

THE Official Magazine of the Rootes Group Car Club Inc

INVERTED COMMER



No. 402,
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ROOTES GROUP CAR CLUB INCORPORATED

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CLUB PERMITS

For club permit applications & renewals, call one of the above Club Permit Officers who will tell you what needs to be done, and where to send your paperwork.

Include a stamped envelope and don't forget to sign the form!

- Fees:**
1. Lodging an application (Post 1931 vehicle): \$30
 2. Lodging an application (Pre 1931 vehicle): \$POA
 3. Renewal: \$10
 4. Provision of paperwork to support the applicant (e.g. loss of logbook): \$30
- Don't post renewals to the Club PO Box!**

Note it is the permit holder's responsibility to ensure that the renewal gets to VicRoads on time

MEMBERS' MEETINGS

Meeting times and locations vary each month – see the Calendar for details, which is an effort to give more members a chance to attend meetings. *New members and visitors always welcome*



Rootes Group Car Club website
hosted by: www.qcsgroup.com.au

This month's cover – Commer prime mover at the MOVE museum in Shepparton. Unfortunately there wasn't any information other than that painted on the door.

RGCC Calendar

September 2024

- Fri 6-Mon 9 Sep **Sunbeam National Rally**, Montville Qld.
 Sunday 8 Shepparton Swap Meet, run by Goulburn Valley MVDC, Showgrounds, High St.
 Wednesday 11 **Members' Meeting**, Rosstown Hotel, 1084 Dandenong Rd (cnr Koornang Rd), Carnegie. Dinner from 6:30, meeting from 7:30pm.
 Sunday 15 Rear Engine Design Show, run by the Volkswagen Club raising money for Kids Under Cover. At the former Mint, 280 William St, Melbourne (next to LaTrobe St), 9am-2pm, Gold coin spectator entry or register to display.
 Wednesday 18 Orphan British Car Clubs Run to the Macedon Ranges – *see flyer on next page*
 Sunday 22 Vintage Rob Roy, Clintons Rd Christmas Hills. (Vintage Sports Car Club)
 Sunday 22 Wallan Show'N'Shine & Swap Meet, Secondary College, enter from Wyndham St. 8am-3pm, \$5 entry, \$10 show vehicles (cash).
 Fri 20-Sun 22 53rd Annual Spring Rally, run by the Veteran, Vintage & Classic Vehicle Club of Wangaratta – Steam & Flight. Host venue is Town and Country Tavern, Greta Road Wangaratta South, and travelling around Milawa, Molyullah and Benalla for a Mystery Trivia Drive. Entries close 13 Sept, forms available on the Fed website.

October 2024

- Sunday 6 Australian National Show & Shine, Seven Creeks Run, Euroa.
 Wednesday 9 **Members' Meeting**, venue TBC
 Dinner from 6:30, meeting from 7:30pm.
 Fri 18-Tue 22 **National Hillman Rally – Mannum SA**
<https://www.sa.hillman.org.au/Rally2024.htm> - Update on pages 11-12
 Saturday 19 Rochester Show N Shine, Recreation Reserve Diggora Road, 9am-3pm
 Sunday 20 Federation Baw Baw Picnic, Darnum Historical Complex, from 10am, \$Free
 Saturday 26 AOMC Club & Trade Showcase, 40 Corporate Dr, Heatherton, 10am-2pm.
More details to come
 Saturday 26 **Annual General Meeting –Venue TBC** *Suggestions needed!*
 Sunday 27 Halls Gap Show & Shine, Recreation Reserve, Grampians Road. From 9:30am, \$15 car entry, gold coin public entry

November 2024

- Sunday 3 **Point Nepean Heritage Motor Show, at the Quarantine Station**
 Wednesday 13 **Members' Meeting**, Rosstown Hotel, 1084 Dandenong Rd (cnr Koornang Rd), Carnegie. Dinner from 6:30, meeting from 7:30pm.
 Sat 16-Sun 17 Nov Bendigo Swap Meet, Showgrounds, Holmes Rd. Barn Finds & Survivor Car Display, Die-Cast Models & Toys. Sat entry \$15 from 6am, Sun \$5 from 7am.
Note volunteers are needed to help run the event, please go to the Federation website to register.
 Sun 17 Nov 32nd Historic & Classic Rob Roy Hillclimb, MG Car Club.
Christmas Lunch – TBC: Date & Venue suggestions needed!
 Fri 22-Sun 24 Motors and Masterpieces, a new car show at Melbourne Showgrounds. See p15.
 Sat 30-Sun Dec 1 Dunolly Vehicle Club's show & shine and swap meet at the Racecourse on Dunolly-Timor Rd.

Gippsland Vehicle Collection current display: 20th Century Sports Cars – includes a Tiger!

December 2024

- Wednesday 11 **Members' Meeting**, Venue TBC. Dinner from 6:30, meeting from 7:30pm.

Coming up in 2025

- Saturday 11 January Geelong Classic Truck & Machinery Show

Always fill out your logbook when driving your club plate vehicle!

For more events the AOMC & Federation have listings:

www.aomc.asn.au/car-shows-and-events-calendar

www.federation.asn.au/calendar-of-events

RGCC members are now invited to this run too. Note you need to book for lunch by Wednesday 11th, and there is a cancellation fee if you cancel after 1pm on Tuesday 17th.



“Orphan” British Car Clubs

Macedon Ranges Run

(Tea/Coffee & optional Lunch)

Wednesday 18th September 2024

EVENT: Join members of up to ten (10) car clubs for a casual run through the Macedon Ranges and share your passion. You have the option to meet the group near Calder Park and travel in convoy on quiet roads, or travel at your own pace and meet us for tea/coffee at Baringo Food & Wine in New Gisborne. After a short stop, a run up to the Mt. Macedon Memorial Cross car park to chat and admire the assembled cars. For those who don't have to head back home, a lunch reservation at Holgate Brewhouse in Woodend has been made. Bookings for lunch are essential and a \$10 per person cancellation fee will apply.

Jowett Car Club of Australia
 Bristol Owners Club of Australia
 Alvis Car Club - Victoria
 Armstrong Siddeley Car Club of Victoria
 Daimler & Lanchester Club of Victoria
 Singer Car Club Victoria
 Riley Motor Club of Victoria
 Rover P4 Drivers Guild of Australia
 Humber Club of Victoria
 Veteran Car Club of Australia



DATE: Wednesday, 18th September 2024

START: Meet at 9:30am at BP / McDonalds Outbound, 937 Calder Fwy, Calder Park,
 Depart BP/ McDonalds at 10:00am sharp

TEA/COFFEE: Arrive at 10:45am at Baringo Food & Wine Co, 283 Station Rd., New Gisborne. Park either in the large car park behind Baringo or park beside Baringo along Hurst Drive. You are welcome to meet us at Baringo instead of at BP / McDonalds. Depart Baringo at 11:30am

VISIT the MEMORIAL CROSS: Following a 20 minute run on quiet roads, park at the Mt. Macedon Memorial Cross car park on Cameron Dr., and walk the easy 450m sealed path to the Memorial Cross, or spend some quality time with the cars.

OPTIONAL LUNCH: Following a 20 minute run on twisty roads, park at the Holgate Brewhouse, 79 High St., Woodend. Street parking available along Anslow St.

COST: All food and drinks at own cost. A la carte menu.

BOOKINGS: Bookings are essential for lunch (only) by 11th September, although an earlier response would be appreciated. Please note: a \$10 per person cancellation fee will apply if you cancel after 1pm on Tuesday 17th September.

Contact Andrew Henshall, Jowett Car Club of Australia, 0437 550 656, roadster1@tpg.com.au
 or Mark Macallister, Bristol Owners Club of Australia, 0412 356 407, mark@campbellcs.com.au

ANNUAL GENERAL MEETING

Our AGM will be held on the afternoon of Saturday 26th October – venue to be advised. If you wish to attend via video-conference (i.e. Zoom meeting), please RSVP and it can be arranged. There is no business for the meeting, other than the usual AGM requirements:

- Reports from the committee, including Treasurer for last financial year (ending June 30, 2024)
- Official Correspondence
- Election of new committee – this is President, Vice President, Treasurer, Secretary.
- Decision on how many 'general committee members' we need, and election of them
- Decision as to the amount for the joining and membership fees for the next period, based on advice from the treasurer

If you wish to nominate for a committee position, please let one of the committee know. Contact the club if you need a Proxy form.

President's Report

Hello Club Members,

It has been a very fast month for us. The transition from waking up to the important tasks of starting the fire, putting the kettle on and deciding if we camp another night or move on to the next spot over to the school and work routines has seen the month fly past in fifth gear.

As we move toward some warmer weather I am looking forward to the chance to slow down and get some time on my car projects and will have more to say in the coming months.

It was great to see those that made the drive out to the Sunshine RSL for last month's meeting. It is really appreciated when members put in the time to come along and participate in what's on or coming up with in the club as well a great opportunity to catch up with old friends.....some older than others..

We are seeking input for the AGM and Christmas lunch venues, if you have an idea we would love to hear it.

The AGM will be on Saturday the 26th of October, please save the date and advise us if you are planning to participate, details of a venue will be out once finalized.

We are back at the Rosstown this month on Wednesday the 11th, looking forward to seeing you there.

Colin Warren
President

Editor's Note

Hi everyone,

I hope you are all enjoying some warmer weather, and weren't too badly impacted by the recent storms. I've been working away at the carburettors on my Imps, hopefully this will do the trick.

I also went up to Shepparton for the AOMC meeting – I hadn't been able to the MOVE museum before but it is worth a visit if you are passing.

John

Imp Photo of the Month



James Ibbotson & Mike Loveland raced at July's British Touring Car Championship round 6 meeting at the Croft circuit in North Yorkshire



1934 Hillman Aero Minx Streamline Saloon from Facebook via Matt.

Vale Peter Procter

Having been British cycling champion in 1952, after 2 years' national service Peter switched to car racing in 1955 initially in an Aston Martin and racing nationally in a F3 Cooper and then Formula Junior Lotus – with many wins – and was offered a Formula 1 drive with Tyrrell. Declining due to family and business commitments, he nevertheless raced internationally in Formula 2 alongside Jim Clark in a Lotus 32. He also won the touring car division of the 1964 Tour de France in a Mustang for Alan Mann, then with them for the 1965 European Touring Car Championship.



He is perhaps more prominent for international rallying including for the Rootes Group factory team from 1959. He had many class wins with a best result of 2nd outright in the 1961 Alpine Rally. He also ran in the 1961 and 62 Le Mans 24 Hours in Alpines, getting 3rd in class each time (same result at the 1962 Sebring 12 Hour) and winning the Index of Thermal Efficiency in 1961. In 1964 he also ran a Tiger ending with engine failure, and took a pair of 2nd place finishes in the F2 Berlin and Vienna Grand Prix.

His racing career ended at Goodwood in 1966 after a nasty crash that left him with third-degree burns to 65% of his body – his hands were so burned that he couldn't hold a pen. He turned to organising events with the British Racing Drivers Club. In later life he had many health challenges including lung cancer and a stroke. His autobiography 'Pedals & Pistons' was published in 2009. He died on August 15 aged 94.



This photo is from 1946, a Belgian ferry leaving Folkestone Harbour bound for Ostend in the days when cars were craned aboard in slings – best not to watch your pride and joy dangling precariously from a cable!

The cars are (l-r) a 1933 Buick, a Belgian 1938-40 Minerva Imperia TA-11 Jupiter, a mid-30s Hillman Minx, possibly a 1931-33 AJS Nine and a Rover P2 (built from 1937-48)



If the ferry is too slow, how about this Bristol Mk32 Superfreighter being loaded with a Hillman Minx convertible at Lydd Airport in Kent? Silver City Airways ran a car ferry to Le Tourquet from 1948, but the updated version of the Freighter dates this photo to post-1953. It carried 3 cars and 20 passengers.

On the Road with Tim



Readers, Debbie & myself took the opportunity to a free mine tour 11 kms from the township of Cobar located in central New South Wales on the 25th of August, even a free bus was provided from the centre of town. On arrival we received a flyer each, which included tickets for lunch including a main and a dessert along with a drink.

As we walked through, a local car club from Cobar was participating by displaying classic cars including this beautiful Humber on display for the punters. The vehicle is in excellent condition and was great to see.

There was certainly a lot to see in Cobar area. Take the time to view if travelling.

Tim Christie



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Tim also saw a Commer truck at Lorena Station near Lightning Ridge – it may have been there for a while!



Club members with Shiran's Hunter before last month's meeting at the Sunshine RSL.

On another note...

Isn't it nice the days are getting longer now!



Found It !! Fixed It !!

The Series VI Minx is not meant to “crab” along the road, and it should not be difficult to steer around right hand corners while extremely easy to steer around left hand corners. Well, daughter, Rebekah’s, was. Minx was telling me she has a problem.

After chatting with other members in ‘The Club’ I was given guidance to check the rear suspension.

Finally I had some dry weather (to work in the open) to investigate the problem. An inspection of the rear wheel positions revealed that the passenger side rear wheel was approximately 30mm further from the front of the guard panel than the driver side. Next, I jacked the rear end off the ground and removed the wheels. Yep! Found it!! The top leaf of the passenger side spring was broken with a separation gap of about 30mm.

This is where my collection of spare parts is useful. Yep, just happened to have a spare one in stock. With the weather holding I was able to remove the damaged leaf spring and replace it.

While this vehicle has been sitting for several years without use, this year I have been able to have the carburettor reconditioned, refit bonnet catch, install new plugs and points, change oil, and tune the engine, and it is rewarding to hear the engine running and driving normal again.

Little successes equals big happiness.

Ian A.



This 1914 Bean has just arrived in Melbourne as the destination for a tribute run by Lang and Bev Kidby of a trip done in 1927-28 by Francis Birtles.

Similar to the original trip there were issues – access through Myanmar was denied, whereas Birtles had an incredibly difficult trip through a jungle without roads.

On Birtles’ original trip his car was seized by Customs for import duties (although it was being re-imported), while the Kidby’s car was delayed entering Darwin by about 3 weeks.

From Thoroughbred and Classic Car, September 1988

QUALITY CONTROL

Mike Taylor talks to Peter Ware, one-time Chief Engineer of the Rootes Group

Ed: I've left out the first half of this interview that doesn't pertain to the Rootes Group, but covers Peter's early life where he lost his father at a young age before entering the Royal Naval College at the age of 13 before going into engineering.

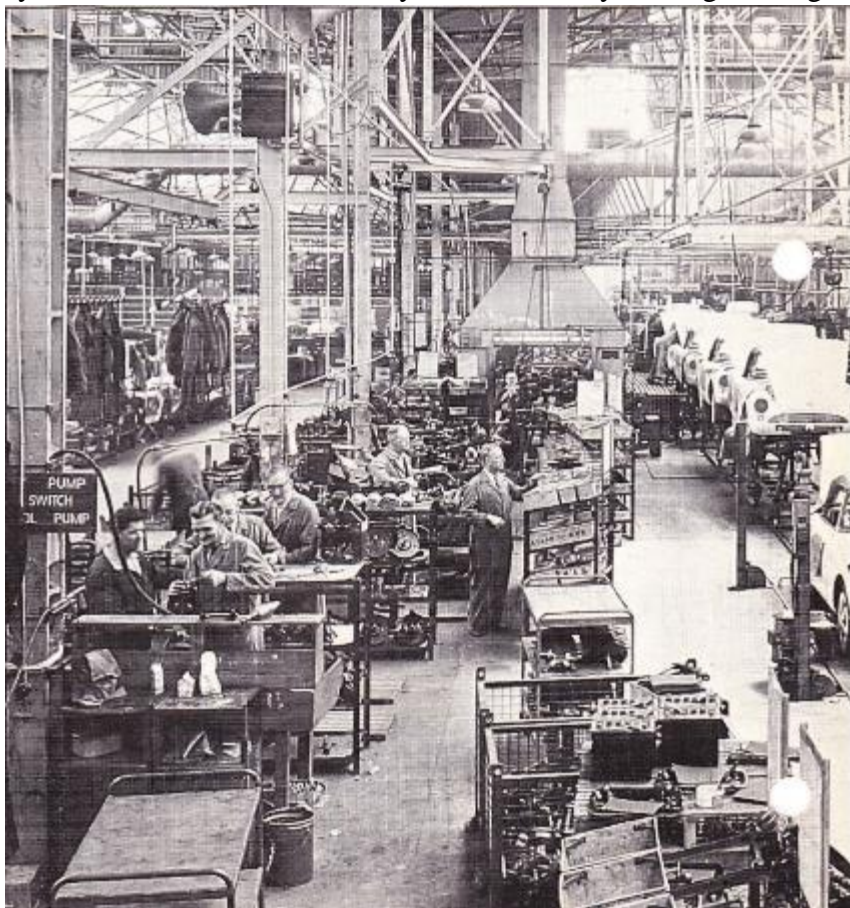
One notable quote related to when he went to Bristol in 1940: "This was my first experience of civilian life after joining Dartmouth," recalls Peter, "and I remember being appalled at the amount of skiving, particularly since this was the height of the war." Later he joined Roy Fedden Ltd (working on a small rear-engined car, including an encounter with Alec Issigonis and a prototype Morris Minor) for the Bristol engine designer, then CAV (a branch of Lucas) then Dowty Fuel Systems and back to CAV.

He got to hear that the Chief Engineer of The Rootes Group, Bernard 'BB' Winter was to retire in a year's time and the company were looking for a replacement. Again, Fedden had been influential in recommending Peter to Winter. An interview with BB was arranged, Peter going for a meeting one evening. Later he was invited to meet the Rootes family where he was confronted by William 'Billy'

Rootes together with Geoffrey and Timothy. "I recall talking about good development programmes and sound engineering principles which I think impressed them and later, of course, they became my credo while I was with the company. They went to a lot of trouble to make sure that I settled in happily although when they later turned on the pressure I really did feel it."

Peter joined Rootes in 1958 and became Director and Chief Engineer, Humber Ltd. the following year. At the same time the model ranges included the Minx with its badge-engineered sister, the Gazelle, the sporty Sunbeam Rapier and the luxury Humbers: solid if uninspiring middle-of-the-market models.

If Peter was impressed by the sound commercial appeal of Rootes' models ("nice looking little cars") then he was less than enamored with their standard of engineering: "Awful gearshifts and brakes, and heavy steering." Quality control meanwhile, he says, was almost non-existent. "Engineering facilities, too, needed immediate attention. There were hardly any test rigs for component testing and the chassis engineering shop simply comprised a few pits. There



Sunbeam Alpines under construction at the Armstrong Siddeley works; in 1961 space was made for a production track in Rootes' own factory at Ryton-on-Dunsmore (excuse the page-fold gap!)



One factor which strained Rootes' resources was the launch of the Super Minx

was nothing whatsoever to test electrical components and no facilities either for endurance testing, something I had learnt at CAV which is most important.

With so many shortfalls in Rootes' standards of engineering Peter was determined to improve matters making his presence felt almost immediately. His arrival coincided with the proposed announcement of the new Sunbeam Alpine sports car. Peter took one of the pre-production cars out for a test and found the steering heavy, the hood difficult to erect and poor torsional rigidity over rough road surfaces. While the problems were sorted out, the car's launch date was delayed by nearly a year—much to Armstrong Siddeley's annoyance since they were to undertake assembly.

"Bernard Winter was a Service Engineer, self taught," says Peter. "I think Rootes had got by in their technical development by taking small steps and so they never broke any new ground. Before I arrived, they'd spend a fortune on dealerships but

very little on technical design. With the Board's help, I changed all that. The only time I lost out was over the Hillman Imp. I said the car really wasn't ready for production but, in view of the opening date of the Linwood plant which was to be attended by HRH the Duke of Edinburgh, a team of test drivers was needed to run a full evaluation programme. This proposal was rejected and instead we arranged for a group of apprentices to undertake the task. While we didn't find the water pump or cylinder head gasket problems we did catch other snags. If we hadn't done that the car would have been far worse than it was."

"I was always far too busy with the day-to-day snags of engineering to give sufficient time to new model development," says Peter. "However, I did spend a lot of time trying to sort out the sound level problems of the Super Snipe—perhaps wrongly in the light of its limited commercial appeal—but I felt that we had to get the company's flagship quiet. Overall, though, we had to spread our development capability very thinly, something that I was always talking to the Board about. I recall going to a meeting once with an armful of drawings just to illustrate what was involved by simply changing a model badge."

Another strain on the company's resources was the ambitious new model programme: a replacement for the Minx model range called (what else?) Super Minx; and an all-new model, called Imp, to compete with BMC's baby. By 1960/61 both were on stream.

L-R: Lord Rootes, HRH Prince Philip and Peter Ware (then Engineering Director) at the opening of the Linwood factory that made the Hillman Imp



In addition, Peter's time was at a premium since he had many responsibilities, one of which was MIRA. "I remember that one of the first things Bernard Winter had said to me was: 'You are going to take on the Council of MIRA aren't you.' Bernard had been one of the founders of MIRA, a facility which in those days was unique. It was financed from direct subscription from SMMT members together with a grant from the SMMT itself aided by Government money. The whole thing went along well until the SMMT declared they were no longer in a position to support the grant and members would have to increase their subscriptions accordingly. This couldn't have come at a worse time, for crash testing was just about to be introduced. Then the situation was aggravated when Ford said they were withdrawing their support for the crash testing programme. As chairman, I remember addressing a fairly impassioned speech to members and luckily Ford changed their minds.

"I was chairman for a total of four years and during that time Donald Stokes of Leyland and the Minister for Transport as the time, Anthony Wedgwood Benn, put forward a proposal that Leyland should take it over. Geoffrey Rootes, who was the SMMT's president, asked me if it could survive without their intervention to which I replied 'of course it can'. History has proved this to be true."

Without doubt, another strain on Rootes' resources was the decision to make the Ford V8 engined Sunbeam Tiger. "John Panks in the States



Peter Ware at his home today

put up a very strong argument for the Tiger but, with the benefit of hindsight, I could, and should, have stopped it. But I admit to being completely won over when I drove the Shelby-built prototype; its lazy power and total refinement. Also, I think it was thought to be a specialized car to be sold mainly in America. The UK market wasn't really considered. After all, the Americans were losing interest in Rootes' models and this was thought to be just the weapon to rejuvenate it." The Tiger, of course, spawned other Chrysler V8 projects, one based on the Humber Sceptre, the other on the Humber Super Snipe, neither of which came to fruition.

While Peter admits to being initially against the introduction of planning (an import from the States)

he now feels they did a good job at Rootes in laying the foundation for the Arrow range and later still the Avenger. "I really do feel I could have helped had the Rootes family taken me into their confidence over the company's extreme situation," says Peter

The Imp's big brother, the Swallow, was another rear-engined design. Peter says that if he had known Rootes' financial state he would have cancelled the project earlier



ruefully. “I’m convinced that the Acton strike of 1961 ruined the company just when we were getting our act together technically. Also, I wouldn’t have gone on to develop the Swallow (another, bigger, rear-engined car). The Arrow was about all the company could reasonably afford to produce.” Rumour has it, though, that the Imp project was created as the result of an agreement between Reginald Maudling, who was Chalcancellor at the time, and the Rootes Board over providing a large sum of money for a new factory which was to be located in Scotland, money which also could be used to bolster Rootes’ flagging finances.

1965 by the Metal Box Co Ltd to take up the post of Technical Director with more money and a seat on the main Board. “I was unsettled by this but I felt there were still snags to be sorted out on the Imp and the Arrow range was just getting into high gear so I stayed. Later, however, Dunlop made me an officer and in 1966 I left Rootes.”

“I joined Dunlop to head up an engineering team which was to investigate new products and rejuvenate old ones. We looked at the Maxaret anti-skid device and air suspension as well as designing a new seat for tractors and a flexible gas combustion system which—surprisingly—was sold in Iran: I got a



A pre-production Sunbeam Tiger. Despite flagging finances Rootes went ahead with the Tiger programme hoping it would give a much need boost to sales in America

Indeed, by the early Sixties Rootes’ financial situation was desperate. Equally, however, Chrysler were anxious to get a foothold in the UK like Ford and GM had done already. In 1964, Chrysler bought a proportion of Rootes’ voting and non-voting shares, the deal being celebrated with much gusto at the Paris Salon that year. By Christmas Lord Rootes was dead.

“I suppose that in the early days I took the typically English approach,” says Peter candidly, “that the Americans have huge financial resources and a lot of business flair so there ought to be something to be learnt here. I think everyone in Rootes started out with great enthusiasm but then gradually we began to see that they weren’t all that smart and that their way of organization wasn’t appropriate to running Rootes. It all went a bit sour.”

Against this background, then, it is hardly surprising that Peter left. He’d had an approach in

Design Council Award for that. Also, I ran the wheel division for two years and the second year we made record profits.”

Looking back, however, Peter says that moving to Dunlop was not his best move since the company’s position commercially was not without snags (“overburdened by too much office accommodation and staff”). There were large sections of the company which, says Peter, didn’t make money. Worse still, the tyre section had just bought the Avon factory in Washington to manufacture crossply tyres at a time when radials were being introduced.

Peter retired in 1977 yet he is still as busy as ever. “There were many things which gave me satisfaction but perhaps the most crucial were seeing Rootes’ quality of engineering improve under my direction and my input over keeping MIRA alive.”



Motors & Masterpieces is a new exhibition of 200 of the finest automotive masterpieces in a replacement for the Motorclassica show.

Early bird tickets are available until 30 September, to save 15% off standard gate prices – standard Adult Day Pass is \$59. The show is on Friday 22 to Sunday 24 November at the Melbourne Showgrounds, Epsom Road, Ascot Vale.



The ten feature car show themes for 2024 are:

- Golden Age** Features the early automotive pioneers, with a spotlight on the unique craftsmanship evident in machines built prior to 1930.
- High Society** The home for all cars and motorcycles from the 1930s and '40s, when design and engineering took great leaps forward and formed the basis of the modern motor industry.
- La Dolce Vita** This has become an expression synonymous with the carefree lifestyle and culture emanating from post-war Italy, with that passion extending to the country's genuine love for all things automotive. This theme is home to the best Italian cars and motorcycles from the 50's to the 80's.
- Swinging London** Reflects on the UK's cultural movement that extended from music and fashion into automotive production, which ultimately created icons from the Mini to the E Type Jaguar. This theme will host the best of Britain from the 50's to the 80's.
- Continental Classics** Shines a light on the best of the rest of Europe from 50's to 80's, with exceptional examples such as the Mercedes Gullwing and Porsche 356 set to star.
- California Dreaming** Focuses on the exuberant post-war era of the 1950s through the '70s, with a focus on the most spectacular cars the USA has produced to date.
- Great Southern Land** Celebrates the Australian car industry and culture, and the massive domestic collector base.
- Tokyo Lights** Japan may be a late entry to the car culture scene, but Tokyo Lights will showcase this country's best engineering and design that has already produced great icons with a large following.
- Monaco Glitz** This is the showcase for the modern supercar.
- Chequered Flag** This will ramp up the exhilaration of the best-of-breed racing cars and bikes from across the competition spectrum.



AOMC Delegates Meeting Report

On Saturday 24 August the meeting was held at the MOVE museum in Shepparton, starting with a presentation by Megan Treacy from Shepparton City Council Events & Tourism Department promoting the city as an events destination, and Jim Andreadis the CEO of the Museum of Vehicle Evolution who explained the establishment and evolution of the facility.



They also announced that the Melbourne to MOVE run will be held on April 5th next year; they are keen to see it turn into a 'Bay to Birdwood' type event. That is after the 20th Falcon GT Nationals in March.

In his President's report, Keith Mortimer announced a Classic Car Club and Trader Showcase to be held at the Shannons premises on Saturday 26 October – more details to come, but clubs are invited to enter. He also advised that the AOMC will establish an apprentice and business support scheme to help bolster the trades that are necessary to keep classic cars going.

The treasurer's report and VicRoads/club permit scheme reports were routine, with the AOMC able to compile issues that may occur with the scheme and help with contact points in the new privatised service delivery organisation.

The Association's 2025 events were announced and as well as those listed on the Calendar page, there are also the Shannons American Motoring show at Mornington on 23 February and the Australian Car Show has been postponed from November this year until April 2025.

Secretary Tony Hall also gave an update on the group club insurance scheme which is currently with insurance companies for consideration; their responses are due at the end of August. The insurance will cover public liability, officer's and volunteers' personal injury insurance. Key aspects of the scheme working are having a viable number of clubs involved as well as there being adequate risk management framework in place within clubs. It is anticipated that the scheme will be ready to launch in October or November. Clubs will be able to join as their insurances come due through the year, with the AOMC paying the insurance broker in tranches through the first year as the clubs come on board. I expect that there will be more information before the AGM in November.

There was a question from the floor about the relationship with the Federation, and it was advised that the two groups are working well together in their joint dealings with the Department of Transport regarding the CPS. There are meetings 3 times a year scheduled.

Outside in the sunshine there was a Humber as well as some other interesting cars:





A feature of Shepparton streets is a herd of 100 painted cows – the one at MOVE has been hot-rodded!

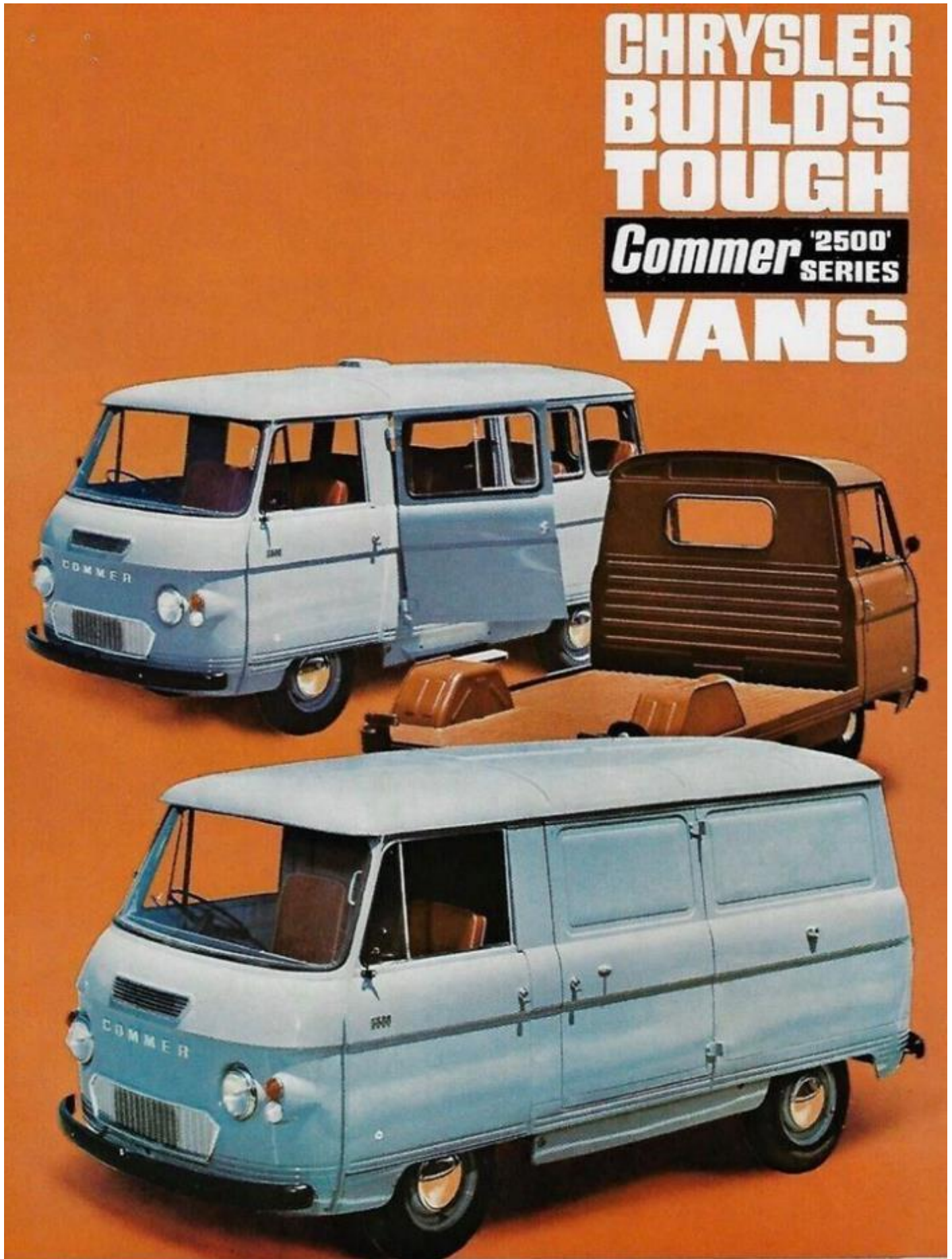


Inside there are a couple of iconic Shepparton based race cars: Bryan Thomson’s VW-Chev and Mercedes sports sedans, plus you can see a glimpse of the radio/phone/broadcast collection that is a big feature opposite the amazing display of bicycles from the 1800s that is on the mezzanine.

There are some unique cars like an Auto Union Grand Prix/hillclimb replica powered by a Jaguar V12 and with dual rear wheels, Stuart Appleby’s custom BMW M5 ute and a VE Commodore/Monaro coupe.



Tim sent a link to this ad for the Commer van showing the 3 main variants: bus, pickup and van. Note that you could get the side door hinged at either side. Also the pickup uses the normal van floor (complete with a bump for the bellhousing at the front) just without the sides and roof – it is hard to imagine that it could be rigid enough! There is a version of the Renault Master van that does the same thing today.





TRADING COLUMN



To advertise, please use the contact details on page 2 of the magazine. Ads for vehicles must contain registration, engine or chassis number, as well as a full description, contact name and location for the car. Ads will run in the magazine and appear on the website for two months unless otherwise requested. Please let the editor know if a car or part is sold.

For Sale



1968 Hillman Imp Van \$15,000 One of 2 imported by Norm Withers, excellent condition. Contact Ken Strange at impken@yahoo.com near Romsey 2409

Last Month



Intake Manifolds \$100 each Twin 40mm Weber/Dellorto suit Hunter alloy head, also single Weber/Dellorto manifold. Contact Phil Chapman 0434 666 864 or phillipandkerry@icloud.com 2407

1950s Husky engine, gearbox, diff and front end. Contact Noel on (03) 9743 3559 or nr.donnachaidh@gmail.com 2310

Humber Sign now \$320. Plastic sign fantastic condition.

Letters painted, not stickers. 1225 wide x 430 high. Pick up only due to fragile nature. Drouin. Jodie 0447 541 020 or snakegully@hotmail.com 2302



Wanted

Lucas C5a dynamo (with rear drive for water pump). Used in 1936-7 Hillman Hawk and in 1939-40 Humber Snipe. Contact Bill Atkin elderfuthark@yahoo.com.au

Hillman Minx ADL (Series IIC) undamaged LH front quarter mudguard panel wanted by Neil Lauritzen - neilshas@bigpond.com 2304



Here are two more photos of Ken's Imp van – note that it has the full-width dashboard introduced in the UK in 1968 rather than the original binnacle type.

Note that the 1937 Hillman Minx in Queensland is still available, contact Neil on 0403 509 025.

It looks like there are also 3x Humber Super Snipe Mk3's on the market.

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