



An incorporated club

A0035462V

A friendly family social motoring club

Edition 115

Feb 2008

A BLMC VIKING



Bill and Terri Allen's very original Rover 3500 model, basking in the early morning sunshine at Bright during our recent Indulgence Tour. Powered by the outstanding Rover V8, these cars were easily capable of cruising the British motorways at the magic 'ton'.

Please send in photographs of your British Classic so that it can be featured here – otherwise, most definitely, more Jowett pictures!

HAVE YOU LOST ANYTHING!

Left behind on Bag Stuffing day: 3 white plates, 1 glass tumbler, 2 plastic glasses, 2 chairs in blue carry bags, 1 camera & 1 black folding chair. Missing: 1 green fold up chair.

Please contact Maxine Pettigrew.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to:

Val Jefferyes and Jim Spence
PO Box 8092

Burnt Bridge Shopping Centre
Croydon VIC 3136

Please Note: Membership subscriptions should be paid prior to the end of December.

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23rd 1997
THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.
Club Founder – The Late Frank E Douglas

"Owning And/OR Appreciating The Spirit Of Fine British Classics"

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THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

IMPORTANT CLUB INFORMATION

Introduction – The All British Classics Car Club of Victoria Incorporated, hereafter called the 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: A0035462V.

The ABCCC Magazine (Including Disclaimer) – The publication, *Your ABCCC News*, is the official magazine of the All British Classics Car Club Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25th of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14th of each month. Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated expressly disclaim liability for anything done or omitted to be 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' listed events.

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 <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

The Victorian Club Permit Scheme – The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

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

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

ABCCC EVENTS DIRECTORY

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 organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue.

February 2008

- 3 Annual General Meeting – [An Important ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Note: Only currently financial club members can vote at the meeting.
Venue – George Hetrel's Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 17 'Top Of The World Tour' – [An ABCCC Event](#) Frank Sawyer 0408 633 778
A 250 kilometre tour to some of the world's most scenic spots.
Numbers participating are required for lunch booking.
Start Point – The Lilydale International Club Car Park, Nelson Road, Lilydale, Victoria.

March 2008

- 2 An Overseas Visit – [An ABCCC Event](#) Jim Spence 0412 808 050
Taking in – Phillip Island, Churchill Island and San Remo
Venue – Phillip Island, Victoria.
- 2 RACV Classic Showcase – An AOMC Event AOMC (03) 9890 0524
Venue – Members' Car Park, Flemington Racecourse, enter from Epsom Road.
- 12 Archery Competition Round 1 & Lunch – [An ABCCC Event](#) Colin Brown (03) 5964 9291
A Mid-week Event.
Meet At – Lilydale International Club, Nelson Road, Lilydale, Victoria.

April 2008

- 5 – 11 RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Touring The Famous Western District.
- 6 Shannons American Motor Show – An AOMC Event AOMC (03) 9890 0524
Venue – Members' Car Park, Flemington Racecourse, enter from Epsom Road.
- 19 – 20 Open Gardens Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 3239
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.

May 2008

- 3 – 4 Rusty Springs Weekend – [An ABCCC Event](#) Rob Nolan (03) 5978 7798
Venue – Avenel, Victoria.
- 18 Visit to Point Cook Homestead – [An ABCCC Event](#) Pat Douglas (03) 9739 4829
This event forms a part of the AHMF's National Motoring Heritage Day.
Meet Point – Todd Road Service Area, West-bound Westgate Freeway.

June 2008

- 7 – 9 The Echuca Steam Rally – [An ABCCC Weekend Run](#) Lyn Higginson (03) 9336 7306
Meet Up Point – Heathcote, Victoria.
- 28 The Great ABCCC Trivia Challenge – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Please note that this is a Saturday evening event, and the booking is firm.
Venue – The Lilydale International Club, Nelson Road, Lilydale, Victoria.

July 2008

- 2 Morningstar Visit – [An ABCCC Event](#) Ken & Karen McDonald (03) 5975 1867
Meeting Point – Manyung Gallery, Nepean Highway, Mount Eliza.
Venue – Morningstar Estate, 1 Sunnyside Road, Mount Eliza, Victoria.,
- 13 You Yangs Day Out – [An ABCCC Event](#) Bryan Tootell (03) 9891 6905
Meet At – Todd Road Service Area (Near KFC), Westgate Freeway.
- 27 Club's Annual Dinner – [An ABCCC Event](#) Colin Brown (03) 5964 9291
Venue – Tokar Estate, Coldstream, Victoria.

August 2008

- 10 BYO Lunch Outing – [An ABCCC Event](#) Judy Birkett (03) 9755 1772
Venue – TBA
- 30 – 31 The Wonderful ABCCC Indulgence Weekend – [An ABCCC Event](#) Peter McKiernan (03) 9528 4644
Meet Up Point – TBA

September 2008

- 14 The ABCCC Picnic Day Out – [An ABCCC Event](#) Marjorie Pepper (03) 9439 7875
Venue – Hanging Rock Reserve or Hanging Rock Winery.

24 Mid-week Run – [An ABCCC Event](#) Maxine Pettigrew (03) 9739 1146
Meet Up Point – Lilydale International Club, Nelson Road, Lilydale, Victoria.

October 2008

12 Rolling Hills Run – [An ABCCC Event](#) Rob Nolan (03) 5978 7798
Venue –Gippsland, Victoria.

18 – 19 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 3239
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.

31 – Club Holiday – [An ABCCC Event](#) Bryan Tootell (03) 9891 6905
4 Nov. Visiting South Australia.

November 2008

15 – 16 Bendigo National Swap Meet – Federation Event

26 Archery Competition Round 2 & Lunch – [An ABCCC Event](#) Colin Brown (03) 5964 9291
A Mid-week Event.
Meet At – Lilydale International Club, Nelson Road, Lilydale, Victoria.

30 Mystery Bus Tour – [An ABCCC Event](#) Ray Higginson (03) 9336 7306
Provided By The Higginson Charabanc Tour Company.
Meet – Alexandra Avenue, Adjacent To Anderson Street Intersection, Melbourne, Victoria.

December 2008

14 Christmas Luncheon Function – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – TBA

It should be noted that telephone numbers provided above are 'At Home' numbers.

Note: All ABCCC 'Noted Events' are Victorian Club Permit Scheme (VCPS) Authorized. To qualify for the VCPS, under the auspices of the ABCCC Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year, from the date of the vehicle's permit issue.

Note: The above listed events may require confirmation.

THE VICTORIAN CLUB PERMIT SCHEME

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

Please note that the Customer Copy and VicRoads Copy must be intact It is your responsibility to maintain the motor car in a safe operating condition.

Colin Brown.

NEW VCPS APPLICATIONS

For members wanting to place a car on the VCPS, under the auspices of our club, please contact: Nello Mafodda on (03) 9719 7949, who is the ABCCC VCPS Officer in Charge. Nello will be pleased 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.

EDITORIAL NOTES – ISSUE 115

New Year Greetings!

It is, "Oh! Deary me", again, In the last paragraph of the reproduced article about BMC's new Austin and Morris Minis, the word 'rodent' crept in. It should, of course, have been 'modern'. Two points of blame here – firstly, me for not thoroughly proof reading, and, secondly Paper-Port's Optical Character Reading programme. The text of the article had been scanned and 'read' for Word. Spell-check should, in this day and age, have picked that word as doubtful. The OCR programme does create some interesting interpretations, so a vigil must be maintained. Thanks are due to Ross Gardiner for picking that one out and seeing the funny side of BMC's logic!

With a soupçon of luck, this magazine should be earlier than usual. The reason for this is to give further notice of our Annual General Meeting. Be sure to advise the organizers of your intention to attend.

During the break, work has been continuing quietly on our major events. A word of advice, if you haven't yet made your accommodation bookings for the RACV Fly The Flag Tour, do so now, to avoid disappointment. The Tour's actual route has been firmed up and the relevant tour notes are virtually ready for printing. The RACV Great Australian Rally will be over by the time this goes to print.

Our collective and grateful thanks to those who so generously helped with the rally bag stuffing session. Thanks are also due to Maxine and Tony Pettigrew for providing a venue for this important activity.

We already have some events coming up quickly. Please give Frank Sawyer, Jim Spence and Colin Brown your support. One thing is absolutely certain, they will be fantastic events and, because of this, I have cancelled a planned overseas trip! All of this activity is far too good to miss.

Have a wonderful and safe year full of trouble free classic motoring along with an absence of oil leaks!

Mike Alfrey.

PAST AND FUTURE EVENT REPORTS

NOTICE OF ANNUAL GENERAL MEETING

This is to advise that there will be an Annual General Meeting of the All British Classics Car Club (Vic) Inc. (ABCCC), that will be conducted on Sunday 3rd February, 2008. The venue for the ABCCC Annual General Meeting is Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.

Our thanks to Pat and George Hetrel for providing us with such a splendid venue.

Our club will provide a barbecue lunch, with BYO drinks, only for those who advise their attendance of the meeting. Lunch will commence at 12:30 pm and the Annual General Meeting will commence at 2:00 pm sharp.

Please call Tony Pettigrew on (03) 9739 1146 or, Pat Douglas on (03) 9739 4829, to make your lunch booking.

The Annual General Meeting follows the protocol that only financial members of the ABCCC Inc. are eligible to cast votes. Protocol also rules that there can only be one vote per member couple.

Nominations for Committee positions will be called for at the Annual General Meeting. The minutes of the 2007 Annual General Meeting will be distributed a minimum of two weeks prior to the meeting date.

Val Jeffereyes – Secretary.

TOP OF THE WORLD TOUR – Sunday 17th February, 2008



The event will be called the 'Top of the World Tour' and will involve a trip through some of the most scenic and panoramic places in Victoria. So, cameras will be a must have. We plan to stop for BYO morning tea at a good place already selected. Our tour will have a nice element of mystery about it, rest assured, it will suit everyone.

Left: Frank doing what he does best! Telling us what we will be doing in the places he loves most. Tore is taking it all in and looking forward to an enjoyable outing.

Lunch will be at a country Hotel, and in fairness, we will need to confirm numbers with the hotel's staff. Trip distance will be approximately 250 kilometres, return, starting at 9:30 am from the car park of that old ABCCC favourite – The Lilydale International Club, Nelson Road, Lilydale .

If you wish to join us, please contact me on 0408 633 778. We need your confirmation for the lunch booking.

Frank Sawyer.

AN OVERSEAS VISIT – Sunday 2nd March, 2008

A day at the ever-changing Phillip Island. Meet at 10:00 am for morning tea at the "B" Merry Café, which is just left of the traffic lights at Grantville, on the Bass Highway (A420). Our first stop on Phillip Island will be the Vietnam Veterans Museum – an active museum which should not be missed. The museum is located adjacent to Phillip Island airfield. Then we head for Churchill Island for lunch, followed by a visit to the new 'Nobbies Display'. For those with time, we will call in at Val and Jim's for a cuppa and wander through the back shed, or stroll along the beach.

If you wish to join us, please contact me on 0412 808 050. We need your confirmation for museum visit numbers.

Jim Spence.

MID WEEK RUN – Wednesday 12th March, 2008

Archery Competition – Round 1



To all you maid Marions and Robin Hoods, it is time to let Colin or Joy know if you will compete in round one of the ABCCC mid-week archery competition. All key equipment and instruction provided at the venue.

We will meet at ? (guess) correct----- the Lilydale International. We depart at 10:00 am for the Yarra Valley Archery Park at Don Rd, launching place (Melway ref 287 h5). A great lunch will be included.

A fun day, as anyone who attended last year will attest. Please come along and take the trophy off Nello Mafodda. If you don't want to compete, bring an apple, you can help out in the William Tell section, a blindfold may be of use, if you have Bill Bonner shooting an arrow at you. Bookings essential, ring Colin or Joy on (03) 5964 9291.

Colin Brown.

A TECHNICAL TIP

How To Trouble-shoot The Brake Lamp Circuit

Some of you may be a bit belittling when the topic of matters electrical arise with respect to British classics. We read all of those humorous circulated items about the varying levels of reliability from Joe's faithful products. Personally, and having owned two fast becoming classic Jaguars, Joe Lucas' products have served me well. Those Jaguars never let me down due to electrical concerns. Oil leaks, transmissions and air conditioning concerns there were in relative abundance – well those are different and helped me decide to give up my beautiful XJ-S.

While taking part in the RACV City to Cape Run, upon reaching Frankston, the petrol gauge unexpectedly indicated 'Empty', and knowing the gauge's optimism, coupled with my loss of memory as to the level of fuel in the tank, but knowing well that a fill was needed along the way to Cape Schanck – a slight fit of nervousness ensued. We filled up at the BP on Moorooduc Highway, and the gauge still stubbornly refused to acknowledge that anything had been put in the tank, did indicate some sort of electrical problem. In addition, brake lamps, trafficator lamps, heater and windscreen wiper were all extremely frugal with the amperes – there simply weren't any available.

At Cape Schanck, a blown fuse was found, replaced and relief was expressed when a few drops of rain fell, the wiper motor would work after all. As soon as we departed for home, application of the brakes blew a sub-fuse, and the actual source of the problem was revealed.

Once home, diagnosis of the trouble could really commence. Back in 1964, after having trouble with a salt-affected mechanical brake lamp switch, I boldly cut into the brake hydraulic line and installed a tee-piece with a hydraulically operated switch assembly. To me this was a salt proof and long lasting type of switch. This switch was unsuspected during initial diagnosis and, as some law states – 'Don't go for the most technical aspect first' – this law was obeyed and, because I left the switch till last, a great amount of grief was endured on a fairly warm day. In this instance, the switch was at fault. It was not a Lucas switch either!

Thus a sequence of steps to be taken have been put together:

1. Leave the cable attached to the power input side of the switch.
2. Remove the cable from the output side of the switch.
3. Install a high value fuse in place of the blown original. Turn on ignition. While watching the car's ammeter closely, very gently press the brake pedal. If the ammeter commences to start indicating a violent discharge, release the brake pedal immediately. The switch is shorting out to chassis earth.

If the ammeter does not become excited and indicate discharge, the switch is functioning correctly.

4. If the car does not have an ammeter, remove the power input cable from the switch and have someone gently press the brake pedal, while a multi-meter set to continuity check, is held at the switch's input terminal and chassis earth. As the pedal pressure increases, the multi-meter should, if the switch is malfunctioning, indicate continuity to earth. If an open circuit remains the switch is working as it should.
5. If the switch has been found to be electrically sound. Leave the output cable disconnected and remove the two brake lamp globes, and, with the multi-meter set to continuity test, test between the switch end of the cable and chassis earth for continuity. If a short to earth is still indicated, disconnect the brake lamp cable connectors and repeat this test. If the test indicates that there is still a short circuit, make a careful check of the wiring harness for chafing against the chassis.

If the test reveals an open circuit, the fault rests with one of the lamp bodies.

6. Connect the multi-meter to the lamp input cable (brake lamp circuit) and test for a short to the lamp's earth cable or body. Should the test procedure have reached this stage, and one of the lamp bodies is at fault, it will be necessary to repair or replace the lamp.

Should a hydraulic type switch have to be replaced, then the brake system will have to be bled to expel air that may have entered the system. No matter, it was best, in my case to tackle the switch first – for peace of mind!

Mike Alfrey.

NOTICE

FOR THOSE WHO HAVE NOT RENEWED YOUR CLUB SUBSCRIPTION, THE MARCH 2008 (NEXT) ISSUE OF YOUR ABCCC NEWS WILL BE YOUR LAST NEWSLETTER FROM THE ALL BRITISH CLASSICS CAR CLUB INC.

DON'T FORGET, THE VICTORIAN CLUB PERMIT SCHEME ASPECT – NO FINANCIAL MEMBERSHIP = UNREGISTERED VEHICLE FINES MAY APPLY.

SUBSCRIPTION FOR OUR CLUB IS JUST \$35.00 PER ANNUM. PLEASE SEND YOUR 2007 SUBSCRIPTION TO: VAL JEFFERYES, PO BOX 8092, BURNT BRIDGE SHOPPING CENTRE, CROYDON, VICTORIA, 3136.

A GOURMET DISCOVERY OF SOME NOTE

Now that Christmas is well behind us and we are so soon into February, it is time to start detailed planning for next Christmas. Already? You may well ask! But as the saying goes, we need to be well prepared.

Discovered at the local deli, in early December was a jar of *Mackay's Cranberry Sauce with Port*. Now, anything with port as an ingredient is worth giving a try, so a jar was purchased. Come Christmas dinner time and what a revelation! Compared with this newly discovered sauce, others can only be described as being extremely insipid.

This mouth-watering cranberry sauce is made by Mackay's of Carnoustie, just up the A930 from Dundee in Scotland and is imported into this country by Exclusive Food Houses, 181 Chesterville Road, Moorabbin. Mackay's also make jams in the old-fashioned way of using open-topped pans. The red currant jelly, also splendid with roast poultry, is stunningly flavoured.

Mike Alfrey.

HISTORY OF THE HASTE WAGONS – Continued

E. Law as Technology

The Motor Car Act 1909 (Vic) instigated a regulatory scheme of licensing and policing to regulate the future. As has been discussed, there was little active debate on whether state-centred regulation through bureaucratic registries and policing was the appropriate mode for this future governance. The degree to which the Act was the product of a common conception on how technology should be regulated was highlighted by Gaunson's opposition to the 1905 Bill. In response to the Bill's regulatory scheme, Gaunson celebrated the common law's adjudicative mode of governing:

I am altogether against this sort of legislation, for the common law will put these fellows in Pentridge. [dangerous motorists in the notorious Melbourne prison] ... In fact some of them will be hanged yet. If a fellow drives at such a reckless pace as to kill an unoffending child, he deserves to be punished for murder as much as the man who shoots at random in the street, not caring a tinker's curse whether he kills or not. ... Leave the good old common law to deal with these gentlemen. Let them be sent up for trial before a jury of their country, and then they will find it is no joke.

And at the same time, he degraded posited norms and regulative regimes established by legislation:

I am satisfied to rest with my feet firmly planted upon the common law, not upon your frisky, risky, befrilled, and rubbishy Acts of Parliament, which are absurd in their operation and cannot do a bit more than the old common law did in the first place.

Gaunson was a lone voice in the parliamentary debates in criticising the motor Bills as providing for bureaucratic regulation of motor vehicles. Indeed, Gaunson's faith in the courts and the common law was in contrast to the rest of the legislature. During the pioneer period, when it came to motor vehicles the prevailing attitude was of 'court bash-

ing'. The courts were routinely attacked for failing to convict motorists. Also, the Victorian Supreme Court decision in *Glum v Malmgren* was subject to strong criticism. That decision interpreted the term 'vehicle' in the *Regulations Under the Motor Car Act 1909* (Vic) to include trams; ruling it permissible for motorists to overtake a stationary tram on the right.. In Parliament, the decision was attacked because it contradicted local council by-laws that specified the overtaking of stationary trams on the left, and more importantly it endangered the lives of tram passengers by allowing motorists to pass trams on the wrong side of the road, catching alighting passengers unaware.

Hugh Collins has famously described Australia as a 'Benthamite society'.- In ignoring Gaunson's call to leave it to the common law, and in the attacks on the judiciary, the echo of Bentham's rejection of adjudicative governance by lawyers, and the endorsement of legislation, regulation and policing by the executive, can be heard. There is debate over whether Collins' ascribing of 'Benthamism' to Australia is an adequate description of the ambit of political philosophy during federation and before World War I. Nevertheless, common to Collins' account of 'Benthamism', as well as alternative accounts that emphasise TH Green's social liberal 'evolution' of utilitarianism, was a confidence and faith in legislation and the regulation of society through executive action. This period provides some of the more celebrated and notorious examples of legislation not leaving it to the common law, and instead enacting regulatory schemes. Most writers on social liberalism in Australia celebrate the conciliation and arbitration schemes that emerged contemporaneously with the pioneer period of motoring as clear examples of legislation providing for a rational scheme of centralised decision-making for the wider social good. The Aboriginal protector legislation from the same period provides other, more notorious, examples of this law-making for governance.

In short, it can be seen that, during the pioneering period of motoring, the regulatory Act establishing and authorising a centralised scheme of decision-making to achieve a desired end — industrial harmony or 'protection' of indigenous people — was increasingly common. Indeed, such a form of law leading to 'scientific' government by the executive was considered modern. It was a sign of progress itself that ever-increasing aspects of social life were not left to the archaic common law with its divisive laissez faire tendencies, but were properly regulated by the state for the wider social good. In this light, the specific regimes of licensing, prescribed norms and policing in the *Motor car Act 1909* (Vic) are explained. As with not prohibiting motor vehicles, it just went without saying (except by Gaunson) that the motor vehicle must be regulated through state agencies keeping registries, licensing, and achieving compliance through surveillance and policing. Indeed, for the ACV, the progressive character of the Act as a regulatory scheme was what satisfied the foundational demand for 'rational legislation'.

This is the second element of the cultural substratum that transformed the community's anxieties and calls for law into the regulatory scheme of the *Motor Car Act 1909* (Vic); that state-based executive regulation was the appropriate and desirable way to govern this new technology. Evidence for this can be found in the regular praise in Parliament after 1910 for the police's administration of the Act, in contrast to the criticisms concerning the judiciary. It is also found in the minor controversies that surrounded the passage of the Act. Both the Legislative Council's attempts to decentralise revenue to the local councils, and the ACV's objections to the wide power to make delegated legislation, anticipated criticisms of the regulative state — centralisation of power in the executive at the expense of regional autonomy and the problem of parliamentary supervision of delegated law-making. However, in the Legislative Assembly these objections were brushed aside. Centralisation, and with it uniformity and, efficiency through larger resources, was celebrated as a virtue of the regime, and in a statement resonant with Diceyan confidence in the cultural restraints on 'English' decision-makers, Premier Murray assured:

It is reasonable to presume that the Act will be administered with some intelligence, and that no oppressive regulations will be made ... I have no fear that the power to make the regulations will be used in a tyrannical manner, but if it is, the House will be quite, ready to bring the Ministry to task.

Thus the *Motor Car Act 1909* (Vic) established a regulative regime of registries, licensing, and policing administered by the centralised police force. This was not because of the community's anxieties regarding motor vehicles, but rather manifested a pervasive cultural substratum common to the Victorian legislature (and also the pioneering motorists of the ACV) that this was the most appropriate way to govern this new technology. This leads to a significant observation concerning responses to emergent technology.

Philosophical accounts of technology see beyond the immediate materiality of technological objects, and suggest two defining characteristics of technology. The first is as a form of 'ordering', as a way of conceiving and organising the world; and the second is the inherent valuelessness of this ordering that technology facilitates ends, but does not provide ends. Under this definition, the *Motor Car Act 1909* (Vic), as posited state regulation, can be revealed, in itself, as technology. In contemporary times, legislation makes up the mundane bulk of what is law. However, current familiarity with legislation obscures the historical drama behind the common law's grant to the legislature of law-making power and the form of that permission as sovereignty. Legislation as an expression of sovereignty meant that both the subject of law and the form of law were freed from any substantive limitations. The sovereign could make valid law on any subject, and, provided the law followed the formal 'recognition' test for valid legislation, the sovereign was unlimited in the form that this law could take. In many important respects, 'modern jurisprudence' represented a working through of the anxieties disclosed when the authority of law was separated from its content. In this light, law became a tool of the sovereign; what was legal or illegal became a matter of examining the historical record to determine what was provided for by positivist prescription at any given time.

At this formal level, the Act seems to be technological because it was legislation. The Act 'ordered the world' through imposing categories, rights and obligations that did not exist prior to the Act, and did so for an end — regulating motor vehicles for public safety — that was a value brought to the law. However, there was something more

SCHOOL 1960 VS. SCHOOL 2008

Scenario: Johnny and Mark get into a fistfight after school.

1960 Crowd gathers. Mark wins. Johnny and Mark shake hands and end up mates.

2008 Police are called, SWAT team arrives and arrests Johnny and Mark. Mobiles with video of fight confiscated as evidence. They are charged with assault, AVOs are taken out and both are suspended even though Johnny started it. Diversionary conferences and parent meetings conducted. Video shown on 6 internet sites.

Scenario: Jeffrey won't sit still in class, disrupts other students.

1960 Jeffrey is sent to the principal's office and given a good paddling. Returns to class, sits still and does not disrupt class again.

2008 Jeffrey is given huge doses of Ritalin. Counselling to death. Becomes a zombie. Tested for ADD. School gets extra funding because Jeffrey has a disability. Drops out of school.

Scenario: Billy breaks a window in his neighbour's car and his Dad gives him a whipping with his belt.

1960 Billy is more careful next time, grows up normal, goes to college, and becomes a successful businessman.

2008 Billy's dad is arrested for child abuse. Billy is removed to foster care and joins a gang. Psychologist tells Billy's sister that she remembers being abused herself and their dad goes to prison. Billy's mum has an affair with the psychologist. Psychologist gets a promotion.

Scenario: Mark, a college student, brings cigarettes to school.

1960 Mark shares a smoke with the school principal in the corner by the central heating boiler.

2008 Police are called and Mark is expelled from School for drug possession. His car is searched for drugs and weapons.

Scenario: Vinh fails high school English.

1960 Vinh goes to Remedial English, passes and goes to college.

2008 Vinh's cause is taken up by local human rights group. Newspaper articles appear nationally explaining that making English a requirement for graduation is racist. Civil Liberties Association files class action lawsuit against state school system and his English teacher. English is banned from core curriculum. Vinh is given his Y10 anyway but ends up mowing lawns for a living because he cannot speak English.

Scenario: Johnny takes apart leftover firecrackers, puts them in a model plane paint bottle and blows up an anthill.

1960 Ants die.

2008 Security and ASIO are called and Johnny is charged with domestic terrorism. Teams investigate parents, siblings are removed from the home, computers are confiscated, and Johnny's dad goes on a terror watch list and is never allowed to fly again.

Scenario: Johnny falls during recess and scrapes his knee. His teacher, Mary, finds him crying, and gives him a hug to comfort him.

1960 Johnny soon feels better and goes back to playing.

2008 Mary is accused of being a sexual predator and loses her job. She faces three years in prison. Johnny undergoes five years of therapy. Johnny becomes gay.

From Peter Chandler – With Thanks.

And, In Analogous Vein:

Recently, when I went to McDonald's I saw on the menu display that you could have an order of 6, 9 or 12 Chicken McNuggets. I asked for half a dozen nuggets. "We don't have half dozen McNuggets," said the teenager at the counter. "You don't?" I replied. "We only have six, nine, or twelve," was the reply. "So I can't order half a dozen McNuggets, but I can order six?"

"That's right ." So, I shook my head and ordered six McNuggets.

From Colin Brown – With Thanks.

TYRE SAFETY WARNING

Sandy Cameron of Goodyear In Melbourne alerted me to an interesting 'dust-up' that is presently occurring in the USA over tyres made in China. It is more or less a repeat of the story of Bridgestone and the Ford Explorer 4WD as the cause was identical.

I am writing this warning in case any of our members are thinking of putting these tyres on their car or light truck. They are mostly 15 and 16 inch diameter tyres designed for light truck use. Despite the temptation, light truck tyres are not only unsuitable for our classic cars, but possibly an insurance or police risk if caught-up in an investigation following a collision.

Members are advised to check out the USA Government website for the National Highway Safety Advice for more on this warning. The subject tyres are/were made by Hangzhou Zhongee Rubber Company Limited, and are sold under the brand names of Westlake, Telluride, Compass and YKS.

According to the Government website, they are demanding that 450,000 tyres of these brands be recalled. The importer is stating that they have no way of meeting that cost and apparently the tyre company is not backing their product, unlike the Bridgestone example.

The website states that a short gum strip between the tyre belts, designed to separate these structural belts, was not inserted during their manufacture. We know from the Bridgestone/Ford failures that there were deaths and injuries following accidents by the owners of the Ford Explorer models sold in the USA. One can understand the Government's reaction concerning these imported tyres from China. It is further interesting to view the 'National Traffic and Motor Vehicle Safety Act — 49USC — Chapter 301' which defines the word 'manufacturer' in a very wide interpretation. This is why the importer/distributor is in very deep trouble, and may face all manner of legal suits and will probably go bankrupt.

It is not for me to tell you what tyre to use, but one can only repeat the old saying 'You get what you pay for'.

Thus, buy quality tyres and safety will normally follow as will longer life expectancies.

Penn BradJy.

From Southern Sphinx – Armstrong Siddeley Car Club inc.

With Thanks.

A WARM WELCOME FOR NEW MEMBERS

The All British Classics Car Club extends a warm welcome to our new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We look forward to meeting you and your motor cars at one of our events very soon.

New Members	Motor Car	Model	Year
Richard & Rosemary Homersham	Jowett	Javelin	1950
Colin & Ann Oberin	Mercedes Benz	A200	2006
	Volvo	XC 70	2005

Val Jeffereyes – Membership.

A BETTER BUYING DECISION



S E V E N T Y F I V E

A Modern British Classic?

The title of this article, which is really about my Rover '75' Club, née Austin '2500', is in many ways very true. In this consumer driven age, how many of us can truly say that purchasing a particular motor car was one of life's better decisions? In these days of enlightenment and of hearing so much about the term 'Lemon' describing cars, it is certainly refreshing to purchase a motor car that is just right in every way.

The Roving Williamsons, and particularly Glenys, are the hinge for what you are reading here. When writing about something as pleasurable as Rover ownership, one can't really 'blame' someone for bringing it all together. I will try to describe the experience in the best way that I am able.

Back in the days when I was driving Ford company cars, I used to collect David so that we could attend AOMC Delegates' Meetings on the other side of town together, and do it on company petrol. This habit continued through some Jaguar ownership too. It was on one of our trips back from Pascoe Vale that David told me that they were off to England for a holiday. It soon became apparent just what the reason for the holiday trip was – a good sticky-beak

at the then newly released Rover '75'. Well, we all know that they came back fully enthused about the new model from that trusted name, Rover.

Not too long after their return, sort of as if 'Rover' was on the Williamsons' leash, the '75' became available in this country, courtesy of MG-Rover in Sydney. Lance Dixon Prestige at Doncaster took on the local sales and service outlet for the mid-engine MG sports cars and the Rover '75' range soon followed. I think it was very soon after this that David and Glenys had a '75' for evaluation over a weekend, and one of the driving duties was to deliver some AOMC material to me. Well, the four of us admired that silver metallic creation in our driveway and the smallest of seeds were sown. Another slightly larger seed was sown when we were given a lift to the railway station after dropping off our Jowett Jupiter at the shipping agent near London in July, 2000. This was a plain black Rover '75' run by the agent's manager and in that two mile ride, a great amount was appreciated.

At that time our everyday motoring was being done in a Jaguar XJ-S, a car that was wonderful on the open road, but sadly, could not get from one scheduled service to the next without some major mechanical problem incurring cost along the way. Many said that the XJ-S used a huge amount of petrol, but I didn't find that to be the case as it used considerably less than the then popular large four-wheel drives. Owning the Jaguar placed me on their mailing list for magazines and promotional material. It got to the stage where I instantly recognized Jaguar mail by its unique labelling of the envelopes. Not too long after the Rover '75' became available here, a "Jaguar addressed" letter arrived, but this time it was from MG-Rover offering a free test drive of the new '75' – and the carrot was an obligation-free hamper from Fortnum & Masons store in London, very British.

We made contact with Lance Dixon Prestige to book a test drive, with no real intention of purchasing a Rover at that time. It was the hamper that interested both of us. An appointment was made and this started a good relationship with the dealership. They were surprisingly free with the car and we took it for a lengthy drive with a bit of Eastern Freeway running to 'see how it went'. Upon return, we registered for the hamper and said we would give it some serious thought. A larger, broad bean sized seed had been sown and it was starting to germinate! For a while after the test drive, special notice was taken of media reviews of the Rover '75' here in Australia. Very sadly, the so-called motoring journalists got it all extremely wrong. For me it was difficult to understand how a car that had won so many awards in Europe and Japan, could be so disliked here.

The reviews claimed that the engine had no power, was lacking in response, the handling was very ordinary, the interior styling was extremely dated and the car had no presence. There were some good statements about finish and fit of panels, but that was about all there was in the car's favour. Then there were the summaries – "an old man's car", or, "the English version of the Nissan Maxima", and, "dull as an English club". There was also comment about the engine being of Nissan and of Ford origin. Not too inspiring for making a purchase decision, was it? Fortunately, I know a so-called 'motoring writer' and, it seems the only qualification required is the ability to wrinkle out a weekend's free motoring from the various manufacturers and distributors.

Then my very favourite mother-in-law changed our motoring scene in total. She had accepted our invitation to visit and, "would it be alright if Uncle Vernon came too?" Of course it would! But there was a dilemma – how to get two octogenarians into and out of the currently owned XJ-S? There is a good pair of tyre levers in my workshop, but . . . It had to go, particularly as it was on its fourth transmission change, in about as many months. We looked at a very nice XJ-6 of the last series before the V8 version, that was for sale in Joe Flinkier's yard in Kings Way. It was looked at twice, being very little used from new, but I was really put off when the dealer refused to replace the absolutely flat battery. I didn't dare take it for a test drive literally 'on the alternator'. The small cost of a battery cost him a sale.

I then gave the XJ-S a thorough clean and took it to Lance Dixon Prestige at Doncaster with the idea of striking a deal on a new Rover '75'. The balance was a bit too much for us and we said we would think about it. Two days later the salesman rang to ask if we would be interested in doing a deal on the Rover '75' that had been used by MG-Rover's Managing Director and it had 6,000 kilometres logged up. I said yes we would have a good look, and after Visa Carding a \$50 deposit to secure it from Sydney, the car would be ours to look at. Two days later a sale had been made and we commenced Rover motoring. The entire deal with Lance Dixon Prestige dealership was very satisfactory and their service has been exemplary. When I collected our Copperleaf red Rover, an appointment was made for 1:30 pm and the installation lasted until 4:45 pm. This was astounding! I had taken delivery of many new Ford Falcons and all that was mentioned at collection time were the features of the radio/cassette player. Obviously Ford research told them that the radio was the customer's most important interest when taking delivery of a new car.

So, after all of that preamble, what had we purchased?

Logically, and a bit tongue in cheek, an Austin '2500' albeit at the top end of the option list. Well, it did come out of the Longbridge factory and it has an east-west engine layout with front wheel drive, the same as the legendary 'Land Crab' '1800', and the engine size was a logical progression over the forty-plus years since the glory '1800' days. However, in the Rover, we had an exceptional motor car that was bristling with right up to date features. The 'Club' version is not all that far from the 'Connoisseur' version and in some ways is the nicer car. It is difficult to decide where to start describing the Rover '75' experience. Yes, the car is definitely a motor car that fills a certain niche in the market place. Its pricing in this country put it a distinct disadvantage in the showrooms. I have to admit that I did have a fairly close look at a Holden Commodore Berlina, and, for the same money, could have had 5.7 litre V8 power and torque, but as a whole package, the 'nice' bits weren't there and the transmission was certainly 'dated' by modern standards. Why the so-called motoring writers don't slam it for the transmission alone makes me wonder.

The first major impression, for me, were the Rover's exterior door handles – solid and well fitted. It is remarkable how much such a mundane item as the door handles can make such an impression, but they certainly did, and, 54,000 kilometres later, they still feel the same. Think about it, the door handle is probably the first physical contact with the Rover – or any car for that matter, Lotus Sevens and their ilk excepted. This initial solid feel continues on after the door is opened. The controls all have that solid good-fit feel about them and after a few years ownership and frequent use, there is no sign of loosening-off. This is a very satisfying motor car to sit in and drive, and, for me, the instrumentation is of great importance, mainly because it is what is seen and used by the driver for most of the time. There is the view of the bonnet sloping away, but that could be the same as any modern car. The Rover's instruments are clear, with a bit of retro look, but they suit the style of the rest of the interior admirably. At night there is the distinctive orange glow of the actual gauges and switch identification graphics. To me the thought of the orange lighting was a bit worrying, but having experienced it, have found it to be very comfortable to live with. There are, from left to right, the temperature gauge, the rev counter, the speedometer (the same layout as in my Jupiter) and the fuel gauge. The instruments are pleasingly oval in shape, with a light cream background. I have always found a rev counter, in conjunction with an automatic gearbox, to be rather superfluous, however, in this motor car it is extremely useful. The reason for this is that, at an indicated 100 kilometres per hour, the car's speed is actually 88 kilometres per hour. To be twelve kilometres out in these times is rather alarming! Thankfully it is on the right side of the Brax Tax threshold!

I wrote to MG-Rover to find out just what I had purchased, bearing in mind comment about Nissan and Ford lineage. I also asked about the accuracy of the speedometer. The response was that at 80 kph the transmission torque converter locks and the gearing is 44 kph per 1,000 engine revolutions in fifth gear. Driving the motor car along the freeway at an indicated 100 kph, the rev counter is rock-steady at 2,000 erpm. MG-Rover informed that the rev counter could be considered to be very accurate. They also said that the selling dealer would be able to make an adjustment to the speedometer via the vehicle diagnostic hook up system. This was something that Lance Dixon Prestige service department knew nothing about and I let it rest at that – it being my only disappointment with the Rover. It is but a simple matter to set the speed to the rev counter – 2,500 erpm being 110 kph. It was also revealed in the MG-Rover response to my letter that the engine was Rover's own, and is also built by Kia under licence – read into that what you will! The transmission is Jatco made in Japan so our '75' is in fact a global car. I think the climate control and other electrical system components are of Asian origin.

Overall, the Rover has performed extremely well, there was one glitch that happened late in the afternoon one day – the automatic transmission fluid was dumped onto the road and the car came to a complete stop. The 1800 Rover-assist number was rung and, after being told that the repair would be at my cost due to *probable* high speeds over traffic calming devices. This initial response did not impress me one bit! Why these 'service providers' do their best to get a customer immediately irritated even further than the cause of the call, makes me wonder. The whole matter was very capably handled by the Lance Dixon Prestige workshop. It turned out to be a stripped thread on a transmission oil cooler hose connection and the repair was covered in its entirety by the motor car's extensive warranty. Thankfully no damage had been done to internal components by the total loss of fluid.



Left: Our '75' at Cockburn on way from Broken Hill to Andamooka.

At first, I was rather dismayed by Rover using a space-saver spare wheel. I must state that I have no concerns with the space-saver concept as such, but, there are two important aspects of such use. Firstly, the spare wheel well is capable of comfortably housing a full sized spare wheel. This is further compounded by the fact that the boot's floor is a fairly flimsy piece of quasi-dense MDF board and bends downward with the supermarket shopping's weight. Care has to be taken with loading the boot – place the heavier items to the outside and the lighter items in the middle on the board. If there had been a full size spare wheel, the tyre would support the floor board. The second, critical, concern about the use of a space-saver wheel is, its lack of durability if it is used while Outback touring.

Another small problem within the boot is the retention of the rear lamp cluster covers. On my car they only just latch into place and fall out easily if a bag is placed in the corner. A small point, but it does get under the skin, particularly when the overall quality of the rest of the motor car is considered. The alloy wheels are secured by a special key that is carried in the boot. I have sort of hidden the key adaptor because wheel thieves have been known to break into car boots to find the key – this raised concern during servicing due to the key being perceived as missing.

There are so many convenient features about the Rover '75' that it is difficult to know just where to start. These are features that motoring writers failed to note – or even understand. A pleasant touch is the interior lighting, it switches on when the doors are remotely unlocked and stays on for sufficient time to get settled and the engine started. The interior light also comes on when the ignition is switched off before the headlamps are switched off. The headlamps when switched on at the switch, are *always* set to dipped beam at initial switch-on. If the lights are switched off after the engine has been switched off, they remain on, ostensibly to illuminate the path to your front door. This feature is frequently noticed by the general public who call out, "Your lights are still on!" To which they get the response, "Just wait and see." At night, the Rover can be parked with just front and rear lights on one side illuminated. This feature is achieved by having the trafficator switch in middle position when the engine is switched off. Then it is a simple

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matter of moving the trafficator switch to the right hand turn position and the lamps on that side will come on, thus helping to save battery consumption. Mention of the trafficator switch reminds that it is correctly located on the left side of the steering wheel. "Correctly located?" one may ask – but for me, having Jowetts, it is on the right side, Most older British cars had trafficator switches located in the upper centre of the dash board.

Yet another pleasant feature is the windscreen wipers going from continuous wipe mode to intermittent wipe mode when the car comes to a stop. As soon as forward movement takes place, the wipers resume wiping continuously. If the outside temperature drops below 10 °C the front and rear demist systems come into use automatically. On this subject, it is well to note that the outside rear view mirrors are heated at all times the key switch is in the accessories 'on' mode. This is to prevent the mirrors from icing up, and it is not only for European use – one June morning early, we were driving up to Benalla via Yea and Swanpool. There was fog, the outside temperature reading was a cold minus 3 °C and there were long icicles hanging from the mirror housings, but the mirrors remained crystal clear. On the '75' the exterior mirrors are the best that I have ever had the pleasure to use. Their electrical controls are very precise and the rearward view is exceptional. However, one point must be remembered – the car should not be left for long periods with the key switched to 'Accessories' (radio listening) without the engine running. The de-icing heaters will flatten the battery.

Yet another nice touch is that, in the event of a rear trafficator globe failure, that side's brake light will automatically take over. At the same time the failed globe warning indicator will be illuminated. The next good point about the Rover is its speed control. Having driven several cars with this feature, and not one of them having worked properly, it is a pleasure using the Rover's speed control. Other makes have had such faults as increasing speed on pressing the 'Resume' switch, having to drive 15 kph faster than the desired selected speed to set the wanted speed, having a speed control that let the car virtually die on slope climbing and having one that simply refused to 'Resume' set speed – it was with some trepidation that I used this control for the first time. What a revelation, precise speed setting and resumption each time the switches are operated, speed steadily increasing when the 'Set' button is held to increase speed setting (when changing from 100 kph to 110 kph) and the true maintenance of speed on hills – auto transmission permitting of course. The Rover '75', when selecting 'Resume' after an 80 kph speed zone, and 100 kph was the original setting, the motor car changes down two ratios and really gets lively!

With respect to those motoring writers' perceived lack of power from the four valves per cylinder arrangement, I honestly can't see how that observation could have been made. Overtaking by using the kick-down facility is brisk and in the hills, use of the gearbox ratios gives exhilarating performance. This is an engine that comes on song at Britain's legal motorway speed limit of 113 kph and loves to rev. This is not a lazy V8, but is a highly refined performer when the driver sets his/her mind for a spot of excitement. There is also the 'Sport' mode for the transmission which gives the motor car a more spirited gait through the traffic. This is a carry-over from the Auntie Rover P4 days, then our Aunties could truly lift their skirts and really go!

One point about the Rover '75' is the noise emitted by the engine under brisk acceleration. I have always thought it was mainly induction noise, but Sue says that, from the back seat, it is more pronounced – so maybe there is some exhaust note there as well? Once up to cruising speed the engine presence drops away completely and the car seems very relaxed at our Nanny Society restricted speeds. The original equipment Goodyear tyres were, on some road surfaces, quite intrusive. When it was time to fit new tyres, a set of Michelins was installed and the noise has diminished somewhat and grip is better.

The Rover '75' does not exhibit any front-wheel drive vices and, being the result of BMW input at design stage, this is quite surprising as BMW were not known for front wheel traction. The steering weight is, for me, absolutely ideal. I do not have any liking for over assistance in this area. I drove a friend's Jaguar XJ-8 recently and found that, at the slightest movement of the steering wheel, it started to move ahead of my input. This may be what Ford think the Yanks want, but for me has ruined the Jaguar motoring experience. The '75's steering wheel is conveniently adjustable for reach and height, and, this in conjunction with seat adjustment makes for an easily found comfortable driving position. There is one small snag in this department though, should the driver wear size ten brogues, there is limited height under the steering column for moving the right foot from accelerator to brake pedal. A degree of care needs to be taken to avoid foot jamming during the pedal change-over manoeuvre.

The interior is spacious, light, comfortable and has the traditional British ambience. I am not at all sure if the dashboard is wood veneer or a clever plastic simulation. A nice touch is the CD changer in the glove box, *Wheels Magazine's* reviewer did not like this feature at all. I have never relished the thought of reaching into the boot during CD changing, due to dust ingress. The 'stacker' takes six CDs, and this is probably enough for any reasonable trip. It is true that I never carry much clutter in my cars, so I don't worry too much about miniscule glove box size. In most cars these days there is not sufficient room for a reflex camera anyway. In spite of that, the box would still have sufficient room for a pair of driving gloves – or two. What the Rover does have though, and it is traditional, is a shelf for holding small items below the dash board. There is also the very convenient little cubby at the right hand end for wallet and house keys etc. Another special thought is the provision of clips for holding pens or pencils in the glove box lid and the rear centre arm rest cubby lid. In the armrest cubby there is space for note books and such. At the sun visors there is a vanity mirror for both driver and passenger. Opening the lids reveal well lit mirrors.

The ICE (In Car Entertainment – just demonstrating that I am rarely with-it!) is brilliant. The convenient steering wheel controls and superb display of function/station selected are really good to use. The radio cassette unit is fully integrated in the centre console and the speakers are positioned in the doors behind tasteful grilles.

And yes, the '75' does feature that most important item of all for the 21st century – cup holders! The one in the front is particularly neat, and is located in the centre console with wood trim, alongside the cigar lighter. There are also two cup holders located in the front face of the cushion of the back seat. None of these have been used yet. The back seat folds down for bulky loads in the boot, but has the facility to have only the back of the centre arm rest folded to take long slender items.

This motor car can be described as an 'Old Gentleman's car', and resembling an English club with its leather seating trim and wooden dashboard with 'period' looking instruments, but what's not properly understood is the fact that all the dynamics are bang up to date. Surely, so-called motoring writers, there is nothing wrong with such ambience?



A gentleman's 'Club'. The interior of the Rover '75'.

An unusual point that should be noted is the really high-quality and well researched content of the car's instruction book. The books that came in a nicely Rover badged holding wallet, are an example that other manufacturers should have a good look at.

It is, very likely, a niche market motor car, but it is extremely sad that the public, influenced by the motoring media and the expected dregs of the British Leyland era, shied away from what is, generally, an excellent motor car package. It has everything an owner could wish for and, to top that, it is superbly reliable. This is the only motor car that I have owned with which I have had people following me into a car park, stopping nearby, getting out and telling me what a beautiful car it is and then driving off. It is sad that not many chose to purchase a Rover '75' and that now there is no chance. We few owners of Rover '75s' are a privileged few that can savour the splendid experience, and, hopefully we can continue to do so. Our '75' has been to Andamooka on an opal mining safari via Broken Hill and the Flinders Ranges. On that trip it was supremely capable and, most impressively, kept all the dirt-road dust out. We had to apologise to it in Andamooka when it had to be filled with standard unleaded petrol for the run back to Port Augusta. Until then it had enjoyed BP Ultimate and still seems to enjoy its diet.

On a more sobering note, Lance Dixon Prestige have advised me that they are keen to keep on servicing the car and that, with respect to running gear, spares will not be a major concern due to extensive commonality with the Land Rover Freelander model. This is encouraging, but probably my next new car will have to be a Saab or an Alfa Romeo, both sold and serviced by Lance Dixon Prestige. We are not in the running for a Bentley Continental – yet!

As you have probably noted, purchasing a Rover '75' was definitely one of my better decisions, and, subsequently joining the Rover Car Club can also be classed as such!

My thanks to David and Glenys for pointing me in the right direction, motoring-wise.

A final comment: The Fortnum & Masons hamper which arrived from MG-Rover led us to another discovery – it was Fortnum & Masons' Cumberland Sauce – now, there's a superb delicacy!

Mike Alfrey.

Adapted from an article for Viking Torque, Magazine of the Rover Car Club.

With Thanks.

PLEASE NOTE!

On Page 2, there are some changes to E-mail addresses. These changes are a part of the ongoing battle with those who are infernal pests and send us so much unwanted, and totally unwelcome mail.

Keep an eye on Your ABCCC News for Information about Events in 2008!