



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 233

October, 2019

AT THE START OF OUR POWERWORKS RUN



Members receiving instructions for the day's run. Note the new VCPS plate on the Morris Commercial.

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



Associations Incorporation Registered Number: A0035462V



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

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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	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Gordon Lindner	0418 540 920	membership@abccc.com.au
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The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

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

CLUB INFORMATION

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

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

MEMBERSHIP SUBSCRIPTIONS

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

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

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

LIFE MEMBERS

**The ABCCC Vic Inc. is proud to grant Life Membership to those who provide exceptional service to our club.
Current Life Member: Pat J Douglas**

ABCCC EVENTS DIRECTORY

Special Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events placed in this directory and, they can be found on Page 13.

November 2019

Sunday 10th Peppers Turn Back Time Pub Run – An ABCCC Event. Marj Pepper 0407 392 330
Gathering Point – Hurstbridge Station Carpark, End of Line, Main Road, Hurstbridge.
Melway Map 155; Ref: J8. Opposite Police Station and Old Post Office Café.

Friday 22nd to The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan (03) 9787 6003
Sunday 24th Touring – Yarrowonga Area.

December 2019

Sunday 8th Christmas Luncheon – An ABCCC Event Maxine Pettigrew (03) 97395 1146
Venue – Gardiners Run Golf Club, Victoria Road, Lilydale.

January, 2020

Sunday 19th A Gippsland Club Run – An ABCCC Event Heather Cannon 0450 580 892
Venue – TBA.

February, 2020

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

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

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

March, 2020

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

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

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

April, 2020

Thursday 5th Tour to Organ Pipes National Park – An ABCCC Event. Bryan Tootell 0412 549 906
Lunch at Riddles Creek Hotel, 10-12 Hamilton Street, Riddles Creek, Near Gisborne, Victoria.
Start Venue – TBA.

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

May, 2020

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

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

June, 2020

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

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

July, 2020

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

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

August, 2020

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

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

Sunday 30 th	A tour of Chinatown and the Chinese Museum – An ABCCC Event. A guided walking tour with Yum Cha lunch to follow. Start Venue – Meet at the Chinese Museum, 22 Cohen Place, City.	Greg Anglin (03) 9876 3293 0419 882 155 gregsbusy@msn.com
September, 2020		
Sunday 13 th	A Visit To The Morris Minor Garage – An ABCCC Event. With lunch in Castlemaine. Venue – Harcourt, no address available.	Gary Prewett (03) 5417 2283
Sunday 27 th	The Creaking Wooden Frame Run – An ABCCC Event. Venue – TBA.	Phil Cook (03) 9842 5449
October, 2020		
Friday 2 nd to Sunday 4 th	The 'Terri Allen Garden Tour' – An ABCCC Event. Venue – Macedon Open Gardens Fair.	Kate Senko (03) 5169 6626
Saturday 10 th	Visit to Holden Proving Facility – An ABCCC Event. Venue – GMH, Lang Lang, Victoria.	Ian Terry 0409 097 496
Friday 23 rd to Sunday 25 th	The Justly Famed Indulgence Tour – An ABCCC Event. Touring – TBA.	Peter McKiernan (03) 9787 6003
November, 2020		
Thursday 5 th to Wednesday 18 th	Sapphire Coast Tour – An ABCCC Event. Details with opening for bookings.	Maxine Pettigrew (03) 9739 1146
Sunday 29 th	Our Car Boot Picnic – An ABCCC Event. Venue – TBA.	Christopher Constantine (03) 9898 4431
December, 2020		
Sunday 13 th	Christmas Luncheon – An ABCCC Event Venue – TBA.	Maxine Pettigrew (03) 9739 1146

EDITORIAL RAMBLINGS – Issue N^o. 233

A motor vehicle club newsletter editor's dream come true precedes these *Ramblings* – a full year's worth of coming events is shown. Our event organisers have arranged events that will suit most of our interests, and nicely prepared as well. Please support these events and make all the work well worthwhile.

Please be sure to place in your diaries, smart telephones, Android things or whatever, a note to remind of our club's Annual General Meeting to be held on Sunday 2nd February, 2020. The position of Magazine Editor will be up for grabs and, this time, I will not be available to be 'fallen back upon' for the position. Our State Government spends \$2.7-billion per year on education, so there must be someone out there who has the ability to put together *Your ABCCC News* for our club. When volunteering, at our AGM, please form an orderly queue.

Commencing on Page 5 there is a restoration of an article from a 1957 issue of *The Autocar* magazine about the Austin component of the British Motor Corporation (B.M.C.) at Longbridge south-west of Birmingham. There is one illustration that shows a view of the Longbridge plant from a location on the nearby Lickey Hills, that has some pleasant memories for me. I used to travel frequently in those times from Bristol to Birmingham (New Street) on a steam hauled express service to Derby and points north. The Lickey Hills provided a challenge to the Midland Railway and the solution for tackling the formidable climb was to have a stable of 'Lickey Bankers' stationed at the bottom of the climb, that caught up with the express, preferably hauled by an ex-GW Castle Class, or ex-LMS Black Five Class locomotive, both of 4-6-0 wheel arrangement, which fine locomotives that they were, could not easily master the long Lickey Incline with a full express train.

Thus it was that, on the approach to the incline, enthusiast passengers would be on the lookout to see which banker locomotive we would get on that trip. Most often it was the affectionately known *Big Bertha* of 0-10-0 wheel arrangement banking locomotive. These were the days when young, and very much older, boys would faithfully write the fully steamed banker locomotive's number into their well-used *Train Spotters' Notebooks* for posterity. It was said that the banking loco crews kept their engine number plates clean for easier recording, even in *British Railways* times. In the article's illustration here, it is rather nice that such memories have been triggered. While attempting to restore the old photo, it was a surprise to spot an expulsion of locomotive steam, to the right of the second tree trunk from the left, and surmise that it is the Bristol to Derby express on the climb – but is it a Castle Class? Or, could it be a Black Five? No matter, it is all part of the fun of delving into old magazines!

Longbridge played a major role in the Rover 75 story, but do not let me get started on that!

Mike Allfrey – Jupiter, Bringer of Jollity!

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

The Annual General Meeting will commence with lunch at the Chirnside Park Country Club at 12:00 noon and the actual Meeting will commence at 2:00 pm. Full details in the November issue of *Your ABCCC News*.

THE HARD ROAD TO PROGRESS

The durability of Dunlop tyres is proved over hundreds of thousands of miles under every possible type of actual road condition. Here, a specially modified vehicle with both front and rear-wheel steering is being used to investigate tyre cornering forces.

Fort Dunlop advertising in 1957.

From Autocar – June, 1957 With Thanks.



THE AUSTIN POWER HOUSE



Above Left: CHAIRMAN – Sir Leonard Lord.

Above Centre: VICE-CHAIRMAN – Mr. George W. Harriman.

Right: WORKS – “To face, in the distance across the lane, the fringe of Scots pines on the Lickey Hills.”

Article By Michael Brown – Northern Editor

This article outlines the scope and scale of the Austin component of the British Motor Corporation, Although integrated in some aspects with Morris and others in B.M.C., Austin still (in 1957) retains much of the spirit and drive which was infused by the benevolent autocracy, of its founder, canalized and amplified by those who took over when in the fullness of time he relinquished rule.



When times are hard and competition is fierce, the Midlander scores advantage. He is shrewd and unsentimental, tough and adaptable; his character is reflected in his cities and their surroundings, and in the great factories in which most often he works. These are the suburbs of craftsmen rather than artists; these are factories in which men and management are geared to high-output machine tools, to the common benefit of themselves and humanity, rather than to idealistic doodling at the drawing board. I do not think it uncomplimentary to include the Austin Motor Company under that heading, for success is implicit in the formula, given the current economic conditions. And sentiment has played its part; for many years there hung in Lord Austin's office the motto, 'Most everything worthwhile is born of some dreamer's dream.'

Today the dream is being worked out in A.35s at the rate of one every two minutes; in the continuous evolution of new models throughout a wide range; in considerable hand assembly of Austin-Healeys and in the phenomenal transfer machining of cylinder, blocks and heads. In the production of the Nash Metropolitan, originally an outside order paid for in dollars, and of the two-pedal Princess for a little over, three thousand British pounds when there are cars in that class which cost twice as much.

Frontispiece – “Proud as the Austin of England script”.

And perhaps something of the dream has actually been captured up on the hill in Lowhill Lane, for if you leave A38 at the roundabout in front of the factory, carry on for about a quarter of a mile and then turn left, you enter the main gate and climb up to the circular foyer at the right angle formed by two new buildings – the Exhibition Hall and the Visitors'

Dining-room, which is also a cinema. These are as proud as the 'Austin of England' script which slants across the façade under the flying flag, and they cap the green turf to face, in the distance across the lane, the fringe of Scots pines on the Lickey hills, for the latest Austin additions take the factory right to the edge of Longbridge.

I do not know what Lord Austin would have made of the Exhibition Hall, with its polished floors, tropical plants and superb lighting; but there is no doubt about what it does to the B.M.C. cars on display – it gives them a setting such as they deserve and that must reflect in sales figures, for it is impossible not to be impressed.

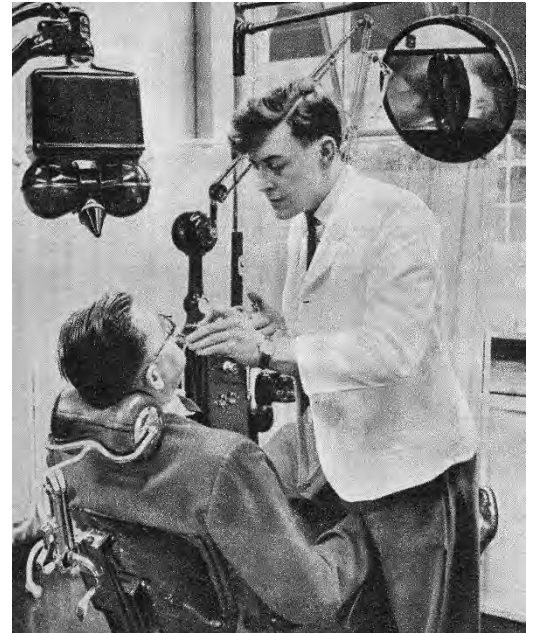
B.M.C. . . . the initials intrude, and the choice of the verb is deliberate. At Longbridge, as at Cowley or Abingdon, the individual make is dominant, so that the first sight of an Isis, or a Magnette in the Exhibition Hall, tends to make one wonder what it is doing here. For Longbridge is Austin first and B.M.C. second, just as Cowley is Morris first and B.M.C. second; and as the visitor is also the potential customer, that is exactly how he should feel about the relationship. He is going to buy an Austin, not a B.M.C. As long as the parent organisation serves the individual makes, I think the relationship is right. "Of course," I was told, "nowadays our top personnel think B.M.C. rather than Austin or Nuffield." Maybe they do; but they have done it so unobtrusively that the customer has lost none of his partisanship for Austin or Morris.

Health – "Sure of getting an aching tooth pulled at a few minutes' notice".

Perhaps the stamp of each founder is indelible. Lord Austin had the rare combination of designing genius plus singleness of purpose; and as if that were not enough, he had superb organising ability. As a consequence, Austin cars and Austin methods took on the imprint of his character, so deeply that they are unlikely to lose it. The present chairman will see to that, for he is cast in a similar engineering mould, besides being a true disciple of the founder.

Yet there is no real similarity of character; each was too much of an individualist for that. Sir Leonard Lord is one of the most refreshingly down-to-earth industrialists of the century. If you have been a b-- fool he is likely to tell you so in exactly that number and choice of words, but you are unlikely to feel in the least bit hurt about it. At a little over 60 he seems to be handing over some of the responsibility to Mr. G.W. Harriman, the deputy chairman, and this dark, agreeably modest potential successor seems well able to discharge the duties implied. The burden is no light one, for B.M.C. is, by some yardsticks, the biggest of the Big Six, in an industry that is very much at the mercy of public as well as political caprice.

There is very little that Longbridge has to learn about production methods, but a great deal that can be learned from it. It started right when Lord Austin selected this Birmingham suburb (nine miles south-west of the centre of the city) as the site for his factory. The main road was there as well as the railway; there was room to expand (there still is, though far less than there was!) and the surrounding countryside was available for housing.



Longbridge is Austin, Austin is Longbridge, though the paternalism of the factory does not really extend to the social life of the suburb. Within the factory there are activities, welfare, sports and concerts. Outside, the initiative is left with the workers as private citizens – probably a – healthier arrangement than the alternative. The factory health service is a source of pride: at Austin's you can be almost sure of getting an aching tooth pulled at a few minutes' notice, a standard of service that is not easily attained outside. The modern health department includes X-ray apparatus and deep ray and radiant heat equipment. There are two resident medical officers, and two specialists attend two or three times a week.

Automatic – "The shafts lie in an angular pattern that would appeal to the salon photographer".

Humanity, or efficiency? A bit of both, of course, and surely there are both in the transfer machines that are reducing the human element in many machining operations. What

happens to the rough castings of cylinder blocks on the fifty-yard run through the machines can be worked out from the drilled and finished product that emerges at the other end; or a glimpse of each operation can be had by peering at the strategic point.

But what happens to crankshafts can be studied freely for their multiple drilling for oilways is exposed for all to see. The shafts lie in an angular pattern that would appeal to the salon photographer. Fifty or sixty operations are carried out simultaneously, the drills closing on the shafts, drilling, withdrawing, drilling again and completing, while all the time the pallid cooling lubricant pours over the metal. This is an impressive, if simple, demonstration of automation.

The assembly lines at Longbridge have been installed for five years; yet recently some Belgian visitors, fresh from a new Continental assembly line, decided that the firm in question had nothing on Austin. And indeed these lines are most impressive. Not so much on ground-floor level – though the length of 900 ft is startling – but in the supply tunnels underneath.

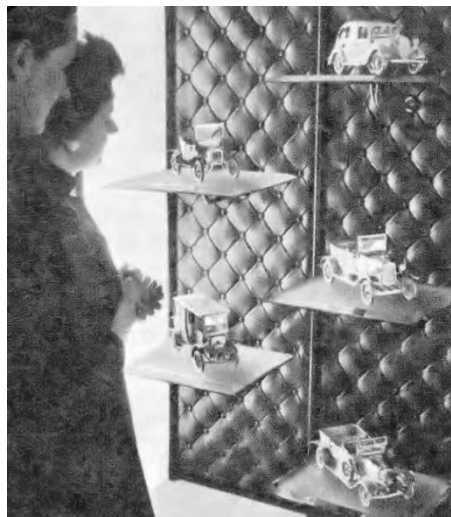
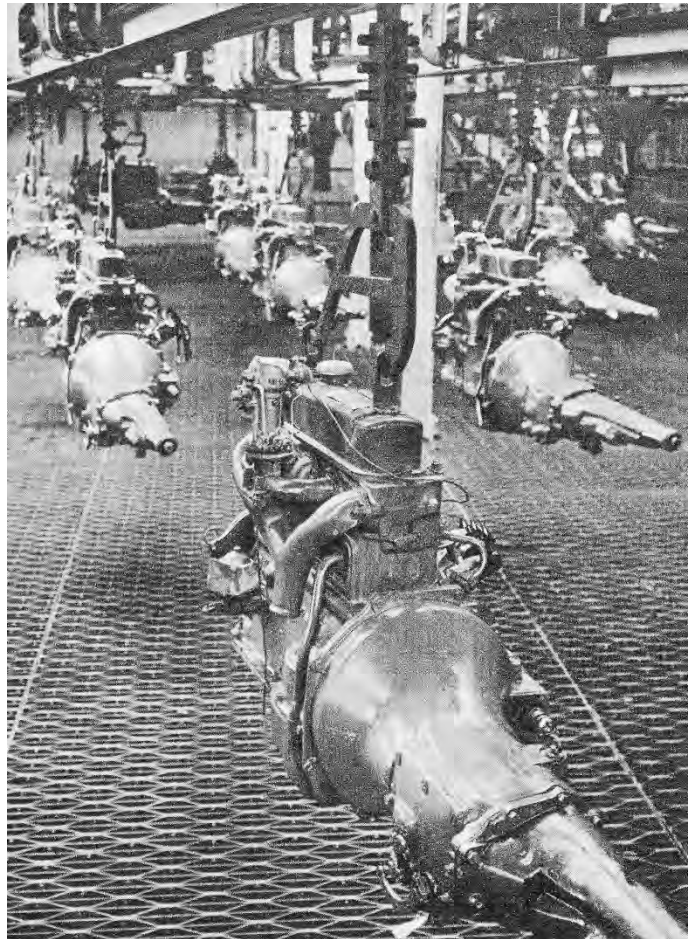
Fantasy – “As inexorable as a march of driver ants through a Congo forest”.

For sheer fantasy one should watch the multiple engine lines converging, each power unit edging forward slowly and automatically, part of a long stream that is as inexorable as a march of driver ants through a Congo forest. One man stands by; and the thought occurs that he need only be a neurotic to complete the perfect setting for a blood-chilling short story. Title? *The Overwhelming of Mr. Murgatroyd*, surely?

The farthest underground journey is made by the bodies, and here again the effect is uncanny as you walk through the darkened tunnel with the grotesque shapes prowling along by your side. A motor scooter is used for inspection down here, for there are over a thousand feet to traverse. There are twenty miles of conveyor all told.

Nerve centre for all this is the underground control room, where a central desk is surrounded by grey wall panels, behind which are the relays controlling the automatic assembly. A continual low hum is punctuated by clicks as the relays open or close at each operation of the lines above. Over the door a diagram of the system bears coloured lights which flash in the event of trouble, giving the immediate location; not an accident – though that would ultimately result in a signal – but a faulty operation, such as, for instance, the arrival of a conveyor to collect an engine that wasn't there.

The accuracy in the timing of these operations is best illustrated by the lowering of the bodies on to locating support posts on the moving line. The elevator has brought the shell up from underground and it awaits its turn above the non-stop tracks. Quite automatically the forklift moves into position, raises the shell from its cradle and then descends with it, reaching ground level precisely as the holes register with the locating posts. There is an element of magic about this, the magic of modern production engineering.



Is this production phenomenon, then, the whole portrait of Longbridge? By no means, even if it is the dominant feature of an interesting profile. There are subtleties, too – the silver models of vintage Austins, displayed in a showcase against a black quilted leather background. There are new developments, such as the testing of gears and transmissions on driven rollers after the car has left the assembly line; braking, too, can be tried for unevenness by this method, and it is odd to hear the scream of tyres from a stationary vehicle.

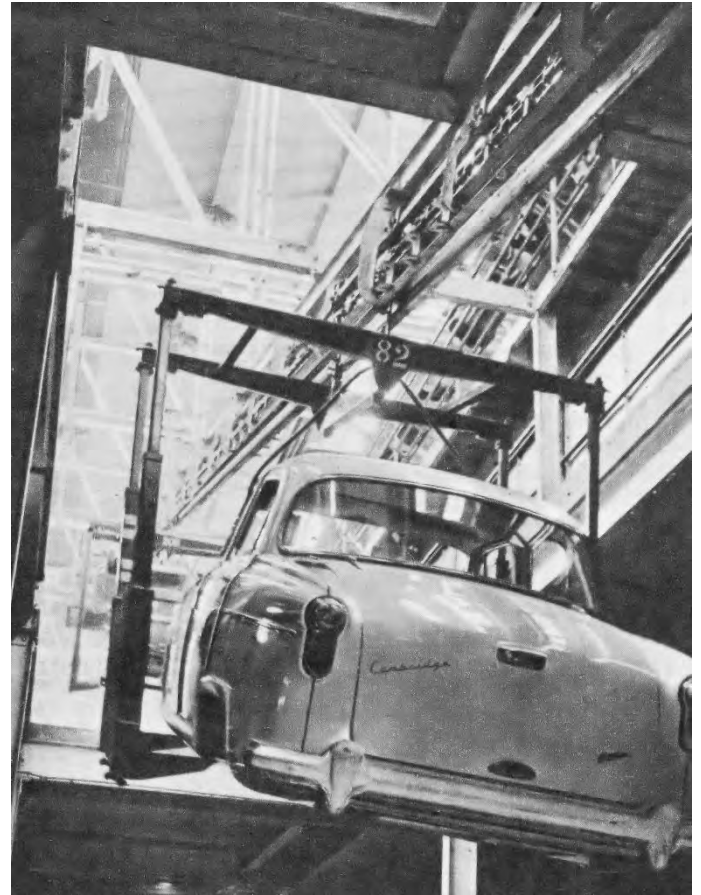
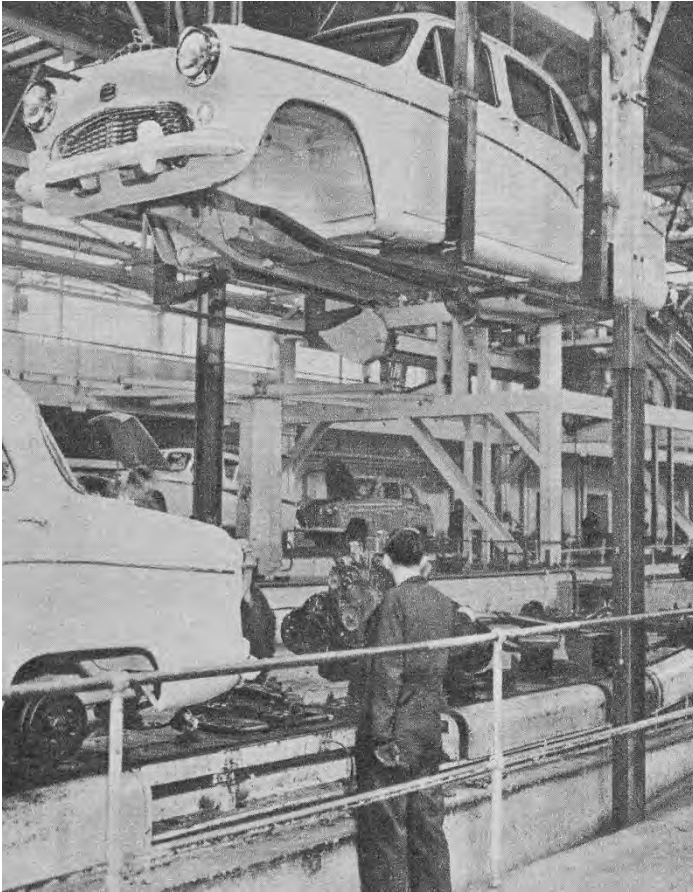
Miniatures – “Models of vintage Austins, displayed in a showcase against a black quilted leather background”.

And filling in the portrait there are the men and women, assembling, upholstering, spraying, driving. The labour force is about 14,000 strong, disciplined but tough, and the Longbridge management is well aware that 'Brum' is not a wool city so that there is nothing to pull over the trade unions' eyes. . . But the unions, too, are realists, and will not quickly forget how many workers braved the pickets when dispute slowed the flow. I am not sure that this isn't the healthiest atmosphere for industry; sentimentality is so often injustice.

Is the picture unsympathetic? I trust not, because sympathy and realism are not necessarily antipathetic. The Health Department, for instance, is a memorial to Lord Austin, and there is a Rehabilitation Shop in which the physically handicapped may recover their skills. Sixteen dining-rooms serve 700,000 cooked meals a year and a million subsidiary meals are dispensed also. If you buy an Austin, they say, you can depend on it. If you work at Longbridge you can depend on Austin also – to look after you. I would not have thought otherwise.

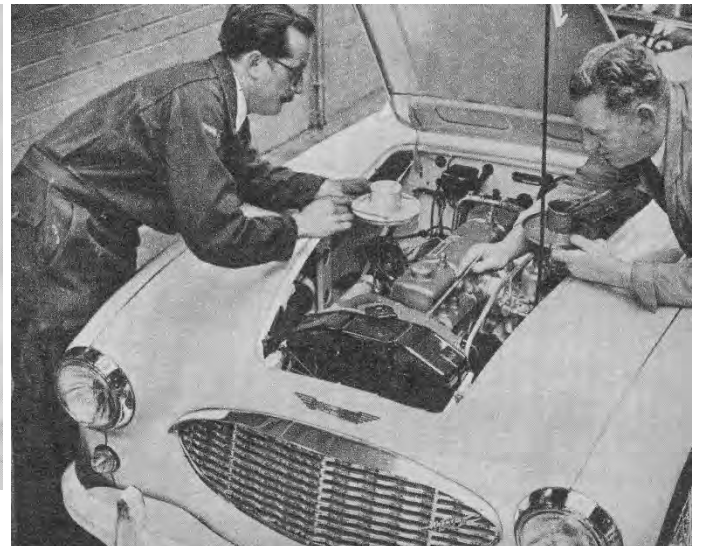
How does Longbridge fit into the B.M.C. picture? One might deflect such a question by asking another. 'What is the B.M.C. picture?' It is, I feel, a companion to the American one presented by General Motors, in which the economies of large scale manufacture and of rationalisation are the highlights that contrast with the subtleties of individual resourcefulness. The point was put to me rather well: "Two B.M.C. cars might well have common suspension components, but the characteristics of the assemblies will be different." Whether B.M.C. will always remain subsidiary

to the individual makes in the customer's mind is another matter. While dealer and distributor organisations remain separate it will, no doubt.



Timing – “The elevator has brought the shell up from underground”. Up For Air – “The farthest underground journey is made by the bodies”.

One very interesting sidelight emerges concerning rationalisation. At one time Austin cars were manufactured wholly at Longbridge; nowadays axles and transmissions come from the old Wolseley Ward End factory and some types of engines are sent down from Longbridge to Cowley, so manufacturing economies can actually dictate journeys where none existed before. However, Longbridge is essentially manufacturing; it even makes machine tools for export to overseas manufacturing plants in which B.M.C. cars are produced.



Control – “A central desk is surrounded by grey wall panels behind which are the relays”.

Craft – “Considerable hand assembly of Austin-Healeys”. (The fitters are holding air cleaner parts, not cups of tea!)

Anyone who supposes that the scale of Austin operations makes for a sluggish inflexibility would be surprised at the truth. Yet he might guess at it if he recalls that Dr. J.H. Weaving – is in charge of turbine research and that Mr. Alec Issigonis, who created the Morris Minor, is also busy within the factory. The former is engaged amongst other things – with a 30 b.h.p. turbine on a Ministry of Supply contract; this is an output figure that sounds interesting and the test rig permits 65,000 r.p.m. In the meantime the 125 b.h.p. Sheerline turbocar has been field tested far and wide, using incidentally, diesel fuel owing to the legal complications of paraffin as a car fuel. What Issigonis is doing is anybody's guess, but the result no doubt will be seen on the road eventually.

Nor are ideas rigid: Austin have thought down to 600 c.c., 500 c.c., and below. They do not regard engines as immovably located in front, nor water cooling as a *sine qua non* . . . , but for the moment the A.35 takes care of the small car market, and it is said that a pleased Sir Leonard can be seen driving about in one these days; it is more economical than his normal Princess.

From The Autocar – 7th June , 1957 – With Thanks.

NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Car	Model	Year
Simon Dunn-Vaughan	Triumph	TC-2500	1976
Pieter Marchant and Lyn Macabangon	Rover	75 Connoisseur	2003

Gordon Lindner– Membership Secretary.

FROM THE AOMC

The message below has been received from the AOMC:

'I have included a letter below from the Australian Historic Vehicle Interest Group asking for support to remove the Luxury Car Tax (LCT) on historic vehicles by clicking/following the hyperlink. The link is to an on-line petition which will be sent to politicians and others to demonstrate support for removing LCT on historic cars.

'This is a great initiative and is supported by the AOMC.

'Could you please include it in your newsletter, face book page or other communication to members.

Regards,

Iain Ross. Association of Motoring Clubs'

Australian Historic Vehicle Interest Group

Dear Fellow Historic Vehicle Enthusiast,

We need the Australian Federal Government to Remove the Luxury Car Tax on Historic Cars

Australians take immense pride in our heritage buildings, historical artefacts, famous artworks and other items of cultural significance. Our motoring heritage is just as important. Because of their significance, many examples of our early motoring history have become valuable, sought-after and have, in many cases, left the country. The LCT has proven to be a major barrier for many of these vehicles ever returning to Australia.

The LCT was introduced in 2000 as part of a sweeping reform of the taxation system and replaced the previous Wholesale Sales Tax (WST) and was intended to continue the degree of protection to the local car manufacturing industry. The WST, however, was never intended to apply to the importation of historic vehicles. Historic motor vehicles often offer little in the way of creature comforts and can prove challenging to drive. These vehicles are, for the most part, anything but luxurious and have never presented a competitive threat to the local motor manufacturing industry the LCT is having a negative impact on the importation, or re-importation, of many historic cars. Not only that, but historic cars currently contribute very little to LCT revenue (less than 0.25 percent of all LCT collected). It is proving to be a one-way valve to our unique motoring heritage and is a major blow to Australia's vibrant Historic Vehicle Movement. Not only does it affect the enjoyment of our hobby, it limits the provision of opportunities for our historic vehicle repairers, allied trades and suppliers.

As like-minded individuals who pursue their love of historic motoring, we should not have to suffer this punitive tax. It no longer serves the purpose for which it was intended and generates little in government revenue. The removal of LCT on historic cars is also supported by the Australian Historic Motoring Federation Inc.

For further information please see our Facebook page.

We are asking for your support in removing the LCT on historic cars thirty (30) years of age and older by signing this on-line petition.

You can do this by [clicking on the following link](#) or if the link is not working (this happens sometimes) highlight the link and right click and select 'open' or copy /paste into your browser.

<http://chnng.it/PqC6kxF4TS>

The petition will be used by AHVIG to encourage immediate bi-partisan political action to address this issue.

Thank you for efforts in supporting this.

Kind regards,

Doug Young. Chair – Australian Historic Vehicle Interest Group

SOUND ADVICE

Two married friends are out drinking. One says to the other: "I can never sneak into the house after I've been drinking. I've tried everything. I turn the headlights off before I go into the drive. I shut off the engine and coast into the garage. I even take my shoes off and creep upstairs. I get undressed in the bathroom. I do everything, but then my wife still wakes up and yells at me for staying out late."

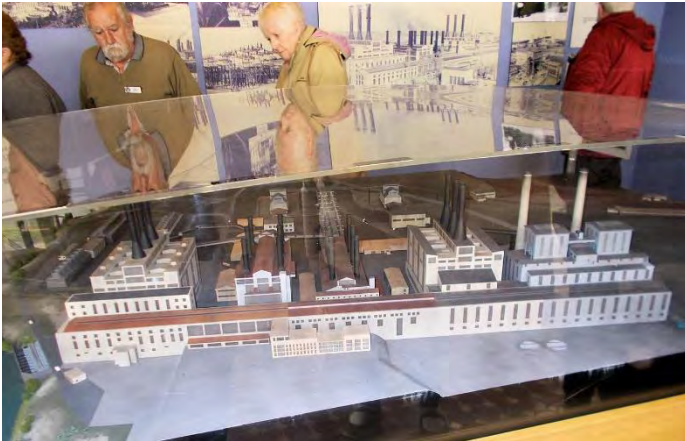
His friend replies: "Do what I do. I screech into the driveway, slam the front door, storm up the stairs, throw my shoes into the wardrobe, jump into bed, slap my wife's bottom and say, 'How about some hanky-panky?' She always pretends she's fast asleep."

Colin Brown – Some Time Ago.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

A POWERFUL DAY OUT – Sunday 29th September, 2019



Photos sent in by Liljana Margetts – With Grateful Thanks.

MYSTERY RUN – Sunday 13th October, 2019

Sorry folks, this event is still a total mystery!

WHAT WE ARE ABOUT TO DO

PEPPER'S TURN BACK TIME PUB RUN – Sunday 10th November, 2019

Meet at the Hurstbridge Station Car Park opposite the Police Station and the historic Hurstbridge Post Office Café (Melway Map 185; Ref: J8) 10:15 am for a catch up, before heading outer North East on a leisurely country drive to our lunch destination. The Quirky turn back time venue is a popular destination for car clubs and is a little different from the average Pub. The venue is vegan and gluten-free friendly and a good selection of meals at reasonable prices. If you wish to come along, please let us know by **Sunday 20th October**, as we hope to book the whole room, which seats approximately 35-40, for our club.

We look forward to seeing you there. Please contact us, Marj and Brian Pepper on 0407 392 330 or E-mail to: bmpepper1@bigpond.com.

Marj Pepper.

INDULGENCE WEEKEND 2019 – Friday 22nd to Sunday 24th November, 2019

This year's event is fully booked, so if you have not registered your name, you may be too late. However, your name will be taken in case there are any cancellations.

Please Note: The Capricorn Motor Inn at Mulwala had been completely booked, some twenty rooms, a problem arose when we had in excess of this number apply. Fortunately Club Mulwala is next door to the Capricorn Motor Inn and all you do is walk from one venue to another. In any event we will be dining and having our breakfasts at the club, so those who stay there can be first to the dinner table.

This year we are going to Yarrawonga/Mulwala on the Murray River. We will be meeting at the Yarra Valley Chocolaterie at 35 Old Healesville Road, Yarra Glen for an early morning tea, prior to our departure to our luncheon venue in Euroa. After lunch we take the Euroa-Shepparton Road passing through the industrial area of Shepparton and continue via Katamatite to Yarrawonga. Prior to entering Yarrawonga we will assemble at the Police Station for an escort through the main street where our cars will go on display for a short period of time prior to proceeding to our accommodation. Dinner on Friday evening will be at Club Mulwala where we will have our own dining room.

Breakfast on Saturday and Sunday will be in the bistro at the club where we will have our own reserved area. Saturday morning we will be collected by coach for a tour of the local area visiting wineries and other places of interest including Max's Motor Museum at Corowa. Saturday night will be our famed BBQ by the pool.

Registrations for this event are now open and, if you wish to be part of the fun, please contact Peter McKiernan on 0407 876 023. Please note: This event is restricted to classic vehicles only – no moderns. The cost for this event will be approximately \$250.00 per person or \$500.00 per couple. This will be confirmed once all quotes have been received.

Peter McKiernan.

THE ABCCC CHRISTMAS LUNCH – Sunday 8th December, 2019

A plum pudding so good, if dunked in brandy, not a single gas bubble would rise!

This year, in accordance with our vote at last year's luncheon event, we will be gathering for our festivities at the Gardiners Run Golf Club. We have inspected the room and found it acceptable, but with one drawback it only holds 110 maximum and, in recent years the numbers have been between 100-125 people, a booking form is located at the end of this magazine. We suggest you get in early with your bookings, because it will be first in first served. All enquiries should be made to me on telephone number 9739 1146.



Maxine Pettigrew.

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

Preliminary Information

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

Graham Talmage

THE FEDERATION SCORESBY PICNIC – Sunday 29th March, 2020

Organised by the Dandenong Valley Historic Car Club Inc. and will be sponsored by the Federation, this event starts at 10:00 am on Sunday 29th March, at the National Steam Centre, 1200 Ferntree Gully Road, Scoresby, Victoria.

Entry will be free, free raffle tickets for all display vehicles (drawn at 1:00 pm) and trophies will be awarded for six categories, including Best Club Display. There will also be free entry into the buildings with stationary steam engines and other exhibits on site. This is an event that is fully supported by our club. There will be an area reserved for ABCCC cars, which, for display need to be 25 years old or older to be eligible for display.

Please contact Bill Allen on 0400 209 018 to reserve your place.

Bill Allen.

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

Preliminary Information

A day out to the new Pakenham Racecourse at 420 Nar Nar Goon-Longwarry Road, Tynong.

Meeting point is McDonalds, on the corner of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills. **Meeting at 9.30 to depart at 10.00** for a 50-kilometres drive along country roads.

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

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

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

Gordon Lindner.

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

Preliminary Information

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

The initial itinerary would be to drive to Lancefield on Friday 2nd October.

Accommodation at the Grange Macedon Ranges Motel Friday and Saturday nights. Dinner either in Romsey or Lancefield Hotel Friday and Saturday evenings.

Saturday drive to Macedon/Mt. Macedon for the open gardens. Lunch at the Post Office Café – optional. Drive to the cross. Hanging Rock Winery.

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

Kate Senko.

THE LAWS OF THE ROAD

As soon as anything achieves mass popularity, whether it be tobacco, alcohol, gambling, recreational drugs, bear baiting, house windows or motor cars, then there will be a corresponding government department, set up to regulate, tax or ban it, snapping at its heels like a demented terrier. Ever since the invention of the automobile, the powers that be have eyed it with suspicion and sought to legislate on its usage and, of course, milk it for every penny through the imposition of petty laws and taxes. Early motoring guides are full of gripes about magistrates, speed traps, the constabulary and a whole raft of legislation that seemed to be aimed solely at preventing the gentleman driver from having his full quota of unbridled fun.

For the gent, motoring is more of an art than a sport, and as with other art forms – such as free-form jazz, avant-garde painting and experimental theatre – he is rather inclined to tear up the rule book the moment it starts to get in the way of self-expression. To these ends, a gentleman only requires the official laws of the road as a rough framework or a palimpsest on which to carve his own artistic theories and extemporisations.



Fig. 1. A poor naive young man shows off his newly acquired driving licence. little does he suspect the expense and bureaucracy that lie ahead.

Essential Paperwork

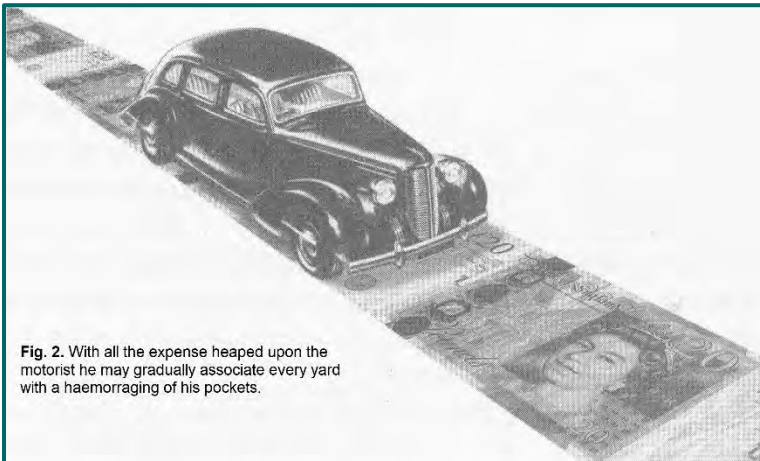


Fig. 2. With all the expense heaped upon the motorist he may gradually associate every yard with a haemorrhaging of his pockets.

Once he has passed the driving test and been granted a licence (*Figure 1*), the fledgling driver might be forgiven for assuming that he has reached the end of his dealings with authority, but nothing could be further from the truth. No sooner is Madam Government's truffling snout allowed to root around in the affairs of the motorist than she follows up her impertinence with a deluge of further paperwork accompanied by unreasonable demands for cash. At times it will feel that with every yard clocked up on the milometer there is a corresponding flow of cash out of one's bank account and into the government's rapacious coffers (*Figure 2*).

The first expense he will encounter is probably car insurance. It matters not a whit that you have every confidence in your ability to swerve around objects at high speeds or that you have already paid handsomely, for a provisional driving licence, driving lessons and then a driving test, the government still insists that further outlay is necessary. Car insurance is legally required of the motorist and it is primarily designed to cover the damage that his vehicle may chance to inflict upon those around him, but, more to the point, it can also be useful in guarding him from the harm that may be done to his vehicle, himself and his passengers. But before he gets too carried away with the shield of impunity that insurance cover seems to bestow he should bear in mind that it does not give him automatic immunity from prosecution in the case of the running down of traffic wardens, sour-faced pedestrians or inconveniently positioned officers of the law. No, as you might imagine, there is even legislation to cover that sort of eventuality, and the sort of legislation that not only results in expense but the possibility of a lengthy prison sentence to boot.

The next insult to beset the driver is that of the MOT test. Actually standing for Ministry of Transport test, it was initially introduced in 1960. It is therefore something of a Johnny-come-lately government extortion racket. Unless he is blessed with limitless funds, this annual test of roadworthiness is one of the great banes of the gentleman motorist's year. Favouring as he does a vintage car any close scrutiny of the condition of his vehicle is likely to be beset with all sorts of misunderstandings, difficulties and, of course, expense. Although the gentleman, at best, has a rather ambivalent attitude towards dabbling in car mechanics, from time to time throughout the course of a year he may be forced by circumstances beyond his control into attempting a working repair or two. It will only be when the MOT finally comes around that the full extent of such stopgap tinkering will come to light and all those pieces of the car that are held insecurely in place by judicious application of Blu-Tack, sticky tape, string or glue will suddenly come back to haunt him.

Then there is road tax or Vehicle Excise Duty, which is issued only after proof has been provided that a vehicle is insured and has a valid MOT. As luck would have it, current legislation stipulates that vehicles of pre-1973 construction are exempt from road tax charges, and as we chaps of discernment would deign to drive a car constructed post 1973 then at least in this one small respect the law of the realm seems to be firmly on the gentleman driver's side.

Speed

Even from the earliest days of self-propelled road transport, when old-fangled steam- and hydrogen-powered machines still held sway over the public highway and Mr Karl Benz's newfangled motor car was no more than a glint in his eye,

the heinous sin of speeding was already uppermost in the thoughts of local authorities hell-bent on pooping the party. Upsetting simple folk, causing apoplexy in port-soaked old majors, and quite literally scaring the horses, early automobiles represented a threat not only to life and limb but to the vested interests of the established transport structures too:

In 1865 an Act was passed: this was known as the 'Red Flag' Act, and was one of the most disgusting ever put on the statute book in the history of our country. Toll owners, railway companies and home interests conspired to give the steam car a death-blow. The maximum speed was limited to four miles an hour in the country and two miles per hour in town, and each car had to be preceded by a man with a red flag.

John Harrison, The Boy's Book of the Motor-Car, 1926

As the sort of speeds stipulated by the Act were barely faster than might be achieved by a particularly ambitious tortoise with an urgent appointment to keep, this didn't go down very well with a nascent motoring fraternity that was beginning to discover exactly what larks could be afforded by rampaging around the streets and frightening the horses, not to mention unsuspecting pedestrians. Happily the Locomotive Acts, as they were officially known, were substantially reformed in 1896 and cars were allowed to travel at speeds up to a heady 14 mph, which was good news for everyone – with the possible exception of that band of men who had carved out a career for themselves and raised a family on the proceeds of flouncing along the road carrying a gaily coloured hanky on the end of a stick.

Even today it seems that an overly large proportion of the laws of the highway are dedicated to curbing the speed at which a driver is allowed to travel. Even though, most of the time, this will feel like an attack on his fundamental human rights, it has to be reluctantly admitted that speed can have an alarming tendency to bring out the beast in a gentleman motorist, rendering him inordinately bright-eyed and bushy-tailed.

Very many drivers unfathomably appear to be in such frantic haste to cover the ground in front of them that the idea of driving at a reasonable and safe speed apparently seldom, if ever, occurs to them.

R.M.T Treeve, Real Road Safety, 1946

Good driving is not necessarily fast, or what one might term spectacular, such as darting fearlessly in and out of traffic, and racing up to corners and swinging round them with screeching brakes.

L.V.E. Smith, How to Drive a Car Correctly, 1926.

Both Treeve and Smith may have a point here. It is indeed true that 'reasonable and safe' speeds do have their uses and that blood-curdling velocity should not represent the entire gamut of a gentleman's motoring repertoire (although, if he wishes to err on the side of fun, then blood-curdling velocity has the edge). No, a gentleman is not a shallow fiend addicted to only one speed; so, for the purposes of practical day-to-day driving he will actually require two, namely a 'moderate tootle' or a 'fair old lick'. It is doubtful that he will need to experiment with a greater variety of speeds, given that they are carefully designed for the purposes of being seen by all or for getting from A to B as fast as is humanly possible. The moderate tootle may also be useful for assuaging the fears of nervous passengers:

A speed of 25 m.p.h. is as fast as a passenger usually wants to be driven. Some few glory in speed, of course, but speaking for the majority, it may be doubtful if driving at 30 m.p.h. or 40 m.p.h. does not put a serious nerve strain, not upon the driver, who knows intimately and instinctively, what dangers to expect and how to avoid them, but upon the passenger, who has no means of checking the speed. The constant nerve strain frequently brings on a headache or a pain just below the diaphragm, quite wrongly attributed to indigestion.

How to Drive a Light Car or a Cyclecar, by the staff of The Light Car and Cyclecar, 1917.

If the carping of his passengers is not enough to moderate an overly enthusiastic motorist's speed, the authorities have designed an impressive array of measures calculated to dampen his fervour. Today, technology is embraced in the form of speed cameras and police traps employing radar guns and laser speed detection equipment in an underhand attempt to undermine the gentleman motorist's morale. These are reinforced by further methods including warning signs, police patrol cars and large lumps of macadam in the road known as speed bumps or sleeping policemen. A gent should do his best to rise above this constant onslaught, but it doesn't take a genius to realise that what he is really up against is blind avarice:

Trapping is too often carried on, not in the interests of public safety, but in order to bring revenue to a locality. Some of the Surrey benches are still far too fond of breaking one another's records for mulching the maximum amount in fines from luckless motorists. Time, however, in its irresistible march forces the surrender of the crustiest of die-hards, and a new generation of magistrates is taking a saner view of the antiquated legal machine.

John Harrison, The Boy's Book of the Motor-Car, 1926

It seems that even if the motorist is born free, on today's roads, everywhere he is in chains.

From: The Gentleman's Guide To Motoring – by Vic Darkwood. With Thanks.

OTHER MOTORING EVENTS DIRECTORY

November, 2019

Saturday 2nd

The RACV Aussie Classic Car Show – The AOMC

Secretary (03) 9558 4829.

Due to wet conditions, this event has been postponed.

STOP PRESS – Note The Revised Date!

Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen.

Sunday 10 th	Rob Roy Historic and Classic Hillclimb – MG Car Club of Victoria. Wayne Rushton 0412 339 934 Venue – Rob Roy, Clintons Road, Christmas Hills. Melway Map 264; Ref: A9.	
January, 2020		
Monday 27 th	Australia Day Display In The Domain – RACV Note: For Australian Built Vehicles Only.	Daryl Meek daryl_meek@racv.com.au
April, 2020		
Friday 26 th to Monday 27 th	JCCA 2020 International Rally – The Jowett Car Club of Australia Venue – Beechworth, Victoria.	A Henshall roadster1@tpg.com.au
May, 2020		
Saturday 16 th	The Florence Thompson Tour – RACV Venue – Touring the Surf Coast, Victoria.	Daryl Meek daryl_meek@racv.com.au



BOOKING FORM

Timing

Time: 12:00 noon, For 12:30 pm Luncheon Commencement

Booking Details – For Financial Club Members Only

Please Reserve Places for People

Name(s)

Payment \$ Representing \$35.00 per Person.

This year, payment can also be made by direct deposit to – Account Name: All British Classics Car Club Vic Inc. to: BSB 063 863; Account Number 1001 3709, **stating your name and purpose** for payment included with the transfer. Please make our Treasurer's task easier. However, this form will still need to be posted to the address below for catering purposes. Update: After completing the electronic fee transfer you can E-mail the luncheon booking confirmation to Maxine at tonypettigrew@bigpond.com.

Please Post this form and your cheque, payable to the All British Classics Car Club Vic Inc. to:
Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria, 3770. Telephone No.: (03) 9739 1146

Note: If you do not wish to damage your magazine, a photo-copy of this form will be quite acceptable.