



All British Classics Car Club (Vic)

A friendly family social motoring club

Edition 142

February 2011

LEN'S BABY AUSTIN



Taken at the Hastings start for this year's RACV Great Australian Rally, is this photo of Len Butcher's delightful Austin 7. This example was built in 1932 and still gives a very good account of itself today! Indeed, a venerable classic from Longbridge.

What better way to start a New Year?

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Inc. is \$35.00. There is a once-only joining fee of \$30.00. Please send membership subscriptions to: Pat Douglas, PO Box 201, Chirnside Park, VICTORIA, 3116.

Please Note: Membership subscriptions are due 30th December.

Life Member: Pat J Douglas

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC.,
FOUNDED 23rd SEPTEMBER 1997.**

Club Founder – The Late Frank E Douglas

**“OWNING AND/OR APPRECIATING THE SPIRIT OF FINE BRITISH
CLASSICS”**

ANNUAL GENERAL MEETING

The 2011 Annual General Meeting of the ABCCC will be held at Como Gardens on February 13th. See the calendar for details.

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Position	Name	Telephone	Other Telephone No.
President	Tony Pettigrew	(03) 9739 1146	
Vice President	Ray Higginson	(03) 9336 7306 (AH)	(03) 9310 5286 (BH)
Treasurer	Bill Allen	(03) 9846 2323	
Secretary	Pat Douglas	(03) 9739 4829	
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Assistant Editor	Betty Taylor	(03) 9739 1879	
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AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer	Nello Mafodda	(03) 9719 7949	
VCPS Officer	Colin Brown	(03) 5964 9291	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Colin Brown	(03) 5964 9291	
Web Master	Ed Bartosh	(03) 9739 1879	
The All British Classics Car Club Website is: http://www.abccc.com.au/			

IMPORTANT CLUB INFORMATION

The All British Classics Car Club (Victoria), Inc. (ABCCC) is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC must carry the ABCCC's Association Incorporation Registered Number: A00035462V.

The Official Club Magazine – *Your ABCCC News*

Your ABCCC News is the official magazine of the ABCCC (Vic), Inc. The magazine's issue date is during the week of the 25th of every second month – February, April, June, August, October and December. To make the Editor's task a little easier, it is requested that articles, event information and photographs are with the Editor prior to the 14th of the previous month. Articles published in *Your ABCCC News* may be used without permission; however, the ABCCC does ask that appropriate acknowledgement be given.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC Website at the same time that the printed copy of the magazine is mailed to those who do not have access to the Internet.

Disclaimer

This publication contains general information that should not be relied upon without the specific advice from a suitably qualified professional. The authors and the ABCCC, Inc. expressly disclaim liability for anything done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC, Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC, Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC, Inc. cannot be held responsible for any inaccuracies relating to other clubs' events.

All correspondence should be addressed to the Editor, *Your ABCCC News*, 59 Rowson Street, Boronia, Victoria 3155. Other Editorial contact information is listed above.

It is club policy to have the right to refuse placement of advertising material in *Your ABCCC News* from those who are not members of the ABCCC, Inc.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorised by VicRoads to operate vehicles under the Victorian Club Permit Scheme (VCPS). Two VCPS Officers and their contact details are listed above.

Club members will be kept up to date with respect to changes and improvements to the VCPS. However, it cannot be stressed enough, that a vehicle operated on the VCPS, must carry the VicRoads Permit (current), the AOMC VCPS Handbook and a copy of *Your ABCCC News* which contains details of the event the permitted vehicle is participating in. All enquiries should be addressed to the VCPS Officers.

THE VICTORIAN CLUB PERMIT SCHEME AND THE EVENTS DIRECTORY

IMPORTANT: BE AWARE, all ABCCC 'noted events' in the Events Directory below are Victorian Club Permit Scheme (VCPS) authorised. To qualify for the VCPS, under the auspices of the All British Classics Car Club, Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year from the date of the motor car's permit issue.

VICTORIAN CLUB PERMIT SCHEME RENEWALS

For your Victorian Club Permit Scheme (VCPS) renewal, please forward your completed renewal form to Colin Brown, PO Box 40, Coldstream, Victoria, 3770. Please enclose a stamped envelope that is addressed to VicRoads, along with a cheque/money order for your VCPS fee, and he will sign on behalf of the club and then forward it on to VicRoads for you.

NEW VCPS APPLICATIONS

For members wanting to place a motor car on the VCPS under the auspices of our club, please contact Nello Mafodda on (03) 9719 7949. He is the ABCCC VCPS Officer In Charge and will be able to provide all the information required to place a motor car on the VCPS.

Nello's position is entirely voluntary, so due consideration should be given when contacting him.

ABCCC EVENTS DIRECTORY 2011

Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the magazine editor prior to the 14th of each month. Events organised by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if you want to take part in it.

NOTE: TEXT IN RED INFORMS OF CHANGED OR CORRECTED EVENT INFORMATION.

February 2011

- 13 The [ABCCC Annual General Meeting](#) Pat Douglas (03) 9739 4829
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin, Victoria. (Melways Map 65, Ref: K8)
- 18 – 20 [40th Begonia Rally – Vintage & classic Car Club Ballarat](#) Mike Allfrey (03) 9729 1480
An official [ABCCC attendance event](#).
Venue – Ballarat Greyhound Club, Rubicon Street, Delacombe, Ballarat, Victoria.

March 2011

- 6 Mornington Peninsula Lunch Run – [An ABCCC Event](#) Rob Nolan (03) 5978 7798
Lunch Venue – Diego & Sandra Lazzars Winery Restaurant, Balnarring, Victoria .
- 26 – 10th RACV Fly The Flag Tour – [An ABCCC Major Event](#) Tony Pettigrew (03) 9739 1146
- 1 April Touring – South Muckleford, Bendigo, Pyramid Hill, Boort, Swan Hill, Echuca, Wangaratta.
This tour is fully booked.

April 2011

- 3 RACV Classic Showcase – [An ABCCC Supported Event](#) Mike Allfrey (03) 9729 1480
Formerly & Still – The AOMC British & European Motoring Show
Venue – Members' Car Park, Flemington Racecourse, Flemington, Victoria. (Enter from Epsom Road)
- 11 – 15 A Special High Country Tour – [An ABCCC Event](#) Peter McKiernan (03) 9787 6003
Visiting – Bright and Metung, Victoria.
- 16 – 17 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 3239
Venue – 79 Basin to Olinda Road, The Basin, Victoria (Melways Map 65, Ref: K8).

May 2011

- 4 Mid-Week Lunch Run – [An ABCCC Event](#) Pat Douglas (03) 9739 4829
Lunch Venue – Mont de Lancy, Victoria.
- 8 Mothers' Day
- 15 The Famous Cream Sponge Run – [An ABCCC Event](#) Geoff & Judy Birkett (03) 9755 1772
Venue – [Main Hall, Ferny Creek Recreation Ground](#), Clarkmont Road, Sassafras, Victoria.

June 2011

- 5 Rex's Big Day Out – [An ABCCC Event](#) Rex Hall (03) 9795 7669
Venue – TBA. Victoria.
- 19 A Special Club Run – [An ABCCC Event](#) Frank Sawyer 0408 633 778
Venue – TBA, Victoria.

July 2011

- 2 & 3 A Winter Festival – Not An ABCCC Event, but worthwhile George Chrystie (03) 5874 3358
Venue – Tocumwal, New South Wales.

July 2011 (continued)

- 10 Pub Lunch Run – [An ABCCC Event](#) Bryan Tootell 0412 549 906
Venue – TBA, Victoria.
- 24 Annual Club Luncheon – [An ABCCC Event](#) Colin Brown 0408 343 176
Venue – Marybrooke, Sherbrooke Road, Sherbrooke, Victoria.

August 2011

- 14 Grand Tour of Sorrento – [An ABCCC Event](#) Karen McDonald (03) 5975 1867
Venue – TBA, Victoria.
- 28 Mystery Coach Tour – [An ABCCC Event](#) Ray Higginson (03) 9336 7306 (AH)
Venue – A real mystery, but within Victoria.

September 2011

- 4 Fathers' Day
- 14 A Hills' Driving Experience – [An ABCCC Event](#) Geoff & Judy Birkett (03) (03) 9755 1772
Start Venue – TBA, Victoria.
- 25 Phil's Touring Day Out – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Venue – TBA, Victoria.

October 2011

- 7 – 9 The Annual Indulgence Tour – [An ABCCC Indulgent Event](#) Peter McKiernan (03) 9787 6003
Touring – A secret till details are sent to tour participants.
- 23 2012 Planning Meeting – ABCCC Committee, Plus Volunteers Tony Pettigrew (03) 9739 1146
Venue – 16 Lawler Lane, Coldstream, Victoria.

November 2011

- 13 Family Day Out – [An ABCCC Event](#) Marjorie Pepper (03) 9439 7875
Venue – Melbourne Zoo, Elliot Avenue,
- 27 Club Picnic At Hanging Rock – [An ABCCC Event](#) Anne & Bryan Tootell 0412 549 906
Venue – Hanging Rock Reserve, Near Woodend, Victoria.

December 2011

- 11 Christmas Lunch Run – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – Yarra Valley, Victoria.

EDITORIAL NOTES – ISSUE NUMBER 142

In this issue, Bill Ballard has written and illustrated an article about the Mersey Tunnel in Liverpool, England. It was the first picture in the article that brought back some interesting memories for me. Back in July 1957 I rode my 49 cc Patria Moped through that tunnel on my way to the British Grand Prix at Aintree. I was in my first year at work as an apprentice and had managed to cajole a spell of holidays so that I could make the journey north to see those fabulous Vanwalls in action on home soil. My transport in those days was a smart two-tone green Patria Moped which valiantly transported me all the way from Bristol to Aintree, via Warrington and Liverpool.

I remember dipping down into the great mouth of the Mersey Tunnel and seeing it as a new adventure! It was interesting that well before the entrance, once you were in a lane on the roadway, you had to stay in that lane all the way through. Being powered by all the efforts of 49 cc, I elected to stay in the left hand lane and hoped that I would not hold up too much traffic. It was I who was held up by two slow-moving cars in front. I nearly summoned up enough courage to overtake by just crossing the dotted line, but both times was thwarted by the presence of police Wolseleys out on patrol. What was most impressive about the Mersey Tunnel was the set of traffic lights at an intersection part way through. This impressed me greatly and, as I waited at the red light under the Mersey, I wondered where that other arm of the tunnel came out in Liverpool. Another memory is going straight ahead at a busy intersection when I intended to turn right. My wheels were stuck in tram lines which were still present in a number of Liverpool's roads.

Please note a small change to our Calendar of Events for the Cream Sponge Run in May. We will now be using the recreation hall at the Ferny Creek Reserve, instead of the CFA facility. The run will also finish with a barbecue lunch at the same location. Our club catering trailer will be available for your lunch's culinary skills.

Here's wishing you all a very Happy New Year that will feature a heap of splendid classic motoring of the British order for you!

Mike Allfrey – Editor

THE VICTORIAN CLUB PERMIT SCHEME REVIEW

Some Advance News On The Logbook Type Scheme

At the November AOMC Delegates' Meeting several points were announced by Rod Amos regarding the VCPS after the changes have been adopted.

1. The new VCPS that embraces the use of a logbook to record journeys of a club-permitted vehicle will be introduced from 1st February 2011.
2. All of the vehicles currently on the Scheme will receive a 90-Day Logbook during February 2011. That logbook will remain current until the vehicle's VCPS's Permit renewal date, whenever that is during the year. When the vehicle's current VCPS Permit expires, the first-issue logbook will expire, too. A new logbook will be provided when the new Permit fee has been paid.
3. There will be a choice of either a 45-day logbook or a 90-day logbook. Once a 45-day logbook Permit has been used, it is deemed expired unless you purchase another 45-day book, for a total of 90 days.
4. VicRoads allows that vehicles will be able to be used without a logbook entry if used within a 100 metre radius from the vehicle's garage address, *i.e.* for the purpose of shuffling vehicles on the one property.
5. This is important: VicRoads anticipate that VCPS vehicle use will be in the spirit of the club scheme. Using a vehicle for travel to and from a place of work is not regarded as being compatible with that spirit.
6. Vehicles being transferred from full VicRoads, or interstate registration, to the VCPS will require a valid Roadworthy Certificate. Technically, the vehicle is unregistered when full registration is cancelled.
7. Operators of vehicles on the VCPS must be financial members of a club authorised by VicRoads to operate the VCPS. If you are not financially current with a club, then you are driving an unregistered vehicle and the appropriate fines will apply.
8. There will be a new Permit Application Form.
9. The letter from VicRoads, a permit certificate and the logbook must be in the vehicle at all times.
10. It must be understood that it will still be the Victorian Club Permit Scheme. It will still be a permit to drive an unregistered motor vehicle in accordance with the spirit of motoring club activities. It is not 'Limited Registration', 'Concessional Registration' nor 'Red Plate Registration'.
11. The AOMC will be publishing a 'Code of Practice' themed handbook when the new VCPS is introduced.
12. It is understood that clubs will have to maintain a register of vehicles that are using the VCPS.

It is my understanding that all persons currently having a permit certification have or will receive a letter from VicRoads along with a logbook for this year. This article is a guide only, and should be considered so when quoting from it. For further information please contact Fergus McDonald at 9854 2794 at VicRoads.

Mike Allfrey – An AOMC Delegate.

OUR BRAIN TEASER

The brain teaser selected this time is very simple:

What is ten men's length and has ten men's strength and yet ten men cannot make it stand on its end?

The answer is in the text somewhere towards the end of this magazine!

OUR GARDEN DAY OUT – An Explanation

We were asked about the history of the Cabin, and now quote from documents written by Florence DeCoite, a previous committee member.



THE ROSE SERIES P. 4581 THE LOG CABIN, RECREATION RESERVE, FERNY CREEK, VIC.

"A Club Room was needed for the Bowling Green. The Doery family offered to pay most of the cost if the Club Room was constructed as a Log Cabin and built as a memorial to Mr Doery. This was in the early 1920's. When the cabin was completed, the late Sydney Myer, who had at the time, a home in Hilton Road Ferny Creek, kindly had a seat built around the southern bay of the cabin with lockers for bowls underneath. A crockery cupboard in the corner and the floor covered with linoleum. A table, chairs and forms were all supplied free of charge by Mr Myer."

Judging by the patina on the furnishings, we would say it is pretty much original (except for the plastic chairs!).

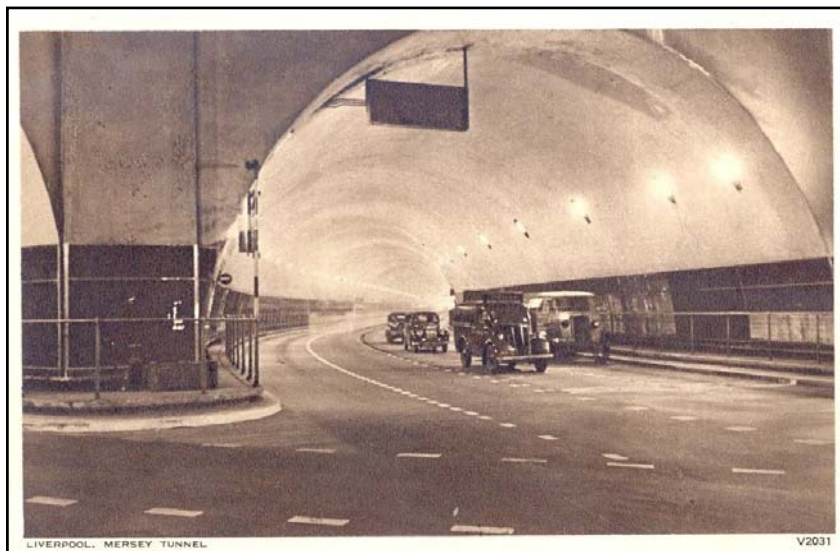
Geoff & Judy Birkett

A GENTLE REMINDER!

Your annual club subscriptions were due prior to 31st December.

IT'S A SMALL (FORD) WORLD

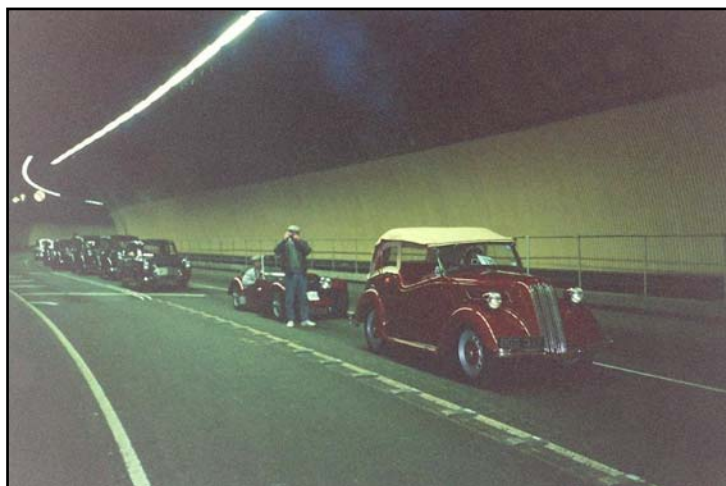
During a recent visit to a local antiques centre, I acquired an old sepia-coloured postcard (below) which brought back some happy memories for me. It was titled "Liverpool, Mersey Tunnel" and featured a Fordson E83W 10cwt panel van, a pre-war commercial van (possibly a mobile shop) and a Morris 8 Series E sedan traversing a tunnel which links Liverpool with Birkenhead under the River Mersey in the U.K.



Today there are three tunnels under the Mersey linking Liverpool with the Wirral Peninsula – a railway tunnel (opened in 1886) and two road tunnels – the Queensway Tunnel linking Liverpool with Birkenhead (opened on 18th July 1934) and the Kingsway Tunnel, linking Liverpool with Wallasey (opened on 24th June 1971). I suspect the postcard dates from the mid-1950s and so pre-dates the Kingsway Tunnel, which is 1.4 miles (2.4kms) long and is actually two tunnels, built side-by-side, each carrying two lanes of traffic in one direction, so is easily distinguishable from the Queensway Tunnel, which is 2.01 miles (3.24kms) long and has a single bore carrying four lanes, two in each direction, with no barrier between them.

I was privileged to be invited to participate on a very special event to celebrate the 60th anniversary of the opening of the Queensway Tunnel on Sunday, 17th July 1994. It was to be one of the best organised and most interesting events I have ever been on. Along with some friends (two in a 1959 100E Popular and two in a "Farina"-styled Riley 4/72), Sandra & I (in my 1938 Ford 7W "Ten" tourer) drove up from London on the Saturday and spent two nights near Ruthin, North Wales at a remote hilltop farmhouse that did B&B. The northbound journey included the notorious "Horseshoe Pass" on the A542 between Llangollen and Ruthin – 427m above sea level at its highest point – which involved a long, steep but very scenic climb over the Welsh mountains. We rose very early on the Sunday morning and drove through Chester to Liverpool, where we reached the Albert Dock tourist complex in good time. We took our place at the head of a 450-vehicle cavalcade consisting of all forms of historic road transport -from cars to double-deck buses and heavy trucks. We set off from Albert Dock and negotiated the central shopping area of Liverpool (normally held pedestrians and specially closed off for the day) before plunging into the Queensway Tunnel, which had been closed to normal traffic. Policemen on motor cycles accompanied the cavalcade and at every set of traffic lights they stopped the traffic and allowed the slow-moving cavalcade to proceed without stopping. All along the route to the mouth of the tunnel, the public were restrained by specially erected barriers. The site seers were up to seven-deep in places. Sandra and I felt like royalty – the atmosphere was so special.

Part way through the tunnel, I stopped to take the photograph (below), which by coincidence, was taken about



40 metres further into the tunnel to the right of where the postcards' photographer stood (note the change of lighting over the years!). Emerging from the tunnel, we did a short circuit of the centre of Birkenhead and were directed to a huge car park adjacent to a new tramway museum. There were trade stands selling souvenirs of all descriptions. It took around two and a half hours for the whole cavalcade to complete the trip and, being close to the front, I was able to get plenty of pictures of the other participants! That afternoon we returned to our B&B via Bettws-y-Coed with the motor museum being there. It was a very enjoyable and most memorable weekend. Our round trip had covered around 700 miles and the

cars behaved faultlessly.

I brought the tourer with me when I immigrated to Australia in 1999, but I sold her to a friend in Toorak in 2005. That was after I'd finished restoring "Bluey", my 1936 Ford Model CX De Luxe roadster. There was only room for one convertible in my garage at the time!

Bill Ballard

A BRITISH CLASSIC IN SHANGHAI?

A few days into a recent visit to Shanghai, I began noticing something interesting about the Shanghai traffic – so I started taking some notes. As this was my first visit I didn't know much about China's automotive market (and some might say I still don't). However, having travelled widely in Asia, I had some preconceived ideas as to what I might see on Shanghai's roads.

One of those ideas was that in Asian countries with a strong vehicle manufacturing base (e.g. Japan and Korea) the roads are dominated by locally manufactured vehicles carrying local brands. Another of my ideas, based on my observations in other Asian countries, was that in those countries without a strong local automobile manufacturing base, the well-known Japanese and Korean brands such as Toyota, Nissan, Honda, Hyundai, Kia, Daewoo etc. would predominate. Smaller cars also seem to be the norm in most of Asia.

With its strong local manufacturing base I therefore expected to see many local Chinese brands on Shanghai's roads. Certainly there were plenty of trucks carrying local brands and the Shanghai buses mostly carried a brand written in Chinese characters. But I noticed that they also carried the word Volvo, in big letters on the side panels above the rear mounted engine, and the distinctive Volvo sash across the front 'grille' area. Despite this, I saw only a few locally branded cars.

As for well-known Japanese and Korean brands, while I did see plenty of Hyundais and quite a few Toyotas on a trip to the city of Hang Zhou, I saw precious few of those brands in Shanghai. The Japanese cars which were evident in Shanghai appeared to be those generally considered more upmarket and/or employing more sophisticated engineering such as Mazda, Lexus and particularly, Honda. While I had expected to see a lot of small cars, apart from a few snappy Citroën hot hatches and several Mini Coopers I saw few small cars on Shanghai's roads.

What I did see was plenty of medium to larger cars carrying well known European luxury brands including BMW, Mercedes Benz, Volvo and Audi. It was not usually the entry-level vehicles in the range either. Vehicles at or near the upper end of the range such as 5 or 7-Series BMWs and E-Class or S-Class Mercedes Benz seemed the most popular models. I also saw quite a few exotics including a Maybach, several Lamborghinis, Ferraris and Porsches. I even saw a brand new Bentley coupé weaving through the traffic and as it disappeared into the distance I began to wonder whether this was the only British classic I was likely to see in Shanghai. It was at that moment that I started to really take notice of the brands featuring on Shanghai's roads.

During a walk through the former French Concession area of Shanghai I kept a sharp eye out for some French vehicles. However, despite the strong French connection to Shanghai I saw very few French cars on the roads. The handful of Citroën hot hatches were about, but I don't recall seeing a single Peugeot or Renault in my ten days in Shanghai.

As well as the proliferation of European brands, I was surprised to see that American brands were quite strong, especially Ford and the GM brand Buick - which virtually disappeared from Australian roads in the 1950s. That's right – major American brands on the roads of China. Who would have expected thirty or forty years ago that come the 21st century, Communist China would embrace the brands of those decadent capitalists as the Americans?

Despite the proliferation of European brands on Shanghai's roads, one brand stood out head and shoulders above the rest. I estimate that at least a quarter of the cars on Shanghai's roads carried the VW brand and when you add the numerous Skodas and Audis, something like 30% of the vehicles on Shanghai's roads were from the Volkswagen stable. It was certainly a surprise to find that VW was so strong in China, although I have since learned that VW was among the first of the Western auto makers to set up joint ventures in China, and they are now reaping the reward for their early perseverance at a time when doing business in China was much more difficult than it is today.

One thing helping VW is that all of the 45,000 taxis in Shanghai are VWs. Most Shanghai taxis carry the VW Santana model designation. We don't have that model in Australia but it appears that the Chinese Santana is in effect the same vehicle as that sold in Australia as the VW Passat. A small number of brand new taxis are small SUVs which carry the VW Touran designation. This model is not sold in Australia.

If Volvo have the buses tied up and VW have tied up the taxi and private vehicle fleets what hope for a British classic? Certainly, I didn't see anything which would fit our 25 year criteria for a British classic. I guess one reason for this is that private vehicles were virtually unheard of in China 25 years ago and the thought of a private citizen owning a 40, 50, or even 60 year old car (let alone a pre-war model) appears laughable.

The mantra "The newer and more upmarket the model the better", seems to rule for the Shanghai motorist. This is perhaps not surprising when you realise that while the average monthly salary for urban workers across

China is RMB 897, the average monthly salary of Shanghai residents is three times that at RMB 2,670. This makes the Shanghainese the most well off residents in China. Certainly from what we saw there is plenty of money available in Shanghai for fancy machinery.

As for British brands, apart from the one Bentley and a few Mini Coopers, I saw a small number of Jaguars, Land Rovers and Aston Martins, and a solitary MG. I thought I even saw a Rover 75. Then I realised that it was actually a locally made Roewe 750. This model is based on the Rover 75, using the technology purchased by the Chinese company Shanghai Automotive Industry Corporation (SAIC) from the MG Rover Group in the UK, shortly before it went into administration. Although they did not purchase the rights to the Rover name (which in a round-about way reverted to Ford) the heritage is clear.

Firstly, the external appearance of the Roewe 750 looks very similar to the last Rover 75. Secondly, the red and black badge on the Roewe vehicles is certainly reminiscent of the Rover badge – especially at a distance. Thirdly, I expect most English speakers on seeing the word Roewe for the first time would pronounce it as ‘Rower’ or, if they knew of the connection to MG Rover, would pronounce it as ‘Rover’. However, I am reliably informed that the correct translation of the name from the Chinese characters is Rong Wei which I think most of us would pronounce as ‘wrong way’. That is hardly an auspicious name for a car, but I believe it means “honour and prestige” in Chinese and should be pronounced as “rone-way”.

Despite being a derivative of Rover I can’t bring myself to think of the Roewe as a British classic. The Bentley may become a classic one day but these days it is more of a German vehicle than a British one, being yet another member of the VW stable. The other British makes mentioned are not really classics at this point and in any case are not very common on Shanghai’s roads.

However, I did notice one British model which was fairly numerous in Shanghai and is ubiquitous on British roads. The classic white van much loved by British delivery van drivers and, in TV shows at least, by British villains, also seems quite common on Shanghai roads in both van and mini-bus form. The model I saw most is the one which was marketed in Britain in the 1980’s and 1990s. I believe this is the model still being made in China, but only for the Chinese domestic market.

In conclusion, did I see a British Classic in Shanghai? Well, not exactly. The so-called British brands were mostly European owned or locally made under licence to China, and all were much too young to qualify as classics. However, if I had to name one, I would nominate the humble Ford Transit van as the closest thing I saw to a British classic in Shanghai.

(Assistant editor’s note: Ford is still a US company.)

Colin Oberin

ABOUT MORE MATTERS ELECTRICAL

Paying Particular Attention To The Battery’s Ability To Crank Your Engine

For quite a number of us, we have a classic motor car in our garage which does not get as much use as it should. There are a number of reasons that cause this situation to arise. For some time now, I have given thought of installing a trickle charger which can remain switched on to keep the Jupiter’s batteries in a healthy state.

For the first time in a number of years, I just purchased a copy of that erstwhile British magazine, *Practical Classics* (December 2010) mainly to check out the current British scene. I discovered the usual ‘carrot’ that accompanies subscription renewal. There it was in full Technicolour, a C-Tek battery charger *worth* £39.00, to help induce your subscription generosity. This is a good looking in-line unit that appears to be well made. The text that accompanies the picture advises that the C-Tek Model XS-800 is just the device you need for laying up your classic car for winter. It can be left connected to the battery for months without harming it. The charger is fully automatic and is designed to trickle-charge a 12-volt batteries in complete safety. It also states that the XS-800 is available to UK subscribers only – oh dear!

This justified a trip to the local Bursons establishment to see what was available on their shelves. There was not a great range, but a trickle-charger was found. It worked out at just over \$100.00, which of course, I thought was a bit much. I went further along the road to see what Repco had on show. Walking into a Repco branch is nothing like what it used to be. Now, it is like a Chinese warehouse full of simple add-on accessories for modern cars – to which, not much needs adding onto! However, on display were a number of trickle-chargers so I made my choice, a Repco branded one at \$60.00, which to me was a reasonable conversion of the ‘*worth* £39.00’ that did the same job. Then I noticed on the upper shelf, the C-Tek XS-800 trickle-charger. It was priced at just over \$100.00, not such a good conversion – I stayed with my choice. There is the Repco name behind the warranty, after all!!!

So, what had I purchased for the first time in a Repco shop in about twenty years? A compact trickle-charger which features three stages. It is a 12-volt, 1.6 amp automatic charger, Repco Part Number RBC16SM with three stages – soft mode, boost and float, and with a charging output of 1,600 milli-amperes at 12-volts and micro-chip control. The cut out voltage is 14.7 volts and the cut-in voltage is 13.7 volts. It also features three LEDs in the specifications – Power On - red; Boost Charge Mode - green and; and Float Charge Mode - yellow. However,

printed on the unit are: Power On, red; Charging, yellow and; Full Charged, green. The whole works comes in a robust black aluminum housing. The kit comes with four self-tapping screws with rubber washers, a set of leads with 8 mm eye type terminals, and a set of leads with strong spring loaded connectors for temporary attachment to a battery.

I chose to mount the charger on the garage wall close to the power point for the automatic door opener. I used the ring terminals to permanently connect the leads to the battery terminals. A single lead leads from under the battery cover and is connected to the charger's cable with a one-way-only connector. While the car is parked in the garage, the cable is connected, and the RBC16SM is then switched on and left to its devices.

This meant that the red LED came on at once; it was quickly followed by the green one and the charger soon settled into charge mode with both the red and yellow LEDs glowing, with the green LED extinguished. After a couple of hours, the situation was checked and the charger's body was found to be warm to the touch. The next morning, the indicator LEDs situation was the same, but it soon changed from the yellow to green and back to yellow – indicating the batteries were fully charged. A multi-meter check revealed 13.5 volts at the batteries' terminals.

By having the charger mounted on the wall, this allows the Rover P6B to have a boost every now and again. Hopefully, this will reduce battery consumption and, as long as the umbilical cord is disconnected before driving off, a topped up battery should always be able to easily spin the Jupiter's engine into sparkling life. There is also a peace of mind factor, and the reduced workload for the RACV battery seller/installer!

(Assistant Editor: After owning a Jag for many years, I have installed a quick disconnect from the battery. So when I leave it sit it does not draining my battery as Jags are known to do. I've had no problems since then.)

Mike Allfrey

PAST AND FUTURE EVENTS

A section devoted to reporting on what has happened, or is about to happen with our club. All club members, not just those who have organised events, are encouraged to submit reports for inclusion here in Your ABCCC News. Event reports will be accepted in hand-written form, typed or via the E-mail system.

ROB ROY 19th HISTORIC & CLASSIC HILL CLIMB – Sunday 28th November, 2010

A Splendid Array Of Machinery On A Good Hill

Braver souls, ventured to the wet, and at times windy, Rob Roy Hill Climb Track. Soggy ground conditions meant that we could not reach our reserved parking area.



Left: Four-and-a-half litres of splash-lubricated power on the hill! A very nice Railton performing well in the wet and very slippery conditions.

Being so wet, the Editorial Rover was put to use and braved the slippery conditions to the spectator parking areas. It is possible that the only other ABCCC attendees were Colin Brown and Frank Sawyer. The event was marred by a motor cyclist locking-up a front brake and succumbing to a tumble on the steeper part of the track.

At about 2:30 pm, I felt too wet and, surprisingly, very cold and set off for home. Thanks are due to Colin for getting us space and other arrangements. Next year will feature sunshine as the theme of the day! Mike Allfrey

RACV GREAT VICTORIAN BIKE RIDE – Rest Day Display, Wednesday 1st December 2010

A Very Interesting Display Of British Classics

The weather forecast was not too good. However it was fine for most of the day, and we set off from the Lilydale International Club's car park in a stretched out convoy. Yea was soon reached and at Gaffney's good bakery we enjoyed coffee and a light snack before doing the serious bit. We found our way through Seymour, in spite of a Mini indicating a left turn, and then turning right in the correct direction. Nagambie was soon reached and there was Frank Sawyer waving us on to the lawns beneath the water tower in the main road's central reservation.



Left: Harry and Jean Cooper's Rover P5B and the Editorial Jupiter attract attention.

The ABCCC put on a varied and interesting display of British classic motor cars. Jaguars dominated, but there were others such as, Humber, Lagonda, Rover, Bentley, Lotus and Jowett amongst others. The best

part of the display was, undoubtedly, the four-thousand cyclists on the RACV Great Victorian Bike Ride in Nagambie for the day. To us, this was probably a brand new audience. We were bombarded all day with questions and comment. We hope they went on with their ride having gained a good insight into what we do.

A very nice barbecue lunch was provided for us, as were special rally bags with caps and badges. The badge was a specially struck for the occasion. All too soon it was time to head for home. My chosen route was the Hume Freeway as far as the Ring-Segment Road and home through the eastern suburbs. That was a big mistake! The hood was down and the car was humming along down the freeway in a contented manner. Close to Broadford it started to rain. This was no problem as the rain was carried overhead with the car's slipstream. Then, alongside Beveridge, it was akin to driving into a wall of ice! A heavy hail storm, struck the Jupiter with a loud crash and all vision was soon obliterated. In no time at all, it was discovered that hail stones behaved differently from rain drops. They had the force of gravity in their favour! In no time at all, my lap and the seat beside me were thickly covered with fast melting ice. After pulling over onto the hard shoulder, the hood was raised in super-quick time. Once it was fastened, the ice was scraped out of the cockpit as best as possible and the journey continued.

While the hood was put up, the engine idled happily at 400 rpm. It was noticed that, on the busy freeway in very poor visibility conditions, very few motorists(?) bothered to switch on their lights and continued to drive extremely close to the vehicles in front. Who teaches motorists to drive in such a manner? The lack of headlamp illumination on the fast moving traffic, made re-joining the traffic flow a very dangerous move indeed.

The car was wet, I was wet and it was a difficult drive the rest of the way home. Later I found out that, had I made the return trip via Yea, the hail storm would have been missed me!

Our thanks to the RACV for enabling us to put on such a varied display – it was a wonderful run and we all enjoyed it immensely.

Mike Allfrey

OUR TRADITIONAL CHRISTMAS LUNCH – Sunday 12th December 2010

Another Year, Another Very Fitting Way To Conclude It!

Our Christmas Luncheon was another very successful event, with a large proportion of our club present to get the annual celebrations well and truly under way. President, Tony Pettigrew, had the pleasant task of making two significant presentations. Tony Hodges, our retired Hon. Treasurer was presented with a clock for keeping matters financial in order for a lengthy spell. It is largely down to Tony that our club is a very financially. A profound thank you from all of us, Tony, we appreciate a job well done.

Right: A proud moment – Tony Hodges, Tony Pettigrew and Mary Nolan after the presentations. Thanks, to each of you, your hard work is greatly appreciated.



Our second presentation was a plaque of grateful appreciation that was presented to Mary Nolan for services to the magazine production. In the last Editor's Report to our AGM, mention was made of the work that Mary had done for us over a number of years.

Then it was time for our gift-giving Santa to arrive. All manner of gifts were distributed amid hoots of laughter and good spirited fun. Our thanks are due to Karen and Ken McDonald for organising the luncheon at the Mornington Golf Club.

Mike Allfrey

40th BEGONIA RALLY – Friday 18th to 20th February 2010

A Significant Event for the ABCCC to take part in

The response to this event has been outstanding. We have overflowed into other motels. A large thank you for your support. We look forward to meeting with you in Ballarat.

On the Friday afternoon, there will be a welcoming drink and some nibbles in our room at the Ambassador Motel. Please join us before we drive off in a loose convoy to the barbecue dinner venue.

It is not too late to make a booking for this event, please let me know and I will send details.

Mike Allfrey.

MORNINGTON PENINSULA LUNCH RUN – Sunday 6th March 2011

Diego (Don) & Sandra's Lazzar Winery Restaurant, Frankston-Flinders Rd, Balnarring

Come join us on a leisurely drive around scenic Red Hill & the surrounds. On our journey, we will pass a former Prime Ministers' country residence, Bluestone Lane (Veraison Winery), Marinda Park (Nick & Polly Latras) the New Visions' Garden Nursery & Café, & many other sites for future reference.

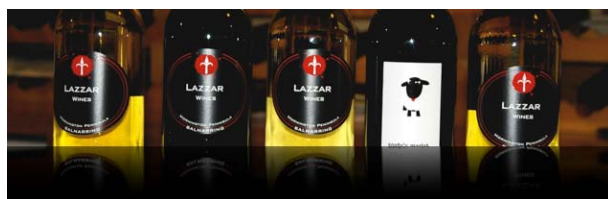
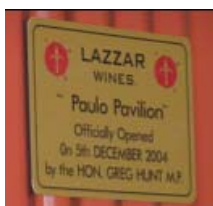
We will be starting at 9am for a 9:30 am sharp departure from Pearcedale Shopping Centre car park, Melways Map 140, Ref: H6. (Toilet facility are on site).

Morning tea stop will be at 10:00 am at **Noel's Gallery** on Mornington-Flinders Road, Red Hill where warm delicious scones with Jam & Cream will be waiting for us. We will be sitting either inside, or outside on the deck & enjoy the scenic views. Browse through the gallery for artworks featured at that time. Tea/coffee and a large scone are **\$7/head**, and we will pre-order before the day, **so let us know** if you want to choose an alternative like Cake of the Day instead of scones.



Next we have planned a secret visit to **a private collection** of approx **50 cars**. Be warned they are American but are worth seeing!

Lunch will be at Lazzar Winery, - Balnarring where Sandra and Diego's famous degustation platters which comprise of selected delicacies eg: meats, semi-dried tomato, olives, dukkah egg, cheeses, fresh seasonal fruits & salad etc, will be served with tea/coffee for **\$25/head**. Desserts & alfredo ice cream



are also available at extra cost if after this, you are still insatiable. Eat in or out on the wide verandah and enjoy the view of their picturesque vineyard with artwork.

After lunch, we can stop at Tyabb and see the New Vintage Collectables Shed. It is near the Tyabb airport where you can browse through antiques and retro stalls of the 40, 50, 60 & 70's. You might even find a costume for Fly The Flag dressup night as there is a shed with an amazing array of vintage clothing and accessories from the 1920's on.



Please let Robert and Mary know of any dietary requirements and we will try and cater for your needs, and hoping you are able to attend this event.

Please reply either via email to RobNolan@bigpond.com or phone Hm: 5978 7798 or Rob's mobile 0418 547 299 **by 27th February**.

We look forward to seeing you on the day.

Rob and Mary Nolan

MAJOR EVENTS NEWS

RACV GREAT AUSTRALIAN RALLY – Sunday 16th January 2011

At Mornington, there were some complaints that the Route Notes left quite a bit to be desired. We were told that, with respect to Bungower Road, the notes were completely wrong. It was soon established that these complaints came from those who came direct from home, using last year's notes! Fortunately, there were some feebly marked 'Detour' signs, so all was not entirely lost. Even a well-oiled machine like our club, cannot cater for such ways of taking part in Australia's premier one day event, the RACV Great Australian Rally!

In addition to that, we could not anticipate the number of pay-on-the-day participants. This sector broke all records. Overall though, the Rally attracted more entrants than in previous years, but the public gate turnstile result was lower than last year. On top of that, our operating costs have risen significantly – so our final result may well be lower.

This year, for the first time, we conducted an inter-club competition as the Fairfax Community Group Newspapers sponsored a 'Best Club Display'. The inaugural winner was the Sunbeam Car Club. The judge's task was not an enviable one, because the Veteran Car Club, The Rover Car Club and the Singer Owners Club all put on good displays. Probably, the Rover Car Club's display was the most representative with respect to the range of cars displayed – from a veteran 1905 Rover 6 hp, through fine examples of those dear *Auntie Rovers* and on to complete the line-up, a 2001 Rover 75. The Sunbeam Car Club displayed a brace of beautiful Alpines, which probably generated a Grace Kelly (*To Catch a Thief*) factor to sway the judges! There was, however, a splendid vintage Sunbeam (arguably the best looking vintage motor car ever) in the display.

The Rally Awards Results were:

Award	Rally No.	Vehicle	Owner
Veteran Category	507	1905 Rover 6 hp	Arthur Garthon
Vintage Category	264	1929 Ford Model A Tourer	Faith Hayhow
Early Classic Category	033	1935 Riley Imp	Ean McDonald
Late Classic Category	146	1960 Triumph TR3A	Ross McKinnon
Commercial Category	749	1985 London FX4S Taxi	Roger Stanley
Motorcycle Category	647	Velocette 500 cc Venom	Ian Barton
Penrite Oils Trophy (Best Cared For Vehicle)	689	1967 Volvo P1800S	John Johnson
Dr Max Lay Trophy (Best Outright)	693	1932 Chevrolet Sports Tourer	Wayne Robertson
Fairfax Community Newspaper Group (Club Display)		Sunbeam Car Club*	

* Included with this award – a car selected by the Sunbeam Car Club will be on display in the foyer at the RACV City Club, 501 Bourke Street, Melbourne.

Congratulations to all of our winners of awards for this year. The quality of the motor vehicles judged was remarkable, indeed.

Mike Allfrey

RACV FLY THE FLAG TOUR – 10th Anniversary Tour – 26th March to 1st April 2011

This event is at the final stages of preparation with the daily running sheets are about to be printed. The Tour is looking really good and there will be plenty to see along the way.

A word of warning though, the Tour will be passing through areas which could be heavily infested with mosquitos. It will be advisable to carry a proven personal insect repellent with you.

There could also be large numbers of locusts (hoppers) present on parts of our route. I may advisable you to hang a piece of fibreglass fly-screen material over the car's radiator intake opening. This material can be easily de-infested by shaking or using a stiff brush. Hoppers are full of protein, so there could be some feeding birds to watch out for along the way.

Mike Allfrey

AUNTIE PAT'S SCOTTISH TEA TIME RECIPES

Light Family Fruit Square

Ingredients

- 8 oz (227 gm) Self-Raising Flour
- 4 oz (113 gm) Butter
- 6 oz (170 gm) Caster Sugar
- 3 Eggs (Free Range)
- 2 Tablespoons Milk *Right: The River Awe.*
- Pinch Of Salt
- 8 oz (227 gm) Mixed Dried Fruit
- Grated Zest Of One Orange



Method

Set oven at 350 °F (177 °C) or Gas Mark 4. Line an 8-inch (200 mm) square cake tin with buttered grease-proof paper. Cream together the butter and sugar in a bowl. Add the eggs, one at a time, beating each well into the mixture. Sift the flour and salt and fold in gradually with the milk. Add the fruit and the orange zest, ensuring it is evenly mixed in. Spoon the mixture into the tin and bake for 40 – 45 minutes until a skewer inserted into the cake comes out clean. Turn on to a wire rack to cool, and then cut into squares.

With thanks to – Scottish Teatime Treats by Johanna Mathie.

Supplied by Pat Douglas

SOME MOMENTS FROM 2010



RACV Great Australian Rally – Tore and his Ute



RACV Classic Showcase - Flemington



Calendar Planning Meeting



A Garden Day Out – Don't take that photo!



The man from Doncaster telling us all about the Peninsula!



Lovely Ladies – and Nello!



Presidential sprint for wine tasting on ABCCC Indulgence Tour.

A WARM WELCOME TO 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	Make Of Car	Model	Year
Peter & Christine Tilyard	Morris	Minor	1955
Rey Oaks & Deirdre Pownall	Singer	9 hp Roadster	1949
Peter & Michelle Flavelle	Austin Plymouth	1800 Utility Valiant	1971 1961

Pat Douglas – Membership Secretary.

DARWIN AWARD RUNNER-UP

The actual Winner was a Bit ‘On The Nose’ – So the Runner-up will Suffice

Kerry Bingham had been drinking with several friends when one of them said they knew a person who had bungee-jumped from a local bridge in the middle of traffic. The conversation grew more excited, and at least ten men trooped along the walkway of the bridge at 4:30 am. Upon arrival at the midpoint of the bridge, they discovered that no one had brought a bungee rope. Bingham, who had continued drinking, volunteered and pointed out that a coil of lineman's cable lay nearby. They secured one end around Bingham's leg and then tied the other to the bridge. His fall lasted forty feet before the cable tightened and tore his foot off at the ankle. He miraculously survived his fall into the icy water and was rescued by two nearby, early morning, fishermen. Bingham's foot was never located.

Via E-mail – With Thanks.
