



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 240

April, 2020

MOTOR CAR OF THE MONTH



A dusty Rover P5, a fine later example of the marque that was the first to beat the Blue Train in January, 1930. Read a rather strange version of the story on Page 6. Photograph taken at the AOMC British and European Motoring Show at Yarra Glen. Were these the last of the 'proper' Rover motor cars? Some of us are fairly sure! Some comment inside.

! VICROADS NOTICE !

VicRoads have issued some conflicting information about VCPS renewals and the current COVID-19 pandemic. Please visit the VicRoads Website for the latest information about VCPS renewals. Should it become necessary, renewals after signing by Colin Brown, the VicRoads postal address is: VicRoads, GPO Box 1644, Melbourne, Victoria, 3001.



Associations Incorporation Registered Number: A0035462V



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

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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/			

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CLUB INFORMATION

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

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

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.

NOTICE: ALL EVENTS TILL JULY, 2020 HAVE BEEN CANCELLED. THESE DECISIONS HAVE BEEN MADE IN ACCORDANCE WITH THE COVID-19 RULINGS FROM OUR GOVERNMENTS AND MEDICAL ADVISORS.

ANY FURTHER CHANGES WILL BE NOTIFIED AS THEY OCCUR.

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 30th A tour of Chinatown and the Chinese Museum – An ABCCC Event. Greg Anglin (03) 9876 3293
Cancelled A guided walking tour with Yum Cha lunch to follow. 0419 882 155
Start Venue – Meet at the Chinese Museum, 22 Cohen Place, City. gregsbusy@msn.com

September, 2020

- Sunday 13th A Visit To The Morris Minor Garage – An ABCCC Event. Gary Prewett (03) 5417 2283
With lunch in Castlemaine.
Venue – Harcourt, no address available.
- Sunday 27th The Creaking Wooden Frame Run – An ABCCC Event. Phil Cook (03) 9842 5449
Venue – TBA.

October, 2020

- Friday 2nd to Sunday 4th The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko (03) 5169 6626
Venue – Macedon Open Gardens Fair.
- Sunday 11th Terry's Taste Tour – An ABCCC Event. (Note changed information.) Ian Terry 0409 097 496
Start Venue – Caldermeade, Tooradin, Victoria.
- Friday 23rd to Sunday 25th The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan (03) 9787 6003
Touring – TBA.

November, 2020

- Thursday 5th to Wednesday 18th Sapphire Coast Tour – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Details with opening for bookings.
- Sunday 29th Our Car Boot Picnic – An ABCCC Event. Christopher Constantine (03) 9898 4431
Venue – TBA.

December, 2020

- Sunday 13th Christmas Luncheon – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Venue – TBA.

EDITORIAL RAMBLINGS – Issue N^o. 240

Recently, while all our event cancellations were happening, the Editorial Computer hollered "ENOUGH!" and promptly sort of lost all that has been done over the past twenty-odd years. I mention 'sort of lost' because of the initial dismay, before the repairer arrived. He was admirable in the way he kept so calm and quickly established that the main drive had ceased to operate! Very likely, readers are yelling, "Back-up, Back-up!" A good reaction and yes, there is an external back-up drive that was supposed to automatically keep all of my stuff for posterity. In the first moments of panic, such back-up was not even thought of – simply because I was never really aware that it was actually *doing* anything and had never dared to try and retrieve a file.

The repair fellow pulled all the cables out of the back and hastened with my PC to his car and took off to the workshop so that repairs could be made. After numerous telephone calls and E-mails (via Sue's laptop that never breaks down), it was alarming to learn that nothing could be retrieved. I was assured that it would all be on the 4-TB external drive, and that due to COVID-19, the repaired PC would be dumped gently on our front doorstep. That happened and it was all hooked up again, by me, to start operating properly. Thankfully, the folk at Western Digital had sold me a device that did back-up automatically and I spent most of several days retrieving files – so, all was not lost after all, but it does illustrate the importance of a good back-up system. Sue reckons it would have been cheaper to buy a new PC, but I like my built in camera card card reader. Such cost is nothing – from some angles!

Over the years we have tried to maintain a quality magazine that, hopefully, reflects the image of our club. Due to advances in technology our standard is, compared with newsletters put out by other clubs, reasonable. To maintain

quality, mainly with photos, the megabyte count has had to increase. I do not have the skills that are needed to super-impose photos over each other and (horrors) give them fuzzy edges and so on. However, after helpful comments from others, the magazine will now have a 5-megabyte size limit. If your system cannot handle files of that size, please let me know and adjustments may be made accordingly. I believe that 5-MB is a reasonable limit, especially when it is taken into account where attachments of 30-MB or more of total rubbish are sent to me.

This issue is a bit Rover themed, but if you have a make that should be featured here, British of course, please write a story for us about how you hitched onto that make. How about Lea Francis, Jensen, T.V.R., Jaguar, The Daimler, Lagonda, Aston-Martin and proper Sunbeam for starters? Or, you could be saddled with a year's worth of proper horizontally-opposed (Jowett) reading!

On Page 13, there is a message from the AOMC about the use of VCPS permitted vehicles. please take note.

Some of you will have noticed rather liberal use of older Motor Sport articles lately. There is a reason for that, they are all being perused on their way to the recycle bin. I cannot keep them for ever and the paper is turning yellow and the ink is fading in places. Those magazines were good to read in the 1950s to the 1980s, and they still provide gems.

Enjoy this edition.

Mike Allfrey – Jupiter, Bringer of Jollity!

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
Ronald and Patsy Wall	Rolls Royce	Silver Spur	1989
	GM Holden	Statesman Caprice	1982

Gordon Lindner– Membership Secretary.

REFLECTION OF VITAL BACK-UP SUPPORT TO THE PAST FLY THE FLAG PARTICIPANTS.

As from the first 2002 F t F tour, vehicle failure had been well supported and recovery along the routes. You most likely will recall the unselfish effort offered by Ian and Joan Downs of Beechworth RACV depot?

A skilled mechanic, Ian would attempt to get failed vehicles going and if not, transport to a safe destination.

We would witness many participants crowding around the vehicles offering support knowledge to get them going.

I recall a number of times seeing break down problems and guys buzzing around offering help.

Although Ian and Joan did not become involved in all tours, the RACV service cars then satisfied the break down need.

Should a flat top or other transport be required, the RACV breakdown service was always there in support.

These volunteer services gave participants a great 'peace of mind' to drive their classic cars long distances.

Camaraderie is the name of the game as the ABCCC is for the people! That will continue through the decades.

How amazing were all the many years of touring that Sandy and I thoroughly enjoyed only missing one of them.

I snapped the photo at Golden Era Garage (right) at Beechworth during the recent ABCCC No Frills Rutherglen tour.



Fortunately, and albeit sadly and it was the last for a long time due to CV isolation with touring/meeting cancellations.

Ian's truck service vehicle pictured (and Holdens) is used for local attendances and notice the faded 2002 door decal.

That Holden was used by the family on that tour. Notably the Golden Era Garage is located on FORD Street!

Peter & Sandy Hibbert.

From MOTOR SPORT – October, 1979

Letters To The Editor

The Closure of MG, Abingdon – An open letter to Sir Michael Edwardes, British Leyland Chairman.

From Stephen Dear, Hon. Chairman, MG Car Club, SW Centre.

Dear Sir Michael,

Whilst approving of your general policy of axing sections of BL which have a rotten performance, or which have a poor industrial relations record, I do share the general horror at your decision to axe the MG plant at Abingdon, and I am positively outraged at the idea of a Japanese car carrying the MG badge.

MG is as British as Rolls-Royce or Bentley, and the MG record-breaking and racing history, especially in the 1930s, is probably unequalled.

Please consider:

MG made the first 750 c.c. car to achieve 100 m.p.h. (1931)

MG made the first 750 c.c. car to achieve 120 m.p.h. (1932)

MG made the first 1,100 c.c. car to achieve 200 m.p.h. (1939).

They won the Ards TT race three times, and had class wins at Le Mans, the Mille Miglia, at Brooklands and all over the world.

And they all carried the Union Jack with pride, and every nut and bolt and casting was British, and the workforce at Abingdon was and is proud of them.

There is still a tremendous enthusiasm for MG in the USA, where MG were the first big-selling imported sports car, and what the Americans want is an updated MG sports car, not that awful Triumph TR7 thing that has no room for a carrycot!

MG at Abingdon have been manfully selling the out-dated MG-B now for 17 long years, whilst BL have poured taxpayers' money into all kinds of dumb models carrying other badges, which the Yanks don't want, and still the MGs have sold, despite the stupid way that the Leyland hierarchy have prevented the development of a new MG sports model.

If Fiat can sell the X/19 sports car in large numbers, why couldn't Abingdon produce a small successor to the Midget and MG-B to compete with them?

Finally, Sir, MG stands for Morris Garages, and it always will, and if you are daft enough to stick it on a BLOODY HONDA, then you are going to outrage thousands of patriots and MG lovers all over the world.

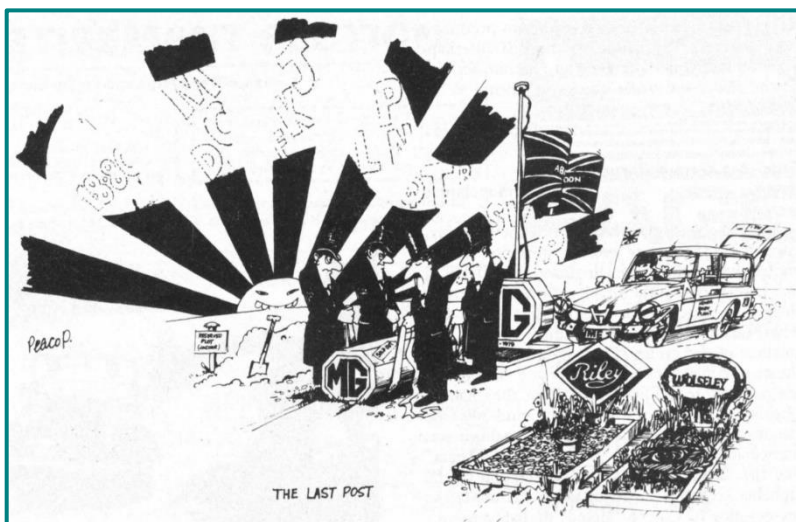
If Abingdon must close, and if there are to be no more MG sports cars, then please Sir, let us bury the octagon with full military honours, and let it lie in peace. This is at least a dignified way for a tradition to pass away.

A Japanese MG would be an intolerable insult to all we MG enthusiasts, and the man who made such a decision could fear for all kinds of uproar from great chunks of the community who would have otherwise been his supporters.

For certain, no real MG enthusiast would actually buy one!

Clewer, Somerset – STEPHEN DEAR

Right: Cartoon that appeared in the November, 1979 MOTOR SPORT – With Thanks.



ROVER BEATS THE 'BLUE TRAIN' – FIRST!

If you were living in Britain during the late 1920s, you probably knew about the Blue Train. Officially called the Calais-Mediterranean Express, the train whisked the wealthy and famous from Calais to the French Riviera in luxury, its passengers retiring for the overnight trip in the dark blue sleeping cars that gave the train its popular name. In a time before *les autoroutes* and air travel, the Blue Train was the civilised way for well-heeled travellers to exchange the gloom of the British winter for a bit of sunshine in Nice or Monte Carlo.

Woolf Barnato, Bentley's chairman and, in W.O.'s eyes, the factory's best race driver, certainly was aware of the glamour surrounding the Blue Train when, in March 1930, he impulsively offered his friend a wager on whether he could beat the train. His successful run – Barnato was back at his club in London minutes before the Blue Train arrived at the Calais station – has become a piece of beloved Bentley lore, so cherished that Bentley Motors released a special Arnage model celebrating the 75th anniversary of Barnato's wild ride in 2005. The chairman's streamlined Speed Six coupé-for

years, wrongly assumed to have been the car he drove that night – has achieved iconic status, still referred to as the 'Blue Train Bentley'.

And yet, there's a piece usually left out of this oft-told story: Another car had beaten the Blue Train on its 750-mile run just two months earlier, and it was that achievement that inspired Barnato to not only attempt the stunt, but to raise the bar, as well.

Publicity was the aim of Dudley Noble's dash in the Rover Light Six, and the company lost no time in taking out full-page ads in the major British dailies touting the car's victory.

Like his fellow Briton Barnato, Dudley Noble made a name for himself in motor racing, competing astride a series of Rover motorcycles in the years leading up to World War I. Unlike the independently wealthy Barnato, whose father had amassed a fortune in South African diamond and gold mining, Noble had launched himself into the motor industry against his father's wishes, eventually parlaying a used Rex motorcycle into a job as a tester at Rover's Coventry factory. He served in the British army during World War I, and by the time the 1920s were running out, found himself handling advertising and publicity for Rover Cars.

For 1930, Rover was introducing a new model powered by a two-litre, pushrod straight-six rated at 16 horsepower for tax purposes; it was called the Light Six, to differentiate it from the existing 2-litre model. Frank Searle, the company's managing director, and Spencer Wilks, recently hired as general manager, asked Noble what he could do to publicise the new model. "I want to see it splashed in a national daily paper," said the Colonel [Searle], 'something that will make people really talk,'" Noble recalled in his 1969 memoir, *Milestones in a Motoring Life*.

Noble suggested an idea he'd been nurturing for some time: racing, and beating, the Blue Train. In those days, the train departed from Calais after the arrival of the 11 a.m. mail boat from Dover; "This would be about 2:30 p.m., as soon as the nobility and gentry had settled down in their Pullmans," Noble explained. Approximately twenty-four hours later, the train would arrive at its terminus in Ventimiglia, just over the Italian border from Menton on the Riviera.

The idea, Noble said, wasn't as crazy as it sounded. The Blue Train had the disadvantage of having to waste forty-five minutes on its passage around Paris and would lose time at Dijon and Marseilles for a change of locomotives. Though most people assumed the train covered a mile a minute, he wrote, its actual average speed was closer to 40 MPH – a pace that the Light Six should be able to maintain, even on the tree-lined N-roads of the day. The company put up £100 to cover Noble's expenses, and provided the car, a Sportsman's Saloon. He picked up automotive journalist Harold Pemberton, then writing for the *Daily Express*, and a factory tester named Bennett, and was on his way.

They crossed the Channel into Calais, and the next day lined up their Rover next to the Blue Train's locomotive. "At the first puff of smoke from the smokestack we, aboard the car with engine running and first gear engaged, made our way at all speed out of the dock area, through the town and on to the main road to Boulogne, Abbeville and Beauvais," Noble writes. "Clear of this at last, we bore right to avoid Paris . . . hit the main road to the south at La Belle Épine and so into the wooded country preceding Fontainebleau forest."

They soon encountered a serious challenge: thick fog. "By eight o'clock we still had an hour in hand over the train, but we were driving without headlamps and keeping up any real speed was out of the question." By 3:00 a.m., they had thrown in the towel and stopped at an hotel, having covered just 300 miles in twelve hours of driving.

The next morning, the three decided to proceed to the Riviera, and race the Blue Train in the other direction. Once again, they lined up with the locomotive, this time at St. Raphael, the last stop on the Riviera coast. They had covered just 30 miles when Bennett misjudged a bend in the road and sent the Rover into a soggy field with a sickening crunch. They were rescued by 'four young Frenchmen in an advanced state of merriment', who pulled the Light Six back onto the road with their Citroën. Amazingly, the car was not seriously damaged, and so they again stopped at an hotel to wait for morning, and a return to the starting line.

The third try was the charm. Under clear skies, the Rover easily made its way, beating the Blue Train to Calais by 20 minutes. Pemberton's story made the front page of the January 28, 1930, edition of the *Daily Express*: 'While the lordly Blue Train roared along on its metals, secure from trouble, the two travellers in their motor-car were handicapped by fog, level crossings, and deep water-courses, in addition to the normal obstacles on the great highway,' he wrote.

Rover took out big advertisements in several newspapers to tout the accomplishment and was rewarded by a jump in orders for its cars. But Woolf Barnato pooh-poohed it all. Considering the delays built into the train's schedule, he wrote, 'I contended the achievements advertised did not deserve much merit, and to back my contention, I wagered I could get to England in my Saloon Speed Six before the train got to Calais.' He had seen Noble's stake and raised it. "My proffered wager [to a friend] was laughed off as a late-night boast, so I said, all right, we'll have 'no bet', but I say I shall do it, just to prove my contention that beating the Blue Train deserves little merit."

Barnato brought one passenger, an amateur golfer named Dale Bourn, who could take the wheel if he got sleepy. They waited in the bar of the Carlton Hotel in Cannes until the station sent word that the train had left, then 'finished our drinks and left.'

Anticipating that he might have trouble getting the Bentley refuelled during the night, Barnato had arranged for one garage in Lyon to remain open after midnight, and for a rendezvous with a fuel truck on an overpass in Auxerre at a little after 4:00 a.m. They ran into rain shortly after leaving Auxerre and were forty-five minutes behind schedule when they reached Paris. After a blowout forced Barnato to use the car's only spare, "I had to take it easy as another blow-out would have meant I'd had it.

"Happy to relate that no other untoward incident took place from there onwards, and I pulled on to the quai at Boulogne at 10:30 a.m." He and Bourn had a quick breakfast and got the Speed Six first onto the Boulogne-Folkestone packet.

An 80-minute crossing, a dash through customs and “super-efficient service by the RAC [Royal Automobile Club] on the triptique business (word seemed to have preceded us that we were to be given priority), and we were away again before the train left Folkestone for London.” They arrived in London at 3:20 p.m., four minutes before the Blue Train’s scheduled arrival in Calais.

‘Naturally, the press got hold of the story and wrote it up,’ Barnato wrote. ‘As I was then chairman of Bentley, this was considered advertising, when in reality the whole thing was done to show that there was no great merit in beating the Blue Train.’ Don’t forget – the company was on the ropes financially and could have used all the publicity it could get. Bentley found itself barred from the 1930 Paris Salon by the French authorities, who had warned that they would stand for no further hooliganism after Noble’s ride aboard the Rover.



Above: The most common painting of the Bentley racing the SNCF Blue Train.

The only surviving Rover Light Six Sportsman’s Saloon – not believed to be Noble’s car – is in the collection of Britain’s Heritage Motor Centre. Both Bentley Speed Sixes associated with the Blue Train – the Gurney Nutting coupe that was long believed to be the car in which Barnato made his run, and the Mulliner saloon he actually drove – still exist. They’ve been reunited by Washington (USA) collector Bruce McCaw.

1930 Rover Light Six

Engine type: 2,023cc OHV straight-six

Horsepower: 45 @ 3,600 RPM

Wheelbase: 96-inches

Overall length 166-inches

Curb weight: 2,156 pounds

Maximum speed 60 MPH

A Rover Light Six, similar to the car driven by Dudley Noble, is in the permanent collection of the Heritage Motor Centre at Gaydon, U.K. At a time when there was scepticism about British cars’ suitability for use on the Continent, Noble wanted to prove the Rover’s durability.

1928 Bentley Speed Six

Engine type: 6,597cc OHC straight-six

Horsepower: 180 @ 3,500 RPM

Wheelbase: 140-inches

Overall length: 198-inches

Curb weight: 4,704 pounds

Maximum speed: 84 MPH



From The Internet – With Thanks.

ROVER BEATS THE 'BLUE TRAIN' – AGAIN

In 1930 the late Dudley Noble, when he was Publicity Manager for the Rover Company, used a 2-litre Rover 'Light Six' saloon to beat the celebrated 'Blue Train' from St. Raphael to Calais, a feat much-publicised at the time (27th January, 1930). Fifty years later, two Dutch journalists driving a Rover 2600 and a Rover 3500 (SD-1s), have accomplished the same thing. Cars and roads (with Autoroutes) are faster now, but so is the celebrated Express, drawn these days by an Alsthom BB-22200 electric locomotive, instead of the Type-230 steam locomotive pulling British-built steel coaches of Dudley Noble's time. However, the modern Rovers beat the train again. The Rover 2600 averaged 62½ m.p.h. and 28.2 m.p.g. for the 725 miles and arrived very comfortably ahead of the famous Express. On the Autoroutes it had been averaging 66 m.p.h. at 29 m.p.g.

Tony Dawson and Jan Wendelkes, of British Leyland, travelled on the 'Blue Train', which was delayed by shunting and many stops, and far less comfortable than travelling by Rover. – **W.B.**

From MOTOR SPORT, March, 1980 – With Thanks.

ROVER *beats the* **BLUE TRAIN!**

FOR twenty hours on end, the little ROVER Light Six raced the lordly Blue Train from the Riviera. Despite darkness and fog, the ROVER beat the Train by 20 minutes over the 750 miles from St. Raphael to Calais, averaging 38 miles per hour.

The ROVER engine ran like a clock (but considerably faster!) from start to finish, lubricated with Wakefield CASTROL, as used and *exclusively recommended* by the Rover Company Limited.

Using **WAKEFIELD CASTROL "AA"**

Get the best from your car by using Wakefield CASTROL as recommended by over 230 leading Motor Manufacturers. The CASTROL Grade for your needs is shown on the Wakefield Index Chart at any Garage—but when asking for it, emphasize the word CASTROL, and so make sure that you do not receive an inferior oil. Wakefield CASTROL will mix with other oils—but naturally is best uncontaminated.

C. C. WAKEFIELD & CO., LTD. (All-British Firm) Wakefield House, Cheapside, LONDON, E.C.2.

SAFE WORKSHOP PRACTICE

Safe Workshop Equipment

On the evening of Monday 24th February, I attended the AOMC Delegates' meeting where the guest speaker was Todd Owen, Assistant Director, Standards and Policy; Consumer Product Safety Branch of the Australian Competition and Consumer Commission (ACCC). In addition to Todd's presentation, there was an emotional address by Robinette Emonson about her experience of losing her husband to an unsafe work practice while working on his MG (a sort of proper one, not the Chinese variety). Both presentations were well presented

Todd's main target was safe car jacking practice and the employment of safe vehicle support stands. Essentially, it was all basic information, however, there was one alarming statistic – Victoria has, at five deaths per year, the highest rate of deaths and injuries in Australia. Not a good statistic to have. Another statistic mentioned was the prevalence of car maintenance accidents due to the use of jacks supplied with motor cars as original equipment – even with modern vehicles. In my own experience the Jowett Javelin was supplied with, I understand, three versions of the Stevenson's Jacking System – all working on the same principle. They are all based on a screw and nut lift system, that does wear and should be sparingly lubricated with graphite grease. The Jowett Javelin version was, very likely, the safest version of the system in that the spigot (on jack) and the socket (the car bracket) were of square section. A significant number of other jack systems were of round bar and tube type spigot fittings (e.g. P6B Rover 3500), not at all stable if the car has to be jacked up on a sloping surface! Such jacks as supplied with a new motor car are designed with one purpose in mind, to support the vehicle while a wheel is *quickly* changed – most certainly not for any general maintenance work.

Ideally, for maintenance work underneath a vehicle, a suitable jacking system should be employed, whether it be a trolley type jack or a good quality hydraulic bottle jack. The vehicle should be parked on a firm, level surface, have handbrake firmly applied, be set in a low gear and have chocks at front and rear of the wheel diagonally opposite that being raised by the jack. As soon as the vehicle is raised to suitable work height, stout support stands must be used to fully support the vehicle. After lowering the vehicle onto the chassis/axle stands, give the front and rear quarters a good shake so that a solid support system is verified.

The foregoing is elementary workshop practice that still requires total vigilance. There was a comment about some support stands currently available that feature a fairly deep 'V' in the cast iron support lug that could break and dislodge. It was advised that careful note of the weight limit specifications for the stand should be observed. It was also suggested that suitable pieces of hardwood be placed between the support lug and the vehicle's structure.

Robinette then spoke about her devastating experience of her husband's death while working under a raised motor car. My hearing is even worse than it ever was, but I think I interpreted the main thrust of her presentation. Robinette's family did experience a great amount of trauma as a result of her husband's death due to a not properly supported car

dislodging while he was working underneath it. Very poignant was her description of how difficult it was to dispose of the MG. There was a super-graphic message for all of us in that presentation.

Trolley Jacks

These days, there are a plethora of trolley jacks that are readily available at all sorts of prices. Most of them can be justly ignored, their quality is abysmal. When purchasing a trolley jack, it is wise to read its specifications and the warranty fine print. Limitations in use could render a jack as being less suitable than the jack provided with the car. It should be considered that the trolley jack will, eventually, be used to wheel into position and lift a rear axle assembly into place. Both lift capacity and jack wheel track need to be carefully considered when making a choice.

Right: Example of a suitable trolley jack. A: Wide spaced wheels, B: Suitable lift cup, C: Dual purpose pump handle.

Frankly, a jack with plastic wheels would not be suitable for such a task. Also, not really to be considered are trolley jacks that have a jacking handle that has to be removed so that the jack can be lowered safely and quickly. Confusion here can cause a totally unnecessary accident. Just as important is to have an assistant who knows exactly how the trolley jack must be operated, again, confusion can be disastrous.

Right: D: 'Hold' and 'Lower' gear set, E: Keep sparingly lubricated so that handle rotates freely for ease of control.

When purchasing my trolley jack, a decision was made to have a safety factor of three. The weight required to lift the rear of our Jupiter (or the front) was calculated and multiplied by three. This resulted in a jack with a limit of 2,000 kg that looks, sort of, overkill, but is eminently suitable for all envisaged tasks that may lie ahead. The jack also features wide-track wheels which make replacement of a rear axle assembly a simple, safe task.

DO NOT LEND YOUR TROLLEY JACK TO ANYONE – IT COULD EASILY BE ABUSED/OVERLOADED!

Chassis/Axle Stands

In my workshop there are six support stands, two of them are screw adjustable for Jowett front-end alignment purposes and the others are stout, relatively coarse adjustment type that are more than capable of supporting the weight of a large motor car. For prolonged and very stable support of, for example, a Jowett Jupiter chassis being rebuilt, suitable width frame stands can be easily fabricated – I have a pair somewhere.

Important: Never work under a vehicle supported only by an hydraulic jack. Such is not a stable work situation.

Work Area Safety

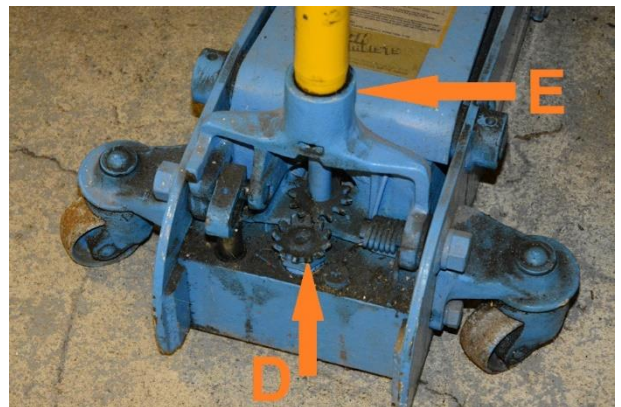
Turning our attention to the methodology of performing tasks on a motor car engine, while it is out of the chassis. Once I had acquired a property where there is suitable space for Jupiter work, the garage, workshop and shed were designed around Rileys, which was good – a decision was made to have a solid, free-standing, but moveable work bench for engine and gearbox work using a safe working situation. A fully welded steel framed support for bench top and lower shelf was decided upon. RP Steel Supplies in Bayswater were kind enough to accurately cut square and rectangular section tubing to required lengths. Then it was a simple matter to weld it all together, fittings were welded into the bottom of the legs, to facilitate fitting thread adjusted feet so that any uneven 'level' concrete floor conditions could be coped with. A stable bench is best to have when checking cylinder liner protrusion dimensions etc.

The bench top is 720 mm square, is of dressed softwood planks that are 35 mm thick. The shelf below is 20 mm thick Meranti. The timber is secured with countersunk machine screws and an old cylinder head gasket was employed to drill the ten 11 mm diameter holes for the cylinder head studs to pass through. These holes are positioned in one corner of the work bench, well inside the steel frame, and there is sufficient overhang of the top surface to enable 'things' to be clamped in place. The lower shelf is provided for torque wrenches, assorted levers and hammers (the bigger, the better!). It does, however, tend to become quite cluttered with other things used for engine building.

In addition to the work bench, an all steel welding station bench was made in the same way, but with a steel plate top surface. Both benches were quick and cheap to assemble and, over the years have very well proved their worth.

Safety Glasses And Footwear

Good quality safety glasses, that should be used when removing rust, grinding steel components or when spraying cleaning chemicals, need to effectively protect the eyes. There are too many such glasses that cannot possibly provide sufficient protection. It is important to note that, should hot carborundum/steel particles embed in lenses, the glasses are well on their way to the waste bin. Embedded particles cannot be cleaned off and only attract lint from cleaning cloths, making clear vision even more difficult. This can cause problems while taking measurements. Safety glasses with prescription lenses are available. Personally, I found it very difficult to wear safety glasses over bi-focal glasses.



Shoes/boots, if worn while welding or using oxy-acetylene equipment should be of leather. Synthetic shoe uppers can congeal into very hot blobs of molten material that can seriously extend skin burn damage. Shoes/boots should be robust, have sound soles and good underfoot support. Reinforced toe caps are worthwhile if moving heavy components; but may not be absolutely necessary while carrying out normal vehicle maintenance in the home garage.

Welding Practice

Rays emitted by a welding arc or flame can 'burn' human skin, and excessive weld spatter damage to skin can easily be encountered if proper clothing is not worn. Spatter damage can be devastating when synthetic clothing is worn while welding. When I was being trained to weld, a chemically treated leather apron and hand gauntlets were *de rigueur*. As were similar gaiters over leather boots or shoes.

Workshop Lighting

It is essential that your work area is well lit; there are numerous modern LED type light fittings that can replace tired fluorescent lights. A pedestal drill, milling machine or lathe should be well lit, otherwise accidents can happen. It is good policy to have a good quality hand-held work light for use under a car. Such a light should have a cable long enough to allow the light to completely cover one side of a car from wall sockets, that can easily be reached, on both sides of the car. Snaking extension leads can become tangled and cause trip-up accidents.

Mike Allfrey.

BADGE ENGINEERING

On Page 5, there is a reprint of an open letter sent to Michael Edwards, then CEO of British Leyland. The letter had been included in *Letters From Readers* in MOTOR SPORT magazine, November, 1979. This set some thoughts into motion and recollections of what was said many years ago. One memory was of being at the Earls Court Motor Show and, while gazing admiringly at a Sunbeam Talbot, hearing some gent remarking that it was nothing but a glorified Hillman Minx. Looking back at recent happenings, and reflecting a bit, the remnants of the British motor industry were, really, the masters of 'Badge Engineering'. It was probably a photo finish as to who were the leaders of this doubtful art – Rootes Group, BMC or Standard-Triumph? The saddest situation of all is what is happening to the famous MG Octagon even today in the 21st century.

This month we feature a Rover P5 on our front cover. There is a question that has to be asked – was the P5 3-Litre the last of the true Rovers? Quite a number of enthusiasts would say yes it was. Others, including me, would argue that the Rover P6 models (right) were the last proper Rovers. The P6 was the result of the Rover marque's identification for an evolving market sector. The example shown here was produced after Rover's take over by British Leyland – already the lack of understanding what that model stood for was apparent. Those Rovers that followed were not 'proper Rovers', the SD-1 was an example of a product manufactured by a company that did not understand the engineering that went before, and wanted simplicity clothed in glamour, with sales assisted by heaps of hype. Then came the versions of Rovers based on Honda platforms. Even the 2001 Rover 75 is not a true Rover. It does have some styling cues that relate to the P4 75s – a reasonable attempt, but . . . Frequently, in car parks, I am asked, "What is it?" Sadly the badge does not mean much to Joe Public anymore. My now usual response is that it is the latest version of an Austin 1800, with a JATCO transmission, east-west engine and a number of Rover touches that have been cleverly incorporated into a modern (then) motor car. However, it is not a true ROVER to me and the MG ZT version is, not really desirable!



Returning to the MG Octagon, that worthy badge has gone through quite a number changes on its way to what it is used for today – simply stuck on to a Chinese buzz-box, but seen by many to be an Abingdon product of note.

Mike Allfrey.

ALL BRITISH CLASSICS CAR CLUB VIC INC.

23rd ANNUAL GENERAL MEETING

Held at Gardiners Run Golf Course, on 2nd February, 2020

PRESENT: As per attendance book

APOLOGIES: Joy Brown, Ed Bartosh, Rob Nolan & Mary Cheng, Graham Talmage & Kate Senko, Adrian & Joy Roberts, Elaine Lindner, Trevor & Jill Beaumont, Graham & Mary Gunn, Peter McKiernan, Russell Simmonds & Eve Glen, Dot Sawyer, Craig Douglass, Paddy Bullard.

MINUTES: Moved Bryan Tootell, seconded David Bullard that the minutes of the 22nd AGM be accepted.

CORRESPONDENCE:

Letter from Peter Mac thanking us for the donation of \$57,000 from the Great Australian Rally and that our name would be on the Honour Board for the next 5 years.

PRESIDENTS REPORT:

Tony reported that the Club is healthy and that events were well supported. Membership fell marginally but we are still in a strong club. There was a good turnout at Hamilton, and we took out the Club Award again. There was a record number who attended the Indulgence Weekend and the Broken Hill Tour was fully subscribed and a huge success. Tony thanked Maxine for her assistance. Tony thanked Glenda Prewett for the report she wrote on the Broken Hill Tour. We had a well attended Calendar Meeting which set the events for 2020, unfortunately nobody put up their hand up to do the Great Australian Rally.

For 2020 we have the Hamilton Weekend 2 rooms available, Rutherglen No Frills 1 room available, and the Sapphire Coast oversubscribed.

Financials are down first time for years and the club assets have been written down 25% this year and 25% next year to reflect their true value.

The Fly the Flag account was closed and transferred to the main account.

Tony stated that we might have to review the situation next year regarding increasing the subs.

TREASURER'S REPORT:

As at 31st December, 2019 there was a balance of \$90,039.59 in the bank. Moved Wally Thompson seconded Frank Sawyer that the Treasurer's report be accepted.

ELECTION OF OFFICE BEARERS:

All positions were declared vacant and all the committee declared their desire to continue for a further 12 months. Mike Allfrey agreed to continue for a further 12 months after indicating his intention to retire.

Tony thanked everyone for their attendance and support over the last 12 months.

President:	Tony Pettigrew
Vice President:	Colin Brown
Treasurer:	Bill Allen
Secretary:	Pat Douglas
Committee Members:	Greg Anglin, Rex Hall, Frank Sawyer, Walter Thompson.
Web Master:	Ed Bartosh
Magazine Editor:	Mike Allfrey
Assistant Editor:	Rick Lloyd
Membership Secretary:	Gordon Lindner
Merchandise:	Maxine Pettigrew
VCPS Scrutineer:	Walter Thompson
VCPS Permit Officer:	Colin Brown
VCPS Events Officer:	Sue Allfrey

GENERAL BUSINESS:

Geoff and Judy Birkett have changed the format of their event to their famous cream sponge run. Meet at Ferny Creek CFA for coffee and cake \$5 to CFA, plus club donation rounding off to \$500. Judy usually cooks about 50 sponges and they are delicious.

Colin Brown is experimenting with a door sticker.

Ian Terry's Lang Lang Proving Ground event will be open at all on 10th October, 2020 for about 50 cars. 7:30 am arrive and 8:00 am to 12:30 pm in attendance.

David Andreassen is now the Secretary of the AOMC.

It was mentioned that past events report in the magazine had been lacking and should be better than they had been. It was agreed that someone on the event be asked to write a brief report for the magazine.

Bryan and Anne Tootell suggested a 2-day trip to one of the fire affected areas in Gippsland some time after Easter. They will organise and advise us later.

Victorian Club Permit Scheme – VicRoads' review has been deferred for 3 years and will possibly adopt the NSW scheme.

MEETING CLOSED: 2:45 pm.

Pat Douglas – Secretary.

WHAT WE HAVE BEEN DOING

JAUNT ELECTRIC VEHICLES VISIT –

To be held over till the May issue.

A MID-WEEK RUN – Wednesday 4th March, 2020

Greg and Geraldine issued written directions and verbal instructions at the Lilydale Lake departure point.

A few 'happy snaps' are attached for your selection as you see fit and most likely Greg may provide a run report.

There were many cameras going so therefore, other attendees may contribute a few great images.

The weather held off with only a couple of annoying sprinkles of rain. The forest is amazing and not a breath of wind.



Peter Hibbert.

Thirty members met at the Lilydale Lake for a visit to the Redwood Forest.

They had a great drive to the Three Sugars Café in Warburton where they met up with a couple of others.

After coffee and cake, we headed up the road about six kilometres east of

Warburton to the Redwood Forest. It is an impressive sight to see these California Coastal Redwood trees all lined up, all of them fifty to eighty years old.

When you enter the plantation, you are impressed by the majesty of the place. The trees were planted by the Melbourne and Metropolitan Board of Works and were set out in a grid pattern.

You can stand in one place and look up the rows and see three aspects of the plantings.

Visitors have made nests throughout the forest from the fallen branches, and some of our members tried to enter but to no avail.

There is a grassed area where you can enjoy a picnic.

After the visit to the forest we made our way to Cunningham's Hotel in Yarra Junction for a delicious lunch.

We then said goodbye to everyone and headed home

Thanks to Geraldine and Greg for a great day.



Ian Hodge.

RUTHERGLEN 'NO FRILLS TOUR' – March 13th – 15th, 2020

The report for this event was sent out to club members as a separate issue. It seems that the tour was a very successful event and, could well be the last of our events for some time to come. Well done to our organisers, writers and those who took the photographs. See it on our web site.

WHAT WE ARE HOPING TO DO

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

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.

TERRY'S TASTE TOUR – Sunday 11th October, 2020

The GM Holden Proving Ground closes end of August, due to GM shutting down Holden, a very sad affair. I cannot run Saturday 10th October event now but have got the go ahead to run a Taste Tour event on Sunday 11th October.

Details: Terry's Taste Tour, South Gippsland

Start at Caldermeade and finish at Cowes for lunch, incorporating small town bakeries, markets and lunch at RSL Cowes.

More details to follow in April edition of *Your ABCCC News*.

Ian Terry.

ABCCC SAPPHIRE COAST TOUR – 5th – 18th November, 2020

The tour starts with a two night stopover in Lakes Entrance where we have arranged a cruise to Wyanga Park Winery for lunch. The next two days will be in Eden where we will organise an optional whale watching cruise then on to Narooma for the next two nights, with plenty to see and do along the way. We will spend the next three nights in Bateman Bay giving us plenty of time to relax and explore the area before travelling to Queanbeyan for two nights. From Queanbeyan we drive through Cooma and Thredbo (or Adaminaby, route not yet finalised) to Corryong for one night, last night will be Wodonga.

This tour will be along the lines of the Tasmania Tour and Outback Tour with one dinner organised in each town and the other nights free. Final details will be available to participants closer to the event, accommodation has been secured and participants will confirm and provide their credit card details when notified.

The Tour is fully booked and a wait list will be kept in case of cancellations.

Tony Pettigrew

FROM THE AOMC – REFERENCE COVID-19

The Association of Motoring Clubs has had many reports and requests for information concerning the use of permitted vehicles during the current Corona Virus (COVID-19) emergency.

As you would know the country is under emergency regulations regarding social distancing and private movements.

Everybody is being encouraged to 'Stay at Home'.

The Association supports efforts to safeguard the health of our citizens and seeks the support of the hobby vehicle movement to do likewise.

Vehicles either fully registered or VCPS permitted are only to be used appropriately during the current Emergency Regulations that restrict all vehicle movements to:

- Going to work or school if essential,
- Shopping for essentials,
- Visits to medical services.

Any vehicle and occupants detected by the police, not involved in one of the above can be stopped and fined. As of close of business yesterday VicRoads have no policy on the use of permitted vehicles during this time of emergency regulations; but are continuing discussions on the matter with Victoria Police.

It is our belief that VCPS permitted vehicles are probably part of the police crackdown on caravans, motor homes and recreational four-wheel drives. VCPS permitted vehicles are being seen as recreational vehicles.

So, our advice is unless absolutely necessary for the reasons outlined above leave your VCPS vehicle at home.

We will provide further advice when it comes to hand

Iain Ross – President.

Editor's Note: A recent (6th April, 2020) ABC TV News segment featured a story about a learner driver being pulled over and being on the spot fined \$1,650 for being out on a non-essential outdoor activity too far from her home address. We do not know what our police officers have been requested, by the authorities, to target. However, it is likely that a

yellow 'L' plate and the distinctive VCPS plate are like 'red rags to a bull'. Even though there is ongoing talk about the VCPS becoming available to all vehicles over twenty-five years old (*another thorny subject*), the VCPS vehicle may be seen to be a socially involved vehicle.

Remember this, the young 'L' plate driver's vehicle's home address was known to the police prior to being pulled up. Exactly the same would apply to a vehicle bearing a VCPS plate, if it were seen to be 'too far' from its home address.

On another point entirely, the current Emergency Regulations are open for interpretation. The police, on this duty have an unenviable task and they cannot be held to blame for doing their job as instructed!

OTHER MOTORING EVENTS DIRECTORY

May, 2020

Saturday 16 th	The Florence Thompson Tour – RACV Postponed Venue – Touring the Surf Coast, Victoria.	Daryl Meek daryl_meek@racv.com.au
Sunday 17 th	National Heritage Motoring Day – AOMC Inc.	Cancelled
Sunday 17 th	Three Rivers Picnic – Echuca and District Historic Vehicle Club Inc. This is a National Heritage Motoring Day Event, supported by the Federation. Venue – Aquatic Reserve, Heygarth Street, Echuca (Enter from behind Visitor Information Centre).	Rob Mitchell 0407 688 130 Cancelled

October, 2020

Friday 23 rd to Monday 26 th	National Rove – Rover Car Club of South Australia Venue – Victor Harbor, South Australia.	Paul Tol 0428 107 121
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A SMART QUIZ

- Write your name in the square provided.
- Do they have a 4TH July in England?
- Some months have 30 Days and some have 31. How many have 28?
- If a doctor gave you 3 pills and asked you to take one every half hour, how long would they last?
- If you had one match and entered a dark room where there is: A) *An oil lamp*, B) *An oil heater*, C) *Kindling wood*. Which would you light?
- A farmer had 17 sheep, all but 9 die, how many did he have left?
- Divide 30 by $\frac{1}{2}$ and add 10.
- A man builds a house, a rectangular structure each side having a southern exposure. A bear comes wandering past. What colour is the bear?
- How many animals of each species did Moses take on the Ark?
- If you take two apples from three apples, what do you have?
- If you drove a bus with 42 people on it, from Dublin to Maybooth, pick up 7 more there, drove on and dropped 8 off at Kinnegard and picked up 4 and arrived at Mulligan 3 hours later, what is the name of the driver?

Answers will be listed in the June issue of *Your ABCCC News*. No disputes over answers!

Gordon Lindner.

AND FINALLY

Paddy was tooling along the road one fine day when the local policeman, a friend of his, pulled him over. "What's wrong, Seamus?" Paddy asked.

"Well didn't ya know, Paddy, that your wife fell out of the car about five miles back?" said Seamus.

"Ah, praise the Almighty!" Paddy replied with relief. "I thought I'd gone deaf!"