



YOUR ABCCC NEWS

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

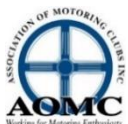
Edition N° 219

September, 2018

ONE OF VAUXHALL'S FINEST ON A MISSION



Ian and Mary Hodge in their Vauxhall Velox, departing the Victoria Valley in the Southern Grampians, heading for Dunkeld and onward for lunch at Devon Park. Snapped, well 'over-the-line', during our visit to Hamilton for the Queen's Birthday Rally, 2018.



Associations Incorporation Registered Number: A0035462V



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

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
Secretary	Pat Douglas	(03) 9739 4829	secretary@abccc.com.au
Committee Positions			
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	colin@abccc.com.au
Membership Secretary	Gordon Lindner	0418 540 920	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Web Master	Ed Bartosh	(03) 9739 1879	webmaster@abccc.com.au
VCPS Attendance Records	Sue Allfrey	(03) 9729 1480	sue.allfrey@bigpond.com
Club Regalia Manager	Maxine Pettigrew	(03) 9739 1146	
Newsletter Organizer	Betty Taylor	(03) 9739 1879	editor@abccc.com.au
Editor's Assistant	Rick Lloyd	(03) 9830 1752	
The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
2019 EastLink Great Australian Rally Website: www.greataustralianrally.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

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

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 Member: Pat J Douglas**

ABCCC EVENTS DIRECTORY

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

September 2018

- Wednesday 12th A Mystery Outing – An ABCCC Event Anne and Bryan Tootell 0412 549 906.
Venue –
- Saturday 22nd The ABCCC's 21st Birthday Celebration – An ABCCC Event Colin Brown (03) 5964 9291.
Note: Previous issues had incorrect date on booking form, see Page 14.
Venue – York on Lilydale, Corner York and Swansea Roads, Mount Evelyn.
- Saturday 22nd VACC Centennial Cavalcade <https://vacc.com.au/News/Events>
Touring – Melbourne to Bendigo, with 'Show and Shine' display.
- Sunday 30th Shannon's Classic Car Show – Noosa Beach Classic Car Club Not Provided.
Venue – Lions Park, Noosa Heads, Queensland.
Fund raising for prostate cancer research.

October 2018

- Sunday 7th Australian National Show and Shine www.australianshowandshine.com.au
Staged by the Rotary Club of Euroa.
Venue – Seven Creeks Park, Clifton Street, Euroa.
- Friday 12th to Sunday 14th Motorclassica Paul Mathers (03) 9321 6755
Venue – Royal Exhibition Building, Melbourne, Victoria.
- Sunday 14th An Alternative Way to Geelong – An ABCCC Event. Greg and Geraldine Anglin (03) 9876 3293.
Start Venue – To Be Advised.
- Saturday 20th Display at the Men's Shed (Date not confirmed yet). Mike Allfrey (03) 9729 1480.
Venue – Croydon Hills Baptist Church, Corner Bemboka and Plymouth Roads, Croydon Hills.
- Sunday 21st The ABCCC Calendar Meeting – For those intending to conduct a club event in 2019.
Venue – 16 Lawler Lane, Coldstream, Victoria. Commencing at 11:00 am.
- Friday 26th to Sunday 28th The Legendary Indulgence Tour – An ABCCC Event. Peter McKiernan 0407 876 023.
Touring – Gippsland Lakes area.

November 2018

- Tuesday 6th Celebrate the Melbourne Cup in Style! Colin Brown (03) 5964 9291.
See notice on Page 8.
We will be putting on a car display at Yarra Valley Racecourse.
Gather at Coldstream for drive to Yarra Glen.
- Thursday 15th to Thursday 29th Touring The 'Apple Isle – An ABCCC Holiday. Maxine Pettigrew (03) 9739 1146.
An information kit will be provided soon.
- Sunday 18th Annual Concours and Display Day – Jaguar Car Club (Vic.) Trevor Wilkinson 0438 345 219.
Venue – The Oval, Wesley College, 620 High Street Road, Glen Waverley.
- Sunday 18th 26th Rob Roy Hill Climb. Visit: www.robroyhillclimb.com.au for details.
Presented by the MG Car Club Inc.
Venue – Clintons Road, Christmas Hills, Victoria.
- Tuesday 26th AOMC Delegates Meeting – Visitors Welcome (Time 7:30 pm) Secretary (03) 9558 4829.
Venue – 21 Rosalie Street, Springvale.

December 2018

- Sunday 9th Our Christmas Luncheon – The ABCCC End of Year Event Maxine Pettigrew (03) 9739 1146.
Venue – Gardiners Run Golf Club, Victoria Road, Lilydale.

January 2019

- The EastLink Great Australian Rally – A Major ABCCC Event Rex Hall rex@abccc.com.au
All funds raised will be donated to our friends at Peter Mac. Greg Anglin (03) 9876 3293.
See Page 4 for latest information.

February 2019

- Sunday 24th British and European Motoring Show Graeme Moody *via* (03) 9558 4829.
Venue – Yarra Glen Racecourse, Armstrong Drive, Yarra Glen.

May 2019

- Sunday 19th National Motoring Heritage Day – The AOMC Secretary (03) 9558 4829.
Venue – Yarra Glen Racecourse, Armstrong Drive, Yarra Glen.

EDITORIAL NOTES – Issue N^o. 219

I have been, temporarily, plonked behind the ex-magazine writer's computer, while Betty and Ed are enjoying the sights of London and the rest of Britain. The lethargic attitude took a fair bit of stirring to help the old brain to reach top gear again, so, here we go again. A hearty thank you to all who have provided material for inclusion this month.

This month we have a good amount to report on the progress for the EastLink Great Australian Rally, the date for which, Sunday 20th January, 2019 is coming to us very quickly indeed. There are also comprehensive reports for the Federation and AOMC Delegates' Meetings. We need to keep abreast of matters that will and may affect our chosen hobby. With regard to the Victorian Club Permit Scheme, there have been numerous reports of the scheme being exploited in several ways. We have to remember that, initially, the Victorian hobby vehicle movement literally fought for a reduced cost vehicle registration scheme for car clubs. Finally that was granted to us as a State organisation.

Exploitation of the VCPS reflects poorly on the vehicle's permit issuing club, this fact means that our club does not condone any form of exploitation. Through our efforts in conducting major events each year our club has an excellent reputation to uphold. We cannot have that sullied, can we?

Mike Allfrey – Stand-in Editor.

REPORT FROM OUR PRESIDENT

By now it must be apparent to everybody there will not be a Fly The Flag next year. For the last three years I have been telling everyone that each year will be my last as organiser, begging for somebody to step up and take on my role, even offering to stay on as their assistant but nothing happened. In fairness I had a lot of offers to help but nobody wanted the main job and I decided there wasn't much point in doing another Tour, it would only be postponing the inevitable.

For the past few years we have had the Christmas lunch at the Chirside Park Country Club, Maxine has now been advised that the long awaited renovations have commenced and the venue will not be available for our lunch, however they have offered us the use of the Gardiners Run Golf Club. We have inspected the room and found it acceptable but with one drawback it only holds 110 maximum and in recent years we have between 100-125 people. At this late stage it would be difficult to find another venue as most function centres are booked out for Christmas. When Maxine starts taking bookings I suggest you get in early because it will be first in first served.

Our planning meeting for the 2019 Events Calendar will be on 21st October, at 16 Lawler Lane, Coldstream commencing 11:00 am and it would be nice to see a few new faces again. If you would like to organise an event then come along and let us hear about it and if you can't make it to the meeting just E-mail me the details. Also, if you have some ideas but can't organise, let me know and maybe someone else will take them on board. Lunch and refreshments will be provided by the club so make sure you let Maxine know if you intend coming so she can organise the pizza's.

Tony Pettigrew.

MAJOR EVENT NEWS

2019 EastLink Great Australian Rally – Sunday 20th January, 2019



This will seem to be a rather lengthy explanation about what has been happening. Please bear with us and read all of the information here. Over the past several months, our Committee has been

making diligent preparations for this important event. We are very close to getting the EastLink Great Australian Rally right on schedule. With a new naming rights sponsor and a new end of rally display venue, we have basically had to 'reinvent the wheel'. We are confident that the ground work is up to scratch, and in many ways the display venue will be in a superior location for our purposes. The gardens are very beautiful and there are some lovely shaded areas for picnicking and taking in the music of the Royal Australian Navy Jazz Band, while relaxing as your motor car's engine cools after its rally duties.

We will be keeping the original start venues, The Deaf Centre in Melbourne, Stud Park at Rowville, the Western Port Marina at Hastings, along with the addition of a new location at EastLink, Ringwood. As in the past, there will be two rally routes from each starting point – a longer scenic run through the Mornington Peninsula, and a shorter more direct route for the cars that will be judged for awards at Cruden Farm Preparation of the Route Notes is well advanced.

Due to having a new venue, we have taken special steps to ensure that rally traffic flows smoothly and with minimum hold-ups at the two entry gates. We have engaged the expertise of a specialist traffic management company to help keep the flow coming into Cruden Farm. The farm staff have granted us three gates for use:

- Gate 1. Located in McClelland Drive, Langwarrin. This will be the **only** entrance for rally participants on the day. There could be some pay-on-the-day entrants entering the grounds at this gate. Such entrants will be directed to an administration point just off the roadway, to purchase their rally display entry fee.
All entry into Cruden Farm *via* this gate must be made from the left-hand side of the roadway. Expressly, no right-hand turns here.
- Gate 2. Located in North Road. This will be the **only** exit gate for rally participants on the day. There will only be a left-turn into North Road from this gate.



Peter Mac
Peter MacCallum Cancer Foundation

**Proud Supporter
2019**

Gate 3. Located in Cranhaven Road, Langwarrin, this will be the only entrance to Cruden farm for the general public to enter the cash collection area and thence through the main car park to our main display.

Based on previous experience, with the different start locations, and the fact that proportions will be taking different routes to Langwarrin, rally traffic should not become severely bunched together. In the recent past, Cruden Farm has coped easily with 6,000 visitors coming into the farm area, during a morning and afternoon period, which indicates that our event should be easily coped with. Calm, patience and obeying the directions given by our traffic control group will ensure that all rally entrants will be catered for.

Inside the grounds, space has been allocated, on the lawns around the pond, for participating car clubs to display up to six of their best motor vehicles in the special display area and promote their clubs.

Closer to the event, we will be asking for club members to assist with event marshalling duties. Please give this matter positive thought and then volunteer quickly when the request for marshals is made. Marshalling tasks at the established start venues will be the same as in the previous running of The Great Australian Rallies. The new venue at EastLink Ringwood, will follow basically the same pattern. We look forward to you joining in for the fun.

Rally Bags

Once again we will be providing a free EastLink Great Australian Rally bag for all pre-booked rally entrants. Finding material to place in the bags is becoming increasingly difficult. If any of our readers have knowledge of companies and sales outlets that are prepared to assist with providing items for bag filling, then please let us know as soon as possible.

Dogs At Cruden Farm

We have been advised that visitors' dogs are not permitted in the grounds at Cruden Farm. This is a Farm ruling and we must respect that rule.

Entertainment

As well as a roving microphone describing interesting motor vehicles during the day, the Royal Australian Navy Jazz Band will be performing live music.

Rally News

Further news will be announced to our membership in coming editions of *Your ABCCC News*, published on our Website www.greataustralianrally.com.au and on our Facebook www.facebook.com/greataustralianrally page.

Rex Hall – Rally Organiser.

AUNTIE PAT'S FAVOURITE FARMHOUSE RECIPES

Gooseberry Flan (Dessert)

Method:

Set oven to 190 °C (375 °F) or gas Mark 5. Place the fruit in a saucepan with the elderflower and wine. Cover and simmer very gently until fruit is tender. This takes about 20 minutes. Remove elderflowers. Stir the mixture and beat well with a fork, then rub through a sieve into a clean bowl. Add warmed honey, then beaten eggs, nutmeg, salt and cream. Mix well and pour into pastry case. Bake for about 40 minutes until firm and golden brown. Leave on a wire tray to cool. Serve chilled with a jug of cream. Serves 6.

The Village Inn – Waltham St. Laurence, Berkshire, England.

Ingredients:

2 heads of elderflower (or a small measure of elderflower cordial); 0.46 kg (1 lb.) gooseberries, topped and tailed; 106 ml (6 tablespoons) white wine; 2 beaten eggs; 118 ml (¼ pint) cream; (71 ml) 4 tablespoons clear honey, warmed; pinch of salt; pinch of ground nutmeg; a 203 mm flan ring lined with shortcrust pastry.

By Carole Gregory, Illustrations by AR Quinton.

From Favourite Farmhouse Recipes – With Thanks – Supplied by Pat Douglas.



NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club Vic Inc. 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
Keith and Christiene Purvis	Jaguar	Mk I	1956
	Jaguar	Mk I	1958
	Bentley	S-2	1960

Gordon Lindner – Membership Secretary.

EVENT REPORTS

WHAT WE HAVE BEEN DOING – WELL?

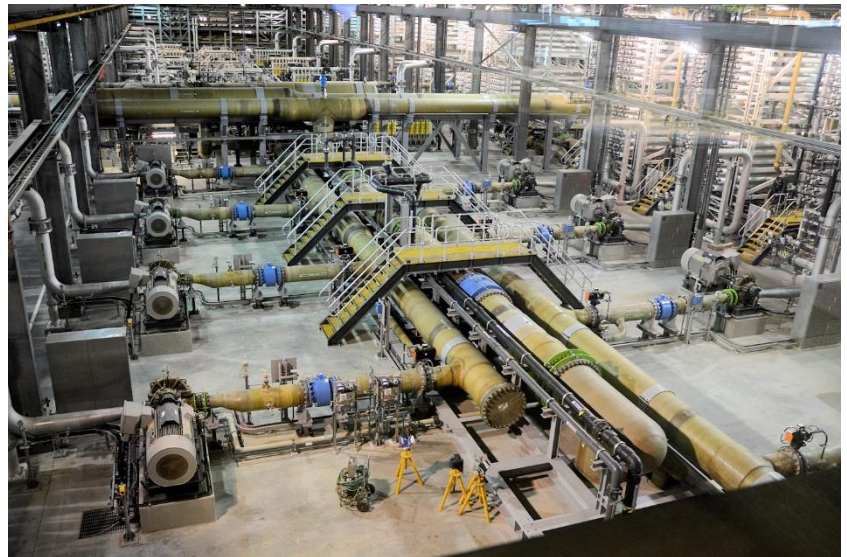
VISIT TO THE VICTORIAN DESALINATION PLANT – Wednesday 4th July, 2018

On a fairly cool and windy morning, the majority of our group met at the Stud Park Shopping Centre. It was a case of hats secured firmly and coats to divert a very lazy wind. We were supposed to meet at the *Pet Barn* parking area, but due to something some think is 'progress', the building had been renamed as *Best Friends*, which confused some of us. This proved that there are quite a number of us that have not used that start venue for the Great Australian Rally. No matter, we all found the locality without driving around too much.

David Cook had put together a scenic drive for us, along the South Gippsland Highway to Loch Village and then onto the Loch-Wonthaggi Road. This section was crammed with beautiful views at each turn the road took. *Pea Soup* was the filling between a proper Mini (Gordon Paterson) and a Jaguar (David Cook) for that drive. We reached the Bass Highway (B460), where we turned left for the short run to a right turn into Lower Powlett Road and on to our destination, the Victorian Desalination Plant, just inland from Williamsons Beach. It was interesting to note that there is no sign for the plant when approaching from the west, however, there is prominent signage when approaching Lower Powlett Road turn-off from the east. We all parked, greeted others joining us and donned windproof coats, sort of expecting to be guided in open and windy areas. Oh well!

A peek through the viewing glass, with reverse osmosis quietly in action – probably not.

We made our way to the large reception hall and were greeted by the young lady who was our guide for the tour. We set off, with a few others, and assembled in a large auditorium where we sat down to listen to the tour's introduction. Introduction? It was the full thing with an audio visual session that described the development and function of the plant. In the presentation, we were told about the vast (read really huge) number of gigalitres that the plant could produce. We were also informed of the ecological aspects of the plant. This was quite impressive stuff, the structure of the roof we were sitting under, must have cost a large fortune. None of the old putting up a shed and covering it with a multitude of corrugated iron



sheets as in days gone by, oh no, the roof supports a full blown native garden, this as part of the effort to keep the visual impact of the plant to an absolute minimum. At that, my political incorrectness really kicked-in, a huge roof area that could have been covered with said corrugated iron to catch rainfall that could be incorporated into the plant's output flow! We were told about intake screens and tunnels that extend out into Bass Strait by a kilometre and the tunnels are well below the sea's floor; then it was all about the reverse osmosis method of desalination and, finally, about the eighty-five kilometres pipeline to the Cardinia Reservoir.

To me, the place seemed to be a no expense spared undertaking, but there was one aspect that was lacking – the video screen was not positioned quite high enough. Quite a number of people had to look around others to get a view of just a part of the screen. AquaSure, take note.

Once the presentation was over, we could look through a huge glass window into the plant from where we were. No water swirling in vast cream-from-milk separator machines. No swishing noises. No plant operators in plastic hats and high-vis clothing. However, some staff were spotted gazing at computer screens – looking at what? That was our 'tour'.

I must confess that I came away with a lot of confused thoughts and, once again, I am probably wrong with those thoughts. However, those thoughts relate to the desalination plant's location – why at the higher rainfall end of our State? Why is there huge housing development in the Bacchus Marsh area, where there are numerous new and large signs telling us all that 'Severe Water Restrictions Apply At All Times' in that locality, but no water gets there from the desalination plant? Why are towns such as those in the Western District and further north in our State so short of water? And finally, why is there no consistent quantity of how much water should be used, per person, per day? Desalination plant information allows for 400 litres per day, our water account indicates 137 litres. Maybe 267 litres per person per day goes into pumping losses, pipeline leakage and evaporation from storage dams?

Enough of such thoughts!

David announced our route to our luncheon venue. From then on, for me, it became a part of my custom of missing important information. The bit I did hear and interpret, was about a turn at the second roundabout. At the right turn into Bass Highway I lost, due to traffic, the British classic in front that I had latched onto, and drove into Wonthaggi. In the town, I did find the first roundabout, and then while looking out for the second, suddenly arrived at a 'NO ROAD' sign. A classic three-point turn later, and then the traffic ground to a halt with a heap of time being lost. The TomTom was re-programmed to take me to Cape Paterson and, when it informed me that arrival time would be 2:20 pm, long after lunch close-off, it was a simple matter to hit the 'Take Me Home' icon and follow the instructions. A diversion to San Remo was made for a late lunch, where the fish was just plain awful – right out of character for that location. No doubt, all

others on our mid-week run fared much better! Our collective thanks to David and Joan for putting it all together for us. The plant and its concept are very interesting to all of us and the drive there was splendid.

Mike Allfrey.

WHAT WE ARE ABOUT TO DO

MID-WEEK RUN – Wednesday 12th September, 2018

We will meet at 10:30 am at BP EastLink (south of Ferntree Gully Road, also can enter from Dalmore Drive) and head off to the Mornington Peninsula to our lunch venue. If you would like to join us, please advise by Friday 7th September so catering arrangements can be finalised. Contact 0412 549 906 or, E-mail annbry@optusnet.com

Anne and Bryan Tootell.

21st BIRTHDAY CELEBRATION OF OUR CLUB – 5:30 pm, Saturday, 22nd September, 2018

The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas on Friday 19th September, 1997, and we will be holding a special night time dinner to celebrate in style the 21st Birthday of the foundation of our club.

All of this means that it will be time for us to get into full party mode. To help things really swing, we will be entertained by Gavin Lydell – a firm favourite for our Fly The Flag Tours

Right: An early ABCCC run, good cars, folk and fun!

Our party venue – The York On Lilydale, Corner of York and Swansea Roads, Mount Evelyn.

Time – 5:30 for Dinner at 6:30 pm. Dress – Party.

Dinner (subsidised by our club) – Entrée – Main Course – Dessert – Cost per person \$40.00.

Drinks will be provided by our club.

Note: There is accommodation available at York On Lilydale, if you wish to make it a weekend away. Please book directly on telephone number (03) 9736 4000, or you can book at the venue.

Be sure to keep this date. There is a Dinner/Party booking form at the end of this magazine.

Colin Brown

GEELONG RUN – Sunday 14th October, 2018

Our 'Alternative way to Geelong' will take us through a variety of landscapes on a 100-kilometres tour to Geelong. We will meet at the rear of Footscray Park on Maribyrnong Blvd., Footscray (just past the Footscray Rowing Club) – Melway Map 42; Reference: D2 at 9:15 am for a 9:45 am start. Please note: There are no rest rooms close to the start location. Motoring through residential and industrial areas of western Melbourne to our morning tea/coffee stop at Werribee. before we leave suburbia behind. After refreshments we will cruise through open country before enjoying some coastal views before we reach our luncheon venue – 'Edge Geelong', at 6-8 Eastern Beach Road, opposite the 'Steampacket Gardens'.

After lunch there will be plenty of time to stroll through the Steampacket Gardens to the Carousel and out along the Cunningham Pier before heading for home.

To join us, we need to advise number for catering by 8th October. Contact Greg or Geraldine Anglin on (03) 9876 3293 or 0419 882 155, or gregsbusy@msn.com

Greg and Geraldine Anglin.

INDULGENCE 2018 – Friday 26th to Sunday 28th October, 2018

It's on again the famous 'Over Indulgence Weekend'.

This year we are going to Paynesville on the Gippsland Lakes with a 3½ hour luncheon cruise on the water. There is only one motel in Paynesville and I have booked it out for the weekend. At this stage the event is booked out with previous participants, however if any members decide to attend, I will place them on a waiting list and will endeavour to arrange some alternative accommodation in the immediate area.

The cost for the weekend is \$500 per couple or \$250 a single. Full payment before 25th September please.

If you are interested in attending and being placed on the waiting list, please contact Peter.

Peter McKiernan 0407 876 023.

CELEBRATE THE MELBOURNE CUP IN STYLE – Tuesday 6th November, 2018

Some members like the sit down lunch in the Members' Dining Room, others prefer a car display and a picnic lunch. If those members intending to join in the fun could contact me on 0408 343 176 or colin.brown@hotmail.net.au and advise what they would prefer to do, I can cater for both groups if numbers are sufficient. I have put a hold on two tables in the Members' Dining Room, and an area will be available for a car display etc.

Colin Brown.

AOMC NEWS

Report From Delegates' Meeting – Saturday 25th August, 2018

Meeting commenced at 1:30 pm. There were 82 delegates in attendance representing 60 clubs.

Presidents Welcome: Keith Mortimer welcomed everyone and especially thanked the MG Car Club Geelong for hosting the meeting, with a special thanks to kitchen crew and for the delicious scones. Keith thanked Laurie Ulph and Don Collins for all their work in organising the venue and food. The MG Car Club Geelong offered delegates the opportunity of a Geelong tour in MG's following the meeting. A welcome was extended to Norm Darwin, the guest speaker.

Apologies: There were twenty two apologies.

Minutes of May's Delegates' Meeting: The minutes as published were true and correct moved by Keith Mortimer and seconded by Gerry Howell (*Rolls Royce Owners Club*).

Correspondence: Letter from Graham Keys (*Wolseley Car Club*) regarding the laws restricting non-profit clubs from making a profit.

Treasurers Report: Current cash balance is \$182,775.27 representing \$48,404.90 current account and \$134,370.37 in term accounts. A number of membership deposits are not definable, clubs should quote the invoice number as a reference number. The annual financial report being prepared and audited for the AGM.

Presidents Report: Keith Mortimer referred those present to the President's Report in August 2018 Newsletter.

The association recently received a letter expressing concern at the potential fire risk at car shows and asked that the AOMC promotes the fitting of fire extinguishers to display vehicles.

Keith stressed that VCPS vehicle are not allowed to be for financial gain. VCPS vehicle can only be used for non-commercial purposes. Some regional clubs are refusing to sign VCPS renewals where vehicles are being used for financial gain. (Note: The meeting then drifted into the VCPS Agenda item.)

Clubs are urged to contact VicRoads for a report on VCPS vehicles listed, and cross check the list against club records. Also there was a VCPS process error when VicRoads counter staff neglect to tick the appropriate box causing the vehicles not to be included on the VCPS club listing.

Comments from the floor:

- Wolseley Car Club received the VCPS listing from VicRoads in three days.
- Another club reported seven discrepancies in their list.
- Suggested club's email VicRoads for the VCPS list.
- Keep receipts of VCPS payment as proof of payment.
- Attach photocopy of receipt to logbook.
- Pay by EFTPOS or credit card, payment is then shown on statement.

VCPS Report: Reports of one set of plates being used on multiple vehicles. E-mail information on non-compliant VCPS vehicles to VicRoads.

Window stickers: VicRoads are considering not to issue VCPS window stickers, as a cost saving.

A show of hands indicated the vast majority of delegates supported the retention of window stickers. The current window stickers are not waterproof causing problems for veteran and vintage owners.

Electronic Logbooks: VicRoads looking at changing to an electronic logbook. A show of hands overwhelmingly supported the retention of the current printed logbook. The AOMC believes owners should be given the option and VicRoads should retain the printed logbooks as electronic logbooks will be difficult for older drivers. Around 60% of attending delegates have smart phones.

Car Shows: Presentation by Graeme Moody, Shows Co-ordinator.

Graeme acknowledged and thanked Iain and Maureen Ross for their work and dedication in organising and running 40 vehicle shows. Coming shows:

- British & European Motoring Show – Yarra Glen on Sunday 24th February, 2019
- Aussie Motoring Show – Yarra Glen on Sunday 31st March, 2019
- American Motoring Show – Acoonah Park on Saturday 23rd March, 2019
- National Motoring Heritage Day – Yarra Glen on Sunday 19th May, 2019

The AOMC is looking for club support for the American Motoring Show being a new venue for the show and the move to Saturday. Clubs are asked to provide two volunteers for marshalling, volunteers will be provided with refreshments and lunch.

Engine Number Searches: Presentation by Philip Johnstone.

Recent searches have included Holden Monaros and Toranas, plus many Ford vehicles. The more unusual has been a WW2 Austin ambulance and an Austin bus fitted out as a BMC training bus. The bus toured Victorian BMC dealers. The other more unusual was a search for a Gutbrod, a German made two-stroke two-seater small car, five of those cars are in the system.

Guest Speaker: Norm Darwin, author of eight books including five about the Australian automotive history.

Norm spoke at some length on his book, *Early Australian Automotive Design 1903 – 1953*.

Announcement: Now available on the AOMC Website, videos of the Restoration Seminar plus the Club Management Seminar notes.

Meeting Close: Keith Mortimer thanked the MG Car Club Geelong for all their work and hospitality.

Mike Alfrey – AOMC Delegate.

FROM THE AOMC NEWSLETTER

A Zero Future For Classic Motoring?

From across 'The Ditch' comes this report from our Kiwi cousins, on the vexed issue of low emissions legislation.

Climate Change Minister James Shaw dreams that within half a lifetime 95 per cent of our vehicle fleet will be electric powered. If his vision is to be achieved Kiwi vehicle enthusiasts would become as rare as the Kakapo.

So, with our species so seriously threatened, the New Zealand Federation of Motoring Clubs (NZFOMC) has joined the more than 14,000 organisations and individuals who responded to the Minister's call for advice on how New Zealand might reduce its carbon emissions. While acknowledging many of our members may welcome the benefits of a low-emissions economy we also don't want any strategies implemented to have a needlessly negative impact on a large and valuable constituent of the existing economy.

New Zealand's heritage transport fleet comprises a multi-billion dollar asset. The total value of the accumulated heritage collections of just the NZFOMC's membership can be conservatively estimated at somewhere in excess of \$NZ5-billion. And there are hundreds of other recreational motoring clubs not yet members of the NZFOMC, as well as thousands of individual enthusiasts and collectors.

Unlike New Zealand's historic buildings, films, art, technology etc. much of our largely irreplaceable transport heritage is being stored and preserved almost entirely by private owners at no cost to the State or impost on the community. If all those cherished vehicles effectively became obsolete, unusable and perhaps largely valueless as a result of any legislated curtailment of our current access to fossil fuels or viable alternatives the NZFOMC would want provision made in the proposed legislation to compensate the owners for the losses suffered.

A comprehensive survey by the Federation of British Historic Vehicle Clubs found the contribution heritage motoring makes to their economy exceeds \$10-billion annually and had grown almost 28 per cent in the previous five years. It provides jobs for 35,000 people and generates more than \$NZ1-billion in overseas revenue.

While similar data is not available here many successful firms rely on the repair or restoration of New Zealand's fleet of heritage vehicles to provide jobs for thousands of skilled and valued workers. And beyond the bounds of the restoration industry there are also a vast number of other commercial operators such as magazine publishers, holiday resort owners and restaurateurs who depend on the steady flow of business from motoring enthusiasts to maintain their viability. How all those hundreds of firms and thousands of workers directly dependent on the heritage motoring industry will be compensated for the loss of their previously active role in the economy would need to be addressed in any proposed legislation.

To achieve net zero carbon emissions converting New Zealand's vehicle fleet to 95 per cent electric is the proposed goal in the discussion documents. But various research studies have shown lithium ion batteries are also a major source of CO₂. Just the manufacturing of the 100 kwh battery for a Tesla creates 17.5 tonnes of CO₂ or more than would be produced by an average New Zealand petrol-fuelled vehicle being driven for nearly 100,000 kms or approximately eight years. If the useful life of lithium ion batteries continues to be only two to three years, requiring private vehicle owners to replace their Suzuki Swifts or Toyota Corollas or cherished classics with Nissan Leafs or Teslas could effectively more than double the actual CO₂ emissions generated by many of those vehicle users.

Electric vehicle manufacturing technology still requires significant further development before affordable batteries of adequate capacity for longer distances are widely available. Until then, in many instances, any legislated form of enforced conversion to electric vehicles could have the unintended effect of significantly increasing worldwide CO₂ emissions.

Despite the determination of our Climate Change Minister the apparent impracticality of replacing the nearly four million internal combustion vehicles in the New Zealand fleet with electric-powered alternatives by 2050 would seem to be insurmountable. With less than 9,000 electric vehicles on the road to date and new or used fossil-fuelled imports being introduced at around 300,000 a year it would take a much greater economic upheaval than has even been outlined in the discussion documents to achieve anywhere near the net zero carbon target by 2050.

Written by the NZFOMC Submissions Secretary, Roy Hughes.

From the AOMC Newsletter – With Thanks.

NEWS FROM THE FEDERATION

Report On The Federation Delegates' Meeting – 4th August, 2018

The above Meeting was hosted by the Casterton Motoring Enthusiasts Club Inc. And was held in the beautiful, 1937 built Casterton Town Hall, situated in the main street of Casterton.

Our Club was represented by Delegates Tony Pettigrew and Bill Allen, accompanied by Maxine Pettigrew. After a most enjoyable lunch, prepared by Members of the Casterton Club, it was time for the Meeting, which opened at 1:00 pm.

Federation President, Neil Athorn, welcomed Delegates and thanked the local Club for providing such an enjoyable lunch and remarked on the presence of a shiny red Goggomobile situated in the centre of the elevated stage and wondered how it got there. (With rear doors opened revealed car driven in from street).

He then introduced Josh Crowe, President of the Casterton Club. Josh, who lives in Mt. Gambier, he stated that the Club was now in its 29th year having been formed as a static display on the 6th August 1989 with 24 Foundation Members. Of the ten Foundation Members still in the Club, three are still actively involved with the Club. Two major events are run each year, the Annual Rally on the Labour Day weekend in March and the Pride of Ownership weekend in November, the latter attracting 120 to 130 vehicles. The Club currently has around 70 Members with approximately 90 vehicles on the Club Permit Scheme, with several coming from nearby Mt. Gambier in South Australia. Josh thanked Delegates for coming to Casterton and invited them to afternoon tea at the conclusion of the Meeting.

Some interesting points raised at the Meeting were:

- New Delegates from Kerang, Hamilton, the VDC, Portland and the Austin 7 Club were welcomed.
- John Lewis of Vic. Roads advised that it was ok to display old Registration Stickers on vehicles and that it was permitted to reproduce them for display on cars in period films and the like.
- Treasurer Brett Holloway advised that 10 Member Clubs are yet to pay their annual subscription and then proceeded to read out the offending Clubs – not us!
- There was then an extended discussion on the various picnics and tours arranged by the Federation.
- The Wunghnu Picnic Day, the 36th, will be held on Sunday 31st March 2019 and will be the starting point for the Golden Oldies Tour, which so far has 50 vehicles going with maybe a further 50 likely to attend.
- The AHMF (Australian Historic Motoring Foundation) National Motoring Heritage Day will be held on the 19th May, 2019. Further details of any planned events will be advised in due course.
- The AHMF 2020 National Motoring Festival will be held from Saturday 28th March to Friday 3rd April, 2020 touring to Albury-Wodonga on the beautiful Murray River. The event will be open to all Pre-May 1985 vehicles and will be the first National Event since the 2001 Shannon's Rally to Canberra. Further details can be obtained from the Website: www.ahmf.org.au/2020Tour. Further details of possible organised trips to and from event and of actual Event will be advised in due course. The Federation has donated \$2,000.00 to the Event.
- Nothing has been heard from Vic Roads regarding the Club Permit Scheme.
- The current edition of *Fed News* will be the last one produced Dawn Angus who has resigned as Editor.
- The Robert Shannon Trust entries have now closed for 2018.
- Australia Day Event held in King's Domain is now run under the control the State Government and the Melbourne City Council. Last year there were 50 vehicles from a peak of around 500 years ago. The RACV is committed to running the Event and, at this stage only 50 Vintage vehicles, by invitation only, will be able to participate. Hopefully the number permitted may be able to be increased to perhaps 100 vehicles.
- There was some discussion on the Bendigo Swap. President Neil will be meeting shortly with the new President of the Agricultural Show Society who he knows well. Promotion for the Swap is well underway.

Security is being discussed and Rotary will be the sole caterers with all types of food being available from all the outlet sites. The popular Club Corner still has sites available but they are filling up fast. It is hoped to have a display of 'Barn Finds'. New rules have been sent out to all site holders, however not much has really changed. Still need more advertisers for the Swap Magazine. Josh is working on Repco to this end.

- There was some discussion on any progress in dealing with the AOMC. Nothing really, however matters are dealt with as they come up. It was noted that approximately 300 Clubs are represented by the Federation or the AOMC or both, however there are approximately 1,300 Car Clubs in Victoria and whilst some may be represented by the CAMS or the Hot Rod Association, around 1,000 are not represented by either body.
- It was advised that eight second-hand Maseratis were recently imported into Australia, however only two had the correct paperwork re asbestos. These two were allowed into Australia however the remaining six were sent back from where they had come. It was strongly recommended that one does not try to 'buck the system' as there is absolutely no tolerance as far as asbestos is concerned.

Meeting Closed: 2:09 pm.

Following the General Meeting, the Annual General Meeting took place.

President Neil Athorn presented his Report stating that it had been another successful year for the Federation and thanked all those who had contributed with their assistance, making special mention of the RACV who are major sponsors of the Federation.

Neil noted that *Fed News* editor Dawn Angus was now off the Committee and that Secretary Rebecca Dempsey has been in hospital for an extended period and whilst willing to update the Federation's Website, was not in a position to continue as Secretary.

Treasurer Brett Holloway gave a very detailed Report, possibly as one Club had suggested his Reports were vague and did not give sufficient detail. Brett reported that whilst losses occurred in 2014 and 2015 and small profits were achieved in 2016 and 2017, as strong result was achieved this year - 2018.

As income from Subscriptions has remained rather static it was decided to leave the Annual Fee at \$100.00 for all Member Clubs. A rather remarkable achievement in this day and age. The Refreshment Expense Allowance of \$500.00

for Clubs hosting Delegates Meeting will remain unchanged but will be flexible as needs be to cover any additional costs incurred. It was also resolved to leave grants to Member Clubs at \$750.00.

The Swap Meeting contributed \$60,000.00 to the Federation.

Brett moved his Report be accepted, it was seconded and passed all in favour.

John Kennett thanked all current Members of the Committee for their efforts over the past twelve months and the following were elected unopposed:

President:	Neil Athorn.	
Vice President:	Tim Christie.	
Secretary:	Debbie Christie.	
Treasurer:	Brett Holloway.	
Committee:	Josh Crowe.	Lorraine Parnall.
	Kevin Holloway.	Lloyd Healey.
	John Goddard.	Neville Launer.
	John and Margaret Davis.	
Newsletters:	Val Cosway	
Minute Secretary:	Michelle Goodard.	
Fed News Editor:	No Nominations. (No Editor no Fed News!!).	
Website Management:	This will be taken on by Rebecca Dempsey, who will change it around and improve it, however, she needs assistance in this endeavour.	

Details of the next Delegates Meetings are as follows:

13 th October, 2018.	Baw Baw Old Engine & Auto Club – Darnum.
9 th February, 2019.	Alma Doepel – Docklands.
18 th May, 2019.	Kerang. 3 rd August, 2019. Mildura.
19 th October, 2019.	Hobsons Bay – Altona.

Federation Badges were awarded to two vehicles parked outside the Town Hall – an EJ Holden with caravan and a White truck.

Meeting Closed: 3:00 pm

Bill Allen – Delegate.

A WORD ABOUT PLEASURE TRIPS

The sort of recreational driving that the gent will indulge in most frequently are those journeys of no more than a few hours' duration, generally known as 'pleasure trips'. This is a bit of a misnomer because as life progresses such trips become less and less pleasurable.

A Standard 10 on an idyllic pleasure trip.

As a dashing young blade the term may well be accurate, as most trips undertaken will consist of days away with chums and spirited debutantes, for picnics, days at the beach, gymkhanas, sightseeing jaunts or orgiastic Dionysian woodland parties organised by the Hellfire Club, but as a gent's responsibilities and family commitments grow 'pleasure trips' will increasingly become more stodgy affairs. By the time he has reached his late thirties, the idealised image of a family outing depicted here, will bear scant relation to the truth. So-called 'pleasure trips' will consist of ferrying moaning off-spring and sour-faced aged aunts on day trips to stately homes and faded seaside resorts.



The essential element of pleasure tripping, however is to refuse to be rushed:

Now when we set out on a pleasure trip, if such a thing is possible in these times, or ever was, as is the rule nowadays we are on business bent, a calm, contemplative spirit should be engendered. It is the greatest mistake to set out with the fixed intention of getting to a certain place by a definite time, if it can be possibly avoided, as it can in nine cases out of ten. A *dolce far niente* spirit should inspire our motoring.

From how to Drive a Light Car or a Cyclecar, by the staff of The Light Car and Cyclecar, 1917

Ah yes, the sweet doing nothing of the Italians is the only way to proceed. If anything, pleasure tripping, properly approached, should be primarily about the journey and not the destination. It should therefore take in various essentials: a few hairpin bends, some humpbacked bridges, and a winding road through heather moorland are some of the more

traditional features. The slightly more adventurous pleasure tripper may wish to indulge in placing wagers with chums based on challenges such as who can scare the most clergy or produce the most amusing skid.

From The Gentleman's Guide To Motoring – By Vic Darkwood – With thanks.

THE MOTORIST EXCUSES HIMSELF . . .

The ingenuity of drivers involved in accidents in seeking to assert their innocence, or at least to excuse their errors, is apparently inexhaustible, to judge from this selection sent in by a reader of excerpts from insurance claims.

- ❖ I consider that neither vehicle was to blame but if either were to blame it was the other one.
- ❖ I knocked over a man. He admitted it was his fault as he had been run over before.
- ❖ One wheel went into the ditch, my feet jumped from brake to accelerator pedal, leapt across to the other side, and jammed into the trunk of a tree.
- ❖ I remember nothing after passing the Crown Hotel until I Came to and saw P.C. Brown.
- ❖ The accident was due to the other man narrowly missing me.
- ❖ I collided with a stationary tram-car coming the other way.
- ❖ The car occupants were stalking deer on the hillside.
- ❖ I left my Austin Seven outside, and when I came out later to my amazement there was an Austin Twelve.
- ❖ The water in my radiator accidentally froze at 12-midnight.
- ❖ After the accident a working gentleman offered to be a witness in my favour.
- ❖ I collided with a stationary tree.
- ❖ There was no damage to the car as the gatepost will testify.
- ❖ The other man altered his mind so I had to run into him.
- ❖ Dog on the road applied brakes causing a skid.
- ❖ I told the other idiot what he was and went on.
- ❖ Wilful damage was done to the upholstery by rain.
- ❖ A pedestrian hit me and went under my car.
- ❖ I unfortunately ran over a pedestrian and the old gentleman was taken to hospital much regretting the circumstances.
- ❖ I thought the side window was down but it was up as I found when I put my head through it.
- ❖ Cow wandered into my car. I was afterwards informed that cow was half-witted.
- ❖ A bull was standing near and a fly must have tickled him as he gored my car.
- ❖ If the other driver had stopped a few yards behind himself the accident would not have happened.
- ❖ A lorry backed through my windscreen into my wife's face.
- ❖ I bumped a lamp-post which was obscured by pedestrians.
- ❖ I ran into a shop window and sustained injuries to my wife.
- ❖ I misjudged a lady crossing the street.
- ❖ I heard a horn blown and was struck in the back – a lady was evidently trying to pass me.
- ❖ Coming home I drove into the wrong house and collided with a tree I haven't got.
- ❖ A lamp-post bumped the car damaging it in two places.

Believed to have come from an old edition of Country Life (UK) Magazine.

With thanks.

FOR SALE



1976 Rover 3500 P6B V8 Auto. Lovely condition, runs well. Mechanically sound and very reliable, with electronic ignition. excellent club car.

V.C.P.S. Plate Number: 46876 H

Engine Number: 45122214D

Chassis (V.I.N.) Number: 45330347E

Sold unregistered without RWC, Asking Price \$8,000 O.N.O.

For more information, contact Leon Cousins Telephone: (03) 5971 0008, Mobile: 0428 889 913

WHERE IS THIS MOTOR CAR NOW?

Recently, there was cause to sort through some family correspondence which had, previously, only received quick glances, or not much investigation. While looking through some old letters and travel documents from the early 1900s, the following letter was discovered. It is reproduced below:

18a

LONDON COUNTY COUNCIL

Telegraphic Address:
"WITAN-LONDON"
Telephone No. 4201 Garrard

COUNTY HALL
SPRING GARDENS, SW
10th February, 1905.



All Letters Should
be Addressed to the
Clerk of the Council.

SIR,

MOTOR CAR ACTS, 1896 AND 1903 REGISTRATION OF A MOTOR CAR

Referring to your application of the 10th February, I have to inform you that the number assigned to your Motor Car is A-8714.

A copy of the entry in the Council's Register will be sent to you in due course.

The Council is not prepared to supply plates forming the identification mark, and they must therefore be provided by you, and must be in accordance with the regulations made by the Local Government Board; see particularly Articles 7, 8, 9 and 11, and Schedule 4 to those regulations, which can be purchased from Messrs. Eyre and Spottiswoode, the King's printers.

The identification mark must be fixed on the car in the position indicated in your application.

I am, Sir,

Your obedient Servant,

Signed: GR Gomme – *Clerk of the Council.*

It is believed that our VicRoads could learn a great deal from that letter!

Now, the matter becomes even more interesting. While sorting some framed photographs, the rear panel had become dislodged from one old frame and a few 'filler' photographs fell out. The snapshot at right was a most attention-grabbing discovery.

It shows Moubray Arthur Allfrey with what may be the motor car referred to in the letter above. Other photos in the stored-away group were dated 1905. In pencil, this photo has written on the back 'A-8714?'. In the upper right hand corner of this photograph there is a Pratt's Motor Spirit sign. Also known as Pratt's Perfection Motor Spirit in 1905.

Anyone have any knowledge or thoughts about the make of motor car?

Moubray was my Great Grandfather and by all accounts he got on extremely well with my mother, much to my Grandmother's stiffly suppressed annoyance!



Mike Allfrey.



A.B.C.C.C. PARTY!

It's Our 21st Birthday, And You Are Invited

Saturday 22nd September At 5:30 pm At York On Lilydale

The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas on 19th September, 1997, and we have booked the Ballroom at the York On Lilydale to hold a special night time dinner to celebrate the 21st Birthday of our club.

Venue: York On Lilydale, Corner York and Swansea Roads, Mount Evelyn (Melway Map 52; Ref: G3).

Dinner: Entrée – Main Course – Dessert.

Drinks: Provided by the ABCCC. Time 5:30 pm for 6:30 pm Dinner.

Entertainment: Gavin Lydell. Dress: Party.

✂ -----

BOOKING FORM

Please reserve Places at \$40.00 for:

Name Partner

Please forward this form, with payment to:

Colin Brown, PO Box 40, Coldstream, Victoria, 3770.

Alternatively, you may make a direct deposit (with your name included) to our bank, and forward your details *via* E-mail to;

colin.brown@hotmail.net.au

Our Bank Details: BSB 063 863, A/c No. 1001 3709