



# YOUR ABCCC NEWS

ISSN 2208-0112

*The Official Newsletter Of*

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

**Edition N<sup>o</sup>. 237**

**February, 2020**

## **MOTOR CAR OF THE MONTH**



*Rick Lloyd's Immaculate Triumph Stag, with hard top, See Page 10.*

### **FAST APPROACHING EVENT**

**THE FEDERATION'S SCORESBY PICNIC – Sunday 29<sup>th</sup> March, 2020**



To reserve a space, contact Bill Allen.



Associations Incorporation Registered Number: A0035462V



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

Executive Committee	Name	Telephone	E-mail Address
<b>President</b>	Tony Pettigrew	(03) 9739 1146	<a href="mailto:president@abccc.com.au">president@abccc.com.au</a>
<b>Vice President</b>	Colin Brown	(03) 5964 9291	<a href="mailto:colin@abccc.com.au">colin@abccc.com.au</a>
<b>Treasurer</b>	Bill Allen	(03) 9846 2323	<a href="mailto:treasurer@abccc.com.au">treasurer@abccc.com.au</a>
<b>Secretary</b>	Pat Douglas	0425 712 973	<a href="mailto:secretary@abccc.com.au">secretary@abccc.com.au</a>
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<b>Committee Member</b>	Greg Anglin	(03) 9876 3293	
<b>Committee Member</b>	Rex Hall	(03) 9795 7669	<a href="mailto:rex@abccc.com.au">rex@abccc.com.au</a>
<b>Committee Member</b>	Walter Thompson	0408 507 890	<a href="mailto:wally@abccc.com.au">wally@abccc.com.au</a>
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<b>AOMC Delegate</b>	Mike Allfrey	(03) 9729 1480	<a href="mailto:michael.allfrey@bigpond.com">michael.allfrey@bigpond.com</a>
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<b>The Association of Motoring Clubs Website</b> <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>			
<b>The Federation of Veteran, Vintage and Classic Car Clubs Website</b> <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 14.**

### February, 2020

- Monday 17<sup>th</sup> Visit to Jaunt Electric Vehicles – An ABCCC Event. Graham Talmage 0419 399 752  
Venue – 9 Warner Street, Coburg North. Tour at 10:00 am.
- Sunday 23<sup>rd</sup> 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 4<sup>th</sup> 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](mailto:gregsbusy@msn.com)
- Friday 13<sup>th</sup> to Sunday 15<sup>th</sup> The ABCCC No Frills Tour – An ABCCC Event Maxine Pettigrew (03) 9739 1146  
Venue – Touring the Rutherglen Area.
- Sunday 29<sup>th</sup> 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 5<sup>th</sup> 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 19<sup>th</sup> The Famous Cream Sponge Run! – An ABCCC Event. Geoff and Judy Birkett (03) 9755 1772  
Start Venue – Sassafras/Ferny Creek CFA (Melway Map 75; Reference:D1).

### May, 2020

- Sunday 3<sup>rd</sup> Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669  
Meet Point – TBA.
- Wednesday 27<sup>th</sup> 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](mailto:gregsbusy@msn.com)

### June, 2020

- Friday 5<sup>th</sup> to Monday 8<sup>th</sup> Hamilton Queen's Birthday Rally – The Hamilton Club. Tony Pettigrew (03) 9739 1146  
A Very ABCCC Supported Rally.  
Venue – Hamilton, Victoria.
- Monday 22<sup>nd</sup> to Tuesday 23<sup>rd</sup> Revisiting The Old Hume Highway – An ABCCC Event Leigh and Sandra Wishart 0403 243 700  
Start Venue – TBA

### July, 2020

- Sunday 5<sup>th</sup> 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 19<sup>th</sup> The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291  
Venue – TBA.

### August, 2020

- Sunday 2<sup>nd</sup> A Yarra Valley Motor Tour – An ABCCC Event. Bryan Tootell 0412 549 906  
Start Venue – TBA.
- Sunday 16<sup>th</sup> 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 30<sup>th</sup> 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](mailto:gregsbusy@msn.com)

### September, 2020

- Sunday 13<sup>th</sup> 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<sup>th</sup> The Creaking Wooden Frame Run – An ABCCC Event. Phil Cook (03) 9842 5449  
Venue – TBA.

### October, 2020

- Friday 2<sup>nd</sup> to Sunday 4<sup>th</sup> The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko (03) 5169 6626  
Venue – Macedon Open Gardens Fair.
- Saturday 10<sup>th</sup> Visit to Holden Proving Facility – An ABCCC Event. Ian Terry 0409 097 496  
Venue – GMH, Lang Lang, Victoria.

Friday 23<sup>rd</sup> to Sunday 25<sup>th</sup> The Justly Famed Indulgence Tour – An ABCCC Event. Touring – TBA. Peter McKiernan (03) 9787 6003

### November, 2020

Thursday 5<sup>th</sup> to Wednesday 18<sup>th</sup> Sapphire Coast Tour – An ABCCC Event. Details with opening for bookings. Maxine Pettigrew (03) 9739 1146

Sunday 29<sup>th</sup> Our Car Boot Picnic – An ABCCC Event. Venue – TBA. Christopher Constantine (03) 9898 4431

### December, 2020

Sunday 13<sup>th</sup> Christmas Luncheon – An ABCCC Event Venue – TBA. Maxine Pettigrew (03) 9739 1146

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## EDITORIAL RAMBLINGS – Issue N<sup>o</sup>. 237

We are now well into the New Year and for some of us this has brought about change. One lesson learnt over December and January is that we must all look after ourselves and heed doctors' advice on prevention of recurring concerns. Some doctors and hospital operatives look far too young for what specialist duties they perform. Another sign of self-aging is most likely the cause of this observation. No matter, hats off to our ambulance drivers and crews, also, salutations to them as well. A ride in an ambulance makes us appreciate all the fund raising we have done, and continue to do, in various ways over the years. An ambulance ride shows up just how bad the condition of our roads currently is. To be riding in the back of a severely jolting vehicle, while a paramedic is trying to shove a hypodermic needle into your arm, at the same time talking to the hospital, is a graphic indicator of the roughness of our roads. Maybe our ambulances should feature Range Rover suspension. It is grateful thanks to the ambulance folk, and it is because of their great work that your editor is still here to put together the ongoing ramblings and comments that seem to drift out each month.

There will be comment on our club's AGM later in this edition of *Your ABCCC News*.

We have a feature motor car this month, the Triumph Stag, which at its release all those years ago raised the heartbeat rate of enthusiast drivers – it did for me. Rick Lloyd's bright yellow Triumph has attended many of our events and is well known to most of us. After Rick sent in the article, on Page 10, a quick search on Google revealed quite a number of rather derogatory comments about the vehicle's sensed lack of reliability. There was a fair amount of criticism from the 'motoring writers' in North America, it was such that gave me quite a jolt – one article stating that the Triumph Stag's V8 is the 'worst engine ever produced'. That was a bit startling, because my understanding was that in such commentator circles, that doubtful honour had been bestowed on the Jowett Javelin engine!

It seems that the various Triumph specialists and clubs, like the same with respect to Jowett, have sorted out the various 'problems' that soon appeared after production commenced. On both makes the water pump was a significant culprit that was resolved in the course of time. There was comment that the Triumph V8 had just one temperature sender in one bank of cylinders, just like Jaguar's V12 and, as seems always, placed in the wrong bank, which could prove disastrous. It has to be asked, how many of the many derogatory comments actually came from those who owned and serviced a Triumph Stag 'by the book'?

Back in the early 1970s, I hired a Triumph 2.5 PI (right) for a spell in New Zealand – it was cheaper to hire than a company-policy Holden Kingswood – and found it to be a very pleasant drive. I have always felt the Stag would be a similar experience, but more so with the appeal of open air motoring – and that enticing V8.

### Editorial Report – 2019

In past years a report has been prepared, for our AGM, describing the activities involved in preparing *Your ABCCC News* over the preceding twelve month period. Due to a change in the individual preparation of this magazine, it is no longer easy to record the actual time taken to produce each month's issue as a separate item (progress?). This time around, the AGM report was a bit different. A review of the the MS Word files for the past year has been put together and the result is a count of the words contained in each document, immediately prior to the PDF conversion process that you read now. Same thing, slightly different flavour!

For the 2019 calendar year there was a grand total of 101,602 words typed into the magazine, the resultant average per month was 7,815.53 per issue. During the year, the peak month was 9,9864 words and the low was 4,314 words, the 43.73-per cent overall variance was probably due to the number of pictures in an issue.

No matter, we managed to publish thirteen magazines for the year and, to surmount that, there was a bonus – being the wonderful report on the ABCCC tour to Broken Hill and onwards, circling back to Melbourne. This was entirely put together by Glenda Prewett and that 'extra' was a fine bonus for our readers.

This month's good news is that, after a two-month medical setback, I am back on our roads again, so, watch out!

*Mike Allfrey – Jupiter, Bringer of Jollity!*



# HISTORIC VEHICLES AND ANTIQUE MACHINERY DESTROYED OR DAMAGED BY FIRE – A Message From The Council Of Heritage Motor Clubs (N.S.W.)

Please pass this on to anyone you know who has lost homes, sheds, vehicles in the bushfires.

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*Editor's Note: There was a story on a special edition of the ABC's 7:30 Report recently that tackled the effect on property owners who had suffered from the devastating results of recent bushfire fire damaged property. There was a brief (they are all brief these days!) video clip of a very burnt Fordson E27N Major tractor that had recently been restored and was the owner's pride and joy. The sight of the molten aluminium radiator grille and burnt away tyres was testimony to the fire's intense heat. This video clip made the information below very significant. Our condolences go out to those who have lost such treasures. – ABCCC Editor.*

Media reports of property damage across multiple firegrounds in NSW and Victoria include the images of burned out historic vehicles, there are owners whose houses were saved but whose garages or sheds were lost, others sadly have lost everything. All motoring enthusiasts will be saddened that the devastating fires have impacted hence severely on so many historic vehicles.

CHMC has gathered below some suggestions that may assist enthusiasts who have fire affected rare or historic vehicles and related collections.

## First Responses

- The ferocity of fires suggests little if anything can be salvaged, BUT you may be able to recover something. As vehicle or antique machinery restorers you know that amazing things can sometimes be done with or replicated from severely damaged items.
- Look past the mess, the charring and the ashes to see what can be recovered. This isn't easy to do as you see 'what once was' now destroyed, but you need to be very rational and realistic at this stage.
- Pause for a second thought before disposing, consider can you resurrect the vehicle, or parts?

The overwhelming first responses to disasters is to ASAP tidy up and throw away. Sadly, later, some realise that there were recovery alternatives for 'things' they disposed of.

## Safety First:

- Assess hazards in vehicles including broken glass, oil that may have leaked out, etc.
- Assess chemical hazards. Burnt out cars and sheds may contain harmful chemicals, wear butyl or nitrile gloves under strong work gloves. Fluoroelastomers used in wiring looms, gaskets and various seals decomposes in high temperature to produce hydrofluoric acid. Batteries that have been damaged can leak acid.
- When inspecting, handling and moving items wear protective clothing, footwear, goggles, gloves and masks. Heat makes some items dangerously brittle.

Whole vehicles may be unsalvageable BUT items off those vehicles may be later usable. Depending on the heat and location some engines and mechanical components may be salvageable, body panels may be recoverable or used as templates for rebuilding.

- Spare parts, tools and such may also be recoverable.
- Manuals, photos, etc. that have survived need to be quickly and appropriately stabilised (from soot and moisture) and stored out of the weather.

The Australian Institute for the Conservation of Cultural Materials has some useful recovery resources for paper, metal, glass etc. <https://aiccm.org.au/disaster/fire>

Retain items that are recognisable, it just may be possible to restore or use as patterns.

- As best as you can:–
  - a) store smaller items in solid containers out of the weather,
  - b) cover vehicles to protect against rain.

Until you are better placed to assess them all critically or get them to a more permanent storage or to a restorer.

## Is My Vehicle Restorable?

*That pretty much depends on how hot the fire was and the vehicle's condition after the fire.* Fires often are the final fate for historic cars, motorcycles, trucks and antique engines and machinery. Even if the structure remains after the fire, metals can be seriously weakened and many components destroyed making restoration extremely difficult and, unfortunately for some vehicles and machinery, impossible.

## You Should Consider

- Effects of the intensity of the fire on the vehicle.
- Availability of critical replacement parts – chassis, engine, running gear.
- How much you can afford to spend, including the insurance payout.
- Rarity and/or desirability of the vehicle.

- Your personal attachment and other emotional and/or community or wider ties (local, hobby or heritage significance) that the vehicle has.

### Restoring A Burned-Out Vehicle

1. Ensure you're aware of any legal matters that might affect whether or not the vehicle can be salvaged and repaired.
2. Ensure that the vehicle or its components that will be used will really be safe and operable once repaired/restored.
3. Ensure that if it has been written-off you can register the vehicle once it is thoroughly restored.

Check the following Websites:

<https://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/written-off.html>

<https://www.vicroads.vic.gov.au/registration/vehicle-modifications-and-defects/written-off-vehicles/repairing-a-written-off-vehicle>

### Practical Considerations:

- Fire affected chassis are often brittle, aluminium/brass/nickel fittings melted. You may need to have the chassis fully tested, assessed and certified by an engineer if you re-use it, or you may have to source another chassis.
- Fire affected sheet metal will probably be warped and likely not reusable, but it may provide a template.
- Panels that appear not too badly affected will likely be micro affected – many report problems with paint adherence to properly prepared but previously fire affected panels.
- Surfaces where plating, galvanising etc. has burned off will rust quickly and need stabilising.
- Wiring harness and hundreds of fasteners, clips and brackets will need to be replaced.
- Consider obtaining a donor car for major and minor parts.

### Finally, A Reminder For Us All:

- Keep your vehicle etc. insurance policies up to date and take good photos of your vehicles, machinery etc. and keep copies offsite – digital and/or hard copy.

The above information is provided merely for your consideration. While care has been taken in the creation of this information, we do not warrant, represent or guarantee that the material published in the article 'HISTORIC VEHICLES AND ANTIQUE MACHINERY DESTROYED OR DAMAGED BY FIRE' is in all respects accurate, complete and current.

To the extent permitted by law, we exclude any liability, including any liability for negligence, for any loss or damage arising from reliance on this information.

With Thanks to the Council of Heritage Motor Clubs NSW Inc. *via* the AOMC Inc.

18<sup>th</sup> January, 2020

<http://www.heritagemotoringcouncil.org.au/>

## SPACE FILLER

Recently, Germany conducted some scientific exploration involving their best scientists. Core drilling samples of earth were taken to a depth of 50-metres and during the core examinations, small pieces of copper were discovered. After running many arduous tests on these samples, the German government announced that the ancient Germans, 25,000 years ago, had a nationwide telephone network.

Naturally, the British government was not that easily impressed. So they ordered their own scientists to take their core samples at a depth of 329.08-ft (100-metres). From these samples, they found small pieces of glass and quickly announced that the ancient Brits some 35,000 years ago already had a nationwide optical fibre network.

Irish scientists were outraged. So, immediately after these announcements, they ordered their scientists to take samples at a depth of 200-metres but found absolutely nothing. They concluded that the ancient Celts 55,000 years ago were an even more advanced civilisation, as they already had a mobile telephone network in place.

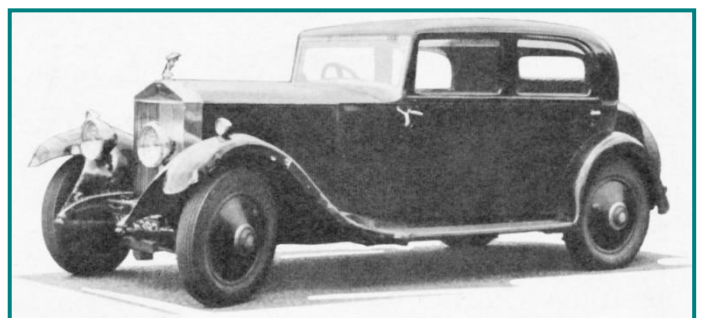
*Anon.*

## RESTORING AN OLD MASTER

*By T.H. Sheppard*

**O**WNING a Rolls-Royce is a State of Mind; and if you haven't got that state of mind when you buy your first Rolls, you very soon will have. It was not long before I had progressed beyond the initial enthusiasm that had caused me to buy the Rolls in the first place; for, after re-wiring throughout, re-chroming headlights, decarbonising, and fitting new valve springs, I decided to re-cellulose. The doctrine of perfection that a Rolls instils into one had been caught, and I felt that a car embodying such beautiful engineering, still in first-class condition after 29 years, surely deserved an exterior to match.

*The Motor – July 31<sup>st</sup>, 1957*

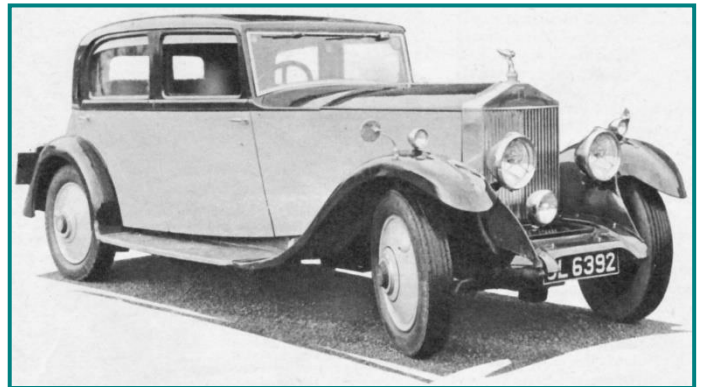


*Above Right: Regal but rugged; the original midnight blue finish had faded to a uniform dark shade, and there were dents, scratches and blemishes especially on the mudguards.*

If you want something to do for a fortnight in the summer, re-cellulosing your car is not it. But if you are thinking of saving a quarter's tax, then you are in the running for a good refinishing job. Given a little basic knowledge, a few principles, and scrupulous care, a first-class cellulosing job can be produced at a fraction of the professional rates.

The quotations I had for the Rolls varied between £65 and £180, from which it became abundantly clear that to do the job myself was the only answer. The method I chose was one I had had recommended to me by the very co-operative local garage man and one generally accepted as being the best basis for first-class work, namely, oil undercoats followed by a primer-surfacer and then the colour coats themselves. Briefly, the system comprises an oil-based primer and oil stopper followed by an oil-based filler. After this base has been applied, the surface is then ready for the sealing coat of primer-surfacer which isolates the undercoats from the cellulose top-coats which would, without it, peel and wrinkle them. Finally, the colour coats are applied. The advantage of this method is that the undercoats, being oil-based, are a lot more flexible than would be their cellulose-based equivalents, so that a greater thickness of paint can be applied without the danger of cracking or chipping as the coachwork flexes. This latter is of especial application in the case of vintage cars which were generally built with mudguards which looked as if they were just that, rather than possessing the little-round-heap appearance of modern transport. Another very important advantage is the fact that oil-based undercoats can be brushed on, and in far less stringent conditions than those necessary for the spraying of cellulose.

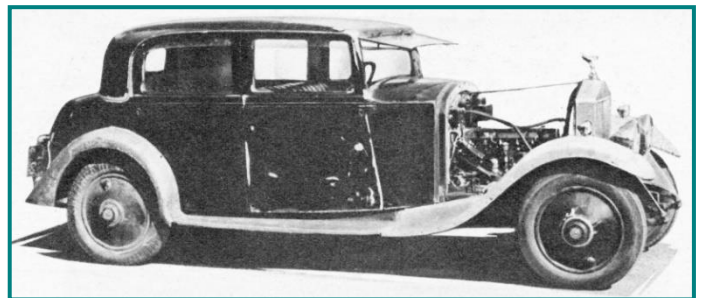
*Right: In its new cellulose the Rolls looks a different motor car, the two-colour finish giving length to the body and reducing its former 'solidity'. The grey wheel discs have the effect of lessening the diameter of the wheels, and show road dirt less than black.*



After deciding on the type of finish to be used, the next step was to ascertain how much of the old paint had to come off. I was lucky that the Park Ward people had seen the advantages of aluminium coachwork so far back as 1928 and as a result I had no rust to get rid of except on the rear mudguards which were of steel. However there were large areas which had chipped (down to the full depth of 1/8 in. in places!) and others which were cracked sufficiently to

render them suspect as harbourers of aluminium oxide (the light alloy equivalent of rust). All such areas had to be stripped completely down to the bare metal and it was here that the first application of the aforementioned scrupulous care came in. The area, around any crack or defect in the surface of such paint should be thoroughly stripped, as these areas are bound to contain rust or incipient rust which will, unless removed, subsequently frustrate all attempts at good finish. In the case of the Rolls all the mudguards, the bonnet, and many patches on the doors were stripped down, the remaining paintwork seeming to be solid and sound. On the assumption that what had lasted 29 years and still resisted a good sharp tap from the scraper was also likely to stay on for another decade or so, it was duty left where it was – all eleven layers of it!

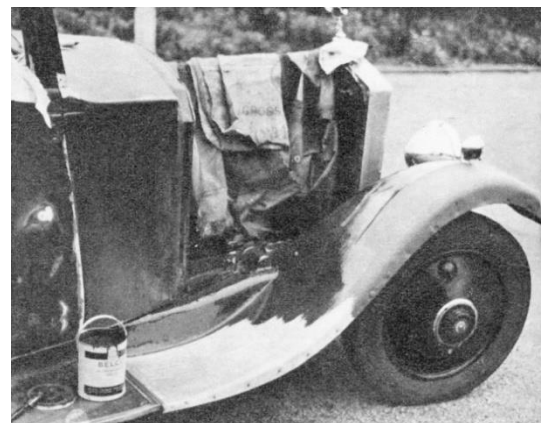
*Right: Ready for painting. All bad paint has been removed, particularly around cracks and chips. The mudguards have been stripped completely of paint, as it would have been too much work to patch the many damaged areas.*



Unless the area of good paintwork is large, and if the metal below is smooth and not unduly filled, it is as well to strip a surface completely rather than have the bother of patching it extensively. The front mudguards of the Rolls had, in their time, had many arguments with walls and small stones which, striking the underside, had caused the paint on the top surface to 'star' in small cracks. Thus, although they had been heavily filled over some very indifferent repair work, I had no alternative but to strip right down to the bare aluminium. Deciding to take the paint off is one thing; excavating it to a depth of nearly a quarter of an inch in places was quite another, especially as the facility with which filler clings to such bits of roughness as welded and riveted aluminium exceeded even my worst fears. This is where a really good brand of paint remover is the only answer. I used Nitromors which I found thoroughly effective and, at times, spectacular in its rapidity of action. This, used in conjunction with a wire brush, a paint scraper, and applied as many times as is necessary, will shift the thickest paint from the deepest cranny or pore.

*Right: Historic moment. The bare aluminium newly dried after the application of Deoxidine and its attendant wash in hot water, is hustled under its first coat of primer after long weeks of chipping and scraping.*

And this is essential, for few things could be more dissuasive to a primer getting a good grip than bits of old paint impregnated with paint remover. For this reason it is inadvisable to use paint remover on small local areas which are surrounded by good paint because of the danger of its soaking



into a greater area, than was intended and so eventually lifting the subsequently applied coats. There is, although I had not heard of it at the time of stripping the car, a preparation which can be applied to neutralise the effects of the paint remover and which would be well worth the money if only for the peace of mind!

If the completion of the stripping gave me cause for rejoicing it was nothing to the relief I felt at finishing the feather-edging of the areas where the paint had been stripped only locally.

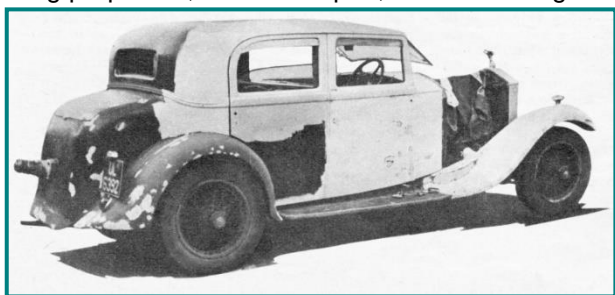
Now that my hands had at last ceased smarting from the effects of paint remover, I applied them to the job of repairing the ravages of rust. The steel rear mudguards on the Rolls had suffered sadly under the bombardment of stones thrown up by the great wheels and had rusted through to nothing, as they do in all cars, great or small, over the edge of the wheel arches. Weakness, fatigue, and cracking had followed each other in the time-honoured way. To effect a repair with the conventional oxy-acetylene outfit and hunks of metal would have been a job for a skilled panel-beater, and as such, an expensive one. In addition, the mudguard would almost certainly have had to be taken off, which, on an elderly car, I felt, was carrying enthusiasm beyond the bounds of discretion. The solution, since a repair was clearly necessary, was glass fibre.

*Right: Oil-based stopper over the primed patches and shallower dents gives a gay, if rugged effect. Areas on which old paint has been left have not been primed, though this may be done and used as a guide coat to show the true paint level when rubbing down the stopper.*



'Cataloy' and glass fibre matting were used for the repair and proved tenacious in its grip of the metal, though it was expensive for such a comparatively small area. The quantity used usually exceeds expectations, but is still cheaper than the equivalent job done in metal and seems to be very strong. The makers' instructions were quite adequate to produce an effective repair, though it is definitely advisable to treat the metal with a rust preventer before starting. I also used 'Cataloy' for filling the deeper dents and here its quick setting properties were a great blessing compared with the time taken (and the often indifferent results obtained) with oil stoppers. These same rapid setting properties, after the repair, left me looking like a werewolf with grey hairy hands encased in impregnable glass fibre gloves. An electric drill with sanding attachment was invaluable for the final smoothing of the filling.

*Left: This was the 'Oh-heavens-what-have-I-done!' stage, for the first coat of filler wrought a terrible change in what had been, up to then, not too dramatically different from the original appearance. Note the cover over the engine to ward off flying paint or paint remover.*



Aluminium is even more finicky about the coats it wears than steel or a Mayfair miss, and, unless chemically treated before primer is applied, will, after around three months, oxidise and push the paint off.

Thus, since I was using the I.C.I. Belco system (not to be confused with brushing Belco), I used their recommended fluid Deoxidine to treat the aluminium. Unable to get a reasonable quantity, I was forced to buy, at a rather alarming cost, a gallon jar, but it really is that important to have the aluminium in the right frame of mind when it is painted. With steel, any good brand of rust preventer would serve the purpose, but whatever metal is the base, it must be absolutely free from grease, damp, or any trace (not always visible, hence the use of rust preventer) of rust or oxide before the primer is applied.

*Right: A single application of paint remover took about ten minutes to achieve the dramatic effect seen here on a wheel disc. The final effect can be seen on the left, where the paint has been brushed off.*



The process up to this point took me two months of summer evenings and week-ends to achieve, and the Rolls looked a dreadful sight at the end of it. However, the historic moment arrived for the application of the first brush-load of primer and at last I had something to show for my labours. The makers recommend putting the primer on as soon as possible after the rust preventer has dried, otherwise the surface will begin to deteriorate. The painting is one of the easiest parts of the whole job; on the Rolls I found that easily 65 per cent of the total work was in preparing the surface. My flagging spirits were therefore bolstered to see the car at last one colour (albeit a revolting one) beneath its two coats of Belco Brown Primer. Next step was the filling of the minor dents and slight irregularities with oil stopper. This is done after the priming. I never realised the car was so dimpled until I saw it bemeasled with grey stopper on top of the brown primer. The grey lumps were then rubbed down level with the surrounding countryside with the aid of wet-or-dry paper 180 grade. Great care is necessary to avoid rubbing through the primer back to the bare metal again, but should this occur, the same derusting routine should be used before the small bare patches are primed again. From here on it is plain sailing and oil-based filler is applied, by spray if possible, to a depth sufficient to give a well-covered and perfectly even surface.



The Rolls disappeared beneath five coats of Belco Oil Filler, thickly put on by brush. Since a brush was used, more inter-coat rubbing down was necessary to get rid of the brush-marks than would have been the case with spray application – this time using wet-or-dry 320 grade. Again, *evenness* is the keynote.

*Right: Three illustrations, showing stages of front mudguard repair: Top, using 'Cataloy' as a filler of deep dents. The aluminium was deeply scratched to give the Cataloy a good grip and the filling (centre) was later smoothed with an electric sander. In the finished job (lower right) it will be seen that the central ridge has been successfully built up to match.*

If you have a centrally heated garage, dry, dust-free, and constant at least 60° Fahrenheit, together with a spray-painting plant and a considerable amount of skill, you are now ready to begin the application of the final coats.

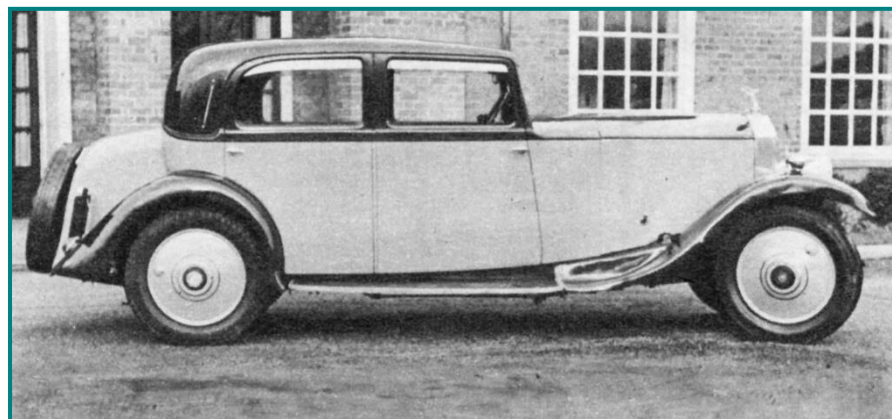
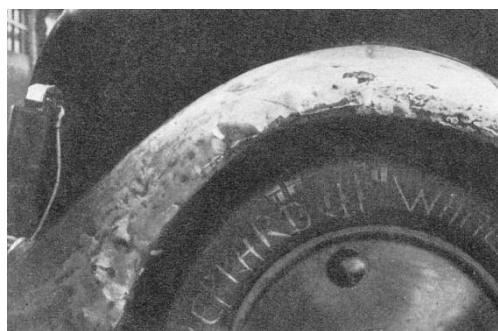
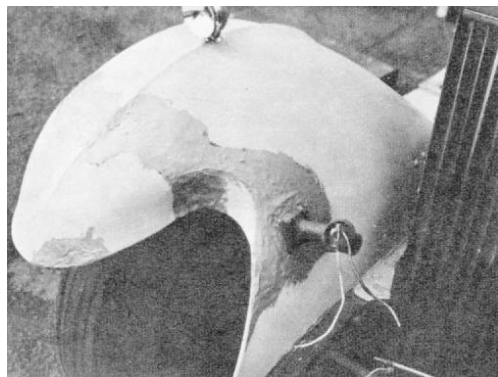
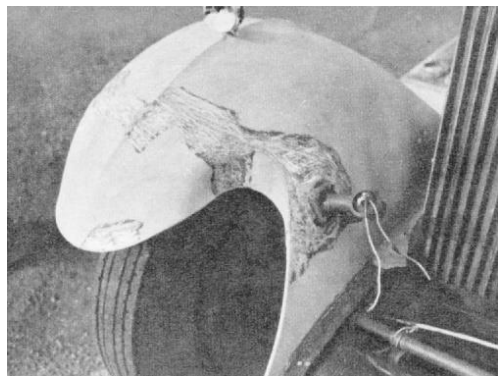
I had none of these things. Furthermore it was by this stage late October, and the outside British climate at that time is no place to be wielding a spray gun. I therefore cast about to find a reliable firm who were willing to spray on the sealer and the final finish; one that was concerned more with doing a good job than with anything else. The sight of a Series 'S' Bentley crouching in the corner of the place I finally selected left me in no doubt as to their capabilities as masters of the art and, having noted with satisfaction that the place was heated, and that the workers were young in the days when the Rolls was, I drove the grey, matt, monster into Leeds and left them to it.

About eight coats later I called to collect the car and was not displeased with the results. Its appearance only confirmed my belief that spraying of such quality was beyond my capability and made me glad that I had taken it to be finished by people who really knew their job. I was flattered to be told that in his opinion the sprayer thought the work that had gone into the undercoating deserved such a finish. The total cost had reached £45 between a third and a half of having the whole job done professionally.

The results, however were just as good if not better for the care and attention to detail that went into the all-important undercoating, and which might well have had to be overlooked in order to keep the professional rate down to the figures which I was at first quoted. I should point out that this final cost and the original quotations were, of course, high because of the sheer area involved and also because the coachwork was aluminium. I got the Rolls back just in time to get my petrol coupons!

*Lower right: Damage by corrosion, resulting in fatigue cracks and buckling of the sounder parts of the rear mudguard. Repair technique similar to that used for the front mudguards.*

*Bottom right detail: The result looks good and is markedly more rigid.*



*Above: Three and a half months and £45 went into the renovation, the finished result being well worth the outlay of time and money.*

*From The Motor, 31<sup>st</sup> July, 1957. – With thanks.*

## NEWSPAPER HEADLINES FROM THE USA

**'STATISTICS SHOW THAT TEEN PREGNANCY DROPS OFF SIGNIFICANTLY AFTER AGE 25' – On Teenagers**  
**'HOMICIDE VICTIMS RARELY TALK TO POLICE'**

## TOP TEN THINGS TO KNOW ABOUT THE TRIUMPH STAG

The Triumph Stag has been a stalwart classic car for decades. We list the top 10 things you need to know about the Stag.

1. The car that Michelotti was given to create his show-stopper was registered 6105 KV, a 2000 saloon that had been taken off the production line in early 1964 to act as a company hack. It was used to support Triumph's 1965 Le Mans effort, towing Spitfire ADU 63B to the event. After returning ADU 63B and the trailer to Calais after Le Mans, it was then driven to Michelotti in Turin. The same car returned to Michelotti in late 1968 when Triumph asked him to have a go at creating a fastback version of the Stag. In all there were three attempts to get this right, the final and very stylish one done in-house by Triumph's Les Moore. This car still survives, but sadly it was never put into production.
2. Michelotti's original show-car design had the putative Stag's four headlights hidden behind screens that mimicked the radiator grille. When the lights were switched on, electric motors slid these covers towards the centre of the car and behind the grille. These persisted well into 1968, and were also tried out on at least one of the Triumph 2000 Mk II styling cars. Fortunately, (we are not big fans of the look!) US lawmakers and problems with the motors burning out if there was ice in the sliding channels knocked that idea on the head.
3. When Harry Webster first brought Michelotti's show car back from Italy, it was briefly referred to as the TR6 within Triumph. The concept was clearly more of a Grand Tourer than a sports car in the TR mould though, and any reference to the TR line was quickly dropped. Triumph always gave their projects random four-letter names to help hide developments from prying eyes, and this one was given the code name Stag. Then everybody decided they liked the Stag name so much that it made it all the way through to production, the only known instance of this happening.

*Another of the first batch cars produced, this is LD10. Note the lack of stripes and sill trim, the fake Rostyle wheels and rear quarterlights.*

4. Despite being based on a 2000 saloon, the cumulative changes made to create a 2+2 cabriolet and build in enough strength to stop it folding in two meant that not a single panel was interchangeable between the two. That is hardly surprising when you think that the Stag had only two doors, no roof, a shorter wheelbase and longer overhangs, but while the Stag was planned for production in 1968, it was bumped down the pecking order by a number of other projects being given priority, including a facelift for the saloons. As a result, the Mk II 2000/2500 appeared first and it looked as though the Stag inherited that car's styling, when in fact the updated saloon had taken its styling cues from the Stag.
5. There was never any question – or any interest – within Triumph for using the Stag in motorsport where, as Graham Robson pointed out to us, it would have been too heavy and under-powered to have been competitive against cars like the Mercedes-Benz 350SLC. Besides, the Stag could only have been homologated in Group 3 (it didn't have high enough sales for Group 1, and in any case it wasn't a saloon,) where in 1971–1973 the principal opposition came from the latest Porsche 911. Yeah, we wouldn't have fancied our chances there, either . . .! However, it was rallied successfully in the USA by Renee and Jack O'Leary, while in the UK, Tony Hart entered a Stag in the Modsports Championship from 1979 to prove its durability. And in recent years a well-prepared Stag in the hands of Phil Garratt and Kieron Brown has been winning acclaim on long distance historic rally events.
6. In 1972, Ferguson Research converted two Stags to four-wheel drive, one a manual car and the other an automatic. They fitted their own 4WD system plus Dunlop Maxaret anti-lock brakes (similar to that used on the Jensen FF) which they were marketing as a package. This package later ended up in the Ford Sierra 4x4 and Jaguar XK220. In the Stag they bolted a simple transfer box to the back of the gearbox, with a viscous coupling filled with an unusual oil that gets stiffer as it gets hotter. This allowed a bit of slippage between front and rear axles to stop the car winding itself up. Both 4x4 Stags survive in the hands of enthusiasts today.

*This Stag is one of the two 4x4 examples, and shows the great lines of the factory hardtop.*



7. A Stag from the BL press fleet was used in the filming of the James Bond film, *Diamonds are Forever*, in 1971. The film sees Sean Connery as James Bond taking the Stag across to the continent on the hovercraft The Princess Margaret, *en route* to Amsterdam for a meeting with Tiffany Case (actress Jill St. John). When she opens the door rather scantily clad, Bond says: "That's quite a nice little nothing you're almost wearing. I approve." As poor as the dialogue might sound today, it wasn't the movie's only assault on the audience's aural sensibilities – the sound effects team didn't make too much effort with the soundtrack and gave the Stag a four-cylinder exhaust note!
8. The Stag was given a very stylish and very snug hardtop option which earned praise from testers for the added refinement this provided. Very often if a hard top was fitted, then the car also had a soft top hidden below its metal cover behind the rear seat. We have heard anecdotal stories from within the motor trade of customers who knew nothing about this, asking for their Stags to be turned into soft tops, and being charged outrageous sums for the privilege. The stories are only anecdotal though, and we would love to hear from anybody who can categorically state from personal experience that this actually happened!



*It took Triumph three attempts to perfect the fastback Stag, but they didn't put it into production.*

9. Why was the Stag V8's water pump mounted so high on the engine that even a small loss of water could end up with catastrophic overheating – surely the Triumph engineers would have known about the dangers? Well, blame Saab. The original V8 proposal had a belt-driven water pump mounted on the front of the block, but when Saab needed to turn the related slant 4 around through 180 degrees to put their gearbox ahead of it in the front wheel drive Saab 99, there was no longer room for the water pump and pulley between the engine and Saab's bulkhead. So Triumph had to put it on top of the cylinder block to suit both orientations, driven by a shaft that also drove the distributor and oil pump, and would have been used for a metering unit had they gone ahead with fuel injection.
10. Although the Stag represented a totally new market offering and was never effectively replaced, Triumph did come close to creating a follow-on act, even if it was to be a coupé rather than a convertible. This was the Lynx, which was based on the TR7 at the front but blended into a 2+2 fastback body at the back. It would not have used the Triumph V8 engine though, as the plan was to offer it either with the four-cylinder O-series engine and MG badges, or powered by the Rover V8 with Triumph badges. The design showed promise, but was killed off in 1978, one more victim of the Speke factory closure.



*Overhead view of the Stag's tasteful interior.*

#### **Tech. Spec.**

Engine: 2,997cc V8  
 Power: 145 bhp (108 kW) @ 5,500 rpm  
 Top speed: 112 mph (180-24 kph)  
 Economy: 30 mpg  
 Gearbox: Three-speed auto

*From Classics World – With Thanks. Post by Matt Bell.  
 Supplied by Rick Lloyd.*

## **HORTICULTURAL HINTS**

Sir,

I realise that your hallowed pages are not a sounding board for horticultural hints, but as we are in the midst of our so-called British summer, I feel that the following suggestion might be of interest to your readers.

Like most of you, I would much prefer to spend my leisure hours tinkering around with old cars or watching others having fun amusing themselves in theirs. Unfortunately, around our house there is a green thing which my neighbours accuse me of having the temerity to call a lawn. This has to be attended to with monotonous regularity and to make the task a little less burdensome have taken the following step. To every gallon of petrol I add two egg-cups full of Castrol R30. The Briggs and Stratton seems to suffer no ill effects, the lawn could not care less and I'm at VSCC Prescott every weekend!

I have thought about running the thing on 'Faust Gemisch' but I get comments of, "Got tired of the wife then, eh?" when I try and buy ether from my local chemist!

M. N. RUSHTON, Little Budworth, Cheshire.

*From Letters to the Editor, Motor Sport – October, 1986.  
 With Thanks.*

## WHAT WE HAVE BEEN DOING

### A GIPPSLAND CLUB RUN – Sunday 19<sup>th</sup> January, 2020

No report, yet.

### ANNUAL GENERAL MEETING – Sunday 2<sup>nd</sup> February, 2020

The Annual General Meeting was attended by just over sixty-six members. The meeting commenced with a lunch and the noise of chatter indicated that we were all getting together again after the summer break. This was all great fun and, as usual, there was some difficulty in getting us all to sit down in readiness for our lunch. It was an alternative drop, being either Chicken Parmigiana or roast lamb, your reporter scored the chicken dish and it seemed that a large amount of salt formed a layer between the chicken and the potato chips. Others served to our table seemed to be much less salted, so it was probably a one-off incident. The desserts were good and we were replete in readiness for our meeting.

The Minutes of the meeting will appear in a coming issue of *Your ABCCC News*, suffice to say that our Committee has thoroughly stabilised and, it seems that our readers will have to tolerate the ramblings of a fast aging Editor. Please start an orderly queue for this position in front of the incumbent.

Our thanks to Pat Douglas for putting it all together and for making it all such a pleasant social occasion.

*Mike Allfrey.*

## WHAT WE ARE ABOUT TO DO

### A VISIT TO JAUNT ELECTRIC VEHICLES FOR ADVENTURE – Monday 17<sup>th</sup> February, 2020

Visit to Jaunt Electric Vehicles for Adventure, on Monday 17<sup>th</sup> February, 2020 they are a relatively small company who is up-cycling 50-year-old cars and each has a story. Their web address is [www.jauntmotors.com](http://www.jauntmotors.com) if you would like to check them out. Please meet at 10:00 am at Jaunt Electric Vehicles, 9 Warner Street, Coburg North and then we can go out for lunch after the visit.

Please advise Graham Talmage [hydewood@bordnet.com.au](mailto:hydewood@bordnet.com.au) or 0419 399 752 by 1 February 2020 to reserve your place for the tour and lunch.

*Graham Talmage*

### RUTHERGLEN 'NO FRILLS TOUR' – March 13<sup>th</sup> – 15<sup>th</sup>, 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 [tonypettigrew@bigpond.com](mailto:tonypettigrew@bigpond.com) or telephone 9739 1146.

*Maxine Pettigrew.*

### THE FEDERATION SCORESBY PICNIC – Sunday 29<sup>th</sup> 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 29<sup>th</sup> 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 5<sup>th</sup> 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 Riddell's Creek Hotel. If you would like to join us, please respond by 30<sup>th</sup> March, 2020 so catering requirements can be finalised, contact us on 0412 549 906 or E-mail to: [annbry@optusnet.com](mailto:annbry@optusnet.com)

*Anne and Bryan Tootell*

## **THE CREAM SPONGE RUN – Sunday 19<sup>th</sup> April, 2020**

We will meet at the Muster Room of the Sassafras/Ferny Creek Fire Brigade, 21 Clarkmont Road, Sassafras (Melway Map 75; Reference: D1) at 9:30 am for a 10:30 departure. A strawberry cream sponge morning tea will be provided for a gold coin donation – needless to say a larger donation on your part would be gratefully received by this wonderful organisation who have been giving their all in the recent fires.

The first half of the run will be an observation run, with questions to answer and prizes to be won, then a gentle cruise through some lovely country to our luncheon destination at a country pub.

Please register your interest with Geoff or Judy on telephone (03) 9755 1772, or E-mail [greengem3@bigpond.com](mailto:greengem3@bigpond.com) before 13<sup>th</sup> April, so Judy has an idea of how many sponges to bake, and catering arrangements can be made with the pub.

Bring along a clipboard and pen and a big smile to assist with answering questions on your run sheet.

*Geoff and Judy Birkett.*

## **HAMILTON QUEEN'S BIRTHDAY RALLY – Friday 5<sup>th</sup> to Monday 8<sup>th</sup> 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 5<sup>th</sup> 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 28<sup>th</sup> 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 [gh140@internode.on.net](mailto:gh140@internode.on.net) .

*Gordon Lindner.*

## **THE TERRI ALLEN GARDEN TOUR 2020 – Friday 2<sup>nd</sup> to 4<sup>th</sup> 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 2<sup>nd</sup> 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 – 5<sup>th</sup> – 18<sup>th</sup> 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*

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## **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](mailto:robnolan@bigpond.com) . Thankyou for help with this.

Rob Nolan.

## OTHER MOTORING EVENTS DIRECTORY

### February, 2020

- Friday 21<sup>st</sup> to Sunday 23<sup>rd</sup> 49<sup>th</sup> 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 23<sup>rd</sup> 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 29<sup>th</sup> 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 18<sup>th</sup> 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 26<sup>th</sup> to Monday 27<sup>th</sup> JCCA 2020 International Rally – The Jowett Car Club of Australia A Henshall [roadster1@tpg.com.au](mailto:roadster1@tpg.com.au)  
Venue – Beechworth, Victoria.

### May, 2020

- Saturday 16<sup>th</sup> The Florence Thompson Tour – RACV Daryl Meek [daryl\\_meek@racv.com.au](mailto:daryl_meek@racv.com.au)  
Venue – Touring the Surf Coast, Victoria.
- Sunday 17<sup>th</sup> National Heritage Motoring Day – AOMC Inc. Enquiries: E-mail [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)

### October, 2020

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

## RACV-AOMC BRITISH AND EUROPEAN MOTORING SHOW

Sunday 23<sup>rd</sup> February, 2020 – VENUE: YARRA VALLEY RACECOURSE, ARMSTRONG GROVE, YARRA GLEN.

Our club supports this event and we have reserved space that is easy to find. Enter Gate 'B' and soon after, turn right a little to proceed along the roadway to our space, located between the Rover Car Club and the Jowett Car Club, both distinct marques that cannot be missed.

We will be in good company, reasonably well distanced from Germanic masses and such, but not far from a number of other British marques and the event facilities for us.

Enquiries: The Editor.  
*Mike Allfrey, AOMC Delegate.*

