done, VicRoads will accept the old VASS if the vehicle has not been modified beyond this. For a new application for new modifications, then thirty days for the VASS and RWC.

However for an existing modification it depends on:

- If VicRoads were aware of this mod previously – then VicRoads will have the records and you are not required to produce the VASS. However VicRoads may not have these records readily accessible:
- If the mods were undertaken previously under the appropriate documentation at the time and it was accepted, then providing this should be sufficient evidence.
- If the modifications were done as part of a compliance import (i.e. Ford imports factory LHD cars modified to RHD and has the factory compliance from the time then this is sufficient, as VicRoads registered this in the first instance and the modification plates quite clearly demonstrate the modifications.

Q: Trucks modified in their working life, and was transferred from original registration with modifications to 'H' plate? Do these modifications end up requiring an 'M' plate?

A: 'M' plates represent vehicles modified beyond VSI8 and VSI33. The modifications undertaken when on original registration should have been within compliance.

There are generally two types of modifications – those modified in their working life, and those modified on restoration, and your club is also able to determine which vehicles you would like to be part of your club.

Q: Imported LHD vehicles and converted to RHD (i.e. Ford Mustangs)?

A: Any imported vehicle with a LH to RH Drive conversion is required to go onto 'M' plates. There were a number of different ways these LHD vehicles could come into the country:

- Factory imported and converted
- Single vehicle import > 25 years ago; or
- A recent import.

In any event, the vehicle will have needed to be certified at the time, or certified now and regardless how or when it was modified, as it is modified it will get an 'M' plate. This provides certainty that the certification has occurred and VicRoads is aware of this.

An example was given for a Canadian car with a RHD conversion, and placed on VCPS before 2015, if it was confirmed that as this was approved on the VCPS before 31st January, 2015, then this is OK to be on 'H' plates. Another example was a steering conversion – also requires certification of the modifications, and then an 'M' plate will result as it is modified if it were put on the VCPS today. There is not automatic requirement to go onto 'M' plates.

A further example of a Factory import (Ford executive first owner) and certified on original registration as RHD (as evidence by the vehicles history and compliance) – then this is an example of an 'H' plate, 'M' plate not required.

Note: 'H' plate to 'M' plate transfers. There are three ways your existing 'H' plate vehicle with modification will go onto 'M' plates:

- Voluntarily elect to change over to 'M' plates from 'H' plates.
- Your club elects to convert any modified cars to 'M' plates that were on 'H' plates.
- If your vehicle is defected by Victoria Police.

Q: Example of modified FJ barn-find with a bigger motor done at that time, and engineered in the day and previously road registered?

A: Yes if previously registered, it can go onto VCPS, but must go onto 'M' plates reflecting it was modified. If VicRoads have evidence (if previously registered with the modified engine, the engine number will be on VicRoads' database).

VicRoads won't actively contact vehicles that are previously modified and previously permitted on an 'H' plate prior to 31st January, 2015. Over time if these vehicles change owners, your club changes its rules or Victoria Police defect the vehicle.

Q: General Issue Plates – not registered in your name?

A: Currently any general issue plates for the classic vehicle you have and were not originally registered in your name will not be reissued, and the number has been 'lost'.

The example given was an original car, with the original plates, acquired from the original owner, but car has never been registered in current owners name. The plates were of a series now issued as Heritage Plates. VicRoads are still working through this issue, and will reply back to the AOMC. There is a lot of empathy around this issue with original plates on original cars, but the policy at the moment is not to reissue these unless it was in your name, and current policy is that these general issue plates are lost.

- Q:** Truck which was modified years ago with a VASS from LHD to RHD and used daily – if it were to go onto VCPS it would be an 'M' plate?
- A:** Yes, if this vehicle were put on the VCPS, it would automatically go on an 'M' plate. The 'M' plate is by no means not an indication that the vehicle is not historic. The 'M' plate is a designation that at some stage over the vehicle's life, it has been varied from original.
- Q:** Old Tractors and Motorbikes – will VicRoads issue a Checklist to instruct Licenced Vehicle Testers (LVTs) to assist them with Road Worthy Certificates (RWCs)?
- A:** This is difficult, as there are not many LVTs who have specific knowledge – and don't want to be too prescriptive. The Pre-49 inspection standards issued by VicRoads were general only, as it is too difficult to be prescriptive and mandatory. It is almost impossible to develop a checklist to cover every situation. The Vintage and Veteran Vehicles really need specialist knowledge, but there is extra responsibility for these clubs, as these clubs are the best knowledge.
- A comment was also made on finding it hard to get any LVT to issue a roadworthy. The discussion was that it is preferable to find LVTs who are specialists in their field, or for a club to develop a relationship with an LVT to gain knowledge on the issues relating to that make and era of vehicle.
- ACTION:** AOMC to provide a similar document as used for motorbikes that could assist preparing some guidelines, and VicRoads will consider a draft guidelines 'cheat sheet': to make it easier.
- Comment:** VicRoads staff are not clear on the rules on steering conversions.
- Response:** The example given was Ford Mustangs. VicRoads will issue a memo to their officers at the centres to make it clear that a steering conversion if the vehicle is put onto the VCPS today will require an 'M' plate.
- Q:** Issue with LVT cannot provide road worthies on all cars?
- A:** All vehicles going on full registration need a roadworthy, however in conjunction with the development of the rules for the VCPS, there are the Pre-49 vehicles on the VCPS the club may elect to require a RWC or Club inspection. LVT's are not necessarily specialist on all makes and types of vehicles.
- Q:** 1960 vehicle has drum brakes, 1964 has disc brakes, use original manufacturer parts?
- A:** VSI 33 ability to change the brakes where appropriate, continuation model and the complete system fits and does not require modification to fit, If however the system was not available originally, and requires modifications, then this will require a VASS certificate, and hence would then go onto 'M' plates.
- Q:** Motorbike – swap-over complete suspension system?
- A:** No, does not require modifications as it is a complete original system.
- Q:** Jaguar owner of 35 years, thirty years ago 350 ci engine installed, engine numbers matching registration and maintained on full registration – how does this go on 'M' plates?
- A:** As it was originally registered with the modification, VicRoads will have evidence of this, and will consider this appropriate evidence of the car being originally modified and acceptable to go onto 'M' plates.
- Q:** 1977 Bedford – after-market steering column installed bolts in, and reason is safety?
- A:** Yes – it is a VASS certifiable modification. (*Not sure about this one*)
- Q:** Number Plates held on retention?
- A:** The current view is:
- If it is your number plate – then you get it back.
 - If you buy a plate – then you get the rights associated with the plate.
- A comment was made that the VicRoads offices do not know these rules, and a number of different stories are often told from each branch. This issue is complex, and VicRoads will respond back to the AOMC.
- An example from the delegates was an EH Holden taken off the road on original plates by original owner and differing advice has been received as to whether these are obtainable.
- COMMENT:** There was some discussion about a perception in the room that 'M' plates as not being regarded as historic. This is simply not true. All plates whether 'CH', 'H', 'SR' i.e. 'M' plates are all VCPS vehicles. The 'M' does not signify the vehicle is not historic, the 'M' signifies the vehicle is under the VCPS and is modified, VicRoads does not perceive the vehicles to be less historic or less worthy if permitted under 'M' plate or 'H' plate.
- Q:** New legislation on relaxing imports on specialist vehicles?
- A:** Transition date 1989, which import restrictions preclude LHD cars. If the new import restrictions are relaxed and they repeal the strict compliance of Australian Design Rules (ADRs).
- Q:** Are VCPS plates going to be made available in American sizes?
- A:** No. It will be difficult to get slim line plates out. VicRoads want to keep the system simple, it is a costly scheme to operate, and VicRoads are keen to keep the system simple for the movement.
- Q:** Is it possible to introduce standard issue plates or personalised plates as VCPS plates?
- A:** Possibly, a long way into the future, VicRoads have given an undertaking this is being looked at, but nothing soon.
- Q:** How do you display an original registration plate on a VCPS Vehicle?
- A:** You cannot – need to register on full registration, and then you can display the original plates.
- Q:** The transfer from 'H' plate to 'M' plate at the end of this month in the new form, is there a fee?

- A:** No – there is not a fee for the form or the new plates. There could be other costs such as FOI if records need to be located in the archives.
- Q:** Rumour has it that VASS should be carried in case of Victoria Police pull you over?
- A:** No, it is not a requirement that a VASS be required to be carried at all times. Some owners might choose to do this, and there is nothing wrong to do this, but this is not a recommendation to carry the VASS.
- Q:** An Historic Rally car prepared to the original 1970s rally specification – should be historic on 'H' plates?
- A:** No – any modification to the vehicle needs to be viewed in light of not following VSI 33, 8 etc., is a modification and any new application for VCPS will need to go onto 'M' plate. A historic vehicle or originality for the original specification rally car is not the criteria, the criteria is that as it is modified under VSIs – then it will need to go onto 'M' plates. A comment also that an 'M' plate is not less worthy than an 'H' plate – it is no less historic, an 'M' plate is just a modified historic car.
- Q:** Names of signatories on the Vehicle Eligibility and Standards Form (VESF) – the titles are incorrect?
- A:** At the end of this month, the VESD form is to be reissued, and the names of the signatories are going to be separated to make the naming conventions more uniform, and the form is going to be split to allow for these names and whomever the club nominates to sign for this form.
- Comment:** The real reason that 'M' plates are not liked, is not that it is not seen as historic, but because the cost of the VASS makes it prohibitive.
- Response:** Yes – the cost of the VASS is just one part of the vehicle cost – and often the original modifications cost significantly more than the VASS expense. However modifications were appearing on cars on the VCPS scheme and these mods could not be ignored, and these modifications needed to be certified, hence the reason why the Scheme was changed.
- Q:** Motor homes – does moving a seat in a motor home make it an 'M' plate?
- A:** The issue of motor homes and complex vehicles is a complex one, and also has implications of commercial vehicles and applicable standards. However modifying a vehicle different from its original design and certification will require re-certification. Removing one seat may require re-certification, if it changes the design.
- The issue should not be seen strictly in light of changing one seat, it is more about the function these motor homes provide. The complete process is usually greater than one seat, it will be the whole process that occurs at the time the motorhome or van is converted. A description of the damage a detonated van can make after a gas explosion was given. Another example of a 240-volt power supply connected to a van, and by virtue of rubber tyres, then van is isolated with no earth, hence if wiring not to code, it is exceptionally dangerous to the occupants of the motorhome.
- For this reason, it is 'not one seat' but the mods for these vehicles will require appropriate certification, and by virtue of the certification, will be 'M' plated under the VCPS.
- Comment:** There are some owners who are concerned that an engineer will require modifications that will spoil the vehicle, i.e. require seat belt bolts through pillars that wreck the look.
- Response:** VASS signatories have individual experience, and their experience ranges over varied and unique cars, trucks, busses etc. There is not one engineer who knows it all, however, shop around for someone who knows your vehicle type and has experience in the outcome you desire.
- Q:** Rally cars and 'RP' Scheme?
- A:** The RP Scheme was designed for top-flight professional late-model rally cars, and older rally cars may not pass CAMS inspection to get on, but the cars are not really suitable to be on 'H' plates.
- VicRoads are working with CAMS and MSA on a new form of competition vehicle permit, for a low cost way for club modified for rally purposes to transition across to the new permits.
- Q:** GT-40 replica purchased forty years ago. 'M' plate?
- A:** Yes these were based on an individually constructed vehicle, and as such an 'M' plate would be required. The vehicle was individually constructed, based on a roaring 40's chassis, VASS signatory will have created a single representative manufacturer's vehicle certification, and 'M' plate.
- Q:** Historic Tractors, and whether they can use amber flashing lights?
- A:** Road Safety Rules – will stipulate the requirements whether older tractors can use amber lights when used on roads, for safety purposes. The delegate was asked to approach after the seminar and provide contact details and VicRoads will retrieve a copy of the rules in relation to the flashing lights.

End of Question and Answer Session – the Meeting Closed at 2:55 pm.

From the AOMC Newsletter – with thanks.

JOKE TIME

I woke to go to the toilet in the middle of the night and noticed a burglar sneaking through next door's garden. Suddenly my neighbour came from nowhere and smacked him over the head with a shovel killing him instantly. He then began to dig a grave with the shovel. Astonished, I got back into bed. My wife said, "Darling, you're shaking, what is it?" "You'll never believe what I've just seen!" I said, "That tosser next door has still got my bloody shovel."

Phil Cook

EVENT REPORTS

WHAT WE HAVE BEEN DOING

MID-WEEK RUN REPORT – Thursday 10th November, 2016

Right: Our lovely ladies again. This time having a look at the top shelf at Bottom Drawer Antiques and Collectibles Warehouse.

Most of the participants met for morning tea at McCafé Eastlink and, after refreshment, we proceeded to 'Bottom Drawer' antiques and collectables for a quick browse. As this warehouse is over an acre in size, we had to move fast to get a glimpse of most of the wares before heading on to our lunch venue, 'Kirks of Mornington', where the uninterrupted views over the bay were very soothing. The mains (and delectable deserts) ensured all were full before leaving after a quiet chatty gathering.

There was a good assortment of British Finery and a couple of nice bent 8's.



Bryan Tootell.

THE ABCCC INDULGENCE WEEKEND – 18th to 20th November, 2016



We arrived at the recreation reserve at Yarra Glen, at 8:29 am precisely and immediately were of the impression that we were quite late, as a good number of indulgees were already well into a good greeting chat. A few did arrive shortly after *Pea Soup* was parked, so we were not the last to arrive. In the direction where we were about to head, the weather did not look too promising, so we braced a little for what might come. Cars-wise, our group featured MG, Bristol, Rover, Austin-Healey, Vauxhall and Jaguar, along with a couple of Mercedes-Benz models, a fairly modern 'TD' and an array of modern motor vehicles. As we checked in, Peter McKiernan gave us detailed route instructions and we set off in convoy for Yea and our morning tea/coffee stop at Yarck. After passing through Yea, the weather looked promising, and on reaching Yarck, we were motoring in warm sunshine. We sort of packed the little bakery and café for a very nice biscuit and coffee which was served remarkably quickly. The day soon warmed up even more, making us look for shade under trees for parking during our lunch stop – the photo above shows some of our cars resting in the cool shade.

While at the stop at Yarck, Peter took our lunch orders and telephoned them to our lunch stop venue at the Mountain View Hotel at Whitfield. Then it was back onto the highway to continue through Bonnie Doone and onwards to the Mansfield turn off. The staff at the hotel made us very welcome and, after the large biscuit at Yarck, the lunches seemed enormous. We were indeed indulging! Completely replete, we returned to our cars and set off, *Pea Soup* was headed for Myrtleford, not to Cheshunt for winery visits, because Sue had an interesting crossword to complete and I had a good book to get stuck into.

As we motored along, first taking in the fresh-looking King Valley and then coming up against some roadworks for a new roundabout at the intersection with Snow Road (C522) and waited for a very long time for the 'Stop/Slow' man to rotate his staff to allow us through. Nothing seemed to be happening in the roadworks until, as we were allowed to drive forward, we realised how huge the new roundabout will be. We soon drove past Brown Brothers of excellent Merlot fame and past Whorouly, where we wondered how that place name arose? Just near Gapsted Wines we turned right onto the Great Alpine Road and on to Myrtleford and it was a busy Myrtleford, where, it was wondered, just how many lawn and garden tractors are sold – there were quite a number on display at the dealerships we passed. After passing through Porepunkah we soon found our accommodation at the River Bank Park Motel in Bright. Here our cars could rest until it was time to head for home. It was a fair drive, but very scenic through some of Victoria's best scenery.

It was time for a rest and wind down after the drive, but it was soon time to join in the nibbles and drinks party right on the Ovens River bank. This turned into a most pleasant and warm evening, but too soon, it was time for a stroll to our dinner venue at the Sole é Luna Italian Restaurant. Some of us set off without a clue as to just where our dinner venue was located. However, it was easily spotted and we were made very welcome by the hosts for our dinner. The menu choices were all very tempting and the desserts looked to be of very indulgent nature, and time to forget about waist dimensions. While ordering my main course, I asked the waitress if I could have some mustard with it. No problem, at least until it was first tasted. It was super-hot and would have probably made a seasoned Indian's eyes water. When the waitress came back, I asked where the mustard came from? "From the fridge," was the immediate response. Oh well, top marks for not saying, 'I don't know', but she soon came back to inform me that it was English **Hot Mustard**. The

steak was good, the dessert was sensational and the coffee was excellent! A fabulous meal that was superbly organised, thanks Peter. It is possible that some of us went to bed, in an over-replete condition.

Right: About to set off for our day's touring, our coach driver, Brein, is fifth from left and the photo's line up was organised by Peter Hibbert, second from left. The photo was taken by our Tour organiser, Peter McKiernan. Thank you all for the posing patience.

We awoke next morning to see Ian Hodge washing the insects from his Vauxhall, and then we went in for breakfast at the appointed time. After becoming replete again, we were ready for our day's tour of the region in a local coach. It turned out to be a Scania, from Alpine Spirit Coaches, that was about fifteen years old and had a very high kilometre count on its odometer. For all of its high country touring and school run work, some loose bits, it was remarkably quiet and comfortable.



As the coach motored along, Brein told us about the tobacco curing sheds along the way and how most were no longer in use, mainly because tobacco is no longer a profitable crop that can be grown in the area. We passed a number of wineries in the large valley on our way to the Milawa Cheese Factory for morning tea and a browse in the shops. Then we set off for the Ringer Reef Winery lunch, where we were to sit outside under shade and waterproof cloth roofing for a most indulgent lunch. We were sitting in a very pleasant spot with a view to Mount Buffalo across the valley. Lunch was rather special, being antipasto and most delicious – the platters kept coming as we emptied them and, after a leisurely meal, we were replete yet again. This was indulgence of the purest kind!

We were then taken back through Porepunkah and on to the Eagle Ridge Winery where two elderly dogs gave us a warm welcome. Rows of chairs were awaiting us in the despatching shed where we sat and listened to an entertaining talk by the proprietor and his assistant. Copious samples of the winery's differing types of wine were handed out. These must have impressed a number of us, because several bottles were bought. I neglected to pick up a copy of the Eagle Ridge brochure and, having not seen the winery's name as we were driven in, I was later at a bit of a loss as to where we had been. Aha! I knew that Colin Brown had bought a couple of bottles of the wines, so I asked him where we had been, hoping to read a label. It turned out that the bottles were unlabelled, and that I was not the only one who was a bit mystified as to where we had been! No problem, Peter McKiernan had the information to hand.

Brein then drove us back to our motel and soon it was time for nibbles by the river, before our gourmet barbecue. We were all happily having a good natter, noggins and laughs until we realised that time had made things rather urgent. We were grateful to the outdoor cooking experts amongst us and soon things were under way. Yet again, we indulged and this time the potato salad was 'sort of special' because the potatoes were of the correct type, cooked through nicely, but didn't go to mash of their own accord. Our thanks to the BBQ drivers, a pleasurable task very well accomplished!

Next morning, after another good breakfast, it was time to depart for home after all the goodbyes and safe journey wishes. *Pea Soup* was headed for the Hume Freeway and took us home in fairly high ambient temperatures. After we turned left at Seymour, and slowed a little, it was noticed that the temperature gauge indicator had climbed up the scale a bit. After reaching home and letting the engine cool completely overnight, one and a quarter litres of coolant mix were required. Rather mysterious and investigation is ongoing.

Our thanks are due to Peter for putting all of the indulgence together for us to enjoy. It was a really good value indulgence tour and the next one is looked forward to with keen anticipation.

Mike Allfrey – Tour Participant.

WHAT WE ARE ABOUT TO DO

ANNUAL GENERAL MEETING OF THE ABCCC VIC INC. – Sunday 22nd January, 2017

The All British Classics Car Club Vic Inc. will be conducting its Annual General Meeting (AGM) at the Chirside Park Country Club, 68 Kingswood Drive, Chirside Park (Melway Map 37; Ref: K3/K4). There will be a lunch commencing at 12:00 noon, with the meeting commencing at 2:00 pm. The lunch will cost \$10.00 per person. Please advise the Secretary that you will be attending the lunch and AGM before Monday 2nd January, 2017. Should you decide to only attend the meeting, plan to arrive before 2:00 pm. This information is required for printing and catering purposes. Payment for lunch will be received as you enter the country Club, please do not send payment in advance.

The Annual General Meeting follows the protocol that only financial members of the ABCCC Vic. Inc. are eligible to cast votes. Protocol also rules that there can only be one vote per member couple.

Nominations for Committee positions will be called for at the Annual General Meeting. The Minutes of the 2016 Annual General Meeting will be distributed a minimum of two weeks prior to the meeting date. If you have items that you wish to have placed on the Agenda, please notify the Secretary prior to 12th December, 2016. Late requests cannot be placed on the Agenda.

Pat Douglas – Secretary.

AUTUMN IN DAYLESFORD – Friday 5th to Sunday 7th May, 2017.

We are pleased to announce the above dates for the previously postponed weekend away at beautiful Daylesford and Creswick and surrounds. The weekend is now planned for Autumn 2017.

The weekend will include some of Daylesford's best 'to do' attractions along with the famous Silver Streak Food, Wine and Music Train pre-dinner on Saturday evening (numbers permitting), and of course time to relax and browse the Mill markets and Daylesford specialty shops.

The booked accommodation is limited so if you are interested in coming along please be sure to contact us quickly for details, so that you can book and secure your accommodation within our group reservation.

We look forward to a fun, relaxed weekend and we hope you can join us. Please contact; Marj and Brian Pepper on mobile number 0407 392 330 or, E-mail; bmpepper1@bigpond.com

Marj Pepper.

AOMC NEWS

Delegates' Meeting Dates For 2017

Monday 20th February, Monday 15th May, Monday 21st August, Monday 20th November (Note that one of these could be a country meeting and be held on a Saturday).

Mike Alfrey – AOMC Delegate.

NEWS FROM THE FEDERATION

Australia Day in the Domain. The Premiers Department are now running this event and both RACV and the Federation have to comply with their requirements. They are only allowing 130 vehicles to be on show this year. After the Federation and the RACV have been running this event for the last 40 years it looks like it could be gradually phased out. (down from 450 cars).

Bill Allen - Federation Delegate.



To All Of Our Members – May Your British Classic Cars Thrive In 2017!