



# ***YOUR ABCCC NEWS***

ISSN 2208-0112

*The Official Newsletter Of*

**THE ALL BRITISH CLASSICS CAR CLUB VIC INC.**

**Edition N° 229**

**June, 2019**

## **THE BIG 'F' RUN**



*Colin Brown's flounder lunch at the Paradise Valley Hotel – Big M Run. Photo: Greg Margetts.*

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

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EastLink Great Australian Rally Website: <a href="http://www.greataustralianrally.com.au">www.greataustralianrally.com.au</a>			
The Association of Motoring Clubs Website <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>			
The Federation of Veteran, Vintage and Classic Car Clubs Website <a href="http://www.federation.asn.au/">http://www.federation.asn.au/</a>			

### CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>  
 On Facebook [www.facebook.com/AllBritishClassicsCarClub](http://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 19<sup>th</sup> 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

**Special Note:** This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events placed in this directory and, they can be found on Page 13.

### June 2019

Sunday 23<sup>rd</sup> A Rather Exceptional Run – An ABCCC Event. Bryan Tootell 0412 549 906  
Start Venue: EastLink BP Service Area (Southbound).

### July 2019

Sunday 7<sup>th</sup> A Visit And Tour Of Mont De Lancey – An ABCCC Event. Greg Anglin (03) 9876 3293  
[http://www.abccc.com.au/newsletters/ABCCC\\_226.pdf#page=8](http://www.abccc.com.au/newsletters/ABCCC_226.pdf#page=8)

Sunday 21<sup>st</sup> The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291  
Venue – Killara Estate Winery, Corner of Sunnyside Road and Warburton Highway, Seville East.

### August 2019

Thursday 1<sup>st</sup> to ABCCC Tour to Broken Hill – An ABCCC Event. Maxine Pettigrew (03) 9739 1146

Wednesday 14<sup>th</sup> **Please Note: The Tour has filled, but we will keep a wait list, in case of cancellations.**

Saturday 31<sup>st</sup> Our Twilight Run – An ABCCC Event. Peter McKiernan (03) 9787 6003  
Venue – TBA.

### September 2019

Sunday 15<sup>th</sup> The Much Anticipated Sliding Pillars Run – An ABCCC Event. Phil Cook (03) 9842 5449  
Venue – Lunch In Toolangi.

Sunday 29<sup>th</sup> Power Works Visit – An ABCCC Event. Tom Cannon (03) 5659 0264  
Featuring Lunch at 'Hydewood', Boolarra South. Location – Morwell, Gippsland.

### October 2019

Sunday 13<sup>th</sup> Mystery Run – An ABCCC Event. Russell Simmonds (03) 9801 2783  
Venue – TBA.

Saturday 26<sup>th</sup> to The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko & Graham Talmage (03) 5169 6626  
Sunday 27<sup>th</sup> 'Gardivalia Festival of Gardens and Events' within the Baw Shire. [hydewood@bordnet.com.au](mailto:hydewood@bordnet.com.au)  
A Weekend of Open Gardens.

### November 2019

Sunday 10<sup>th</sup> A Winery Tour – An ABCCC Event. Marj Pepper (03) 9216 1600  
Venue – TBA. Mobile No. 0407 392 330

Friday 22<sup>nd</sup> to The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan (03) 9787 6003  
Sunday 24<sup>th</sup> Touring – Yarrawonga Area.

### December 2019

Sunday 8<sup>th</sup> Christmas Luncheon – An ABCCC Event. Maxine Pettigrew (03) 97395 1146  
Venue – TBA.

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## EDITORIAL RAMBLINGS – Issue N<sup>o</sup>. 229

Our front cover is a bit different this time, but then, our officer who signs all VCPS renewals does need sustenance for the assignment. See the report on Page 10.

If anyone has a copy of the British magazine, *The Motor*, dated 7<sup>th</sup> January, 1951 a loan of it to scan and restore an article will be greatly appreciated. It contains Part 1 of an article of which, Part 2 has been prepared for inclusion in this magazine at a later date. The icing on the editorial cake would be to precede it with Part 1.

Some of us braved a cold and cutting wind, but mostly sunny day out at the RACV Cavalcade of Transport, held in the grounds of the Yarra Valley racecourse at Yarra Glen. This was the Heritage Motoring Day organised by the A.O.M.C. and it attracted a good quality display of interesting motor cars – from a McLaren of very young age, to a group of veteran cars in the under cover area. It was interesting to see an early F.I.A.T. 501 with priming cups with close-off taps, a feature that could be well employed by many classic vehicles now using modern petrol. Speaking of which, and related to my *Petrol Woes* articles in recent issues of *Your ABCCC News*, there could well be a market for priming cups!

In recent times, my own classic motor cars, along with others, cold engine start-ups have been rather trying – requiring endless cranking to get the cold engine to fire after standing for a week or two. Research into this matter led me to make contact with the Customer Care Department at BP Australia, see Page 4.

While having a look at vehicles on display at various events this season, it was noticed that there are still quite a number of rather modified cars using the 'H' plate VCPS, when they should really be operating on either 'M' (modified vehicle) or 'SR' (street rod) plates. At one of last year's A.O.M.C. Delegates' meetings, representatives from VicRoads were strongly calling for modified vehicles to come onto the appropriate Victorian Club Permit Scheme for such vehicles.

Please enjoy this issue, it has taken a bit of conjuring to get it all into place.

*Mike Allfrey – Jupiter, Bringer of Jollity!*

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## PLEASE NOTE!

Printed copies of *Your ABCCC News* will not be posted during the period June to August, 2019. Due to there being a small number of our club members who do not have an E-mail facility, a volunteer printer has offered to cater for those small requirements only.

Rick and Gill are going to be on holiday overseas – we all wish them a safe journey and enjoyable experiences wherever they go. BON VOYAGE!!

*Mike Allfrey – Editor.*

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## PETROL WOES – PROBLEMS RESOLVED?

### Being A Little Bit Technical, But Possibly Worthwhile

This could be somewhat boring for some of our readers, however, the topic needs to be understood by classic motor car owners and operators, so, please read on.

Following on from previous articles, there appears to be a flicker of light at the end of the darkened garage. Both of my classic motor cars, the 1977 Rover V8 (now much missed) and my Jowett Jupiter, had been very difficult to start with the engine cold (ambient temperatures) and having stood idle for more than a week. This difficult to start situation led to worries about starter motor and flywheel ring-gear failures, this cause for concern was based on the need of six or seven lengthy starter motor cranking sessions before the engines would actually start. In the Rover's case, the concern was put down to engine oil leak-back at the hydraulic tappets, but, in the Jowett engine the tappets are solid. Both cars had good quality ignition and fuel systems and, started instantly once initially started, so, what was going on?

The Internet was consulted and, amongst a mass of uneducated opinions about the quality of petrol I finally hooked onto a B.M.C. Mini forum which, deep inside, contained a sensible answer to a forum member's cold starting problem question. The answer was quite simple really, and it right away took me back to the days when farm tractors operated on T.V.O. (Tractor Vaporising Oil – Kerosene here) where a definite protocol was required. The procedure was that the fuel flow be turned off, and the engine left idling until it physically ran out of the T.V.O., it would have to be started again using petrol from a small tank. The Mini forum responder advised the insertion of a simple on/off switch (Lucas of course) into the wiring to the S.U. petrol pump would solve the difficult starting concern, stating that, before switching off the engine's ignition at storage time, switch off the petrol pump and allow the engine to run dry. Then, when re-starting the engine after more than a week's storage, switch on the petrol pump and allow it to fill the float chamber.

The theory here being that the volatile light components in the petrol still in the tank and pipework would not have evaporated, as do the light components in the vented carburettor float chamber. This was all about BP Ultimate 98 Unleaded petrol. Reading other comments on various Web pages, BP were definitely not alone on this matter related to classic motor cars. Having downloaded BP Fuel Bulletins about storage life of the Ultimate 98 petrol and noting how straight forward the bulletins were about shortening storage life, I decided to write to BP Australia explaining my own problems. This done, using an E-mail to their Customer Care address and, being an E-mail, I attached a photo of my car and I think that helped trigger a good response!

The response from BP was both quick and informative. They also asked me for a photograph of the carburettor installation on my engine and offered to comment on it. The photo at right was sent and the comment was that the setup was a good candidate for boiling-off volatile components in the petrol if the engine was left standing for a lengthy period of time. In the photo, the yellow arrow indicates the vent hole for the carburettor's float chamber.



As an experiment, the S.U. petrol pump wiring was brought through the unused fog light switch. The engine was given a good run and then the 'F' switch was pushed off and the engine allowed to run out of remaining petrol, before the ignition was switched off. The car was left unused for a week and then on a cold morning, 8 °C according to the Rover 75's outside temperature readout, the petrol pump was given time to fill the float chambers. This done, the starter push button was given two short prods and the engine started immediately on the second push. A big thankyou to the Mini Forum responder wherever he may be, also thanks are due to BP Australia for explaining the situation. This poor start condition does not only relate to classic motor cars, those with older lawn mowers and recreational boats are in the same situation as us. BP also stress that petrol stored in a container (fuel can) must be kept in a very effectively sealed container. Between lawn mowing activities, the crucial volatile components in the petrol blend can quickly evaporate (boil off) if air can enter the container *via* a loose or damaged screw-on cap seal.

BP Australia have offered to make a presentation at the A.O.M.C. Restoration Seminar at the end of June.

*Mike Allfrey.*

## NEW MEMBERS

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

**Name**

**Car**

**Model**

**Year**

No new members this month.

*Gordon Lindner– Membership Secretary.*



*From Peter Hibbert who probably obtained it from somewhere else – With thanks.*

## A.O.M.C. REPORT

### VICROADS NEWS – Australia-First Trial To Target Number Plate Theft

VicRoads is trialling new number plate security measures and digital identification technologies and to reduce number plate theft and cloning across Victoria. A new partnership between VicRoads, Department of Justice and Community Safety, Victoria Police and La Trobe University has been established and aims to improve vehicle identification and combat number plate theft and misuse.

VicRoads Executive Director Customer and Technology, Sally Curtain, said the trials to investigate identification technology on Victorian vehicles will make finding stolen or cloned number plates quicker and easier. "We are proud to lead this Australia-first research and technology trial with government and industry, and know it will go a long way to help reduce number plate theft and cloning," Ms Curtain said, "Researching the link between number plate theft and other criminal activity will help understand motives for stealing or cloning number plates, improve community safety and relieve pressure on frontline police."

Professor Aniruddha Desai, Director of the Centre for Technology Infusion at La Trobe University said the Centre at La Trobe has extensive experience in applying emerging digital technologies to solve problems. "Our Centre will evaluate how selected technologies perform in real-world scenarios and how they can provide tamper-proof digital vehicle identification information in an efficient manner," Professor Desai said.

One technology being trialled is Radio Frequency Identification inside a sticker on a vehicle's front windscreen, which will act as a third number plate. The sticker self-destructs when removed, enabling police to identify vehicles who may have a stolen or cloned number plate.

The second technology is Dedicated Short Range Communications, a new digital technology that can communicate with road infrastructure and could also be used to identify automated vehicles in the future.

Additional security features for number plates, like holographic patterns on driver's licences and passports, will also be tested. New digital identification methods will make it harder for an offender to successfully hide a vehicle's identity as the additional identifiers will not match a stolen or cloned number plate.

The trials will determine how the technologies operate in practice and how they will integrate with existing systems including Automatic Number Plate Recognition currently used by Police.

In the twelve-month period ending September 2018, Victoria Police recorded more than 19,000 incidents of number plate theft. Victoria Police report stolen and cloned number plates are used to hide a vehicle's identity when committing other crimes such as ram raids, petrol drive-offs and toll evasion.

The project phase underway also includes world leading research with the Monash University Accident Research Centre on the link between stolen number plates and other crimes is due to be complete in mid-2019.

## **New Import Rules For Old Vehicles – The A.H.V.I.G.'s Role**

*This article was first published in the V.C.C.Q. April, 2019 newsletter and is reproduced here with their permission.*

The Australian Historic Vehicle Interest Group (A.H.V.I.G.) comprises enthusiasts from the mainland eastern states which is supported in its endeavours by four of the State peak bodies for old car clubs (Queensland's Q.H.M.C., New South Wales's S.M.A., Western Australia's C.M.C., and Victoria's A.O.M.C.), together with multiple historic vehicle clubs across the country. The A.H.V.I.G.'s purpose is closely aligned with that of F.I.V.A., the international body dedicated to the acquisition, preservation and continued use on public roads of vehicles over 30 years old. A.H.V.I.G.'s focus is on national laws which do, or might, impact on this. The new import laws, which will commence in December, 2019, had the potential to impede the ability to import, or reimport, such vehicles.

For the last twenty years (and up to December, 2019) importation of all vehicles (and of interest to us, those made before 1989) has been governed by the *Commonwealth's Motor Vehicle Standards Act 1989*. This will change (in December, 2019) when the new *Road Vehicle Standards Act 2018 and Rules* take effect.

An exposure draft of the Rules was released in December, 2017 and a revised version became law on 13<sup>th</sup> February, 2019. The intention was that the 'pre-1989 option' would be replaced by the 'Older Vehicle' (over 25-years old) import avenue. This is a relatively minor import avenue of the six comprising the 'Concessional R.A.V. entry approval pathway' (C.R.P.). The R.A.V. is the Register of Approved Vehicles, and an entry on it will be the equivalent of what are known as Compliance Plates or Identification Plates. One condition that will be imposed is that an imported vehicle cannot go on the R.A.V. until it is fit for use on public roads.

The A.H.V.I.G. reviewed the vast quantity of material provided by the Commonwealth and made submissions at every published or invited opportunity.

Most liked the Older Vehicle idea as it replaced the fixed cut-off date of 1989 with a rolling 25-year demarcation, meaning that when it commences, vehicles made up to 1994 will be eligible for import.

However, the A.H.V.I.G. felt while the C.R.P. would work for newer vehicles, the 'one size fits all' approach did not sit well with Older Vehicles. Issues included:

- a) Prohibition on transfer of a vehicle before entry on the R.A.V. This would mean that an imported restoration project vehicle could not be sold or otherwise transferred to anyone else before it was roadworthy.
- b) Prohibition on imports of historic goods vehicles over 3.5 tonnes.
- c) Hard to understand why an imported pre-1989 vehicle needs to go on the R.A.V., when none of the millions of the pre-1989 vehicles already here will be entered on the R.A.V.

There is another import avenue which the A.H.V.I.G. felt would be more appropriate, the 'Non-R.A.V. entry import approval' avenue, as it avoids all three of the items mentioned above. However, it was only to be available for vehicles which were not, 'generally . . . be used on a public road' or only to be allowed to be used on public roads in 'exceptional circumstances'.

Following representations by the A.H.V.I.G., including at a 5<sup>th</sup> February, 2019 meeting in Canberra between six Department of Infrastructure officials, and the A.H.V.I.G.'s Daryl Meek and Doug Young (Chair), agreement in principle was reached about softening the restrictions on use to allow use under a restricted registration system, such as the various Concessional Historic Vehicle Registration Schemes available in every State and Territory, provide there was restricted use and the vehicles could not be used commercially. (To this end we have ensured the new Queensland S.I.V.S. wording expressly prohibits general everyday use and commercial use.)

This was implemented by including in the Explanatory Statement that accompanied the Rules the statement 'Exceptional circumstances may include situations where road use occurs on a regular basis, but the use on the road is controlled or limited by registration authorities'. We sought some clarification from the Department, who replied with:

*"Thank you for your email and apologies for the delay getting back to you. I understand your concerns, however, as discussed at our 5 February meeting, we believe that the provisions in the Road Vehicle Standards Rules could facilitate a successful non-R.A.V. entry import approval application for some older vehicles that are intended to be used under a jurisdictional historic registration scheme. As you have alluded to, one of the key concepts here is 'exceptional circumstances'.*

*"Paragraph 768 of the Explanatory Statement says that, "Exceptional circumstances may include situations where road use occurs on a regular basis, but the use on the road is controlled or limited by registration authorities." My understanding is that use on public roads of vehicles registered under the types of historic registration schemes you are referring to are limited in some way, for example, maximum annual mileage or time limits apply. I trust this is of assistance."*

Nothing is guaranteed when dealing with the exercise of Ministerial Discretion, but the above words should bolster the case for allowing Historic vehicle import under this alternative avenue.

The A.H.V.I.G. will be attending a further meeting with the Commonwealth on 28<sup>th</sup> March, 2019, at which, among other things, an explanation of the differences between the Exposure Draft Rules, and those as enacted, will be given.

**Disclaimer: This is not legal advice and should not be relied on as such. Advice from a practising lawyer should be obtained before taking steps under the new regime.**

## **Asbestos – Some Heartening News, by David Fryer**

*This article has been supplied by David Fryer, a committee member of the Vintage Car Club of Queensland (V.C.C.Q.) and appeared in the October 2018 issue of the V.C.C.Q. newsletter. David has kindly allowed us to reproduce his article here.*

After eighteen months of relentless bad news on asbestos and eye-watering horror stories of destructive testing at Australian docks, there is finally some good news for importers of vintage and classic cars. Hope comes in the form of a small asbestos certification company located in a quiet leafy lane in rural Gloucestershire. It's not exactly the sort of location that springs to mind when mummified in Australian red tape, but the UK is full of surprises and the principal – David Sollis – is a pioneering character who thrives on unpalatable challenges. David also happens to be a vintage and classic car enthusiast with a passion for speed at historic Pendine Sands, the legendary home of Babs and numerous world land-speed records throughout the 1920's.

I first met David in the small village of Newnham-On-Severn in 2015, when he was out for an evening stroll with his two children. Newnham is a pretty if unremarkable village situated on the banks of the River Severn – a long and meandering watercourse famous for its unusually high tidal bore. The bore is often tackled by wayward Aussie surfers looking for something different, but I was in Newnham for an annual tour of duty. My mother lived there before she passed away in 2016 and David lived just a few streets away.

Having imported a number of classic cars myself over the years, I can say the tough Australian asbestos laws were a challenge to negotiate when they were unleashed in 2017. Early advice was confusing and difficult to obtain; import agents were scrambling to make sense of it all, and as far as I could tell, no-one had actually imported a vintage or classic car without coming to grief at Australian docks. So when a good friend and myself decided to import two classic cars in June, 2017, we had no idea what to expect on arrival in Brisbane.

Fortunately, we were capable of tackling most of the necessary mechanical work ourselves, but the list of items kept growing and it soon became evident that we needed an asbestos specialist to help with the import approvals. We needed someone to tick off replacement parts, approve the work carried out, and provide the essential documentation – an Asbestos Survey. Naturally, David Sollis was the first point of call, but at that stage he had only tackled building and industrial products. Not surprisingly, he was bemused when he heard about the new Australian restrictions, but he was all ears. In fact, it would be fair to say that he experienced one of those elusive 'light-bulb moments'. A new business opportunity was up for grabs and David had no intention of letting it pass by.

David would undoubtedly resist describing himself as a knight in shining armour, but he was certainly a sight in a shiny asbestos suit, especially when practicing asbestos alchemy in the inner sanctum of his workshop at Flaxley. It was there that I witnessed some remarkable non-invasive testing techniques. The exact procedures are a closely guarded secret and my life would be at risk if they are revealed here. Suffice to say, David was instrumental in helping us achieve a successful and relatively painless import approval for both cars without any anticipated hiccups along the way.

*Right: Survey Services' inner sanctum.*

I called in to see David again in 2018 and the previous year's light-bulb moment had grown into a full-scale operation to cater specifically for Australian Import Approvals. It was yet another example of an overseas business benefiting from over-regulation in Australia. This was a tale worth telling and David was happy to answer a few questions over an obligatory cuppa and a generous supply of chocolate digestives from the bottom drawer.

When did you first become interested in vintage cars? *"At the age of nine at Pendine Sands in Wales. I learned to drive there in my dad's Moskvitch and I've been going ever since. This year I managed to squeeze 117 m.p.h. out of a 1930's Ford, but I hope to top that next year!"*

How long have you been working in the asbestos industry? *"I started my Asbestos Consultancy in 2003. Before that I was a building surveyor with thirty years experience in the building industry."*

How many cars have you tested for Australia since the asbestos laws were implemented? *"My 20<sup>th</sup> car just arrived in the workshop this week and another one is due in later today."*

What cars have you tested so far? *"A Bentley Continental, a Borgward Isabella, an E-Type Jaguar, a Ferrari 456M, an Iso Rivolta Lele, Triumph Stags, M.G. Bs, a Jeep Wagoneer, several Mercedes, Porsches, and a Porsche Tractor! Oh, and a Triumph Tiger and a Brough Superior SS700."*

What was the most challenging? *"A Mercedes 450 SEL. The engine bay is particularly tight and obtaining samples for testing was a real challenge."*

Did you uncover any unexpected horrors? *"Some cars that have been 'restored' are anything but. One even had some MIG welding wire still attached to the sills. Others were bought sight unseen at auctions and they were supposed to be rust-free, but they weren't. Wiring is the most shocking. No-one seems to know how to make a proper crimped/soldered joint these days and heat shrink seems to be a thing of the past."*





I meant asbestos. Did you find anything nasty? *"It's potluck. Some cars are asbestos free, others have it everywhere. Not only gaskets and brake or clutch linings, you can find it in underseals, insulation, Bakelite knobs, even bonnet tape!"*

Do you enjoy your work? *"I have a small team of mechanics and we also work on classic cars for hill climbs and routine maintenance; anything to keep classics on the road really. That's over forty years playing with cars, bikes and trucks. To be able to combine my passion for classic cars with my day job is a dream come true."*

Do you see the asbestos industry as risky business? *"Yes. The asbestos industry is undoubtedly a high risk environment, but as with any hazardous material there are different degrees of risk. For example, the exhaust heat shields on a 1960s E-Type Jaguar are a very high risk friable material that readily releases asbestos fibres. However, with asbestos-based bituminous vehicle underseal it's almost impossible to release the asbestos fibres from within the material and it's also unlikely to degrade."*

How do you see the future? *"I can't speak for Australian regulators, but our business is growing rapidly. We recently booked ten Bristols for an Australian tour in 2019 and more cars are coming in every week as word spreads."*

At that point, David suggested starting up the Pendine Ford, but the terrifying machine was only fitted with stub exhausts and the noise was ear-splittingly painful. I was thankful that it was buried behind a line of customer cars otherwise he may have insisted on a demonstration run. Besides, I had another appointment to keep.

Warren Mitchell – aka Alf Garnett – once said, "If medals were awarded for red tape, Australia would win Gold, Silver, and Bronze."

He certainly had a point, but in this instance David Sollis and overseas parts suppliers have struck gold as Australian car enthusiasts are forced to fork out yet more money from the sidelines . . .

For more information contact:

David Sollis, Survey Services Ltd, The Old Forge, Flaxley, Gloucestershire, GL14 1 JR.

Website <https://www.survey-services.co.uk/> Telephone: +44 1452 762721. Mob: +44 7919 100629

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*From the AOMC News – With Thanks.*

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## FEDERATION REPORT

### Delegates' Meeting – 18<sup>th</sup> May, 2019

The above Meeting was hosted by the Kerang & District Vintage Motor Club Inc. and was held in their Clubrooms, which they share with Rotary. Our Club was represented by Delegate Bill Allen.

Meeting opened at 1:00 pm sharp and Federation President, Neil Athorn welcomed Delegates and thanked the ladies of the host Car Club for providing such an enjoyable lunch. Neil then introduced Ron Payne, President of the Kerang Club. Ron advised that the Club was formed forty years ago and represents a large area – from Boort to Bendigo! The Club currently has 186 Family Members giving a total of 340 individual Members. The Club meets on the 3<sup>rd</sup> Tuesday of the month with 70 to 90 Members attending – for the afternoon teas according to Ron. Their Members love their cars which range from Rolls Royces to Morris Minors with plenty of Fords and Holdens. With 277 cars of the VCPS Ron urged all Delegates to get behind the Federation and assist it in any way possible. It is important that the Federation remains strong in order to promote our interests in the best way possible. After all you only get out of it what you are prepared to put into it.

Neil then thanked Ron for his introduction and proceeded with the Meeting, calling for any apologies not already recorded. Motafrenz and Bellarine Clubs thanked the Federation for their donations and new Delegates were introduced for Dandenong Valley and Hobsons Bay Clubs.

Treasurer, Brett Holloway was then introduced. Brett advised that one Club had paid their Membership by Direct Deposit but had neglected to insert the necessary details as to who they were. He then advised and listed eighteen Clubs who were yet to pay their Membership, which is to cover the twelve months up to 30<sup>th</sup> June, 2019. Notices will be sent out to them advising pay up or else their Membership will cease!

Brett advised that \$13,436.38 had been received whilst \$16,311.99 had been paid out for the quarter, leaving a balance in the Operating Account of \$4,924.93.

As there was no Delegate present from the West Gippsland Club their Trophy etc. is to be held over until the next Meeting.

Graham Ralph from the Hamilton Club gave details of their upcoming Queen's Birthday weekend Rally and thanked the Federation for its support.

There was some discussion on the overlapping of events with the AOMC's Cavalcade of Transport being held a week after the National Heritage Motoring Day with the latter being held on the same weekend as Winton and the Federation Delegates Meeting. A lot happens in May!

Treasurer Brett, after running the Mortlake Picnic for 15 years is keen for somebody else to take over. He said the latest event was very successful with 107 cars attending and 8 Veteran to Vintage badges handed out.

New Delegate Max from the Dandenong Valley Club stated the Scoresby Picnic is doomed to attract questionable weather. Around 100 Vehicles attended, including the ABCCC, but fine weather would have attracted a larger contingent. Hopefully finer weather will prevail next year.



The Kerang Picnic is due to be held tomorrow the 19<sup>th</sup> May. A dinner planned for this evening in a Chinese Restaurant was cancelled due to a fire in the kitchen!

The Baw Baw Club will host a Federation Picnic Day in November this year – further details to follow; probably at the August Meeting; and Echuca may hold one next year.

John Davis advised that 61 entrants started in the Golden Oldies Tour this year, however 11, including John's, fell by the way, on the tour. However a good time was had by all, visiting a private collection, going into a Military Base and enjoying great meals throughout the Tour. A sum of \$1,420.00 was raised for charity by auctioning five badges.

The Tour, has been run every two years by John and wife Margaret since its inception in 2006. However this year's Tour will be their last. Their daughter Anne will be taking over in 2021, assisted no doubt by John and Margaret.

Delegate Bob Kennedy put forward a motion of thanks to John and Margaret, which was seconded by John Kennett, motion passed with much clapping and cheering from the Delegates.

The A.H.M.F. 2020 National Motoring Festival, to be held from Saturday 28<sup>th</sup> March to Friday 3<sup>rd</sup> April, 2020 is progressing well with a contingent of 60 vehicles already coming from South Australia together with another 45 coming from Queensland. However many more entrants are needed. The organisers say they can cope with over 1,000 entrants.

John Kennett advised that this event was to be promoted at Winton this weekend and encouraged Delegates to give it as much exposure as possible within their Clubs. It will be the first such event since the Canberra Rally in 2001, with the previous Bicentennial Rally taking place in 1988. It has been 5 years in the planning.

The next A.H.M.F. AGM will take place on 13<sup>th</sup> and 14<sup>th</sup> July. The Robert Shannon Foundation will be discussed as it is running out of funds due, in part, to the current low interest rates being offered.

The movement still needs younger people to promote our movement, however some improvement has been seen in this regard recently.

The Federation's new Website is up and running and the next Delegates Meeting will be the Federation's AGM

The Luxury Car Tax issue has not been resolved and whilst some small changes have been made, it applies to all vehicles valued at \$65,000.00, not just new vehicles as one rather ill-informed politician believed.

The asbestos issue is here to stay. Border Force will not allow any latitude in this and, if importing any vehicle from overseas it is strongly recommended that a certificate confirming all asbestos has been removed be obtained prior to the vehicle being imported into Australia.

The issue should not be 'overworked' as what you wish for may end up biting you!! We certainly do not wish this rule to apply to our current vehicles!

The Australia Day display to be held at the Hobson's Bay Men's Shed has not as yet been finalised but will be, hopefully, in time for the August Delegates Meeting.

The RACV are still looking after the Australia Day Display in King's Domain. As Darryl Meek from the RACV was an apology today no further information was forthcoming in regard to this Event.

The Bendigo Swap Meeting Report was presented by Ashley Grey who handed Treasurer Brett a Cheque for the Federation, amount not disclosed but thought to be \$58,000.00, whilst \$9,000.00 was paid to Volunteers. This year's Swap will be the 44<sup>th</sup>. Progress is going well for this year's Swap, with smaller rubbish bins to be used this year - 21 tonnes of rubbish collected last year. The Bendigo Advertiser is to produce the Swap Magazine this year, printing 16,000 copies with 8,000 being distributed with their Newspaper and 8,000 to be handed out at the Swap. Magazine will be free with costs hopefully being paid for by the advertisers.

Rotary are happy to do the catering again this year, last year they fed 17,000 hungry souls on the Saturday alone. State and Federal Police happy with the current security measures in place.

Barn-finds again will be a feature this year. It is not known if the GT featured on the brochure will feature at the Swap.

There was the usual discussion on the VCPS and matters relating to insurance. Nothing really new on either subject.

The Federation is trying to get the price of Defibrillators reduced in order that they become more readily available smaller Clubs.

RACV Sponsorship to the Federation has been completed for this year. Next year, 2020 will be the Federation's 50<sup>th</sup> Anniversary.

Meeting Closed: 2:50 pm. Next Delegates Meeting to be held at Mildura on 3<sup>rd</sup> August, 2019.

*Bill Allen, Delegate.*

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## THE AOMC RESTORATION SEMINAR

This increasingly popular event will take place on Saturday 29<sup>th</sup> June, 2019. The venue is the Jaguar and Austin-Healey Clubrooms, 21 Rosalie Street, Springvale, Victoria 3171, commencing at 8:30 am. Get there early to claim a good seat!

Bookings for the Seminar are essential, all places at the Restoration Seminar must be pre-booked with either:

Bill Allen on: Telephone Number (03) 9846 2323 or, E-mail [treasurer@abccc.com.au](mailto:treasurer@abccc.com.au)

Mike Allfrey on: Telephone Number (03) 9729 1480 or, E-mail [michael.allfrey@bigpond.com](mailto:michael.allfrey@bigpond.com)

Your bookings will be communicated to the AOMC.

The Seminar will run from 8:30 am to 1:00 pm. Details of the presenters and displays will be confirmed closer to the event. There will be a charge of \$5.00 for refreshments.

**Note:** The information above arrived too late for inclusion in the May issue of *Your ABCCC News*.

Mike Allfrey – AOMC Delegate.

## EVENT REPORTS

### WHAT WE HAVE BEEN DOING

#### THE BIG 'M' RUN – Sunday 19<sup>th</sup> May, 2019

Thirty six people gathered at McDonalds on a sunny autumn day to enjoy a tour with a difference stretching knowledge and marital relationships. There was still a good amount of autumn colour to enjoy as participants wound their way through The Basin, Kallista, Monbulk and on to Woori Yallock and beyond to complete a loop to bring them back to the Paradise Hotel in Clematis, via Gembrook and Emerald.

All the run sheets were handed in, and we all settled down to an excellent lunch. Please take note of the flounder that Colin Brown ordered, on front page, it's tail was over the edge of the plate!

There was a huge variety of food to choose from and it all looked scrumptious.

Congratulations to Tony, Maxine and Pat for having a full score on your sheet, and to everyone else, thank you for coming, hope you enjoyed yourselves. You will have to wait until next year to see if you can outdo the reigning champions.

Here are the full results:

FIRST: Tony, Maxine and Pat – 20 points

SECOND: Leon and Judy Cousins – 19 points

THIRD: Rick and Gill Lloyd – 17 points

And interestingly, did not see any of the chocolates they won, handed out to crestfallen runners-up.

The rest of the results are:

Peter and Michelle Flavelle: 16 points

Gail and Steve Mattison: 16 points

Graham Talmage and Kate: 16 points

Frank, Sharon and Dot Sawyer: 16 points

Phil Cook and Anne: 14 points

Greg and Geraldine Anglin: 11 points

Colin and Joy Brown: 11 points

Anne and Bryan Tootell: 11 points

Chris and Geraldine Constantine: 11 points

Tore and Connie Panuzzo: 10 points

Greg and Lily Margetts: 3 points

One un-named sheet scored 2 points, we guess you know who you are!

A big thank you to Greg Margetts who undertook to take the happy snaps on the day for inclusion in the Newsletter.

*Photographs at right, from top to bottom: At the meet up venue on Canterbury Road, Bayswater; Tore and Connie Panuzzo arrive at Clematis in style and, lastly, yet more Victorian Club Permit Scheme renewal forms for signature at the Paradise Valley Hotel.*

See you at another Club outing soon.



Geoff and Judy Birkett.



## WHAT WE ARE ABOUT TO DO

### A RATHER EXCEPTIONAL RUN TO BELGRAVE – Sunday 23<sup>rd</sup> June, 2019

We will meet at the BP Service Area on EastLink (Southbound) at 10:00 am, once we are all there, we will proceed to Micawber Tavern, 65-71 Monbulk Road, Belgrave.

If you want to join us, please respond before Monday 17<sup>th</sup> June, so that catering arrangements can be finalised. Contact Anne and Bryan Tootell on mobile telephone number 0412 549 906, or E-mail to [annbry@optusnet.com](mailto:annbry@optusnet.com).

*Anne and Bryan Tootell.*



### A VISIT TO AND TOUR OF MONT DE LANCEY HOUSE AND MUSEUM – Sunday 7<sup>th</sup> July, 2019

We will meet in Marie Wallace Park, Jim Abernathy Memorial Drive, Bayswater (Melway Map 64; Ref: F3), enter from Mountain Highway, at 9:30 am for a 9:45 am departure to Mont de Lancey, 71 Wellington Road, Wandin North. We will have an easy drive to our destination and, upon arrival, we will have morning tea with scones, jam and cream at Monty's Tea Rooms (\$10.00 per person). Following our morning tea, we will have a guided tour of the historic 1880s homestead and property.

The beautiful gardens, the blacksmith's shop, the historic timber slab kitchen, the 1920s St. Mary's Chapel and the vintage engine shed, along with the extensive museum are included in our guided tour (cost \$10.00 per person).

Following the tour, we will gather back at Monty's Tea Rooms for a luscious lunch with platters of hot food, served with freshly cut salad and followed by sweet selection plates, along with hot and cold drinks (cost \$25.00 per person). Most dietary requirements can be accommodated – please advise when booking. After lunch there will be plenty of time to stroll through the gardens and to re-visit any of the other parts of the property before heading for home.

To join us, we need to advise the number in our group for catering, before 3<sup>rd</sup> July. Contact Greg or Geraldine Anglin on (03) 9876 3293, mobile 0419 882 155 or E-mail: [gregsbusy@msn.com](mailto:gregsbusy@msn.com).

*Greg Anglin.*

### THE ABCCC ANNUAL LUNCHEON – Sunday 21<sup>st</sup> July, 2019

Our annual luncheon will be held at Killara Estate Winery, Corner of Warburton Highway and Sunnyside Road, Seville East. We will gather at 12:00 noon for our 12:30 luncheon commencement. Please join us for our club's annual luncheon to be held in one of our favourite venues with superb upper Yarra Valley views. A booking form is on Page 14. We have chosen a great three-course meal, with alternate placement:

#### Entrée

Frank Sawyer's Special Wharf Deal – Panko Prawns or Calamari, "Have I got a deal for you!"

#### Main Course

From the Mary Cheng Feisty Kitchen – Roast Lamb and Roast Vegetables Super-Fresh from Drouin.

From Geraldine Constantine's Red Rooster Beater – Stuffed Chicken Breast and Delectable Trimmings.

#### Dessert

From Maxine Pettigrew, none other than Maxine's Favourite – Sticky Date Pudding. Superb for plugging oil leaks!

#### From The Firkins

Nello Mafodda's Special Selection – Vino Rosso.

Diane Mafodda's Delicate Choice – Vino Bianco.

Phil Cook's Selection – Assorted Beers Mustered from Morgan Touring.

**Master of Ceremonies** – Colin Brown.

**State of the Nation Address** – Tony Pettigrew (Club President).

Please note that this luncheon is a club members only event because the meal cost is subsidised by our club. Cost of our luncheon is \$35.00 per person. Please advise, when booking, of any dietary requirements.

Pre-booking and payment is required before 12<sup>th</sup> July, 2019. We look forward to you joining us at Killara Estate.



*Mike Allfrey for Colin Brown.*

### THE ABCCC TWILIGHT RUN – Saturday 31<sup>st</sup> August, 2019

At this stage it is proposed that we will be meeting and departing from Lilydale, late afternoon on Saturday 31<sup>st</sup> August. The route is yet to be confirmed, however we will be travelling to a winery and restaurant at Balnarring operated by a motoring enthusiast.

There will be more information in the July issue of *Your ABCCC News*, so, watch this event notification's space.

*Peter McKiernan.*

### INDULGENCE WEEKEND 2019 – Friday 22<sup>nd</sup> to Sunday 24<sup>th</sup> November, 2019

For all members who enjoy good food, good wine and good times . . . it's on again – the 2019 Indulgence Weekend.

This year's event is fully booked, so if you have not registered your name, you may be too late. However, your name will be taken in case there are any cancellations.



**Please Note:** The Capricorn Motor Inn at Mulwala had been completely booked, some twenty rooms, a problem arose when we had in excess of this number apply. Fortunately Club Mulwala is next door to the Capricorn Motor Inn and all you do is walk from one venue to another. In any event we will be dining and having our breakfasts at the club, so those who stay there can be first to the dinner table.

This year we are going to Yarrawonga/Mulwala on the Murray River. We will be meeting at the Yarra Valley Chocolaterie at 35 Old Healesville Road, Yarra Glen for an early morning tea, prior to our departure to our luncheon venue in Euroa. After lunch we take the Euroa-Shepparton Road passing through the industrial area of Shepparton and continue via Katamatite to Yarrawonga. Prior to entering Yarrawonga we will assemble at the Police Station for an escort through the main street where our cars will go on display for a short period of time prior to proceeding to our accommodation. Dinner on Friday evening will be at Club Mulwala where we will have our own dining room.

Breakfast on Saturday and Sunday will be in the bistro at the club where we will have our own reserved area. Saturday morning we will be collected by coach for a tour of the local area visiting wineries and other places of interest including Max's Motor Museum at Corowa. Saturday night will be our famed BBQ by the pool.

Registrations for this event are now open and, if you wish to be part of the fun, please contact Peter McKiernan on 0407 876 023. Please note: This event is restricted to classic vehicles only – no moderns. The cost for this event will be approximately \$250.00 per person or \$500.00 per couple. This will be confirmed once all quotes have been received.

*Peter McKiernan.*

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## OTHER MOTORING EVENTS DIRECTORY

### June, 2019

Saturday 29 <sup>th</sup>	AOMC Restoration Seminar – The AOMC Pre-booked attendees only, ABCCC contact: <a href="mailto:michael.alfrey@bigpond.com">michael.alfrey@bigpond.com</a> Venue – 21 Rosalie Street, Springvale..	Secretary (03) 9558 4829.
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### July, 2019

Sunday 14 <sup>th</sup>	Bygone British Brands – Gippsland Vehicle Collection An all-day event. Display at the Maffra Shed, 1A Sale Road, Maffra, Victoria.	Leigh Shields 0429 164 763 Sue Lawrence 0428 456 614
Sunday 28 <sup>th</sup>	Ford Flathead Festival – Ford Clubs Venue – Caribbean Gardens, Scoresby.	Bill Ballard (03) 9762 9974.

### August, 2019

Sunday 25 <sup>th</sup>	The RACV Aussie Classic Car Show – The AOMC Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen.	Secretary (03) 9558 4829.
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### October, 2019

Saturday TBC	The Croydon Hills Men's Shed Car Display – A Supported Event. Venue – Croydon Hills Baptist Church, Cnr. Bemboka and Plymouth Rds., Croydon Hills, Victoria.	Mike Allfrey (03) 9729 1480
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### January, 2020

Monday 27 <sup>th</sup>	Australia Day Display In The Domain – RACV Note – For Australian Built Vehicles Only.	Daryl Meek <a href="mailto:daryl_meek@racv.com.au">daryl_meek@racv.com.au</a>
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### April, 2020

Friday 26 <sup>th</sup> to Monday 27 <sup>th</sup>	JCCA 2020 International Rally – The Jowett Car Club of Australia Venue – Beechworth, Victoria.	A Henshall <a href="mailto:roadster1@tpg.com.au">roadster1@tpg.com.au</a>
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### During, 2021

T.B.A. T.B.A.	Centenary RACV Alpine Trial – Vintage Drivers Club Inc. Venue – Alpine Region, Victoria.	Daryl Meek <a href="mailto:daryl_meek@racv.com.au">daryl_meek@racv.com.au</a>
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**Special Note:** This 'Other Motoring Events Directory' lists only those events NOT organised by the ABCCC. There have been other events placed in the original directory and, some of these have overlapped our own events. There have been concerns raised about non-ABCCC events appearing to out-promote those that our club has organised for its members.

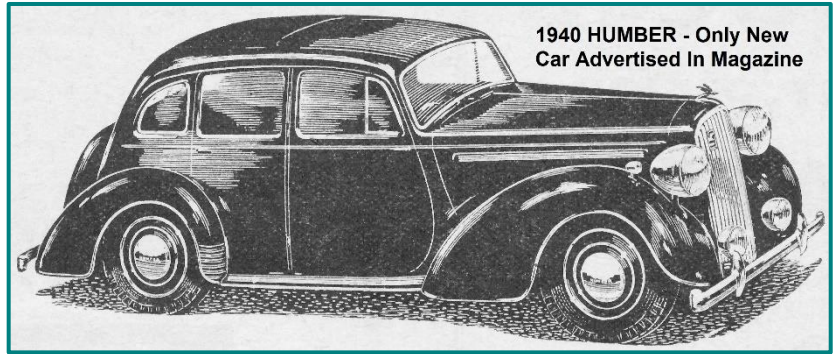
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## ARE CARS IMPROVING?

### An Owner's Indictment

For many years I have been interested in reading descriptions of new models published in your journal. May I suggest that these descriptions should be followed up by a criticism from some experienced owner-driver of each of these cars after a period of, say, six months? By this time many minor faults, which are not apparent at first, have come to light and criticism would be helpful to manufacturers, and so to motorists in general.



As an example, I possess an 8 h.p. saloon which in its turn was duly reported upon in your journal. *I hasten to add that the praise then given was fully justified*, but your critic omitted to mention the following:

1. The front number plate is fixed under the bumper, so low that it is liable to damage and is exposed to mud.
2. The starting handle is not fixed, as in the good old days, but is stowed away under the spare wheel in a locker at the rear of the car. This locker is locked, and it is therefore necessary to find the key when the handle is required.
3. The bumpers, instead of being made of spring steel, are made of some metal which bends easily and stays bent, and are therefore only for show.
4. The radiator cap is under the bonnet instead of outside, and is much too small. It is screwed on instead of being 'quick-opening'. It is made of metal and so cannot be touched when hot without a duster or some such protection. When the bonnet is opened the side panel lies across the radiator orifice and must be held up out of the way when filling.
5. The drain tap of the radiator cannot be operated without dirtying the hand and sleeve, and is so small that draining is a very lengthy business.
6. The valves are most inaccessible, even after the necessary removal of the manifolds.
7. The windscreen will not open and consequently, when it is frozen, the driver must drive with his head out of the window.
8. There is no hand throttle control, so that if the throttle is set correctly for slow running when cold, the engine runs too fast when hot, and vice versa.
9. The door handles are of a type that catch on clothes.
10. The front side windows are not parallel, but are nearer together at the forward than at the rear edge. This permits a clear passage to the rush of air, which flies round the back of the car and strikes in the back of the neck, the occupant of the seat opposite to the side on which the window is open.
11. The lock of the off-side door is liable to refuse to unlock; this is a common fault.
12. Manufacturers take great pains to damp the chassis springs, but not the seat springs. While the car is travelling comparatively steadily the occupant of a sprung seat is bounced up and down, and his back rubbed against the squab.
13. The windscreen is sloped instead of vertical, causing distortion and consequent eye strain.
14. The rear number plate, being placed as low as possible, goes through the same vicissitudes as its fellow sufferer.
15. The traffic signals protrude beyond the width of the car, and are consequently liable to damage.
16. The lid of the rear locker opens downwards and forms an efficient luggage carrier, but it has three holes of unknown purpose on its inner surface. These are large enough to allow small tools, etc., to drop through, but not large enough to admit a hand to retrieve them.
17. There is not sufficient clearance between the rear wheels and the body of the car to permit the use of chains, and consequently it was not possible to use the car on several occasions during the past winter.

Such faults as I have enumerated are found on the majority of modern cars, and most older motorists will surely agree that, whilst immense progress has been made in general performance, in other respects we seem to be going steadily backwards.

Accessibility and, utility have been freely sacrificed in the effort to produce a smooth, rounded exterior, which bears little relation to streamlining, the presumed objective.

C. K. Bampton, Captain R.N. (Retired). East Coker, Somerset.

[Our correspondent provides an interesting list of criticisms, some of which, however, are open to debate as to whether, for instance, a vertical windscreen is preferable to an inclined one. It will be appreciated that many points of the nature raised by our correspondent do not come within the scope of *The Autocar* Road Tests, comprehensive as these are made in regard to matters of performance and general road behaviour. – Editor.]

*A Letter To The Autocar Magazine – 19<sup>th</sup> April, 1940 – With Thanks.*

Refreshing that there was no mention of 'Blue Tooth' connectivity!

# Annual Club Luncheon

Sunday July 21<sup>st</sup> 2019

Killara Estate

Corner Warburton Highway and Sunnyside Road, Seville East

Time: 12.00 noon for 12.30 pm



*Please join us for the club's annual luncheon to be held at the popular venue, Killara Estate. A great three-course meal has been selected and includes Entrée of Panko Prawns or Calamari, Main of Roast Lamb and Roast Vegetables or Stuffed Chicken Breast, plus Sticky Date Pudding dessert. This luncheon is a Member only event as the meal cost is subsidised by the club, drinks are provided. Please advise any dietary requirements. Cost \$35 per head.*

*Pre booking and payment is required by the 12<sup>th</sup> July, 2019*



## *Booking Form*

*Please reserve ..... Seats @ \$35.00 For: .....*

*Bank Transfer: ABCCC. BSB:063 863 A/C 10013709 (enter name & event)*

*After funds transfer advise Colin at [colin.brown@hotmail.net.au](mailto:colin.brown@hotmail.net.au)*

*Or cheque/money order/postal note payable to ABCCC for: \$ .....*

*Send to: Colin Brown*

*PO Box 40*

*Coldstream Vic 3770*

*Telephone: 0408 343 176*