



ALL BRITISH CLASSICS CAR CLUB

VIC

An incorporated club

A friendly family social motoring club

A0035462V

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YOUR A.B.C. NEWS

GST And our club

The Goods & Services Tax is applicable to Clubs and organizations with a turnover of \$60,000 or more. Clubs with this turnover will have to charge GST on transactions including the annual membership fee.

As our total turnover is less than \$60,000 we will not as yet be required to charge the tax.

If you have a query ring our treasurer Tony Hodges who will assist if possible.

I have only one four letter word to sum up the new tax system.

H E L P

**President
Frank Douglas
9739 4829**

**Vice President &
Treasurer
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5263 1580**

**Secretary
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9879 1213**

**Events
Tom & Heather Cannon. 9791 2949**

Ross Wolstenholme 5975 0970

Pat Douglas 9739 4829

**Early morning runs
Neil Wakeman 0411 456 047**

**Membership
John Gardner ..5942.7535**

Editorial fax. 9739.6324. Email. Frankd@opalsaust.com.au

Valuer Classic Cars and Antiques
Property Consultant - Auctioneer
Motoring Writer and Author
"Bellavista" P.O. Box 7
Binalong NSW 2584 Australia

Telephone: 02 6227 4348
Fax: 02 6227 4488

THE ROVER P6 AND P6B

THE MOST UNDER APPRECIATED CLASSIC OF ALL TIMES BUILT 1964-1976

Just why the P6 Rover has not been properly appreciated in its latter years in Australia is a mystery of Agatha Christie dimensions. All I can assume is that it was very unfairly grouped under the Leyland banner and all that happened after the conclusion of its model run. Clearly, enthusiasts have failed to appreciate that the P6/P6B is/are one of the great cars of the 1960's and 1970's and are still great cars for today's general or club use.

When the P6 was first released it had a lovely 4 cylinder, 2 litre engine aspirated by a single carburettor and whilst entirely satisfactory, it still managed to cling to the "Aunty" image even though it offered 99 B.H.P. at 5,000 revs. Soon this engine was upgraded to "TC" specifications, this "TC" nomenclature standing for twin carburettors which also incorporated a few other modifications. The "TC" version running on a compression ratio of 10.5:1 yielded 124 B.H.P. at 5,500 revs and a hefty 132 lb/ft of torque at 3,000 revs. These cars were offered with a choice of 4 speed manual gearboxes or a 3 speed automatic (Borg Warner 35). The TC version in manual was a "real goer". Unfortunately only a relatively few examples came our way. Clearly Rover buyers were still the typical conservative type of person who had been the company's customers for decades.

The big change came in 1968 when the ex Buick 3.5 litre V8 engine was offered, being made under licence from G.M. Here was a truly great engine going into a truly great car to make a stunning package. The V8 engine lifted the speed of these cars to close to 200 Km/h and gave them great low and mid speed urge together with some of the best touring qualities on offer in the era and are today still in the elite class. The V8 engined cars were known as P6B, the 'B' suffix denoting the engine's origin with Buick. The same V8 engine also went into the P5 larger Rovers to likewise become known as the P5B. However, Rover always offered the P5 and P6 cars with their own designed engines as a buyer's choice option.

Late in the P6 run the 4 cylinder engine had the capacity raised to 2.2 litres but these were never imported into Australia via the dealer system, so only a few 2200 P6's as they are called reached our roads.

Out of the production of over 306,000 P6 Series cars built only some 80,000 + had the V8 engine, fortunately most P6's imported from c1970 onwards were V8 versions (ie P6Bs). To my mind there is no question as to which car to own but some other

enthusiasts think differently - I just love the V8. The V8 was always available with the automatic gearbox (Borg Warner type 35 until c1975 then type 65) but for 3 to 4 years a manual was alternatively available. It sure made the P6B a very peppy package and soon police pursuit versions were built. Unfortunately the manual P6B suited the budding Ayrton Senna set and they were "thrashed" mercilessly with many giving gearbox problems if used this way.

The P6/P6B Rover was an extra ordinary design and was only killed by manufacturing costs. There is no better/easier car for a restorer.

The car consists of a floor pan and a full structural pressed steel frame made as a unit and known as the "base unit". This unit can be considered as a chassis plus body structural frame made all into one assembly. It is quite different to the modern mono construction system as the Rovers panels have no structural part in the cars overall integrity, each panel being entirely removable and being nothing to do with the cars structure. These panels are all quickly removable even including the roof pressing. An owner can remove all the cars panelwork by simply unscrewing/unbolting from the base unit as these panels carry nothing by way of functioning componentry. Recently in Melbourne the Victorian Rover Club demonstrated this to an amazed crowd at a multi marque display day, reassembly by the Club's members only took an hour or so - "many hands making light work".

Another feature that renders this car to be quite exceptional is the 4 wheel independent suspension which offers a full de-dion rear end with inboard rear brakes and a very unusual front suspension system, the main front coil springs are mounted horizontally in a fore-aft position, using the cars bulkhead for its abutment, this of course being suitably stiffened. This gave the car very long suspension travel yet kept the tops of the mudguards low to the road and achieved very high ground clearance together with excellent ride characteristics. The Rover can handle all manner of roads including gibbers and bulldust with consummate ease. The suspension gives the car quite a lot of body roll if cornered very hard but still offers exceptional levels of tyre adhesion and safety. Probably a stiffer front anti-roll bar could have overcome the high speed body roll factor.

The P6/P6B's all had 4 wheel disc brakes with a servo booster. The early cars had Dunlop brand braking sets which soon gave way to sets produced by Girling. These brakes were very powerful and light to use offering brakes which can equal most production cars today, together with an effective handbrake making the driver feel very much at ease.

The car body seats 4 people on very comfortable seats being covered in the customer's choice, firstly in a vinyl or leather and latterly a cloth version was also to become a further option. The front seat occupants have outstanding leg room whilst the rear leg room is only just OK for the average adult. The boot is a somewhat unusual shape being tall rather than a flat shallow space. Its shape has caused many people to think it is a poor facility. This is certainly not the case as it will easily take two huge suitcases and two medium suitcases beside its LHS vertically mounted spare wheel. The spare wheel from c1971 is able to be lain down if you want to carry golf clubs and for those wanting further luggage space, Rover offered a bootlid mounting attachment

~~for the spare wheel to enable the spare to be carried outside if required.~~ This feature is known as a "touring boot" kit and was an extra which had all sorts of little niceties included. At a guess about 40% of the Australian P6/P6B's came so equipped.

The P6/P6B is a delightful, nimble, easy to park town car and if a V8, is quite an exceptional touring car. A keen driver can cover up to 1,400 Km in a day with less fatigue than one would reasonably expect. In service they are both long lasting and surprisingly well backed up, with several specialists in the marque offering a full smorgasbord of service from routine jobs to full re-builds. Most Rover clubs also offer a parts service to their members.

Presently the current price on the used car market is not indicative of their real worth. At the moment you can buy a tired rough but going P6/P6B for as little as \$750 but the best manual V8 rarely achieves more than \$14,000. Whilst a typical V8 in automatic and in presentable condition lies in the \$4,500 to \$7,000 price range. This is bargain basement territory for such a fine well engineered car and far less than one would pay in the United Kingdom.

I have done extensive research at the ever co-operative Australian Government Statisticians Office and the following data may interest you:

4 cylinder (P6) cars total new imports total	=	3015
V8 engined (P6B) cars total new imports total	=	4069 *

to which must be added about 15% for 4 cylinder cars and an amazing, about 25% for V8 cars to cover private imports/home deliveries and so on. This guesstimate means we received about 8,500 in total of all versions.

May I urge you to buy one whilst they are still available and so well priced in Australia.

* adjusted to exclude P5B and early SD1 cars.

ROBERT PENN BRADLY



Tom Cannons recent travels to Darkest Africa.

MOZAMBIQUE

AT JOHANNESBURG AIRPORT WE MET THE OWNER OF THE TILE COMPANY, KEVIN AND ANOTHER GENTLEMAN, DETESH WHO WE LATER KNICKNAMED DOCTOR DEE, WHOSE JOB IS TO HELP WITH PRODUCTION.

WHEN WE LANDED AT MOPUTO WE WERE MET BY A LOCAL LADY ON THE WRONG SIDE OF IMMIGRATION, YOU COULD NEVER DO THAT IN MELBOURNE, WHO PROMPTLY TOOK OUR PASPORTS AND LANDING CARDS, THEN AS IF BY MAGIC WE ALL HAD MOZAMBIQUE VISAS, I FOUND OUT LATER IT TAKES 3 WEEKS TO GET A VISA, MONEY REALY TALKS HERE.

OUR NEXT PROBLEM WAS TO GET TO THE MOTEL, THE CAR THEY HAD WAS A VW GOLF, 5 PEOPLE PLUS LUGGAGE IN A SMALL CAR DOESNT REALY FIT, BUT WE MADE IT FIT, THREE IN THE BACK WITH OUR LUGGAGE AROUND OUR EARS IS A GREAT WAY TO TRAVEL, IT TURNS OUT THEY HAVE A TWIN CAB UTE AT THE FACTORY, NOBODY THOUGHT TO PICK US UP IN IT. THE ROAD FROM THE AIRPORT IS FULL OF POTHOLES, I DON'T KNOW WEATHER THE ROAD HAS POTHOLES OR THE POTHOLES HAVE ROAD, JUST GREAT WHEN YOU HAVE A SUITCASE TRYING TO GIVE TO GIVE YOU A HAIRCUT.

THE TRAFFIC IS UNBELIEVABLE, BUSES & TRUCKS JAM PACKED PEOPLE, IN FACT SOME ARE SO FULL THE PEOPLE ARE HANGING OUT THE SIDE OR THE BACK, AND THEY ARE SO DELAPIDATED I WOULD'NT EVEN DRIVE THEM TO SIMSMETAL, AND AMOUNGST THE TRAFFIC ARE THOUSANDS OF PEOPLE WALKING BESIDE THE ROAD AND TRYING TO GET ON THE BUSES AND OF CAUSE NO ONE WORRIES ABOUT EXHUAST FUMES BECAUSE THERE IS PLENTY, THANKLY THE MOTEL IS COMFY EXCEPT FOR THE \$7.5 U2 A MINUTE PHONE.

WE ARRIVED AT THE FACTORY FRIDAY AFTERNOON, MORE ROUGH ROADS OF CAUSE, TO FIND THE MACHINE WAS ALREADY BOLTED DOWN, THAT IS WHAT I WAS THERE FOR, THANKFULLY THEY DID A GOOB JOB, WE ALSO MET 2 GENTLEMAN FROM MALYASIA AND FANANDO, AS IN CAN YOU HEAR THE DRUMS FANANDO, A LOCAL WHO IS GOING TO RUN THE PLACE.

SATURDAY WAS A COMPLETE LOSS BECAUSE THE STORE WHERE EVERYTHING IS KEPT WAS LOCKED AND WE COULD NOT GET ASSESS, THIS WAS NOT GOING TO BE A QUICK JOB.

SUNDAY KEITH AND I DID SOME SIGHT SEEING, ON FOOT THERE IS NO WAY WE WERE GOING TO DRIVE IN THIS TOWN.

MONDAY WE ASKED ABOUT THE RAW MATERIALS TO MAKE TILES, ONLY TO FIND NOTHING HAD BEEN DONE AND IT WAS OBVIOUS THEY WERE GOING TO HAVE TROUBLE FINDING WHAT WE NEEBEB, THINGS WERE REALY LOOKING GOOD.

BUYING EQUIPMENT OR TOOL IS FUN, FANANDO HAS TO GET QUOTES FROM DIFFERENT SHOPS, THAN ASK FOR A CHEQUE FROM THE OFFICE, WHICH CAN TAKE A COUPLE OF DAYS TO GET, THEN BUY IT , WE SPENT ALL MORNING ONCE TO BUY 2 HOLE SAWS.

GETTING TO WORK IS FUN, WE ARE SUPPOSED TO BE PICKED UP AT 7.30, BUT SOMETIMES WE DON'T GET PICKED UP TILL 8.30 AND EVEN THEN WE SOMETIMES TAKE A DETOUR ON THE WAY, ONE MORNING WE WENT ABOUT 40 KAYS OUT OF TOWN TO LOOK AT SAND , WHICH WAS A PLESANT SIGHT SEEING TRIP ANYWAY, LUCKY WE DON'T STOP FOR LUNCH, THERE IS NOWHERE NEAR WE ARE GAME TO EAT.

ON THE WAY TO WORK I HAVE FOUND A ROVER 2000 , IT HAS NO WHEELS OR LIGHTS OR OUTSIDE TRIM BUT IS FAIRLY STRAIGHT, I HAVE SEEN A LOT WORSE BEING DRIVEN EVERY DAY , I MUST GET A PHOTO, WHICH WOULD BE EASY IF I HAD A CAMERA.

THERE APPEARS TO BE ONLY ONE ROAD RULE HERE AND THAT IS THERE IS NO RULES, STOPPING FOR RED LIGHTS APPEARS TO BE OPTIONAL, AND THAT INCLUDES OUR DRIVER. HOW WE HAVE NOT SEE AN ACCIDENT IS MORE GOOD LUCK THAN GOOD MANAGEMENT.

Tom Cannon.

MemberLine
13 19 55

Road service and batteries
13 11 11

RACV Traveland
13 13 29

HolidayLine
13 13 29

**Insurance Claims and
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Personal Loans, Home Loans
13 15 60

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RACV OFFICES

Registered Office

123 Queen St, Melbourne,

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Melbourne 3000 (9790 2211)

RACV Service Headquarters

RACV Insurance Pty Ltd

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550 Princes Hwy, Noble Park

3174 (9790 2211)

in the chair

max lay

Let's civilise and celebrate

Dutchman Christiaan Huygens built the first internal combustion engine in 1673. He used gunpowder as a fuel. The engine was intended to drive pumps removing water from mines or delivering to the gardens at Versailles. Another century passed before, in 1777, a Swiss named Isaac de Rivas used a gunpowder engine to move a vehicle. With the coming of the industrial revolution, coal provided a gas that was easier to use than gunpowder, and so Frenchman, Etienne Lenoir manufactured a practical gas-powered internal combustion engine. The next step came when oil refining began in 1857 in California and portable fuels such as kerosene and petrol came on the market. In 1886 Gottlieb Daimler and Karl



'What happened to those predictions of the rapid obsolescence of new technology?'

Benz built cars powered by the internal combustion of petrol. Two years later, Benz's wife Bertha became the first person to drive a car on a public road.

Two hundred years of technology had led to a car that in many ways is similar to the one I drive today – certainly, it now starts, steers and stops better, but it is the same technology. What happened to those predictions of the rapid obsolescence of new technology? The car is much safer and more efficient, and it is now so popular that our current need is to learn how to civilise this now-ancient invention. The best prediction for the next change is for a better engine than Benz's invention. But after 114 years, that prediction is a little late in becoming a reality.

Auto clubs were founded about a century ago – RACV in 1903 – to protect members' interests. Those interests have changed and so we as clubs have changed. We still protect members' interests, but we also provide a vast range of services, particularly related to the safety and security of travel.

Because the car is so widespread, our public advocacy has also to reflect the fact that our members come from the whole spectrum of our society. Our public policy stance – available in our booklet *Driving The Issues* – reflects a serious concern for such

associated issues as balanced public transport and protection of the environment. The last would surprise the Benz generation for, in 1898, British officials were formally supporting the introduction of the car "to improve the sanitary conditions of our streets and towns".

This column is about our core – the car – because I am pleased to tell members that for the past few months we have been successfully working with Victoria's specialty car clubs under the umbrella of the Association of Motoring Clubs Inc and the Federation of Veteran, Vintage and Classic Vehicle Clubs Inc and the enthusiastic leadership of Frank Douglas, to bring these groups together with RACV in

an exciting co-operative venture. You will see from the above that it probably should have happened 100 years ago, but at least it is now happening. Close co-operation with the car clubs gives us a way in which we can genuinely both celebrate and civilise the car.

The enhanced co-operation between the car clubs and RACV means a number of things. Firstly, the governing bodies will meet regularly to discuss mutual issues. Secondly, RACV has appointed a full-time officer to work with and assist the clubs. A vast range of interests is embraced within these groups that I am loosely calling "clubs" – ranging from people deeply attached to a particular type of car to the vintage car owners – and so the ways RACV assists and co-operates will be many and varied. But one way or another, we will help these members celebrate their car-based enthusiasms.

Dr Max Lay is chairman of RACV

■ Max Lay's many years at the top of the engineering field has been recognised by the Australian Road Research Board, of which he is a former executive director. On 12 April, to commemorate the 40th anniversary of ARRB transport research, its library was officially named the M. G. Lay Library.

THE BRIDGE BUILDING BUSINESS.

A recently divorced man walking along a lonely Victorian beach stumbled accross an old lamp. He picked it up, rubbed it & out popped an very wise and overworked GENIE

The Genie said. " I've had it. This is the fourth time I have been let out this month, I am. overworked, so you get only one wish, not the normal three wishes.

The man said.

I've always wanted to go to Tasmania to see my mum, but I am scared of planes & I get seasick..Could you build me a bridge so that I might drive MY CLASSIC CAR over and visit mum?

The Genie got red in the face, started jumping up & down & got good and mad.. " Forget it, do you know that the support pylons would have to go down 400 ft to the sea bed & would have to then clear the water by 200 feet so that ships could sail under.. Think of the millions of tons of concrete & steel let alone the insurance premiums & the cost of getting men to work out there. The bridge would have to be 250 miles long, Forget it, I will give you another wish.."

The man agreed to think of another wish. Finally he said, I have been married & divorced four times. My wives all said I didn't care and was insensitive, I wish I could understand women, how they think, what they mean when they are giving you the silent treatment. What they really want when they say "Nothing". I want to be able to really understand them & be able to make them happy?

The Genie ponders for a long while.

"DO YOU WANT THE BRIDGE TWO LANES OR FOUR ?"



THE MARYSVILLE MUSEUM

We recommend a visit.. Its worth it



1909 Wolsley Siddley



- 1929 Packard Straight 8 Golf Bag Tourer
- 1926 Packard Phaeton Model 425



Vintage Drivers Club
visiting the Museum.

Superbly displayed in an imposing replica of an Early English Coach House, this museum houses the "Sawyer family collection" a unique and exciting array of wheeled vehicles and memorabilia, lovingly collected over a lifetime.

The spectacular display includes a magnificent 1904 Rodman Vardo (horse drawn caravan); an 1890's horse drawn Fire Engine plus veteran, vintage and classic vehicles all in superb condition.



1925 BSA
Side Valve



1928 Rugby Ute



1856 Gillet Bland
and Co. Turret Clock
(Refurbished to
new and working
order for display)



1890 Shand Mason
Twin Vertical
Horse Drawn
Steam Driven
Engine

Events Events Events

July 2nd. 11.am A visit to Tore & Connie Panuzzo's collection of, Armstrong Siddeleys, Rolls Royces, Bentleys, Jaguars & a Riley Drophead. Bring a BBQ lunch & Tore will cook it. This visit is a must, don't miss it.. 78 Borg Cresnet Scoresby 97642276.

July 15. Wine tasting night. 7.30 start at 3/164 Boronia Rd Boronia. John Gardner puts on a great night, bring friends BUT phone John on 5942 7535. BRING a plate for supper.

July 16. Early morning run starting at the Nunawading Civic Center at 7 am for a 7.15am start. Contact Neil on 0411 456047

August 11.12.13 Western District Historical Vehicle Club. Weekend away. Ring Tom Cannon. 07912949

Aug 26 Trivia night organized by Chris Gardner. Friends OK

9 September.. A DELI Run organized by Ross Wolstenholme Ring Ross on 5975 0970.

October..

15th Combined event with the Antique Airplane Association of Australia at Riddells Creek..

November..

4th to 7th. Melbourne Cup long weekend visit to EDEN. Including an opportunity to go Whale watching..

Have a whale of a time...

Join in & ENJOY life

You only have ONE LIFE.. This is it, use it, or lose it

FOR EVER

Good Year Tyre Factory Visit. Fri 21 July.
Along with the Armstrong Siddeley Car Club we will be having a guided tour of the Heyington Ave., Good Year factory at Thomastown on Fri evening 21 July. If you wish to attend you must ring Tom Cannon PRIOR to the 14th July as for Security reasons we must submit a list of names. Limited numbers, so ring Tom NOW on 9791 2949 Don't miss this one....

GST & you... A guide to business & you.

Due to the means of production of emails it is not possible to subject them to the normal procedures of verification of authenticity, consequently any opinion expressed in this email is that of the author and does not necessarily reflect the policy of the company. The company does not therefore accept any liability in respect of any loss sustained through acting upon advice expressed in this message.

The New Tax System - What It All Means.

The new tax system is NUTS (the New Universal Taxation System) and although it may appear to be complicated, it is easy to understand. Basically it is STUFFT (the Simplified Tax Unit For Financial Transactions). Major elements of NUTS include a number for each business entity - ABUN (Australia Business Utilisation Number) which will be used during dealings with governments at all levels. Every business in Australia will get ABUN with NUTS.

The new system will simplify the way businesses report to the ATCHOO (Australian Taxation Collection Head Office Organisation). Businesses will be required to complete a Business Activity Statement Table And Report Directive (BASTARD) every month. Businesses should set aside three days every working week to fill the BASTARD out.

Under the new system, every adult Australian taxpayer is classified as a SUCKER (Simple Underpaid Consumer Keeping Everything Running) unless they are unemployed and receiving Commonwealth benefits, in which case they are classified as a Registered Australian Taxation Beneficiary Allowance Grantee (RATBAG). All SUCKERS and RATBAGs will be required to complete a Direct Application For Taxation (DAFT) form.

The completed DAFT form will be assessed by a local MORON (Metropolitan Or Regional Outcome Negotiator) who determines the amount of CRAP (Credited Refund Allowance Payment) the taxpayer will receive. Any SUCKER who wishes to appeal against the amount of CRAP received from the government should contact thier local MORON who will assess the appeal, and classify it as either STUPID (Secondary Temporarily Unpaid Portion of Individual Donation) or IDIOTIC (Income-Derived Individual Obligatory Taxation Instalment Credit).

If you are a RATBAG, you will not be entitled to ABUN with NUTS. You will need to apply for the new allowance provided jointly by both State and Federal governments, JOB (Joint Organisation Benefit). Any RATBAG who does not apply for a JOB can get STUFFT.

From July 1, when all of Australia goes NUTS, small businesses need to submit a fortnightly General Allocation Rebate for Business And Goods Estimate (GARBAGE) report to the Department for Untaxed Merchandise and Produce (DUMP). Your GARBAGE must be sent to the DUMP before the 30th of each month.

All small businesses must be registered as Business Utilising Sales Tax (BUST) by June 30, and small businesses employing more than 2.7 persons on a regular full-time basis must give each employee the Statutory Assessment Contribution Kit (SACK) on or before July 1. Only when all employees have been given the SACK will the business be officially acknowledged as BUST.

In order to alleviate any hardship during the changeover period, the government will establish a Department of Grants and Subsidies (DOGS).

It is anticipated that, by the end of the next financial year, all businesses will be registered BUST and the country will have gone to the DOGS.