



# ALL BRITISH CLASSICS CAR CLUB

VIC

An incorporated club  
*A friendly family social motoring club*  
A0035462V

**Edition 32**  
**October 2000**

**YOUR A.B.C. NEWS**

**Don't miss this one!!!!**



## COMO GARDENS

Australia's Open Garden Scheme  
(Owners Pat & George Heuel)

**79 Basin-Olinda Road**

**The Basin**

Mel Ref 65 147

**6 Hectares (15 Acres) of gardens with on site parking**

- |                                   |                      |                               |
|-----------------------------------|----------------------|-------------------------------|
| • Devonshire Teas                 | • Sausage Sizzle     | • Hot & Cold Drinks           |
| • Picnic Spots                    | • Feed the Ducks     | • Dogs on leads permitted     |
| • Miniature Steam Train Rides     | • Fairy Garden       | • Jazz Quartet                |
| • Peter Brock HDT Display         | • Garden Tours       | • Historical Society Display  |
| • Wild Life & Nature Presentation | • Vintage Car Museum | • Wheelchair Friendly Grounds |

**Open 10am - 4.30pm**

**Saturday 7th & Sunday 8th October 2000**

**Entry Fee - \$4.70 Adults,  
Children Under 15 Free**

**Special Appearance by Peter Brock on Sunday!**

*Proceeds to  
Australia's Open Garden Scheme  
& The Basin Fire Brigade*

**President**  
**Frank Douglas**  
**9739 4829**

**Vice President &  
Treasurer**  
**Tony Hodges**  
**5263 1580**

**Secretary**  
**Val Jefferyes**  
**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**



# Events Events Events

**October 8th. Visit to Como Gardens IN THE HILLS. See letter. 1 pm... Lets meet & put some of OUR nice cars on display.. What about it, it about time you got your car out & came & joined us for a very nice day. Enquiries, Tom Cannon 9791 2949.**

---

**15th Combined event with the Antique Airplane Association of Australia at Riddells Creek.. Come and meet " The Magnificent Men in their Flying Machines". Tea, coffee & sausage sizzle lunch. An interesting day is planned with some interesting machinery. Both of the flying & driving kind. Good weather ordered. Details ring Tom Cannon. 97912949**

**Meet at Melways 177-B8, Bulla township 10. Am. If late ring heather on 0410 497 912...Bring Fly Buy points for redemption? November.**

---

**4th to 7th. Melbourne Cup long weekend visit to EDEN. Including an opportunity to go Whale watching.. We have 12 booked for The Whale adventure & would like your company for this interesting long weekend. Ring Heather Cannon on 97912949. 25th or 26th.. To be advised..**

---

**December 10th. Xmas party. 12 noon on. At the home of Frank & Pat Douglas 12/14 Grandvalley Drive Chirnside Park.**

---

**Have a whale of a time. FOR EVER**

---

**Join in & ENJOY life**

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

**FOR EVER**

**THE BASIN FIRE BRIGADE**  
**FOREST ROAD THE BASIN 3154**



*ALL CORRESPONDENCE SHOULD BE  
ADDRESSED TO THE SECRETARY  
P.O. BOX 7 THE BASIN,  
VICTORIA 3154*

6<sup>th</sup> September 2000

Mr John Gardner  
All British Classic Car Club of Victoria  
P.O. Box 1  
Bayswater 3153

Dear John

On October 7<sup>th</sup> & 8<sup>th</sup> The Basin Fire Brigade in conjunction with Australia's Open Garden Scheme will be holding an Open Garden Weekend at the historic Como Gardens in Basin-Olinda Road The Basin. Melways 65 H7.

This property boasts a magnificent 6-hectare garden, which any gardeners would find a sight to behold. A new addition to this garden is a Fairy Garden, sure to delight young and old.

As an added attraction, the owners George & Pat Hetrel, will also open their magnificent Auto museum comprising of a Bugatti and Herman Goering's Mercedes Staff Car to mention just two attractions of their wonderful collection.

A live steam train also operates around the property.

During this weekend, members of the Peter Brock Commodore Owners Association will also display models of these valuable and highly sought after motor vehicles and, as a special appearance, Peter Brock himself will attend on Sunday October 8<sup>th</sup>.

Other displays over the weekend will be from the Historical Society and a Wildlife and Nature Presentation by local resident Andrew Wagner.

We would greatly appreciate it if you could advise your members and display the enclosed brochure. We promise an interesting visit to this magnificent property will be their reward and at the same time will help the Brigade to raise much needed funds to purchase new fire-fighting equipment.

Yours faithfully,

Colin Killian  
Captain  
The Basin Fire Brigade

*CFA - Creating a safer community*

---

Early morning run.. Sun 8th. Start at  
Nunawadding Civic Center 7.am.  
Contact Neil Wakeman. 0411 456 047

## NEW IMPORT RULES ARE SET FOR USED VEHICLES

*This news item was published in Australian Classic Car magazine, our thanks for this, and the following article:*

The Federal Government has introduced a new scheme to administer importation arrangements for used vehicles, with advantages and disadvantages for both enthusiasts and businesses. The Government believes that bulked type approval of compliance with Australian Design Rules (ADR) is unsuitable for used vehicles and will replace it with vehicle-by-vehicle inspections at registered workshops. There will also be an increase in the annual cap of 25 to 100 used passenger motor vehicles per approval holder, which is good for business but has different implications for consumers. A vehicle must meet at least 2 of 4 specialist and enthusiast criteria: appearance, performance, recognition in specialist publications and unusual design features. Importation of complete vehicles for dismantling will also be abolished although used components will still be allowed.

A two-year transitional period is in place for current approvals and business adjustments. Contacts regarding the new legislation are Paul Chamberlain for Minister for Transport John Anderson, (02) 6277 7680 and Steve Ronson for Senator Nick Minchin, Minister for Industry, (02) 6277 7580.

*From Australian Classic Car – July, 2000.  
With thanks.*

## OPERATION OF VICTORIAN CLUB PERMIT SCHEME VEHICLES INTERSTATE

A letter was sent to VicRoads asking for clarification about the use of Victorian Club Permit Scheme vehicles interstate. We have received a quick response from VicRoads, quote:

It is my understanding that all registration authorities, including Western Australia, will recognise vehicles operating under the Victorian Club Permit Scheme, when the vehicle is being used in accordance with the conditions under which the permit, including Special Use Authorisation, is issued.

With regard to your specific questions about interstate use, advice from all States and Territories indicates that:

1. Vehicles operating under the Victorian Club Permit Scheme may participate in events interstate when that event is organised under another State's club permit scheme.
2. Victorian club issued Special Use Vouchers may be used to authorise a vehicle operating under the Victorian Club Permit Scheme to travel to participate in an interstate event.

However, please note that this is a 'best endeavour' advice only. The definitive position could only be provided to you by each State and Territory.

*Bruce Chipperfield – Manager  
Registration & Licensing Policy – VicRoads.*

## A WALL MURAL OF CLUB BADGES

As stated in the item Let's Civilise and Celebrate, on Page 2, the RACV is working with the AOMC and the Federation of Veteran, Vintage & Classic Vehicle Clubs of Victoria, to help us celebrate our hobby vehicle enthusiasms.

As a part of this co-operative venture, Brian Kelly has been appointed to the position of Liaison Officer for all Motoring Associations, by the RACV Board. One of Brian's projects is to help create a wall mural depicting the badges of hobby vehicle clubs in Victoria. The club badge mural will be displayed, initially, at the Royal Automobile Club of Victoria premises in Queen Street. It will be transferred to the new RACV building which is being built in Bourke Street.

The RACV is seeking bumper badges from clubs for placement on the wall mural board. Brian will be attending the August Delegates' Meeting and will explain the concept of the mural. He will also be present at the November meeting to collect donated badges from the clubs.

This is a very worthwhile project, and will form a lasting keepsake, exhibiting the profuse scope of the hobby vehicle movement. The mural will be on display in the entrance hall at Queen Street, where many passers-by will no doubt pause for a closer examination.

We recommend that your club participates in this exciting project, and donates a badge at the November Delegates Meeting.

*Arthur Greaves – AOMC Publicity Officer.*

# WATCH THIS SPACE

That's if you want  
something to do!  
If not, go on with  
your reading



# BORN TO LATE

By Neil Wakeman

---

I seem to remember a hit song from the 1960's bearing the same title as this little piece. In that song, the singer was lamenting the fact that his/her loved one was born before he/she, and that he/she was too young to make much of an impression on the older object of his/her affection. Can anyone else remember that little ditty?

I arrived in this world at roughly the same time as Olivia Newton-John, who was my 'Perfect 10', or at least one of them. Unfortunately for Olivia, our paths never crossed and she had to make do with fame and fortune. But that's another story ...

The local trash and treasure market was held last Sunday (which is no surprise, it's always on the last Sunday of the month). As usual, after a brisk early morning run in the MGB or Sprite, I called by the market and this month, picked up a copy of a little magazine/booklet entitled "Australian Used car Market - Summer 1966 Edition" published by Motor Manual. Original price of the magazine was 10 shillings (or \$1) - those were the days of dual pricing. (For the benefit of our younger readers, we didn't always have dollars and cents - decimal currency was introduced on 14<sup>th</sup> February 1966, replacing pounds shillings and pence. A dollar was worth 10 shillings, which was half a Pound. Or put another way, £1 was worth \$2. Got that?) I paid 20 cents for this 1966 publication.

Let's get back to the point. As car enthusiasts, and in many cases, owners of cars from the 1950s and '60s, I thought that you might like to know about the value of some of our cherished models from that period. On second thoughts, you probably won't want to know, but what the heck, I'm gonna tell you anyway. It's up to you whether or not you read on from here.

Starting with yours truly, in 1966, my Bugeye was worth about £425 or \$850 (I'll forget the pre-decimal pricing from here on) and my Mark 1 MGB, at that time just 2 years old, was valued at \$2,200. There apparently wasn't much of a market for pre War Morris models, because they weren't listed. I've often told the story about being keen on a MG TF at about that time, and how I could have bought one in 1962 for £550 (nobody believes me!). My older, and wiser, brother reckoned I'd probably kill myself in a TF and loaned me an extra £200 to buy a brand new Mini, in which I almost killed myself several times. My newly acquired book values a 1954 TF 1250 at \$900, and a TF 1550, introduced in 1956, at \$1,050. I remember that, in 1962, a brand new Mini cost \$1,500 (£750).

Let's now look at some of the other machines that appear regularly at ESCAPE runs. Peter's TR6 hadn't been introduced at the time but a TR4 like Graham's was worth about \$2,500 for a 1964 model. A two year old Sprite, the IIA model or the Mark III with wind up windows, was valued at about \$1,380, and the big bully Healeys were worth between \$900 for a 1954 model 100/4, \$1,200 for a 1957 100/6 and \$1,700 for a 1960 model 100/6.

Steve's immaculate Morris Cooper S was still fairly new in '66 and priced accordingly. A one year old car with 1275cc motor and twin fuel tanks and wind up windows was worth \$2,100 - I'll tell you what, Steve, I'll give you new car price - \$2,100 - for yours. Can't be fairer than that now, can I? OK, let's make it \$2,500, but no more, OK?

The E Type guys will probably weep tears of blood to learn that in 1966 their cars weren't quite so expensive. A four year old model was valued at \$4,900 - it was described as "a new rakish, high performance car, 265 HP", which sounds pretty right. A 1963 model was worth \$5,800 and a two year old E Type, \$6,200. Ross, Graham, Bob and others own E Types, and Ross also has a Mark 2, but I don't know the year. If it's a 1964 3.8 litre, it was worth \$5,200 as a two year old.



For my money, I think that I would rather have had a 1957 XK140 at \$1,750 or a '58 XK150 at \$2,600, but of course those models were getting a bit secondhand at that time, like they were eight or nine years old.

If you were a Jaguar enthusiast and really wanted to splash out with a one year old car, you would need to find about \$5,200 for a 3.8 Mark 2, \$6,200 for an E Type with 4.2 litre engine and \$7,200 for a Mark X battleship (weren't they ugly beasts?)

The "E" in ESCAPE these days stands for "English", "European" or "Eastern" – we don't really care. Sorry Leong and Frank, but your Alfa Spyders don't rate a mention in my book. The only Alfas listed are the 1964 Guilia Ti at \$3,400, the "beautifully styled" Guilia coupe at \$4,700 and the 2600 Sprint, at \$7,200. The forerunner of Leong's Porsche was the 1965 911 model, which was valued at \$8,400 – don't forget, it's one year old at this time!

We have quite a number of MGB's in our group. Prices in 1966 ranged from \$2,200 for a 1963 model to \$2,600 for the Mark 2 with five bearing crankshaft and electric tachometer. That electric tacho must have been areal winner on the showroom floor. TCs were dirt cheap in 1966 – a 1949 model was worth \$600, and the Y Type saloon was crusher fodder at just \$250. Newer models were worth a bit more – the '51 model TD was valued at \$550, and the Y Type saloon \$350. Presumably the drilled wheels introduced in 1951 made a few dollars difference. Geoff will be interested to learn that his MGA was valued at between \$1,000 for a '56 model, \$1,500 for a 1600cc, or \$1,900 for a Mark II. A twin cam model from 1960 was worth about \$1,800 if you could put up with the unreliability, but that probably explains the price differential.

I could go on and on quoting prices from my book but the exercise is starting to make me feel quite ill. I need to keep reminding myself that everything is relative – in 1966, which doesn't seem that long ago, I was earning a pretty good salary of about \$40 per week. Petrol was about 5 bob a gallon (what's that, about 11 cents a litre?) What it does show, however, that some car values have gone way ahead of the trend, whilst others have just died. They weren't worth anything then, and they still ain't! Why wasn't I smart enough to work out which were which?

If any reader would like some more details about 1966 values, please let me know and I'll be happy to send you a copy of the relevant pages from my little book. I reckon that it was 20 cents (two bob) well spent!

Kind regards to all

Neil Wakeman

*This space is reserved  
For members  
Who feel the overpowering urge  
To help the editor  
And give him a story to print*

*Ta, thank you very much??*

# Advertising YOUR car... The law

21<sup>st</sup> August 2000

I spoke to you recently about advertising vehicles for sale in the magazine where the trade practices act now requires vehicle identification included in the sale notice .

I intended to offer for sale a 1929 Graham Paige Sedan " ready for restoration " in the magazine . I brought the vehicle some time ago and although it is a complete vehicle I do not have the information required . The identification plate was a metal plate with the numbers stamped on it which is fine but it is riveted to the engine block below the water pump gland seal , over the many years the plate is usually eaten away by rust . I would suspect that Graham Paige owners would not be on their own having a vehicle with no I D numbers , so as under the trade practices act I could not advertise the vehicle in any publication . So on my next day off work I hit the phone to follow up if there was a way around my problem . The first call as you would expect was to Vic Roads the Girl was helpful but was only guessing the answer and didn't really know , so as not to drag this letter out to far I spoke to four Government departments and eleven different people before I was able to find someone who not only knew what I was talking about but knew the answer , Department of Justice , Consumer & Business Affairs Victoria .

No complaints the exercise was worth the tour , the lady had the information I required explained it and faxed it to me . I can advertise the vehicle for sale without the identifying numbers being vintage the vehicle is exempt by the act . I have included for you the information sent to me I have deleted the information not related to this situation . As our magazine advertises vintage only , our members for sale ads for complete vehicles without identification will be fine , the problem is still there for other clubs or publications advertising vehicles manufactured after 1<sup>st</sup> January 1943 that do not have the required information . You can get a VIN number for a vehicle if you are taking it for registration or club permit but Vic Roads must sight the vehicle .

\*\*\*\*\*

The Trade Practices Act 1998 requires that all motor vehicles advertised for sale must have identifying information included in the sale notice . ( excluding exempt vehicles , veteran motor car , vintage motor car or classic and historic motor car ) The registration number , if unregistered an engine number or VIN number is acceptable . Licensed Motor Traders must have LMCT and their number included .

## MOTOR CAR TRADERS ACT

### PART 4 - SALE OF USED MOTOR CARS

#### 51. DEFINITIONS

S 51 " **VETERAN MOTOR CAR** " means a motor car which was manufactured before 1 January 1917 ;

" **VINTAGE MOTOR CAR** " means a motor car which was manufactured after 31 December 1916 and before 1 January 1931 ;

" **CLASSIC AND HISTORIC MOTOR CAR** " means a motor car which was manufactured after 31 December 1930 and before 1 January 1943 ;

\*\*\*\*\*

As the information was supplied to me in print by the Government Department I believe what I have passed on to you is correct .

Printed in good faith



## **Ross, Bill ,Tom & Frank on parade during the deli run**



## **Pat & the KELLY gang**

