



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 236

January, 2020

FROM YOUR COMMITTEE FOR A



OUR DISTRESSING BUSHFIRES

To those of you who may have been affected by the rampant fires in Victoria that have recently raged and some still are raging, our collective empathy for the trauma that has occurred. If you live in locations that could be affected by fire, please take great care and heed the warnings issued by our CFA and Police.

Our club has, in the past, supported the CFA and the St. John Ambulance volunteers. For us that support will continue.

BE PREPARED FOR ANY EVENTUALITY!



Associations Incorporation Registered Number: A0035462V



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

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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	wally@abccc.com.au
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AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
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The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

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

CLUB INFORMATION

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

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

MEMBERSHIP SUBSCRIPTIONS

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

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

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

LIFE MEMBERS

**The ABCCC Vic Inc. is proud to grant Life Membership to those who provide exceptional service to our club.
Current Life 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 14.

NOTICE – SADLY, THERE WILL NOT BE AN A.B.C.C.C. GREAT AUSTRALIAN RALLY IN 2020

January, 2020

Sunday 19th A Gippsland Club Run – An ABCCC Event Heather Cannon 0450 580 892
Start Venue – Lang Lang Bakery, 35 Western Port Road, Lang Lang.

February, 2020

Sunday 2nd The Annual General Meeting of the ABCCC Vic Inc. Pat Douglas 0425 712 973
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park, 3116.

Monday 17th Visit to Jaunt Electric Vehicles – An ABCCC Event. Graham Talmage 0419 399 752
Venue – Either North Coburg or Springvale.

Sunday 23rd The AOMC British and European Motoring Show – An ABCCC Supported Event.
Our club will have reserved display space.
Venue – The Yarra Valley Racecourse, Armstrong Grove, Yarra Glen.

March, 2020

Wednesday 4th Mid-week Run – An ABCCC Event Greg Anglin (03) 9876 3293
A visit to the California Redwood Forest at Cement Creek, near Warburton. 0419 882 155
Venue – Meet at Lilydale Lakes at 9:45 am for a 10:00 am departure. gregsbusy@msn.com

Friday 13th to Sunday 15th The ABCCC No Frills Tour – An ABCCC Event Maxine Pettigrew (03) 9739 1146
Venue – Touring the Rutherglen Area.

Sunday 29th Scoresby Picnic – A Federation Event, Supported by ABCCC Bill Allen (03) 9846 2323
Venue – National Steam Centre, 1200 Ferntree Gully Road, Scoresby.

April, 2020

Sunday 5th Tour to Organ Pipes National Park – An ABCCC Event. Bryan Tootell 0412 549 906
Lunch at Riddles Creek Hotel, 10-12 Hamilton Street, Riddles Creek, Near Gisborne, Victoria.
Start Venue – BP Service Area, Thunderdome, INBOUND side of Calder Freeway.

Sunday 19th Follow That Mini Through Gippsland – An ABCCC Event. Geoff and Judy Birkett (03) 9755 1772
Start Venue – TBA.

May, 2020

Sunday 3rd Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Meet Point – TBA.

Wednesday 27th Visit to Bayswater Ambulance Museum – An ABCCC Event Greg Anglin (03) 9876 3293
Followed by lunch in the hills. 0419 882 155
Start Venue – 1/55 Barry Street, Bayswater at 9:30 am. gregsbusy@msn.com

June, 2020

Friday 5th to Monday 8th Hamilton Queen's Birthday Rally – The Hamilton Club. Tony Pettigrew (03) 9739 1146
A Very ABCCC Supported Rally.
Venue – Hamilton, Victoria.

Monday 22nd to Tuesday 23rd Revisiting The Old Hume Highway – An ABCCC Event Leigh and Sandra Wishart 0403 243 700
Start Venue – TBA

July, 2020

Sunday 5th Pakenham Race Meeting – An ABCCC Event. Gordon Lindner 0418540 920
Venue – Meet at McDonalds, Cnr of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills.

Sunday 19th The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291
Venue – TBA.

August, 2020

Sunday 2nd A Yarra Valley Motor Tour – An ABCCC Event. Bryan Tootell 0412 549 906
Start Venue – TBA.

Sunday 16th Lunch at the Cuckoo Restaurant – An ABCCC Event. Gordon Lindner 0418 540 920
Venue – Meet at the Restaurant, 508 Mount Dandenong Tourist Road, Olinda, Victoria..

Sunday 30th A tour of Chinatown and the Chinese Museum – An ABCCC Event. Greg Anglin (03) 9876 3293
A guided walking tour with Yum Cha lunch to follow. 0419 882 155
Start Venue – Meet at the Chinese Museum, 22 Cohen Place, City. gregsbusy@msn.com

September, 2020

Sunday 13th A Visit To The Morris Minor Garage – An ABCCC Event. Gary Prewett (03) 5417 2283
With lunch in Castlemaine.
Venue – Harcourt, no address available.

Sunday 27 th	The Creaking Wooden Frame Run – An ABCCC Event. Venue – TBA.	Phil Cook (03) 9842 5449
October, 2020		
Friday 2 nd to Sunday 4 th	The 'Terri Allen Garden Tour' – An ABCCC Event. Venue – Macedon Open Gardens Fair.	Kate Senko (03) 5169 6626
Saturday 10 th	Visit to Holden Proving Facility – An ABCCC Event. Venue – GMH, Lang Lang, Victoria.	Ian Terry 0409 097 496
Friday 23 rd to Sunday 25 th	The Justly Famed Indulgence Tour – An ABCCC Event. Touring – TBA.	Peter McKiernan (03) 9787 6003
November, 2020		
Thursday 5 th to Wednesday 18 th	Sapphire Coast Tour – An ABCCC Event. Details with opening for bookings.	Maxine Pettigrew (03) 9739 1146
Sunday 29 th	Our Car Boot Picnic – An ABCCC Event. Venue – TBA.	Christopher Constantine (03) 9898 4431
December, 2020		
Sunday 13 th	Christmas Luncheon – An ABCCC Event Venue – TBA.	Maxine Pettigrew (03) 9739 1146

EDITORIAL RAMBLINGS – Issue N^o. 236

Those of you who may have keen eyesight may have noticed a slight change of the font used in this edition. It is in fact Helvetica, a font known, in the late 1970s, as the most easy to read of all fonts that were available on comp-edit machines. It is quite possible that many now consider that Times New Roman is the most easy to read. Back in those days it was also claimed Helvetica was able to remain 'pure' after more generations of document photocopying than other fonts – but then photocopiers were not all that flash either, compared with what we can now purchase for just a few dollars at the local Post Office. Enjoy your easier reading!

I look forward to seeing you at the AGM!

Mike Allfrey – Jupiter, Bringer of Jollity!

MESSAGE FROM THE PRESIDENT

First I would like to wish all members a Happy New Year and hope you enjoy the full calendar of events that has been arranged for you, by our organisers.

I have been watching the bushfires with horror as they follow almost the entire route of the Sapphire Coast Tour from Lakes Entrance through to Corryong, hopefully most things will be recovering by November. Maxine has sent messages of support to all the friends and contacts we have made organising the tour which is now fully booked and waiting list only.

There are still a few rooms available for the Rutherglen weekend away Friday March 13th–15th, if you wish to go let Maxine know ASAP as we will be overseas for four weeks from the 8th February, and we would like to finalise things before we go.

I have booked 15 rooms in the Grangeburn Motel in Hamilton for the Queens Birthday Rally if you would like your name on one of these please let me know. Our members from New Jersey, Peter and Joanne Schneider are flying out to join us on this one so that is one room gone. I will organise the Friday lunch and dinner later.

Finally the AGM on Sunday 2nd February, at the time of writing (7th Jan.) we have only fifteen members who have notified Pat Douglas of their intention to attend and we need a minimum 50 for catering and room hire. If your intention is to attend please notify Pat urgently.

Tony Pettigrew.

VALE – REX GENONI

It is with regret I have to announce our member Rex Genoni passed away after a battle with cancer. Rex joined the club in 2010, and he and Bobbie were regulars on many Fly the Flag Tours. Our loving thoughts are with Bobbie and family.

Tony Pettigrew.

Many years ago I worked on farm machinery field test projects with Rex and his father Lew, who set up the Gendore dealership with Greg Dore in Tooradin. In those days that dealership was the largest business in the town and, under Rex's guidance it became what it is now and is still the largest and most visible business in town. I enjoyed working with them and, particularly, Lew had vast knowledge about farming trends in the area. Rex ably took on that knowledge and expanded it into the four Gendore branches in Gippsland. Our sincere condolences to the family and to those that knew Rex well in the area. Rex also helped us with the ABCCC Great Australian Rally (Hastings Start) for a good spell – thank you for that Rex.

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
Leon and Sandra Smith	Daimler	Conquest Mk II	1956

Gordon Lindner – Membership Secretary.

A SPACE FILLER

Two English ladies are attending an early 1950s package holiday in Tossa del Mar, Spain.

First Lady, in Dining Room: "The food here is terrible!"

Second Lady: "Yes, I agree Dear, and the portions are awfully small too."

Not Known.

THE ABCCC ANNUAL GENERAL MEETING – Sunday 2nd February, 2020

The venue for our Annual General Meeting will be the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park. The meeting will be preceded by lunch at 12:00 noon and the meeting will commence at 2:00 pm. Cost of lunch is \$15.00 and drinks are at bar prices. Because the lunch will be subsidised by our club, this is a financial members only event. Please advise Pat Douglas if you intend to join us for lunch for catering reasons, and requests for items to be placed on the Agenda, on Telephone Number 0425 712 973 or, E-mail secretary@abccc.com.au.

All lunches to be paid for on entry to the Chirnside Park Country Club, with cash please.

Pat Douglas – Secretary.

AN AMUSING STORY TO HELP KICK OFF THE NEW YEAR!

From The Book *Bedside Wheels* – Written By Murray Walker

One of the first commentating jobs I did with Noel's show (BBC's *The Late, Late Breakfast Show*) was at Santa Pod. It was a 'Whirly Wheel' item, in which a willing viewer is selected to spend a week training for and then performing, live on the show, whatever stunt is selected by a spin of the wheel in the studio.

That week, the winning volunteer had to drive a car up a ramp and long-jump it over a line of parked cars – like Eddie Kidd does on a motorbike. The venue for this great feat was Santa Pod, which is a godforsaken airstrip in Bedfordshire and a spiritual home for drag-racers.

The cars were lined up beyond a wooden ramp. Pete (as I'll call him), our brave volunteer (in real life, I seem to remember, an oil technician), arrived and was introduced to his task. Unlike some of the 'Whirly Wheel' stunts, for which people assiduously train for a full week, there isn't a lot of preparation you can do prior to long-jumping a row of cars. However, the BBC had kindly provided a resident lunatic, a chap called Dick Shepherd who actually earned his living doing precisely what the oil-man hoped to do.

Then Dick got in a car and said: "I'll show you what you do."

He drove out to the end of the run-up, turned and drove towards and up the ramp, jumped a flight of cars and came back to us. "That's the way you do it" he said, as though there was nothing to it.

"Fine," I said, "if you've done it before. But what do you do when you're going at it stone-cold for the first time, when you're hurtling towards the ramp and from that angle you can't even see all those cars parked on the other side?"

"Oh," said Dick, "well, there are one or two things." Later, he explained to me, when we were not in the hearing of our brave contestant, that beginners always landed on the twelfth car.

"When they take off," he went on, "they're going at 55 mph, and this carries them away through the air. Then the heaviest part of the car, which is the engine, takes over and the natural line of trajectory always drops them on the twelfth car. It's no problem, because the roof of the car they land on crumples, and the front of their car crumples. All you have to do, Murray, is to stand by the twelfth car, and when our man stops you just open his door, or he can do it for himself. Then you say: 'How was it?'"

"All right," I said, and when we were ready to do it for real I went and stood by the twelfth car (out of twenty-two) with my microphone. Hundreds of spectators had made their way out to Santa Pod that evening, and the place was ablaze with arc lights for the cameras.

The Whirly Wheeler, who definitely deserved ten out of ten for sheer guts, climbed into a Hillman Hunter that was about to breathe its last and trundled off into the setting sun. He turned the car round, lined it up with the ramp, revved up . . . and went for it.

To anyone with a fine eye for judging car speeds, it would have been apparent that he was not approaching the ramp at the same speed as Dick Shepherd had done in his demonstration. In fact, Dick and the programme people seemed

to have omitted to tell him two things. Firstly, he should hit the ramp at 55 mph, and, secondly, as soon as he hit the ramp he should back off, to allow for a smooth flow-through when he took off.

Pete, who had earlier had a misfire, and had revved the engine a trifle hard in the process of clearing it, hit the ramp at 70 mph and did not back off. When he passed me at the twelfth car, he was still climbing. He went onwards and upwards, onwards and upwards, until gravity finally asserted itself and brought him back towards his native planet. As he landed, he just clipped the twenty-second car, breaking the British long-jump record in the process, and went careering off down the runway. He missed the main gantry, which was holding up everything, by two inches, and banged straight into the side of a brand new BBC Mercedes-Benz that had come to collect him and take him back to the White City.

Into the microphone, I commented, "He's smashed the British record, *and* a brand new Mercedes . . .!!!"

From Murray Walker – With Thanks.

SHARING THE ROAD WITH TRUCKS

Introduction

At the recent Campervan and Motorhome Club of Australia's (CMCA) rally at Elmore I attended a seminar by Rod Hannifey about sharing the road with trucks. He made some very interesting points several of which apply to drivers of classic cars just as easily as to the drivers of motorhomes and campervans he was talking to at the CMCA rally.

As well as being a working truck driver, Rod is a passionate road safety campaigner who puts his message across in plain simple language. He doesn't for a moment suggest that all truck drivers are angels and all car drivers are idiots. Rather, Rod explained why it is important not to slow down when a truck is behind you, why truck drivers hate cars travelling at 95 kph, cars which cut in front of trucks, drivers who accelerate when he pulls out to pass etc. Rod also played a video which very clearly demonstrated the points he was making. More information about Rod and his campaign can be found at www.truckright.com.au and a number of videos illustrating issues relating to sharing the road with trucks can be found at www.sharetheroad.net.au

Being a true campaigner who believes in his message Rod is keen to spread the word so that all drivers can safely share the road without aggravating others whatever the vehicle they drive and provided the Truckies Top Ten Tips below. As he said at one point, he is also a car driver but most car drivers have never driven a semi-trailer or B-double.

Colin Oberin.



THE TRUCK DRIVER'S TOP TEN TIPS FOR SHARING THE ROAD

1. **Basic Safety:**

Please don't cut in front of trucks approaching traffic lights or out on the highway. Allow safe road space for the truck's size. A loaded B-Double can weigh 40 to 50 times that of the average sedan; don't risk being hit. Simple physics means trucks take more distance to stop. As a pedestrian you wouldn't step out in front of a bus, so don't do it in your car, with a truck.

2. **The 'DO NOT OVERTAKE TURNING VEHICLE' Sign:**

On the rear of vehicles over 7.5 metres long, allows them to legally turn from the second or third lane as needed, to safely get round a corner. Stay back; don't move into the blind spot to the left and rear of the truck cab.

Please Remember – IF YOU CAN'T SEE THE TRUCKDRIVER, HE CANNOT SEE YOU.

3. **If Being Passed by a Truck:**

Don't allow your speed to increase, this only increases the time involved. If anything, ease up on the accelerator but not until the truck is beside you. By helping the truck pass safely you improve your own safety as well. A flash of the headlights (technically illegal in Victoria) tells the truckie when it's safe to move back in front of you.

4. **Speed Limiting:**

Means no engine power above 100 km/hr, though gravity can push us faster downhill. A truck will hope to be at the legal speed limit approaching the bottom of a hill to lessen delays to all traffic, but if slow uphill or when overtaking, we are doing the best we can.

5. Road Courtesy:

Along with a bit of patience may save your life; it could also prevent road rage. I would much rather a wave of thanks, than a shaken fist. Improved driver education and awareness of heavy vehicles, can only improve safety for all road users.

6. Road Positioning:

A truck uses all of its lane space, do not travel right on the centre line, use the road width available, to give you space between opposing traffic. If stopped or broken down, where possible park well clear of the roadway. 10 centimetres past the fog line (the unbroken line on the left) is not safe for you or your car. Use hazard lights and ensure headlights are dipped or off at night, to be able to be seen safely. Reflector safety triangles can be a worthwhile investment.

7. High Beam Glare:

This contributes to night driving fatigue. Dip when flashed, or *before* reaching a crest or curve, don't blind, then dip. Trucks mirrors are much larger and have no anti-glare position, dip early when behind trucks and when overtaking, don't move to high beam until past the trucks mirrors. Please check headlight alignment regularly, particularly if loaded up on long trips and only use fog lights in fog, they can be more of a hazard at other times.

8. Caravans:

When being overtaken, maintain speed and position, only slow when the truck has moved out to pass. Quality mirrors, towing hitches and good advice are priceless. A CB or UHF radio can also be worthwhile. WE FULLY SUPPORT THE IDEA AND BENEFITS OF CARAVAN CB, UHF 18 AND CB 18 and the fitting of Caravan CB stickers on the front and rear of your van.

9. Safe Overtaking:

1. If you are right on the back of the truck you have very little vision, stay back allowing you to see better.
2. Be sure you can see enough road to pass safely.
3. Pass quickly but sensibly.
4. Don't pull back in until you see both the trucks headlights in your rear view mirror, this allows a safe space.
5. Maintain your speed, don't pass and then slow directly in front of the truck. To take a large risk for a gain of a couple of minutes is unsafe and often unnecessary. **PLEASE, IF YOU CANNOT SEE, DO NOT PASS.**

10. Roundabouts:

The 'DO NOT OVERTAKE TURNING VEHICLE' sign applies, so please stay back. Larger trucks often need all of the roadway. The truck isn't racing you into the roundabout; it is trying to fit in, to avoid a much slower start and movement through, which can often further delay or stop, all traffic.

Remember, every item you buy or use is carried on a truck at sometime. Like you, truckies want to get home safely to their families, so let's share the road. This Top Ten Tips is a shorter version of the National Sharing the Road with Heavy Vehicles Programme, which is a more detailed explanation of these items and is available to spread education on sharing the road with trucks, with the aim of improving safety for all on the road. For further information please contact:

Rod Hannifey, Road Transport and Road Safety Advocate, 0428120560; visit www.truckright.com.au or E-mail rod@truckright.com.au Safe Travelling.

Sent in by Colin Oberin – With thanks to Rod Hannifey.

2019 CMCA Rally

Apart from an interest in classic cars I have been a member of the Campervan and Motorhome Club of Australia (CMCA) for a few years and thought it was about time to attend a National Rally. When I saw that the 2019 rally was to be held in Elmore, Vic. only two hours from home, I signed up. As a first timer I was invited to arrive on the Saturday before the rally proper started on the Sunday and so with anticipation and some uncertainty I set off in my Mercedes Benz Sprinter based Horizon Motorhome on a bright sunny morning in last October.

Right: Colin's Mercedes-Benz is second from left.

The rally was held at the Elmore Events Centre which is huge and very well laid out in large rectangular blocks with fairly good access to power and toilets. Water was more of an issue but as our vehicles all had on-board tanks it was not too inconvenient to be unable to connect directly to a tap. The centre easily accommodated the 800 or so camper-vans and motor homes which descended on the site over the week-long rally and could have accommodated many more. Many volunteers were on hand to direct us to our sites and the entry procedure was quick and painless. I was soon on my site and setting up for a week-long stay. After setting up it was time to check out the goodies in the rally pack. Apart from the usual advertising flyers and a few promotions for



local attractions, the pack included a very comprehensive Official Rally Guide. The guide included a site map, timetables for daily activities, the craft barn, workshops and seminars. There was even a profile of all the presenters and entertainers as well as a directory of the traders on-site and the expected advertisements regarding local attractions and traders.

All first timers were invited to a Happy Hour and BBQ dinner on the Saturday evening where the CEO and Board Members of CMCA were introduced and we were given a brief run down on what to expect in the coming week. This was a good chance to meet some new people. By chance I also managed to meet a member I had previously travelled in convoy with on a CMCA safari through far north Queensland. After a pleasant evening finding out about newfound friends, their families, travels, RV rig and various other topics of conversation it was an early night.

Next morning was the first official day of the rally so it was time to visit the Trader's Hub which was housed in a very large marquee and must have had at least 25 different stalls. The offerings ranged from a CMCA membership desk and a tours desk to several stalls selling motorhome accessories such as water filters, collapsible chairs and tables, sunshades, unbreakable crockery, cutlery, guidebooks etc. There was even a test and tag stall for electric leads and appliances and a specialist RV insurance desk as well as a desk promoting future CMCA events. The local tourist authority also had a stall promoting tourist attractions in the local area.



Immediately behind the Trader's Hub was a display of twenty or so motorhomes from various manufacturers. Not surprisingly there were plenty of 'Rally Special' prices being offered but who knows how many sales might have been made as all rally participants would already be camping in a campervan or motorhome.

Left: Rochester Pioneer Village.

On the other side of the Trader's Hub an outdoor food court offered a range of coffee, pancakes, pizza and even some nutritious foods as well as ice-cream stalls and plenty of cold drinks. Some of the stalls stayed for the whole rally while others came and went so there was a good range of food, beverages and treats always available from early morning until late evening. Various singers were also performing in the food court at lunch times. Fortunately there was plenty of shade and lots of seating so it was very pleasant to enjoy a coffee, lunch, ice-cream etc.

After washing the bugs off the van and having some lunch it was time to wander over to check out Rod Hannifey's monster truck and trailers which were parked nearby and then attend his workshop 'Sharing the Road with Trucks' which I found very interesting. I wish every rally participant had heard Rod's safety message or at least visits the website www.sharetheroad.net.au.

The evening was taken up with a mandatory safety briefing followed by the official Opening Ceremony. From the various speeches I learnt that there was a total of 820 vehicles on site including 760 motor homes. There was approximately 1,500 people including staff, a few hundred volunteer helpers and 280 first timers like me.

The site being so huge and spread out, it was a ten to fifteen minute walk back to my van after the festivities but fortunately the site was flat and there were so-called Smiley buses circulating every few minutes for those who aren't particularly mobile or who have simply had enough walking. The Smiley buses, which were Toyota Coasters or similar and were driven by CMCA members who had volunteered to help during the rally, also ferried rally participants to the nearby towns of Elmore and Rochester. Although the main venue and the Traders' Hub were quite a long way from my site, there were other smaller venues just across from my van where some of the activities were held and a third hub for seminars and CMCA administration about five minutes' walk away.

Happy Hour with neighbouring campers was followed by dinner then it was off to a John Farnham tribute concert which was described in the Rally Guide as 'The Ultimate John Farnham Celebration'. That was a most enjoyable evening especially as I was able to duck out for an ice-cream at one point and still hear the show. Each evening featured a different concert by performers chosen for their appeal to the audience which was almost exclusively made up of grey nomads.

Right: The Smiley Bus outside the original Rochester railway station, now a sports museum.

A Poet's Breakfast was scheduled to start at 7:30 each morning which was entertaining for those who like bush poetry. I had planned to do the 'Flying Kites with Grandchildren' workshop but by the time I found out that this workshop had moved its time slot it was already over.

Serves me right for sleeping in and not reading the E-mailed notices until too late. Next stop was a seminar by Blaze Aid about their work in helping farmers get back on their feet after fires or floods or other natural disasters which affect their livelihood. They gave good information about their work and what it's like to be a volunteer. Most of those in



attendance had not previously been a Blaze Aid volunteer so I expect they will have some new volunteers after this interesting seminar.

One morning I took a Smiley bus into Rochester to replenish supplies and have a look around. The round trip took about an hour and with two buses on the run there was one every half hour or so. I alighted at the first stop outside the Railway Station, as I saw the Sports Museum had an Open Sign out front. Even though they were still setting up for the Official Opening a few days later it was clear this will be an excellent display of important memorabilia from a wide variety of Australian and international sports stars once it's fully operational. Next stop was a short walk to view the silo art on the other side of the railway line then a casual walk around the town of Rochester. The supermarket, coffee shops, newspaper shop etc. were all well patronised by rally participants. After checking out the Sir Hubert Opperman statue at one end of the shops it was time to catch the bus back to the rally site.

Thursday was forecast to be hot and it certainly delivered reaching 33 °C by lunchtime. Forewarned I caught the Smiley bus early in the morning and headed first to the Rochester Historical and Pioneer Society which had a very good collection of artefacts from the farm, the home, sporting and business activities etc. The collection was spread across several historic buildings and an excellent Devonshire tea was also available. Then it was back for a look around Elmore which has some interesting old buildings and a museum and rural discovery centre.

Other seminars or workshops which I found interesting were a seminar on grey water issues which quickly became a very interesting and broad ranging discussion about various aspects of RV ownership and usage, a session relating to the danger of tick bites while on the road and how to react. One seminar encouraged those who, for whatever reason, need to dispose of their large motorhome, to downsize to a smaller van style vehicle which can double as a daily driver rather than dropping out of the RV lifestyle completely. There was also a session on UHF radios.

After a Happy Hour of yarns, jokes, some poetry and suggestions for future trips with newfound friends who occupied



adjacent camp sites, we suddenly realised it had become dark as we chatted and the food court was about to close. We therefore went to find some food and promptly resumed our discussion sitting in a circle in the outdoor food court until the organisers turned off the lights and we headed back to our respective vans.

Left: Impressive art on the siloes at Rochester.

By Thursday evening the ranks of motorhomes and vans lined up along the various avenues was starting to thin. Perhaps the heat had affected some participants more than others leading to early departures. Others, like me, may have had other commitments back home which is why I had planned my departure for Friday about lunch time. However, I attended one last seminar on Friday before departing for home on a much cooler day.

Knowing from personal experience what is involved in organising and running a rally, it is clear the rally organisers

and the numerous volunteers and presenters did a fantastic job organising and running such a big rally with so many different activities. It was a bit overwhelming at first to see so many motorhomes and so many grey nomads all in the one place and it was a bit tiring at times rushing from one seminar or activity to another, especially on the hot days, but overall the rally was a most enjoyable experience. The number and range of activities available was impressive and it was just by luck that some activities of interest were scheduled close together timewise but in venues far apart. Making friends with the week's neighbours certainly enhanced the experience.

Colin Oberin.

OUR ASSOCIATION OF MOTORING CLUBS (AOMC)

Editor's Note: It is timely that we run a brief description showing what the AOMC has achieved on our behalf since its founding in 1976. At that time, it was mostly clubs catering for British cars that got the wheels rolling. It is good to see that numerous enthusiasts for British motor cars are involved with the Committee .

The Association of Motoring Clubs Inc., totally run by volunteer staff, represents all hobby motorists.

The AOMC communicates with its member clubs by: quarterly Newsletters, Delegates' Meetings and special mailings.

The AOMC will admit, as a member, any bona-fide vehicle club (including motorcycles and commercial vehicles); having modified vehicles within its ranks does not preclude a club from membership.

The AOMC runs seminars to assist member clubs in their management and to disseminate relevant information affecting motoring enthusiasts.

The AOMC's involvement in matters concerning the preservation, restoration, authentication of historic vehicles, and legislation that may affect vehicle enthusiasts is well known and respected by Government and non-Government organisations.

AOMC Achievements

- Served the interests of hobby motorists and motoring enthusiasts since 1976.

- Successfully staged the American Motoring Show every year since 1983.
- Successfully staged the British and European Motoring Shows since 1984.
- Since 1994 these shows have been run annually as a combined event (more recently known as the Classic Showcase).
- Organised shows and rallies for the National Motoring Heritage Day (third Sunday in May) at a number of venues.
- Provided a presence at most major motoring events and swap meets in Victoria.
- In the early years we had a purpose built Information Van which was towed to these events. Most of the promoters provided the site free for the benefit of the movement. Shows organised by the AOMC will usually have a dedicated tent or area set aside for AOMC information, memorabilia and displays.
- Prevented the destruction of the VicRoads pre-computer Engine Number Records in 1991. There are about 11 million cards in this archive which relate to vehicles whose registration was current as at late 1984. These records have historical significance and make the re-registration of vehicles easier and less expensive.
- Been involved with, and a significant contributor to, the Light Vehicle Modification Working Party (LVMWP). The LVMWP shaped the Victorian Road Safety Regulations of the late 1980's
- Worked in close cooperation with the National Road Transport Commission (NRTC) in formulating its policy and standards with respect to vehicles of all ages but particularly for vehicles built prior to 1988. This work is on-going as there are still aspects of the NRTC's proposals which have not been accepted by some Australian State Government Ministers and bureaucrats.
- Successfully staged a protest rally outside Victorian State Parliament involving some 500 cars in September 1986. The AOMC protested against annual roadworthy checks claiming that they were not cost effective. The requirement was subsequently dropped from the Victorian Road Safety Regulations proclaimed early in 1987.
- The saving to EVERY Victorian motorist being at least \$35 per annum.
- Maintained a database and referral service for over 550 Victorian motor vehicle clubs and over 3,000 clubs Australia wide.
- Negotiated modification of many Municipal Council Local Laws. When they were drafted at the end of 1995, most of the Councils had included provisions requiring every householder to have a permit for the storage of second-hand goods or vehicles on their own property. Most Local laws now allow for hobby activities or rely on requirements to maintain the amenity of the neighbourhood. Work still continues.
- The saving to every householder in one third of Victoria's Municipalities being at least \$50 per annum.
- Co-operated with Professor Donald Stedman from Denver University, Colorado and the R.A.C.V. in testing drive-by emission testing equipment which is now accepted throughout the world as an effective method of testing many vehicles to detect gross polluters.
- Conducted emission tests in 1992 on over 100 vehicles from the historic fleet which gave us the basis to continue discussions with legislators and others regarding the general condition of vehicles in the historic fleet.
- Established a good working relationship with Vic Roads management and staff.
- Established a network for club contact. Proposed changes to the Associations Incorporation Act in 1996 were quickly brought to the attention of clubs which were likely to be most affected. They were able to put submissions to the review panel in time for consideration.
- Researched, produced and published five editions of the Club Permit Handbook. The fifth edition was published in June, 2011 with the second revision published in October, 2015. A series of Frequently Asked Questions (FAQs) are now provided in the handbook to quickly resolve any questions arising from VCPS holders and their clubs.
- VicRoads has endorsed this publication which is available to –
 - all authorised Clubs,
 - all VicRoads Offices,
 - appropriate departments within the Victoria Police, and many enthusiasts in Victoria.
- Negotiated extensions to the Club Permit Scheme –
 - In 1984 the rolling 25 year cut off was achieved. Once a vehicle is 25 years old it is eligible provided its owner is a member of a VicRoads Approved Club, and the vehicle has been declared safe to be on the road by virtue of a Roadworthy Certificate or a report from Club Vehicle Inspectors.
 - In 1991 Special Use vouchers were introduced so that vehicles could be driven on non-Club outings
 - In 1995 Left Hand Drive vehicles were re-admitted to the scheme, provided they were built before 1st January 1969.
 - Owners of hobby vehicles built after 1942 have the option of saving over \$600 per annum by putting their over 25 year old vehicle on Victorian Club Plates.
 - In 2011 the 45 and 90 day permits with a logbook were introduced by VicRoads
- Put submissions to the Federal Government working parties regarding the Moveable Cultural Heritage Act – an on-going commitment.
- Negotiated a group Public Liability Insurance Scheme for car clubs in 1997. *More than 80% of clubs would save approximately \$200 pa in premiums.*

- Gained recognition from Federal, State and Local Governments as the largest State level body in Australia and is regularly presented with drafts of proposed legislation for comment prior to enactment.
- Continued to receive invitations from various groups to attend seminars applicable to motoring generally to make sure that the historic fleet is not disadvantaged when changes are to be made.
- Conducted Information Seminars for car club members covering issues such as accounting/financial, legal liability, incorporation, insurance, Victorian Club Permit Scheme etc. etc.
- Conducted Restoration Seminars for car club members covering issues such as repair processes, services and products presented by specialists in their field.

From The AOMC Website – With Thanks.

AOMC DELEGATES' MEETING NOTES

Meeting Held On Monday 25th November, 2019. It Included The AOMC AGM

Venue: Jaguar/Austin-Healey Clubrooms, Springvale

Present were 105 Delegates, representing 78 clubs. The meeting commenced at 7:30 pm.

President's Report

Keith Mortimer (*Jaguar Car Club*) noted that this was his last meeting as President as he is standing down due to work and family commitments. AOMC has done some wonderful things and will continue to do so. Recently hosted two motorcycle club forums, one of these with VicRoads in attendance. On December 5th will be hosting a similar forum with the Historic Commercial (truck) clubs.

Treasurer's Report

Current cash balance in all accounts is \$170,371.92. Cash balance looks healthy, but is not great as there are a lot of expenses in running the association and its activities.

VicRoads/VCPS Report

Iain Ross (*Vintage Drivers Club*) reported that the State Government are looking at privatising the registration system. AOMC has not received any information on this, and as yet do not know how it may affect the Club Permit Scheme. Staff at VicRoads are as much in the dark as we are. VicRoads say there will be no information until the state budget in May, 2020.

AOMC Car Shows:

Aussie Car Show was a wash out which has led to a financial loss on the day. AOMC will need to review these shows if not running at a surplus. Dates have been organised for next year, but sponsorship future is uncertain.

British and European Motoring Show Sunday 23rd February, 2020 at Yarra Glen.

American Motoring Show Sunday 29th March, 2020 at Yarra Glen.

National Motoring Heritage Day Sunday 17th May, 2020 at Seymour.

Guest Speaker – Maria Tilling, Fuel Technologist From BP

Maria gave a presentation on issues of fuel and cold start of vehicles and Adblue. Fuels are mainly hydrocarbons from crude oil, and they all vaporise at different temperatures. Fuel must vaporise before it will burn/combust. In a petrol engine, the heat from its surroundings causes the vaporisation, in diesel fuel it is by [heat generated during compression] using fuel injection. The specifications of petrol need to be adjusted to suit climatic conditions, such as low volatility for hot climates and high volatility for cold climates. Also State and Federal rules on specifications differ depending on components they will allow. It is the low end gases such as Butane that give this volatility.

Fuel Issues When Cold Starting

If the volatile components are not active when starting, the spark will not ignite the fuel. This can occur in a number of ways. Basically, fuel is made up of 120 different organic molecules. 50% of it is made up of aromatics and Butane. When these light ends escape from the fuel, this is when cold starting becomes an issue. This can be from evaporation at temperatures above 35 °C. This can happen when a vehicle has been driven, and is then stored for a period of time. Heat from the engine whilst still hot can cause these volatile gases to escape from the fuel still in the carburettor and not be present when you next go to start.

If you have a starting issue, you can either access the carburettor and put fresh fuel in it; or put fresh fuel in the tank. If this situation continues, it can cause a build up of gums from the heavy part of the fuel in your carburettor which will need cleaning out with an appropriate solvent.

Adblue: This is a diesel exhaust fluid that is used to treat exhaust gases in diesel vehicles to assist in meeting the strict European emissions standards. It is not added to the fuel, but rather is injected into the exhaust system prior to reaching the catalytic convertor. There is a separate tank on board the vehicle for storing the Adblue, usually with a sufficient amount to not need filling up between regular services.

Questions From The Floor

Q: Did not have starting problems in the past, why now?

A: *Due to the removal of lead from petrol due to legislation, and other components that have had to be added to the fuel.*

Q: Older cars have low compression. Should they use 91, 95 or 98 fuel?

A: *If they run better on one of those, keep using it. The bigger the difference between the RON (Research Octane Number) and MON (Motor Octane Number) can lead to performance issues. 91 fuel has a differential of 91 – 81, 95 has one of 95 – 85, and 98 has one of 98 – 85. Will take effect under load when engine is running at full speed or uphill. 98 fuel would be more than is required, and not recommended.*

Our thanks go to British Petroleum for their information.

Mike Allfrey – Delegate.

WHAT WE ARE ABOUT TO DO

A GIPPSLAND CLUB RUN – Sunday 19th January, 2020

The Gippsland Club Run will be starting at Lang Lang Bakery, 35 Western Port Road, Lang Lang, between Rupert and Rosebery Streets, for morning cuppa at 10:00 am. Then we will travel on Westernport Rd towards Drouin. Then, turn off towards Poowong and through to Korumburra. I am planning to stop at Prom Country Cheese (but this has not been finalised yet) then we will go to the Wonthaggi Coal Mine for lunch. I need to know numbers for lunch the week before. If anyone wants to do the underground tour they will also need to let me know the week before, and the mine staff can organise transport down into the mine; there is also transport back to the top as well. More details *via* E-mail as we get closer to the day. Please make your reservations with me o Mobile Number: 0450 580 892.

Heather Cannon.

NOTICE OF ANNUAL GENERAL MEETING – Sunday 2nd February, 2020

The Annual General Meeting will commence with lunch at the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park, with lunch at 12:00 noon and the actual Meeting will commence at 2:00 pm. **See notice on Page 5.**

Pat Douglas – Secretary.

A VISIT TO JAUNT ELECTRIC VEHICLES FOR ADVENTURE – Monday 17th February, 2020

Preliminary Information

Visit to Jaunt Electric Vehicles for Adventure, they are a relatively small company who are up-cycling 50-year-old cars and each has a story. They have the main workshop in North Coburg and a second workshop in Springvale. They are currently converting a Series 3 Land Rover to an electric vehicle. Their web address is www.jauntmotors.com if you would like to check them out. Jaunt Electric are happy to accommodate a visit from ABCCC on Monday 17th February, 2020 at their 9 Warner Street, Coburg North workshop and we could then go out for lunch after the visit.

Graham Talmage

RUTHERGLEN ‘NO FRILLS TOUR’ – March 13th – 15th, 2020

We will meet for lunch in Euroa (venue to be arranged) and then drive to our motels, I have booked two motels the main one is the Rutherglen Motel and the overflow will be directly opposite at the Walkabout Motel. We will have BYO nibbles and drinks at the Rutherglen motel which has an excellent outdoor area after which we will walk or take a very short drive to the Poacher’s Paradise for dinner in our reserved room, dinner will be from the hotel menu and you pay as you go.

Saturday, the day is free, you can explore the area and wineries on your own (Corowa, Chiltern and Beechworth are close by) or the owner of the Walkabout has a stretch-limo and is presently working on a deal to do a shuttle service. On Saturday night there will be a BBQ organised by both motels and will be at the Rutherglen Motel, it will be ‘no frills’, thick sausages, thick hamburgers, veggie burgers, roasted potatoes, Green salad, Potato salad, Pasta salad and Coleslaw. Fruit salad and ice cream for dessert, all supplied by the local country butcher and greengrocer. Sunday we leave to return home and we might organise a stop for lunch along the way.

Cost for dual occupancy will be \$330, including continental breakfast and BBQ dinner, single occupancy will be \$280.

The Rutherglen Motel is the oldest motel in Rutherglen and after many, many, visits to Rutherglen we had never stayed there until recently and then only by chance, the Walkabout was closed due to a water supply problem and they referred us across the road. Incidentally the Walkabout is the newest motel in Rutherglen and we stayed at the Walkabout on it’s opening night and have had a long association since. Rooms will be allocated on a first come first served basis and the first rooms will be the Rutherglen Motel unless you request the Walkabout as your first option. When all the names are in, I will notify you to contact your relevant motel to confirm and supply your credit card details.

Please send your reservation to Maxine Pettigrew E-mail tonyettigrew@bigpond.com or telephone 9739 1146.

Maxine Pettigrew.

THE FEDERATION SCORESBY PICNIC – Sunday 29th March, 2020

Organised by the Dandenong Valley Historic Car Club Inc. and will be sponsored by the Federation, this event starts at 10:00 am on Sunday 29th March, at the National Steam Centre, 1200 Ferntree Gully Road, Scoresby, Victoria. Entry will be free, free raffle tickets for all display vehicles (drawn at 1:00 pm) and trophies will be awarded for six categories, including Best Club Display. There will also be free entry into the buildings with stationary steam engines and other exhibits on site. This is an event that is fully supported by our club. There will be an area reserved for ABCCC cars, which, for display need to be 25 years old or older to be eligible for display. Please contact Bill Allen on 0400 209 018 to reserve your place.

Bill Allen.

ORGAN PIPES RUN – Sunday 5th April, 2020

We will meet at 9:30 am at BP Thunderdome INBOUND, (i.e. from Melbourne proceed along Calder Freeway approx. ½ km beyond BP OUTBOUND, and undertake a 'U' Turn). Following morning tea, we will visit the 'Organ Pipes', and then proceed to our Lunch venue, the Riddells Creek Hotel. If you would like to join us, please respond by 30th March, 2020 so catering requirements can be finalised, contact us on 0412 549 906 or E-mail to: annbry@optusnet.com

Anne and Bryan Tootell

HAMILTON QUEEN'S BIRTHDAY RALLY – Friday 5th to Monday 8th June, 2020

Rooms have been booked at the Grange Burn Motel, so please get in touch to book for this great event. We will meet at a location to be advised for lunch on the Friday and dinner will be arranged for that evening. More details as they surface, and entry forms will be published in this magazine as soon as they arrive.

Tony Pettigrew.

PAKENHAM RACECOURSE, LUNCH AND RACE-DAY – Sunday 5th July, 2020

Preliminary Information

A day out to the new Pakenham Racecourse at 420 Nar Nar Goon-Longwarry Road, Tynong. Meeting point is McDonalds, on the corner of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills. **Meeting at 9.30 to depart at 10.00** for a 50-kilometres drive along country roads.

Our Reserved Dining Special Luncheon includes: Racecourse entry, a Race Book per person, two-course meal (main and dessert), one complimentary drink. Have a look at the Mounting Yard before each Race, also you have access to the Stables and see how they operate on Race-day.

Dress Code; neat casual, bring along your Classic Car for a display in the Courtyard, all modern vehicles to park in public area. Come along and enjoy a day out with friends, no requirement to be interested in the Racing.

If you wish to attend please advise by the 28th June with payment so catering arrangements can be made. Cost will be announced in this magazine prior to the event. Payment is required seven days before, so Venue can arrange staff. Payment can be made to GH & EP Lindner BSB 013 795 A/C No. 4813 30325 (*include your name*) or cheque, post to – Gordon Lindner, 9 Hagen Drive, Berwick, 3806, or, telephone 0418 540 920, or, E-mail ghl40@internode.on.net .

Gordon Lindner.

THE TERRI ALLEN GARDEN TOUR 2020 – Friday 2nd to 4th October, 2020

Preliminary Information

The Victorian Open Gardens Scheme has the Macedon Garden Fair, (for the past 3 years it has been held the first weekend of October, so I am assuming that it will be the same in October 2020, with at least two same gardens open on both the Saturday and Sunday). The initial itinerary would be to drive to Lancefield on Friday 2nd October.

Accommodation at the Grange Macedon Ranges Motel Friday and Saturday nights. Dinner either in Romsey or Lancefield Hotel Friday and Saturday evenings. Saturday, drive to Macedon/Mt. Macedon for the open gardens. Lunch at the Post Office Café – optional. Drive to the cross. Hanging Rock Winery.

On Sunday, either return to the gardens or run to Heathcote, lunch in Kyneton before returning home. This could vary on Markets etc. or other events that maybe happening at the time.

Kate Senko.

ABCCC SAPPHIRE COAST TOUR – 5th – 18th November, 2020

The tour starts with a two night stopover in Lakes Entrance where we have arranged a cruise to Wyanga Park Winery for lunch. The next two days will be in Eden where we will organise an optional whale watching cruise then on to Narooma for the next two nights, with plenty to see and do along the way. We will spend the next three nights in Bateman Bay giving us plenty of time to relax and explore the area before travelling to Queanbeyan for two nights. From Queanbeyan we drive through Cooma and Thredbo (or Adaminaby, route not yet finalised) to Corryong for one night, last night will be Wodonga.

This tour will be along the lines of the Tasmania Tour and Outback Tour with one dinner organised in each town and the other nights free. Final details will be available to participants closer to the event, accommodation has been secured and participants will confirm and provide their credit card details when notified.

The Tour is fully booked and a wait list will be kept in case of cancellations.

Tony Pettigrew

A REQUEST TO PURCHASE

To complete my badge collection, I am looking for the following badges:

For the ABCCC Great Australian Rallies – 2012, 2014, 2015 and 2016 badges.

For the ABCCC Fly The Flag Tour – 2006 badge.

I am happy to pay the current value for these badges. Please contact Robert Nolan on Telephone: 5622 090, Mobile: 0488 547 222 or at E-mail robnolan@bigpond.com . Thankyou for help with this.

Rob Nolan.

OTHER MOTORING EVENTS DIRECTORY

January, 2020

- Monday 27th Classics, Custom and Bike Show – Hobson's Bay Men's Shed Motoring Group.
Contact: Ken Inglis at: secretary.hobsonsnet@gmail.com
Supported by the Federation. Timing – 9:30 am till 2:30 pm.
Venue – Apex Park, Queen Street, Altona.
- Monday 27th Australia Day Motor Show.
Venue – Ballarat, Victoria.
- Sunday 26th Australia Day Display In The Domain – RACV Daryl Meek daryl_meek@racv.com.au
Note: This Event Is For Australian-Built Vehicles Only.

February, 2020

- Friday 21st to Sunday 23rd 49th Begonia Rally – The Vintage & Classic Car Club Ballarat Inc. Gordon Lindner 0418 540 920
Theme will be 2020 Vision
Venue – Greyhound Track, Moorshead Park, Rubicon Street, Redan, Ballarat, Victoria.
- Sunday 23rd RACV British and European Motoring Show – The AOMC Inc. Enquiries 0473 832 277
Bring Your British or European Manufactured Vehicle, Awards Presented
Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen, Victoria.

March, 2020

- Sunday 29th Shannon's American Motoring Show – The AOMC Inc. Enquiries 0473 832 277
Show and Shine, Awards Presented (**Sponsor and venue to be confirmed**)
Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen, Victoria.

April, 2020

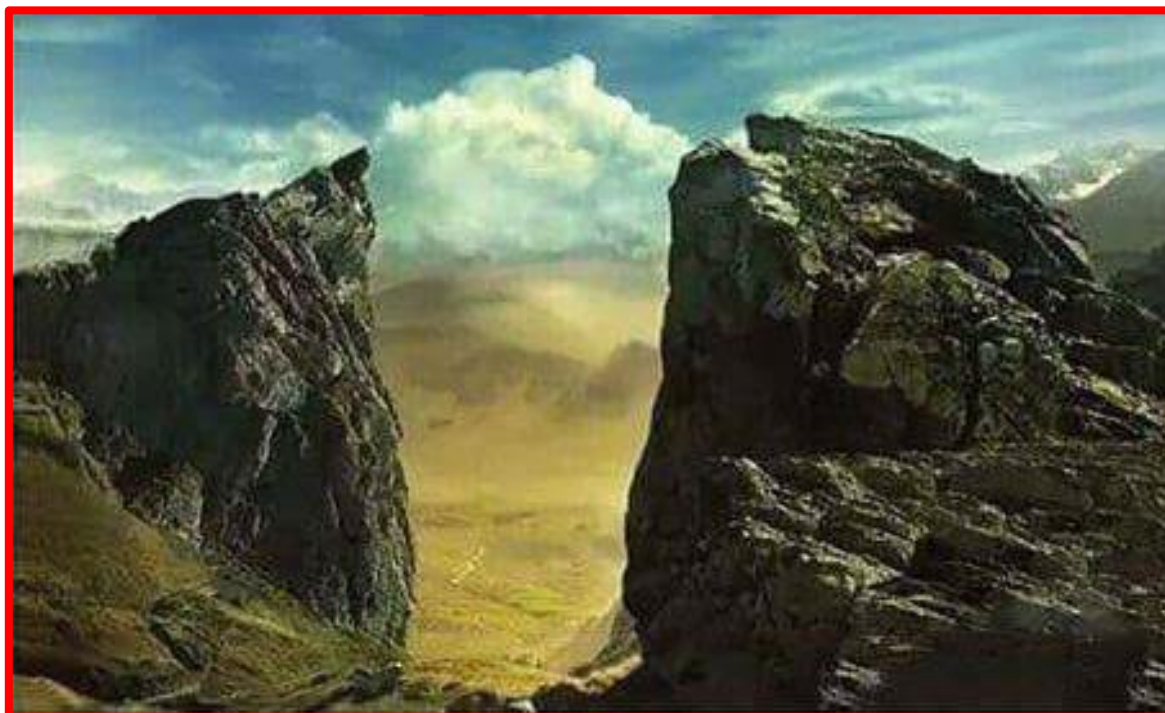
- Saturday 18th Echuca Swap Meet – The Echuca & District Historical Vehicle Club Enquiries 0456 010 665
Show and Shine, Awards Presented
Venue – Rotary Park, Rose Street, Echuca, Victoria.
- Friday 26th to Monday 27th JCCA 2020 International Rally – The Jowett Car Club of Australia A Henshall roadster1@tpg.com.au
Venue – Beechworth, Victoria.

May, 2020

- Saturday 16th The Florence Thompson Tour – RACV Daryl Meek daryl_meek@racv.com.au
Venue – Touring the Surf Coast, Victoria.
- Sunday 17th National Heritage Motoring Day – AOMC Inc. Enquiries: E-mail secretary@aomv.asn.au

October, 2020

- Friday 23rd to Monday 26th National Rove – Rover Car Club of South Australia Paul Tol 0428 107 121
Venue – Victor Harbor, South Australia.



If you see a beer in this photo – you may have a problem.

From Rob Nolan.