



Your ABCCC News

The Official Newsletter of the All British Classics Car Club of Vic Inc

Front Cover

Ned Kellys Birthplace day

Joy & Colin Brown enjoy the atmosphere at the Hunters Tryst Tavern lunch venue for Ned Kellys birthplace run. Now what do you think Joy was thinking????

Presidents Report November 2022

Another busy month firstly we had a run to Ned Kelly's birthplace which turned out to be the very best Club run ever organised (a man in a Morgan told me to say that) seriously it was a good day enjoyed by all.

The following week we had our calendar planning meeting which was well attended with quite a few new organisers putting their hand up to do an event. This is so important because we can't keep relying on the same people year after year. After the normal shuffling and juggling dates we have finished up with a pretty full calendar of events which is printed elsewhere in this newsletter and I would like to thank all those who have contributed.

The next day we had another full garage, this time to pick up their folders and itineraries for the Sapphire Coast Tour which after three years finally gets underway on Nov.3rd. For the next few days after the meeting Maxine was on the phone confirming everything and giving final numbers only to discover what I have always known, this world is full of bloody idiots, in two places when we rolled over to the next year they had rolled over to the same day of the week which of course is a different date, of course the date we wanted was not available. Of course it has all been sorted now and participants will be notified of the changes.

Elsewhere in this Newsletter you will find the details for the Christmas Lunch, I would suggest if you intend going, get your reservation in quickly, the venue is limited for numbers.

Tony Pettigrew
President

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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.

YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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Secretary	Pat Douglas	0425 712 973	secretary@abccc.com.au
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Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
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VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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VCPS Attendance Records	Sue Allfrey	(03) 9729 1480	sue.allfrey@bigpond.com
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Associations Incorporation Registered Number: A0035462V			
The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

- On The Web <http://www.abccc.com.au>
- On Facebook www.facebook.com/AllBritishClassicsCarClub
- Postal Address PO Box 190, Coldstream, Victoria, 3770



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: Membership Secretary PO Box 190 Coldstream Victoria, 3770. Telephone Number 03 9739 1879.

LIFE MEMBERS

The All British Classics Car Club Vic Inc was founded by the late Frank E Douglas on 19th September, 1997. The Club is proud to grant Life Membership to those who provide exceptional service to our club.

Current Life Members are: Pat J Douglas, Mike Allfrey, Tony & Maxine Pettigrew

CLUB PERMIT SCHEME

ABCCC is a VicRoads authorised Club to participate in the VicRoads Club Permit Scheme (CPS)

The ABCCC has set rules & conditions for operating a motor vehicle [twenty-five (25) years old and older on the CPS, for further information about how the CPS is conducted by the All British Classics Car Club please visit the club's Website Link [ABCCC Club Permit Scheme information](#) All the information is available online.

1. **Initial contact** should be made with the club's Vehicle Logbook Club Permit Scheme (VLCPS) Applications Officer, currently Wally Thompson. He will advise the procedure for application with respect to the conditions set by the ABCCC. He must also provide a first inspection of the vehicle.
2. **PERMIT RENEWALS** VicRoads requires that an ABCCC authorised VLCPS Officer's signature is entered on the permit renewal notice. Therefore, your VLCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VLCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

Both Wally & Colin's position are entirely voluntary, so due consideration should be given when contacting them.

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 are due by 1st January each year Please post or Transfer money to: All British Classics Car Club, Membership Secretary PO Box 190 Coldstream Victoria, 3770. Tel 0438 508 235

Please note that, should you be unfinancial and driving a classic car under the auspices of our club on the Victorian Club Permit Scheme, you are effectively driving an unregistered motor vehicle.

Bank details: BSB 063 863, A/c No.1001 3709, please provide your details as a reference. Renewal Form can be downloaded if required to update information, from the ABCCC Website. Thank you, Ed Bartosh

NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. We hope to be able to welcome you and, in actual fact, your British classic motor cars, 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!

<u>Name</u>	<u>Car</u>	<u>Model</u>	<u>Year</u>
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Ed Bartosh– Membership Secretary



Did you watch last month's recommendation?

Links (copy & paste)

Classic British Cars In Western Australia (2007)

<https://youtu.be/TEwAFO51OLk>

2016 Fly the Flag Western Tour

<https://youtu.be/hnBkBgU0DSI>

(thanks Gordon Lindner's collection) - Great memories

Electric cars....will they really cut our CO2 emissions or is there an alternative? **By Mark Hayward**

Along with a number of people I have been looking to replace my ageing RS6 which was 17 years old, had done 230,000 miles and was still going strong, but unfortunately my garage could no longer get the spares from Audi. I have continually rationalised that spending £5000 a year on parts and servicing was better than buying a new car and losing £20,000+ in depreciation in the first year.

I do short journeys locally or long journeys on holiday but do need a car to tow a trailer to Vintage Sports Car Club events and abroad. One gets used to having 500 bhp and lots of grunt so I bit the bullet and bought a new RS6, which is actually homologated for towing but it is just like driving a fast computer. Everything is touch screen or push button. The only vintage homage is having 22-inch wheels which are an inch bigger than my 1928 FWD Alvis, although the width of one wheel is about the same as four Alvis wheels.

Electric did not meet my towing requirements but the search led me to investigate the pros and cons of Electric Vehicles [EV] more thoroughly. Using the internet and 'The Rare Metals War' by G Pitron, I discovered some astonishing facts about where we are headed.

With the Government pledge to ban the sale of new petrol and diesel cars by 2030 and JLR and Ford announcing they will only produce electric from 2025, and even Bentley now going electric, it is obvious the whole motor industry is also going down this road.

So, let's look at the pros and cons of not only manufacturing EVs for mainstream use, but also on running them.

According to Strathclyde University, to power these vehicles, heat our homes and supply industry by 2040, we will need to increase power generation capacity in the UK by 26%. Currently, less than 25% of our electricity is generated by renewables, we are decommissioning fossil fuel stations (42%) and no one is investing in nuclear (14%). It has taken us 20 years to generate less than 25% of our current needs from wind and solar, despite the Chancellor pledging £20m to off shore wind. How are we going to generate 66% or more of our needs from renewables in the next 20 years, assuming fossil fuels are zero? This requirement is the equivalent of building 6-8 Sizewell Nuclear stations.

To manufacture the world demand for wind turbines, up to 2050, will require 3200m tonnes of steel (70% of the current world steel production) plus 310m tonnes of aluminium and 40m tonnes of copper. In addition, erecting them takes 15 x the concrete, 90 x the aluminium and 50 x the copper that would be used in the equivalent fossil or nuclear plants. Either there will not be enough steel to make high rise buildings, or bridges or cars or ships for that matter or the lights will go out, our electric car batteries will be flat or our home heating won't come on!

Electric Vehicles

Some interesting facts based on the UK model:

- The production of an EV requires more energy than a conventional car, its industrialisation is 3-4 times more energy intensive than a conventional car.
- In its manufacture, assuming the same power generation split as above, an EV will generate 32 tonnes of CO2 versus 60 tonnes for a conventional car. For EVs with longer range (500 miles) they will generate 100 tonnes because the batteries are built in China which uses mainly coal power generation.
- The energy consumption of an EV over its lifetime is equivalent to an efficient internal combustion (IC) car. True they do not produce exhaust CO2 but unless the power is generated 100% renewably then on total CO2 emissions, they balance out IC v EV.
- 40% of the cost of an EV is its batteries and account for 25% of its weight
- The effective life of an EV is half that of a conventional car because the batteries degrade. Replacements will be over £10,000.
- Currently there is no recycling facility for these batteries, nor is there yet a mass production facility outside China, where 80-90% of demand is produced.
- So, if an EV still generates around 30 tonnes of CO2 but lasts ½ of the life of a conventional car, we would have had to buy two EVs for every conventional car. No wonder the car manufacturers are all going electric!

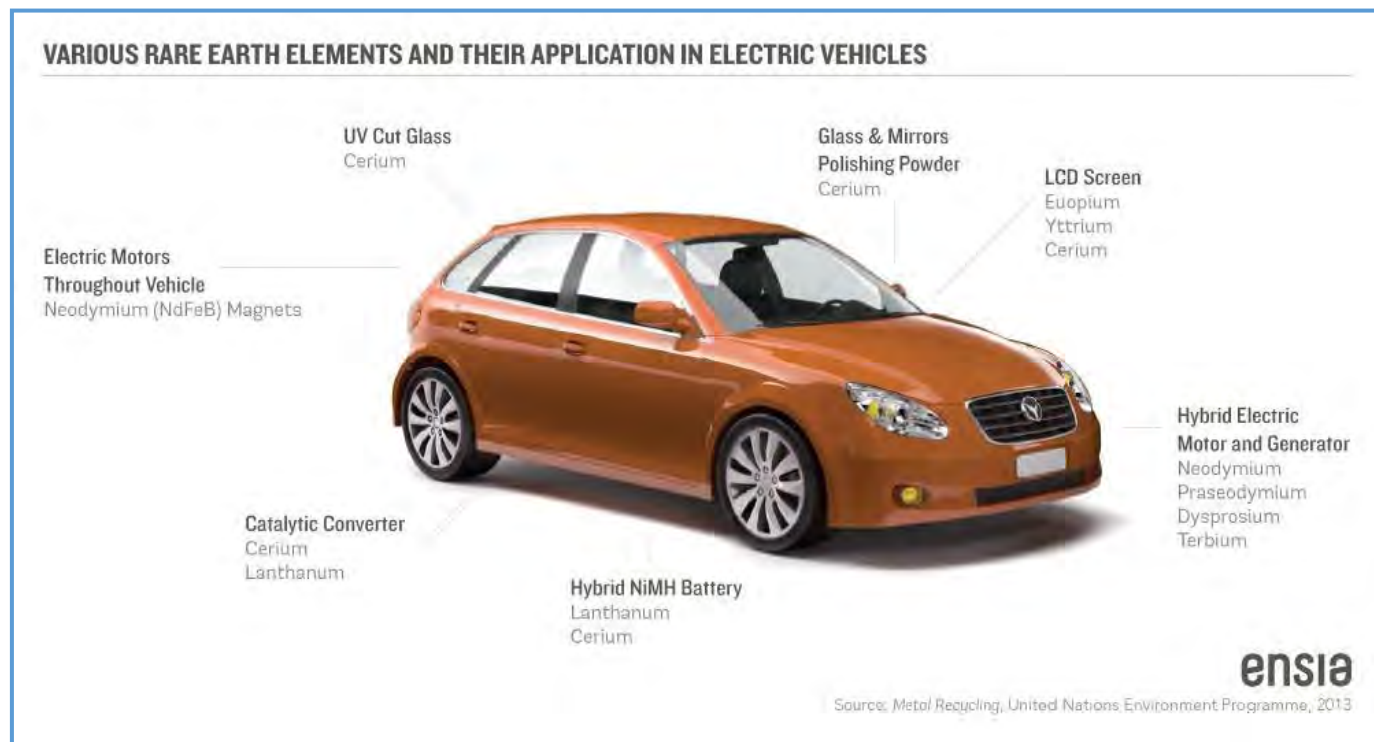


- Importantly EVs contain 10Kg of rare earth metals which is twice the amount used in conventional cars

Rare Earth Metals

Our modern digital age demands enormous amounts of data to be processed on smaller and smaller devices at greater speed. Whether it be mobile phones, iPads, lap tops, watches, cars, electric car batteries, energy efficient light bulbs, networks, TVs, solar panels or wind generators they all rely on minute quantities of rare earth metals to make them work. In fact, without them we could not have wind turbines as the motor (*generator?*) weight would be too great.

The irony is that extracting these metals is anything but green and their extraction is highly polluting. Once used in products



their amounts are so small that recycling is difficult and uneconomic. In consequence we are on a path of continual rare metals extraction with its associated pollution.

The worst thing is they are called rare because they appear in very small quantities. The best analogy is in baking a large loaf, the pinch of salt used is the equivalent to all the rare earth metals found in a loaf of ore. In general, it takes 50 tonnes of rock to release 1 kilo of rare earths. So, 500 tonnes for each EV. Then this ore has to be processed, all taking energy to extract these quantities.

Often these metals are found closely related to Uranium and radio-active metals, so their extraction can be hazardous. In addition, copious amounts of water (purifying one tonne of rare earths ore requires 200cu m water) along with sulphuric, nitric and hydrochloric acids are required to separate the metals from the ore. This makes the industry one of the most toxic in the world. These acids are either poured into the ground or held in large lakes. Most of this takes place in China where there is little regard for human working conditions, pollution control or dumped waste.

The western world has taken the decision not to be involved in this ‘dirty’ rare earth extraction but export the problem to China who has positioned itself as the major world supplier. It sits on 40% of the World’s rare earth metals; the rest are mainly in Vietnam, India, Brazil and Russia.

The legacy for China is obvious; it is the biggest world emitter of green-house gases, 10% of its arable land is contaminated by heavy metals and 80% of its ground water is unfit for consumption.

Other less developed countries in Asia, Africa and South America want to get on the rare earth gravy train, and are vying to exploit the associated economic boom.

With the world going ‘green’ rare earth production needs to double every 15 years, meaning that over the next 30 years we will extract more minerals from the earth than the human race has done in 70,000 years

Right: An open-cut rare earth mine.



Green Energy

Not only do wind turbines require rare earths (an off shore wind turbine uses 2 tonnes of Neodymium in its generator) but solar panels do as well; each panel generates 70Kg of CO₂ in manufacture. World demand will require an increase in production of 23% over the next few years so that 10GW of panel-power can be produced each year. This will generate 2.7bn tonnes of CO₂, the equivalent of 600,000 conventional vehicles.

Right: Waste slurry discharging into Weikuang Lake in China
Credit– BBC.com



Li-Ion Batteries

The battery is the heart of any EV, but its Achilles heel; 80% Nickel, 15% cobalt plus a small amount of lithium. In a Tesla S the battery accounts for 25% of the weight of the car and 40% of the cost. They degrade over time, and more so if fast charging is employed. Currently 70% of cobalt comes from the Congo, mined by hand using 19th century techniques and there is no effective Li-Ion battery recycling available. Just meeting the UK's projected demand for EVs by 2050 will use 1.5% of global lithium reserves.

Second-Hand Car Markets

If one assumes that the life of a modern car is up to 20 years then by 2050 all 40 million cars in Britain should have been replaced by electric, apart from a few classic and historic vehicles. On average 2 million new cars are sold every year in the UK, but about 8 million second hand cars are sold, so the second-hand market is 4 times that of the new. The majority of these traded cars are 9-plus years old which means the average price paid is around £6700. This is in line with the depreciation estimate of a car being worth only 20% of its new value after 10 years.

The reason is probably obvious; not everyone can afford a new car. EVs are more expensive when new but the batteries may only last about 8-10 years so, by the time they would come within the reach of a second-hand buyer they could be poor value. Depending on what you read, motor manufacturers think batteries could last 20 years but others think 8-12 as their capacity degrades. The longest warranty EV manufacturers offer is 8 years and 70% capacity.

Buying a second-hand EV could be difficult as buyers may be misled regarding useable battery capacity and left with a hefty bill of £000's to replace them; effectively such an EV would be a write off.

According to the British Independent Motor Traders Association, around 20% of used cars are exported from the UK to developing countries which will give the UK the opportunity to export the battery recycling problem, as it has the battery production problem.

The chances of replacing all conventional cars with electric is therefore a political pipe-dream as it is most likely the public will struggle on with their conventional cars, unless electric cars become cheaper, last longer or can be easily recycled.

Strathclyde University predict that HMG will have to recover the loss in Fuel Duty with the EV revolution by surcharging domestic charging points by at least 30 pence per kWh; legislation comes into effect in June 2022 to enable this. Charging a Tesla S at home may cost £130+, depending on what we will have to pay for electricity in the future. No longer cheap motoring as currently advertised!

An alternative

We don't really need driverless cars, or ever more complicated cars which tell us we have drifted over the white line, are WIFI enabled, have cameras in every corner and sensors in every orifice. My wife's 1952 Morris Minor is on its 3rd engine, has recycled seats from a Metro, disc brakes and steers where you want it to go. It is a recycled car with little rust because it has been looked after (it was Viscount Lindley's first car). It gets us from A-B maybe a little longer than a modern vehicle, but it is easy to fix, and has not a computer or any electronics in sight. Her Aston-Martin DB6 does the same job but quicker.

We should stop building all these electronically controlled, unsustainable modern boxes on wheels and concentrate on making spares for cars 20 years-plus old so we can keep them on the road. Cuba managed! These vehicles generated their CO₂ in production 20+ years ago. Let's find some technology to capture their exhaust emissions, or use hydrogen powering existing IC engines rather than raping and polluting the earth still more in the name of 'Going Green'.

In the words of Sir David Attenborough 'we should not waste a thing', but the so-called green policies of our government are flying in the face of this advice.

This article first appeared in the Aston Martin UK club newsletter Number 234 and has been reproduced here with the kind permission of Mark Hayward and the Aston Martin Owners Club. (UK).

From: AOMC News September, 2022. Mike Allfrey – AOMC Delegate.

THE BIG HEALEY.

Article by David Horrocks our QLD correspondent



If you look at this photo of TC the car that was once my much loved and enjoyed Austin Healey 100/4 you might well ask why in the world was such a small machine called 'a Big Healey'. Well the nickname had nothing to do with the size of the car itself but referred to the size of the engine.

But, we're getting ahead of the story here, so lets start at the beginning.

Donald Healey whose brainchild TC and his like were products of was a Cornishman. He was born just before the very end of the nineteenth century. He lived for 89 years and accomplished much over that time. He studied engineering because of a great interest in all things mechanical and at the end of his schooling his father bought him an apprenticeship with the Sopwith Aeroplane company. He continued his technical studies and worked at Brooklands close to the famous car racing circuit. World War 1 started soon after he arrived in the area and at the tender age of 18 he joined the throng and volunteered for the Royal Flying Corps. He won his wings and started flying duties on anti Zeppelin patrols and then night bombing raids on the first of which he was shot down by his own over eager anti aircraft gunners. This crash was the first of several mostly training flight mishaps which were common in the early days of military flying. Statistics reveal that more flyers were lost in accidents than in combat. I suppose when an aeroplane is made of light timber, fabric and glue it's not surprising really. He was invalided out of flying in late 1917 and spent the remainder of the war doing air ministry work. When peace came he returned to Cornwall and took a correspondence course in automobile engineering - he probably thought from experience that flying was the guarantee of a short career.

In 1920 he opened a motor garage back in Perranporth his birth place and got serious about earning a living. The business was auto repair and car hire and the business prospered. However the adventure bug had bitten him deeply so he started to do competition preparation work on cars. Driving these fast cars became an imperative so he competed in his first Monte Carlo Rally in 1929 and indeed he won the prestigious event in 1931 driving an Invicta and also took second place the following year. These results put him in great demand so he sold the garage to concentrate on the competition scene. He ended up as technical director of Triumph Cars designing many successful models. The lure of speed was deep in his being by this time so he continued to compete successfully especially in the Monte Carlo rally, his favourite event. In 1933 yet another dice with death occurred on this rally when a train hit his Triumph Dolomite on a level crossing one dark foggy night. Miraculously both Donald and his co driver were spared.

All this fun stuff ended at the outbreak of WW11. He spent the early years of the conflict making aircraft engine carburetors for the Air Ministry but he later worked on building armoured cars with the Humber company for the British Army.

He dreamed of building his own sports cars and in 1945 together with two colleagues he formed the 'Donald Healey Motor Company' opening a small factory in an ex RAF hanger in Warwick. To start with they built quite expensive sporting cars which did very well in competition. Wins in two Alpine Rallies and a place in the 1948 Mille Miglia plus the building of the successful Silverstone model in 1948/9 resulted in an agreement with the big American manufacturer Nash Motors. The deal involved Healey building the cars based on his Silverstone design but using Nash engines. Donald together with co driver Duncan Hamilton still finished 4th overall in the 1950 Le Mans 24 hour race in a Nash Healey in spite of being hit from behind by another car that had run out of brakes. It seems that the crash bad angel still haunted him but once again he escaped its evil intent. Not to be deterred he continued to compete in motor sport taking class wins and trophies in the Mille Miglia.

This event was the reason why so many MG cars were painted red. Being a race on closed public roads the very partisan Italian operators of the gated railway level crossings would close the gates to cars painted British Green or French Blue but never to Italian Red ones. MG cottoned on to this hence the paint jobs!


All his work to date had involved building expensive fast cars for the rich and famous but Donald had a dream to build a true 100 MPH sports car that more ordinary people could afford to buy and drive. At the time this speed was a dream target; early MGs the popular racy cars of the time were pretty to look at and interesting to punt around the countryside in but 100 MPH was pure fantasy for such motors. In the early 1950s this dream would come to fruition in the design of the Healey100. Donald's flirting with bigger American engines fitted into lightweight British designed chassis was to provide the answer hence the coming of the 'Big Healey' name I referred to at the beginning. Now this is a whole interesting story in itself so I'll leave it for the next issue.

From our members page - Brian Skewes 1962 Austin Healey 3000 Mark II BJ7



ABCCC EVENTS DIRECTORY

Note: This ABCCC Events Directory lists only those events organised by the ABCCC. Only those events scheduled in this Directory qualify for Victorian Club Permit Scheme requirements. All events are also listed on the club website.

ABCCC Events Directory				
If you are attending any of these events please contact the Organiser as numbers are often required				
	November 2022		December 2022	
	1 st	Cup Day Car Display and Picnic Yarra Glen Racecourse Colin Brown 0408 343 176 CANCELLED	11 th	Christmas Lunch Chateau Wyuna 170 Swansea Rd, Mount Evelyn
	3 rd - 16 th 27 th	Third Time Lucky Sapphire Coast Tour Tony 0425 789 997 (if your Lucky) Paradise Run, visiting Vietnam Museum and lunch at the RSL at Philip Island. Ian Terry. Details in this edition	Details below for Christmas function.	

Assistance: If you are attending any of these events pls consider writing a few quick lines or comments and send to the editor, we can include in the next edition! Email editor@abccc.com.au



Christmas Lunch Sunday 11th December

This year our lunch will be at the Chateau Wyuna, 120 Swansea Road, Mt Evelyn.
It will be a three-course meal in the Burgundy Room.


The cost is \$40 per person and is subsidised by the Club and is for members and their partners only.
Drinks, beer, wine and soft drinks will be supplied by the Club. Time is 11.30 am to 3.30pm

Please make your payment by EFT to All British Classics Car Club BSB 063 863 Acc. 1001 3709
making sure you put your name in the remittance or post a cheque to Maxine Pettigrew, 16 Lawler Lane, Coldstream, 3770.

Note: This ABCCC Events Directory lists only those events organised by the ABCCC. Only those events scheduled in this Directory qualify for Victorian Club Permit Scheme requirements. All events are also listed on the club website.

ABCCC Calendar of Events for 2023

If you are attending any of these events please contact the Organiser, as numbers are often required
Further details will be provided closer to the event

		Sun. 5th Feb.	3G's run Greg Anglin	Thur.2nd Mar.	Day on Philip Island with Leigh and Sandra Wishart
		Wed.15th Feb.	Coffee with Debbie Beale	Sun 5th Mar.	Kalorama Rally Geoff Birkett
		Sun. 19th Feb.	AGM	Wed.15th - Tues.28th Mar.	Tasmanian Holiday, Maxine Pettigrew
Sun.22 Jan.	Event organised by Jack & Shirley Craven	Sun 26th Feb.	British and European Day at Caribbean Gardens		
Sun.2nd April	Scoresby Picnic Bill Allan	Wed. 10th May	Coffee with Debbie Beale	Fri.9th - Mon.12th	Hamilton King's Birthday Rally Tony Pettigrew
Sun. 16th April	Event to be organised by the man from Otley and his child bride Judy Birkett	Sun 21st May	Heritage Day with Rex's Big Day Out	Wed.21st Jun.	Lunch at The Naked Racer. Trevor Beaumont
Sun.23rd April	Picnic in the Park Greg and Geraldine Anglin			Sun.25th Jun.	Liberator Museum Werribee, Peter Lester
Wed.5th July	Christmas in July lunch in the Hills Debbie Beale	Sun.6th Aug.	Pub Run Brian Tootell	Wed.13th Sep.	Coffee with Debbie Beale
Sun.9th July	Event organised by Jack and Shirley Craven	Sun. 20th Aug.	Annual Lunch, Colin Brown	Fri.22nd Sept.- Sun.24th Sept.	Sandra's September
Sun.23rd July	TBA	Wed. 30th Aug.	A day out with the intelligentsia. Anne Tootell		
Sun. 1st Oct.	Castlemaine Market and lunch Ian Terry	Sun.12th Nov.	A day out with the warm weather man Phil Cook	Sun. 10th Dec.	Christmas Lunch Maxine Pettigrew
Wed.18th Oct.	Morning tea at Como Gardens then visit private collection in Highett followed by lunch. Pat Hetrel	Fri.24th.- Mon.27th	No frills weekend TBA Maxine Pettigrew		
Sun.29th Oct.	A day out with a Morgan Phil Cook				

Website: www.abccc.com.au/calendar

Facebook - don't forget to like ABCCC on facebook link.....

[.https://www.facebook.com/AllBritishClassicsCarClub/](https://www.facebook.com/AllBritishClassicsCarClub/)



WHAT HAVE WE BEEN DOING

October 2nd 2022 Ned Kelly's Birth Place Run -

Phil Cook

ATTENDEES

Jack & Shirley Craven
Christopher & Geraldine
Constantine

Judy & Geoff Birkett
Bryan & Ann Tootell
Richard & Carole Simpson

Terry Sulley

Peter & Michelle Flavelle

Tony & Maxine Pettigrew

Ron Rodgers & Glenda Duncan

Greg & Lily Margetts

Pat Douglas

Colin & Joy Brown

Greg & Geraldine Anglin

Gary Dickinson

Peter & Sandra Hibbert

Grant & Christine Barrett

Phil Cook & Ann Carty-Salmon

Bob & Loraine Preston
(Prospective new members)

Thanks Phil and Ann for organizing such fine weather for a great day out.

The Springvale Road traffic lights certainly staggered the gap between cars, which was probably not such a bad thing.

The countryside between Warrandyte and Kinglake was spectacular on such a glorious morning, even though that twisty road up into Kinglake gives me the jitters. Don't know why, as both of us drive constantly in the hills. The Flying Tarts is always a good stop off for coffee, and the lovely old tavern at Beveridge on the old Hume Highway was new to us, and a fine stop off for lunch. Two new members on the run, and two prospective new members who are long standing friends of ours and Phil's. Cheers, Judy and Geoff Birkett





from facebook page Hunters Tryst Tavern



October 21ST to 23rd 2022

Peter McKiernan's Justly Famed Indulgence Tour -

Brian & Annette Aitken	Terry & Leonie Conway	Greg Howe	Greg & Lilly Margetts
Greg & Geraldine Anglin	Leon & Judi Cousins	Robin & Anne Jarvis-Read	Peter McKiernan
Ed & Betty Bartosh	Terry Grigg & Gayle		
Lance & Adele Brazier	Minter	Peter & Darrell Jones	David Peck & Pam Telford
Colin & Joy Brown	George & Pat Hetrel	Peter Lester	Brian & Marj Pepper
Leigh & Sandra Wishart	Peter & Sandra Hibbert	Nello & Dianne Mafodda	John Provis & Dawn Shoppee
	Pam Wellwood	Arie & Valerie Vermass	Kevin & Jenny Watt

First stop Mac's Hotel at Mortlake



We gathered (mostly) at the southbound BP at Little River for coffee and a briefing. The location caused a little consternation because many people were using Google Maps instead of the trusty Melways. Google kept sending us to the northbound BP station, no matter what you entered. Finally, we were off and running.

It was a nice trip though light drizzle to Mortlake, where we gathered for lunch at Mac's Hotel. We filled their little dining room, but it was warm and friendly, with good food and cold beer.

Then off to Port Fairy. A little bit of rain did not dampen spirits. After settling in our respective rooms, we gathered in a few rooms for nibbles and drinks before dinner. Dinner was a trek under umbrellas to the Star of the West Hotel - one of 3 pubs in Port Fairy. Good company, food and drink finished off the night.



Saturday morning started off early (for some) at 9:30 for a bus trip to the Information Centre to pick up a guide. We had about an hour of historical highlights, sprinkled with a few too many (again, for some) Dad jokes. There is quite a bit of history to the little town of Port Fairy (nee Belfast). After we dropped off our guide, we traveled to Warrnambool for a short stop at Flagstaff Hill, with a coffee for some at the adjacent RSL. Back to the bus for a ride to lunch at the Union Station Hotel in Woolsthorpe. A nice little pub where we sat under the canopy in front of the hotel. After a satiating lunch, the bus took us back towards Port Fairy, but first we made a trip down into the crater now called the Tower Hill Wildlife Reserve. The place was teeming with wildlife, true to it's name, with a mob of emu coming out to greet us, and several koala perched high above munching and watching the homo sapiens invade their domain. Camera phones were evident everywhere.





Back on the bus to more finger food and drinks at the Peters' rooms, lasting well into the evening. This does sound more like a gastronomic event than a car rally - the All British is known for no participant going away hungry. Breakfast - Morning tea - Lunch - Afternoon Tea - Dinner - repeat. Sunday was off for individual pursuits and back to homes.

Peter McKiernan did another admirable job organising the trip - and thanks to Terry Conway for the Google Maps layout.





Bay to Birdwood Sunday 16 October 2022

Back in full swing after Covid, tens of thousands of motoring enthusiast lined the streets for the return of the annual Bay to Birdwood in Adelaide. It was reported that over 1500 veteran, vintage & classic cars participated and guess what?? we spotted 3 ABCCC club members on the run, Peter Lavelle, John Provis & Dawn Shoppee, it was a glorious spring day.



Certainly, lots of British cars to admire throughout the day in the grounds or at the Birdwood museum



(thanks John Provis for the photos)

Reminder for upcoming ABCCC events

November

Melbourne Cup Day @ Yarra Glen Race Track 1st November 2022

Yarra Glen on Melbourne Cup Day, what a great day this will be, those who have attended in the past will want to do it again, and any members who would like to join us please book with me.

INCLUSIONS

- Admission to the race course
- Race book for every guest
- Yarraview dining room and member enclosure entry
- Three course luncheons served to the table (set menu)
- Fully stocked Cash Bar. Exclusive TAB access. TV monitors

CANCELLED BECAUSE OF FLOODING

Package \$75.00 per person



If you would like to dress up, and attend this fun day with your fellow members, please advise me ASAP to secure a seat.

Any members who can pick race winners are most welcome!!!

Members may bring friends; I can secure extra tables if booked early. Payment details will be sent after booking received.

Colin Brown 0408 343 176 or colin.brown@hotmail.net.au

November 3rd to 16th 2022 ***Sapphire Tour***

Third Time Lucky Sapphire Coast Tour –
Tony & Maxine Pettigrew 0425 789 997

The Sapphire Tour: two nights Lakes Entrance, two nights Eden, two nights Narooma, three nights Batemans Bay, two nights Queanbeyan one-night Corryong and one-night Wodonga.

Maxine 9739 1146 or 0425 789 997.



November 27th

The Paradise Tour: Phillip Island Sunday 27th November 2022

An ABCCC Event organized by Ian and Lyn Terry

Contact Ian for booking: 0409 097 496

Start Point Caldermeade Dairy Farm & Café

Map Ref: **96 A/5**

Assemble at 9.30am and depart 10.00am for Phillip Island on the M420

At Newhaven we attend the National Vietnam Veterans Museum for bites and coffee: Time there is an hour to take all in.

Veterans Drive Newhaven- next to Airport

Map Ref: 95 G/10

We are booked into Phillip Island RSL for lunch as a group for 1.00pm

Map Ref: 95 E/9

After lunch return home or tour the Island at your leisure.

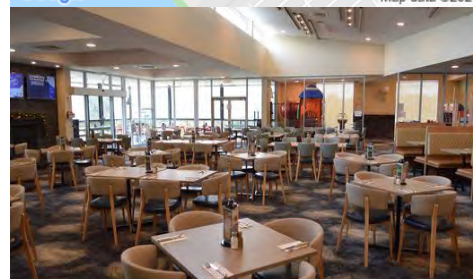
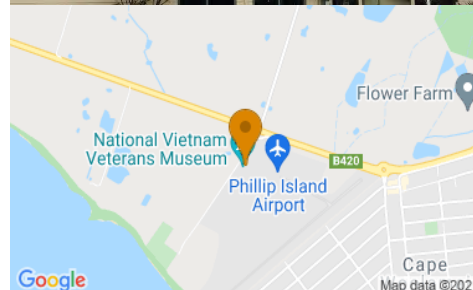
Penguins at Night, Nobbies Drive, Blow Hole

Shops and Pier Walks, Wineries, Ryll Drive

San Remo Bakeries, lots of choices!!!!

Directory Used This Trip is:

RACV VicRoads Country Edition 7



Two great opportunities open to ABCCC members

Expression of Interests closing date 11 December 2022



An experience Gliding and or a Flight Simulator

The gliding club situated at Leongatha airport would like to offer an experience in a glider and or flight simulator. This event would be most suited for February as the weather is more suitable for gliding but of course if it happens to be raining it would be cancelled.

They can accommodate 20 people a day in a gliding experience and while waiting for your turn for a flight you may have the option of the flight simulator should you so desire.

As you can imagine one needs to have a level of agility to get in either the aircraft or flight simulator.

If you think this is worthwhile, we can put a costing together and a more detailed brief.

Contact Graeme Talmage: gtalmage67@gmail.com



Visit to the Shaky Isles – New Zealand

Suggested itinerary:

- 12 to 14 days from Christchurch on Southern Loop, mostly 2 night stops. Visiting West Coast, Fiords, Southland Otago, McKenzie Country.
- Plenty of time for walks, shopping, attractions, museums, sightseeing etc.
- Proposed accommodation would be motels, travel by rental cars (these can be shared)

Contact Lance Brazier by email: lwbrazier@hotmail.com

Once we get some numbers we can come back to you with some costings & more details.



A politician never lies.

A certain politician was visiting a remote little rural town in Australia and, addressing a meeting of locals, asked them what his Government, if elected, could do for them.

"We have two big needs," said a spokesman for the townspeople.

"First, we have a hospital but no doctor."

The politician whipped out his mobile, spoke for a while and then said, "I have sorted that out. A doctor will arrive here the day after we win Government. Now, what is your other need?"

The townspeople replied as one: "We have no mobile phone reception in this town".

Federation Event

Bendigo Swap

12th and 13th November

2022

<https://www.bendigowap.com.au/>

The Bendigo National Swap Meet is one of Australia's largest swap meets. Held at the Bendigo Showgrounds

Gates open: 6am Saturday and 7am Sunday \

Admission: Saturday \$15, Sunday \$5 Children under 16 free



AOMC News update





Cruden Farm Festival of Motoring **RACV** Sunday 29th January 2023

Organised by the Association of Motoring Clubs and proudly supported by the RACV
The charity for this event will be Beyond Blue.

Open to all classic and historic vehicles 25 years and older
Get your motoring year off to a great start by coming along to this new event at this historic property.
More details will be available soon so please save the date.



British & European Show 2023: Note new date. Sunday February 26th is the new date you can mark in your club diary for this popular show. Open to all vehicles of British or European heritage. This show is now also going to appear at a different venue, Caribbean Park.



FLORENCE THOMSON Tour

**FRIDAY 28th - SUNDAY 30th
APRIL 2023**
Based around Wangaratta



Is proudly brought to you by the Association of Motoring Clubs (AOMC) on behalf of the RACV

To celebrate the pioneering spirit and contribution of Women to Australian motoring.

So, Ladies, please put the date in your diary so you don't miss out

Enquiries to florencethomson@gmail.com



Update on Tony's very British Mark V project

Jag. Mark V Report Nov. 22

Two steps forward one step back that's the sad story of the past two weeks, if there is two ways to put things together I picked the wrong one every time, probably explains why I am not a gambler.

I picked up the chassis three weeks ago and thankfully it had been previously sand blasted and powder coated so no work to do there and I quickly started to assemble the parts I had previously rebuilt. I started at the back installing the diff. and rear springs without trapping my fingers and then the torsion bars at the front again without personal injury the first time in over 60 years of playing with cars, got to be the wisdom that comes with age (a quote from Harry Cooper).

When I assembled the front hubs I naturally put the steering arms on the bottom because I thought all fifties steering goes under the chassis but wrong again the Mark V goes over the chassis. So one day later after removing the front hubs and brake assembly and all the castellated nuts and split pins and re assembling I had the steering working and the wheels were pointing straight ahead with the steering wheel dead centre. The only consolation was it was a lot quicker second time because I had previously found all the nuts and bolts from the many boxes of parts.



I now have a rolling chassis with all brake lines fitted and new hoses on order and the only things left to do in this area is new shockers at the front and fit the refurbished ones in the rear plus fit the anti roll bar with new rubbers.



My focus now is on the engine I have had the block re-bored and sourced new pistons(Mazda) the block was standard and the crank, pretty rare for a seventy two year old engine. The crank has been crack tested and for straightness and is ok but needs a grind, I have sourced a set of big end bearings +010 which are the same as a 4.2 litre but the main bearings are a problem, I am presently searching UK and though I have found a supplier they are extraordinarily expensive and made to order. I did have a supplier in Australia but he died on me and though I loved him dearly it wasn't very considerate of him at this time.

The past few weeks with all the rain has been a great time to plod along on the project but the Sapphire Coast Tour is upon us and before you know it will be Christmas so I don't anticipate a lot of progress from me. But I will be sending parts out for plating, radiator for cleaning and hopefully the woodwork for refurbishing so things will still be moving.

Its good that Maxine has taken an interest and looks forward to these exciting updates in our ABCCC News!

