



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 157

January 2013

Your ABCCC News



Above: Leader of the Pack! BRRMM! BRRMM! In Sapa, Vietnam, Rob Nolan samples the 'ape-hangers' on a sidecar outfit. It could well be a local version of a gleaming older BMW. Note the oily rag. The wiring under the headlamp appears to have been 'overhauled' over the years.

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 were due by end of 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”**

NOTICE: The ABCCC Annual General Meeting will be held at the Como Gardens, starting at 2pm on Sunday, 10 February 2013. Complimentary lunch will be served to those who notify the Club Secretary of their attendance. RSVP essential for lunch! See page 5 for details.

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Executive Positions	Name	Telephone No.	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	
Membership Secretary	Pat Douglas	(03) 9739 4829	
Other Positions	Name	Telephone No.	Other Telephone No.
Contributing Editor	Michael Allfrey	(03) 9729 1480	
Assistant Editor	Betty Taylor	(03) 9739 1879	
AOMC Delegate	Ross Gardiner	(03) 9589 2013 (AH)	
AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949	
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	
Club Events Registrar	Sue Allfrey	(03) 9729 1480 (AH)	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member (Events)	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/			
The Association of Motoring Clubs Website is: http://www.aomc.asn.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 month. 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 each 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 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' events.

All correspondence should be addressed to the Editor *Your ABCCC News*, 59 Rowson St, 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). On the Committee there are 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 Logbook and Permit (current) and proof that the permit holder has a current membership in the auspicing club (e.g., your ABCCC membership card). All enquiries should be addressed to the VCPS Officers.

THE VICTORIAN CLUB PERMIT SCHEME

NEW PERMIT APPLICATIONS

For members wanting to operate a motor car on the Victorian Club Permit Scheme (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 able to provide all the information required to operate a motor car on the VCPS. Nello's position is entirely voluntary, so due consideration should be given when contacting him.

The ABCCC has the following conditions for operating a motor vehicle [twenty-five (25) years old and older] on the Victorian Club Permit Scheme:

1. Initial contact should be made with the club's VCPS Applications Officer, currently Nello Mafodda. He will advise the procedure for application with respect to the conditions set by the ABCCC.
2. A club member who proposes to place his/her motor vehicle on the VCPS under the auspices of the ABCCC must have been a ABCCC member for more than one year.
3. A Roadworthy Certificate must accompany an application for the Victorian Club Permit Scheme under the auspices of the ABCCC.
4. A club member who operates a motor vehicle on the Victorian Club Permit Scheme, under the auspices of the ABCCC, must attend a minimum of three (3) club events per year. The car does not have to attend three events, just the owner. Excluded from the count are the Annual Winter Luncheon and the Christmas Luncheon events.
5. VicRoads requires a permit holder to be in good financial status in order to drive the car under this Permit.
6. The ABCCC will notify VicRoads when a permit holder becomes an unfinancial member.
7. The ABCCC will maintain a Register of those Motor Vehicles operated on the Victorian Club Permit Scheme under the club's conditions. Such Register will be submitted to VicRoads upon request.
8. The motor vehicle operated under the Permit Scheme should be used within the spirit of the motor vehicle club scheme.

PERMIT RENEWALS

VicRoads requires that an ABCCC authorised VCPS Officer's signature is entered on the permit renewal notice. Therefore, your VCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

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

ABCCC EVENTS DIRECTORY 2013

Note: All events listed in this directory are placed in good faith. Events for inclusion here provided to the magazine editor prior to the 14th of January, March, May, July, September and November. Events organised by other clubs or associations have a contact telephone number to use prior to the event.

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

January 2013

- 20 RACV Great Australian Rally – [A Major ABCCC Event](#) Colin Brown (03) 5964 9291
Start Points – Melbourne, Stud Park and Hastings
Venue – Mornington Racecourse, enter from Racecourse Road, Mornington. (Mel 146; B2)

February 2013

- 10 Annual General Meeting – ABCCC Inc. Pat Douglas (03) 9739 4829
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.
- 24 Club Run to Rupertswood Mansion – [An ABCCC Inc. Event](#) Andrew & Pat Swann (03) 9740 9225
Venue – Rupertswood Mansion, 3 Macedon Road, Sunbury.

March 2013

- 5 Tore's Mid-Week Run – [An ABCCC Inc. Event](#) Tore & Connie Pannuzzo (03) 9764 2276
Venue – TBA.
- 16 – 22 The RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Start Venue – York On Lilydale, Corner Swansea and York Roads, Lilydale. (Melway Map 52; Ref: G3)

April 2013

- 7 Run To Geelong – [An ABCCC Inc. Event](#) Bryan & Anne Tootell Mob: 0412 549 906
Start Venue – TBA.
- 20 – 21 Como Gardens Open Weekend – [An ABCCC Inc. Assist Event](#) George & Pat Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.

April 2013 (Cont'd)

21 RACV Classic Showcase – An AOMC Event AOMC (03) 9555 0133
Formerly the British And European Motoring Show.
Venue – Members' Car Park, Flemington Racecourse.

May 2013

5 Rex's Big Day Out – [An ABCCC Inc. Event](#) Rex & Deanna Hall (03) 9795 7669
Venue – TBA.

18 National Heritage Motoring Day – The Association of Motoring Clubs Inc.

19 Geoff and Judy's Day Out – [An ABCCC Inc. Event](#) Geoff & Judy Birkett (03) 9755 1772
Venue – TBA.

25 – 26 Historic Winton – Austin 7 Club Inc. Noel Wilcox (03) 5428 2689
Venue – Winton Motor Raceway, Winton.

June 2013

7 – 10 Hamilton Rally – [An ABCCC Inc. Invited-To Event](#) TBA (03)
Venue – Hamilton Area.

19 Pub Lunch Run – [An ABCCC Inc. Event](#) (Mid-Week) Brian & Marjorie Pepper (03) 9439 7875
Venue – TBA.

27 – 30 The Great Escape To The Country – [An ABCCC Inc. Event](#) Bryan & Anne Tootell Mob: 0412 549 906
Destination – TBA.

July 2013

14 Visit To The Morris Minor Garage – [An ABCCC Inc. Event](#) Colin Oberin & Craig Douglas (03) 9817 3182
Venue – Start Point TBA. Touring the Harcourt Area.

28 Xmas In July (Annual Lunch) – [An ABCCC Inc. Event](#) Colin & Joy Brown (03) 5964 9291
Venue – TBA.

August 2013

9 – 11 Indulgence Weekend – [An ABCCC Inc. Event](#) Peter & Rosalie McKiernan (03) 9787 6003
Touring – TBA.

25 Mystery Charabanc Outing – [An ABCCC Inc. Event](#) Ray & Lyn Higginson (03) 9336 7306
Venue – Moonee Valley Bus Lines, Tullamarine.

September 2013

15 An Overseas Trip – [An ABCCC Inc. Event](#) Peter & Lorraine Lester (03) 9795 0033
Sailing To – Phillip Island.

29 Phil's Fantastic Day Out – [An ABCCC Inc. Event](#) Phil Cook (03) 9842 5449
Venue – TBA.

October 2013

13 A Very Special Run – [An ABCCC Inc. Event](#) Kevin & Jenny Watt (03) 9734 6040
Venue – TBA.

19 – 20 Como Gardens Open Weekend – [An ABCCC Inc. Assist Event](#) George & Pat Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.

30 Run To Beleura Mansion – [An ABCCC Inc. Event](#) Robert & Robin Joiner (03) 5956 8105
Meeting Point – Beleura Mansion, Main Street, Mornington.

November 2013

5 British Classics Exclusive Display & Picnic – [An ABCCC Inc. Event](#) Colin & Joy Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen.

10 Frank's Super-Mystery Run – [An ABCCC Inc. Event](#) Frank Sawyer & Val McRae (03) 9770 0904
Venue – TBA.

24 Driving Melba's Yarra Valley – [An ABCCC Inc. Event](#) Wal & Sue Thompson (03) 9761 9192
Meet Point – TBA.

December 2013

3 Social Calendar Planning – [An ABCCC Inc. Meeting](#) Tony & Maxine Pettigrew (03) 9739 1146
Bring along your ideas for 2014.
Venue – 16 Lawler Lane, Coldstream.

15 Christmas Luncheon – [An ABCCC Inc. Event](#) Tony & Maxine Pettigrew (03) 9739 1146
Venue – TBA.

Sometime In 2014

TBA A Very Special River Cruise – [An ABCCC Inc. Event](#) Brian & Marjorie Pepper (03) 9439 7875
Cruising the South Australian Murray River (Two, Three or Five Days)

EDITORIAL NOTES – ISSUE NUMBER 157

We are fast approaching the club's AGM, (meeting notice on pg 6). Should anyone out there be interested in or willing to take on the task of Editor for *Your ABCCC News*, then please raise one hand vigorously at Committee positions election time. You can be assured that I will be happy to step aside for an extended spell.

This issue breaks a record for the number of pages, twenty-seven in all. The reason for this is a fantastic article by Mary Cheng about the second tour to Vietnam. Believe me, it should make quite a number of those who didn't go, feel somewhat envious of those who did take part!

It was satisfying to be involved with the RACV Great Australian Rally bag stuffing session. It was a sterling effort from all of us. We achieved a record number in a record time. Our thanks go to all of those stalwarts who made it all happen so smoothly. Grateful thanks are also due to Maxine and Tony Pettigrew for again providing the facilities to get all those bags filled.

On the last page (memories of *Hancock* there!) a new series of articles has been commenced. The title is *The Cars We Admired In Our Schooldays*, and I am sure there is some very good material out there amongst our membership on this topic. The intention is to have a different viewpoint each month, so there should be some interesting reading in the months ahead. Don't just sit on your selection, warm up the computer keyboard and get tapping. Rest assured, you can do it! The first instalment has a leaning towards Formula One, but that does not matter because back in those days the Formula One prior to all the modern hype was, and still is, very important to me. For a young schoolboy, the 1956 F-1 Vanwall was really something to admire, and thenceforth, to watch it continue on to win the Constructors' Championship in 1958, was the ultimate for me.

In the last issue, a question was asked whether any of those amongst us still own and drive the car we proposed to our wives in. Well, the silence on that subject has been absolutely deafening! Obviously, not a good one to delve into!

I look forward to meeting with many of you at our AGM on February 10th. Details of the meeting are on page 6.

Enjoy this month's offering – to the maximum!

Mike Allfrey – Editor

EVENT REPORTS AND NOTIFICATIONS

ABCCC EVENTS OF YESTER-TIME

THE ABCCC CHRISTMAS LUNCH – Sunday, 9th December 2012

Our end of the year get together was a fabulously well attended event with one-hundred and fourteen club members taking part in the festivities. The luncheon at Chateau Wyuna was of traditional fayre and, because of the number of people present, we were called to the servery by table groups. All very fair and proper!

We enjoyed a visit from Santa and his willing helpers to hand out the gifts and bring good cheer. It always amazes how Santa manages to cope so well with the heat and clad in all of his winter clothing, while visiting us down-under. No matter, it was a task well carried out and all participants were happy.

Mike Allfrey – Editor

FAST-APPROACHING ABCCC EVENTS

ABCCC ANNUAL GENERAL MEETING – Sunday, 10th February 2013

This year our Annual General Meeting will be of a slightly different format. A rather good luncheon has been organised to commence at 12:00 noon in readiness for a 2:00 pm AGM start. The lunch will be provided to those members who advise Pat Douglas (Secretary) that they will be attending. NOTE: it will be of 'BYO' drinks format. It is our wish to have as many club members present as possible. Be sure to mark your calendar, diary or electronic scheduler with the date of the meeting.

The venue is at the splendid Como Gardens, 79 Basin – Olinda Road, The Basin. Melway 65; K8. For our caterers we need to know how many will be attending lunch before our AGM. Please let Pat Douglas know if you will be attending on telephone number (03) 9739 4829.

There will be a comprehensive report on our club's activities and achievements for the year just gone. There are a number of club events scheduled for the coming months and information about all that is happening will be provided. There will also be an election of office bearers for our club's future management. If you wish to assist our club, please come forward and help make the election exciting, and, importantly, offer your help.



Tony Pettigrew – President

CLUB RUN TO RUPERTSWOOD – Sunday, 24th February 2013

An Enjoyable Day Out

Given that most will drive from the other side of the Melbourne to the also picturesque outer Western areas the event has been divided into two short runs. The planned meeting point is the car park adjacent to the North end of the Melbourne Airport North-South Runway (Melway 177; H9/10). The car park can be accessed from the east by making a right turn from Sunbury Road, at the roundabout, into Oaklands Road and then immediately turn left into car park. It is hoped that all attendees should make the meeting point by 9.30 am.

Allowing for set off time of 9.45 am.

The first Stage will be an alternate course through Wildwood, Clarkefield before arriving at the Rupertswood Mansion. Rupertswood was owned by Sir Rupert Clarke and much of the area driven on this run was originally part of his property. The estate originally had its own railway station where, visitors invited to the property from Melbourne, would be picked up and taken to the mansion.

England in 1882 lost a one match test at the Oval to the Australian team for the first time and a British newspaper wrote in the obituary section of the Paper:

“That English cricket had died, and the body will be cremated and the ashes taken to Australia”.

The English media dubbed the next English tour to Australia (1882–83), as the quest to regain the Ashes.

One of those groups visiting Rupertswood during Christmas of 1883 was the English Cricket team and their Captain, the 8th Earl of Darnley, the Honourable Ivor Bligh who had lost the match against Australia in 1882.

The much investigated story of The Ashes indicates that in 1883 at a cricket match prior to the start of The Ashes series held at the private Rupertswood’s cricket ground, the Honourable Ivor Bligh was presented by the women at the mansion - including players’ wives and Ivor Bligh’s wife, a carved urn that contained the ashes of a burnt bail; burnt on the blacksmith’s fire. In that three match series against Australia, England won 2 matches to 1.

Length of the First Stage – 23.5 miles or 37.5 kilometres. The run will finish at the mansion where Devonshire Tea will be served at \$6.50/head. The tour of the mansion takes approximately one hour with cost TBA and would have to be booked beforehand. Estimate \$15.00/head. We are allowing up to one hour before commencing the second stage to walk round the grounds, have Devonshire Tea and a general natter. We are planning a time of the second stage is about 11.30 am.

Length of the Second Stage is – 28 miles or 44.4 kilometres

After leaving the front gates of the Mansion we will head towards Riddell’s Creek thru Heskett and finally to Woodend. The roads are undulating and are not primary roads. The stopping point for lunch will be the Victoria Hotel, corner of High and Urquhart Streets, in Woodend. It offers an *a la carte* menu along with a senior’s menu.

The proximity to the Calder Freeway will allow an easy return to Melbourne from Woodend.

Note that bookings for this event are essential. Please call (03) 9740 9225 or Pat’s 0408 390 407.

ROUTE NOTES – Be Sure To Bring Along With You

Part 1.

Miles Distance (Cumulative)	Kilometres Distance (Cumulative)	Notes
0.0	0.0	Zero trip meter – Leave car park and turn right, at roundabout take second exit going west, towards Sunbury.
1.0	1.7	At roundabout take second exit – Wildwood Road South.
3.0	4.8	Road windy and steep – take care.
3.9	6.3	One lane bridge.
4.3	7.0	Steep climb, sharp bend.
7.2	11.6	At ‘T’ intersection, turn right – stay on Wildwood Road North. (Note: Road is sealed, but is rough in places)
10.9	17.4	At ‘T’ intersection, turn left – Konkaderra Road (Head towards Clarkefield)
12.9	20.5	At ‘T’ intersection, turn left – Havelock Road.
13.6	21.8	Tight turn left, downhill, slow sweeping turns.
14.6	23.3	At ‘T’ intersection, turn left, into Lancefield to Sunbury Road.
21.4	34.1	At roundabout, take second exit – drive to Sunbury.
22.4	35.7	At roundabout, take third exit and drive into Salesian College. Follow road through car park and drive to Rupertswood Mansion.

Part 2.

Miles Distance (Cumulative)	Kilometres Distance (Cumulative)	Notes
0.0	0.0	Leave the Rupertswood Mansion car park and drive to the main gate. At the College gate, zero your trip meter – enter roundabout and take the third exit towards Riddles Creek. At the next four roundabouts, take second exits towards Riddell's Creek.
9.0	14.3	Drive under the bluestone bridge and turn right and drive through Riddles Creek.
13.3	21.1	Turn left into Mt Eliza Road.
18.5	29.3	At fork in road, turn right into Kerrie Valley Road. (Miss this turn and the road becomes gravel in approximately 300 yards.)
21.3	32.9	At the 'T' intersection turn left into Romsey to Woodend Road. Drive through Heskett and continue to Woodend.
26.2	41.5	Continue over Calder Freeway towards Woodend.
27.2	43.1	At the 'T' intersection turn left and drive into Woodend.
28.0	44.4	At corner of Urquhart Street and High Street on your right is the Victoria Hotel. Park in the proximity of the Victoria Hotel and enter Dining Room.

Andrew Swann

THE RACV FLY THE FLAG TOUR – Northern Tour – March 16th to 22nd 2013

Please Note That Bookings Have Closed!

We are pleased to announce that the 2013 RACV Fly The Flag Northern Tour is fully booked. This situation has arisen in a very short space of time since the booking notices were sent out.

To re-cap, the RACV Fly The Flag Tour will be taking us to Yea, Seymour, Nagambie, Shepparton (first night). Then it will be on to Cobram, Tocumwal, Finley, Jerilderie, Urana, Lockhart and Wagga Wagga (second night). Day three is a Hub Tour to Aria Park, for a *Town Take-over*, Temora, Junee and Wagga Wagga (third night). The Tour then continues to Henty, Culcairn and on to Wodonga (fourth night). From Wodonga we travel to Beechworth, Milawa, Moyhu, Whitfield and Mansfield (fifth night). Then there is a local tour to Jamieson, Kevington and return to Mansfield (sixth night). The last day takes us to Bonnie Doone, Alexandria, Black's Spur, Healesville and concludes with a gala luncheon and presentations at the Yarra Glen Racecourse.

Mike Allfrey – Editor

ADVANCE NOTICE – Sunday, 7th April 2013.

Run to Geelong to view part of 'The Stanton Collection'. For many years Mr Robert Stanton has been collecting around fifty 1960's and 1970's Fords, of which half are garaged at his home (about twenty-four, all running and registered), which is the sort of place we dream about.

After this we will proceed to a lunch venue (TBA). If time permits, we will visit a shopping 'Barganza'.

Bryan and Anne Tootell.

A RATHER SPECIAL MOTORING STORY

Editor's Introductory Note:

This article has, with editorial licence, been taken from the December 2012 issue of The Jowetteer, the magazine of the Jowett Car Club (1923) Ltd. There must be similar stories featuring other British makes of motor car – Aston-Martin, MG, Lea Francis, Armstrong Siddeley, Riley, Rover, Bentley and Lagonda come readily to mind – that ventured onto the early post-war roads of Continental Europe. Driving across Europe was no easy matter in the early 1950s. My family covered part of the route described here in 1953, in a 1936 Railton which caused quite a stir at every Customs Post (the car, not the family) at the borders crossed into France, Switzerland, Austria, Germany and Holland.

If club members know of similar stories, written at that time, it would be wonderful to include them here in Your ABCCC News. There were a number of non-motoring themed magazines, such as Country Life, that, from time to time featured extended road tests that made interesting reading. Those authors were not dedicated 'motoring writers' and so they wrote about interesting cars and places from a more worldly viewpoint.

The following article appeared in a monthly magazine dated October 1952 and called Racing Review, devoted to, one might say, horsepower on the hoof. This exposé digresses from its core subject and describes an extended road test of the Jowett Javelin by L A Williams which invites a comparison from our Francophiles between life across the Channel then and now.

It is called . . .

A JAVELIN THROUGH THE HEART OF FRANCE

This is not a murder story – a 'whodunit' – but an account of a trip from London to Geneva and back with a deviation through the heart of France towards the west and onwards northeast to Dunkirk and home.

The Javelin in this instance was no lethal weapon in the accepted or Scotland Yard sense of the word, but that is not to say that it is not powerful. Indeed, a notable point was that it proved sufficient to take four male passengers with quite an amount of luggage and impedimenta some 1,600 miles or more in great comfort and at rather higher speeds than would have been considered quite proper in the home land. The vehicle in question was that interesting motor car the Jowett Javelin, the elder brother of another automobile that if fast making history – the Jowett Jupiter.

Where Money Counts

The Jowett people have been making motor cars for over fifty years, and doing so in a portion of the country where value for money is insisted upon without question, namely Yorkshire. Up to the war when, in common with many other firms, their activities were otherwise engaged, they concentrated on the flat-twin cylinder machine of about seven horsepower and to such an extent and apparently of such quality that they established a very solid and satisfactory business.

After the war they became more ambitious and developed and marketed what is still one of the few true post-war models – by no means a hash-up of the pre-1939 affair. It was and still is the only 'flat-four' or 'double-twin' engine: two pairs of twin cylinders working opposite one another, instead of the usual four cylinders in line. Quite unorthodox really – but so effective. The body that housed this novel power unit was also quite post-war – designed on aerodynamic lines and very practical.

Cornering at Speed

Thus the little Yorkshire two-cylinder machine of pre-war days, seldom seen or heard of in the soft and sophisticated South, blossomed forth in a new and exciting form.

The present Jowett Javelin is of 1,486 cc or, if you prefer it, 1.5 litres. A four-speed gearbox is employed and springing is independent by torsion bars in front and also by torsion bars in the rear. In these respects therefore, it falls in with normal modern practice. Steering is neither light nor heavy, but positive enough to give the driver confidence to put the car just where he wants it. Thus, cornering is excellent at speed.

The opportunity to see what the Javelin could do, arose from an invitation by the Jowett Company to join a party going by road to the Geneva Motor Exhibition, and then by a detour through mid-France, visiting the Le Mans district to glance at the famous course where, in a few weeks' time, the historic road race will once more take place and in which the Jowett Jupiter will be running – the Jupiter being the sports version of the Javelin.

On this occasion the route chosen was south-east towards the country of Champagne, and through town after town bearing names having sad memories for those who had not forgotten the first world war: Cassel, Behume, Arras, Bapaume, Peronne, to Soissons for lunch. So far, the Javelin had performed exactly as expected. As already mentioned, four people with baggage were being transported and, although the usual amount of *pavé* had to be covered, to say nothing of somewhat sunken level crossings and an odd collection of pot-holes, riding was excellent despite some high speeds necessary to cover the three hundred or more miles which would bring dinner and sleep. The weather did not exactly help, bursts of rain making driving harder and necessitating a rather more enclosed car than would otherwise have been the case. It was during this early part of the journey that one thing stood out very clearly, especially to the visitor from England, namely the excellent road signs.

At this point the narrative breaks off to give a brief dissertation on the merits of French road signs, but which are now less noteworthy to our modern eyes accustomed to European harmonization; to continue – Ed.:

In such conditions (. . . as those just related in the foregoing aside . . .) no wonder the mileage mounted up and Soissons was decided upon for lunch, more than two hundred kilometres on our way. Here the hotel provided us for our first meal with a glimpse of the good things that were available if funds permitted. That sample having been found to be up to all expectations, a brief glance was taken at this clean and interesting city and our journey continued. Hitherto nearly all our motoring had been done on a good-class but secondary road (not one of the National Trunk roads) and this continued through Chateau-Thierry, Montmirail, Sezanne, to near Troyes, the temptation to branch off via Rheims having been overcome.

Some thirty kilometres from Troyes the Paris-Basle route N-19 was reached but after Troyes a diversion by side roads was made towards Auxerre, where previous experience had taught some of the party that accommodation of the first order was to be obtained. By that time darkness had complicated the situation, to say nothing of rain, but again another good feature became noticeable, the marking of the great camions or heavy lorries (*again, there is a short passage on the merits of the generous illumination on these vehicles, the like of which were unfamiliar to British eyes at that time, concluding with praise for the excellent driving shown by their drivers – Ed.*) Arrival at the hotel at Auxerre showed us how much the average British hotel-keeper has to learn about the way to welcome visitors, even those who, like the British, no longer have money to burn but barely enough to eat and sleep in accustomed comfort.

By now, if indeed there had ever been any question, it was evident that the Javelin was going to perform the job it had set out to do without trouble or discomfort. Over three hundred miles had been covered so far on all kinds of roads, wet and fine, and no-one was unduly tired. *To be continued.*

From: The Jowetteer – With Thanks.

VIETNAM TRIP – ABCCC SECOND GROUP – 14th to 30th November 2012



Our group at the Golden Rice Hotel. Left to right: Mary Cheng (Report Writer), Brendan and Lorraine Rice, Caroline Allen, Rob Nolan, Terri Allen, Steven Ellis, Ian and Mary Hodges and, Tour Organiser, Mrs Huong.

Thanks to Peter Lester for the great report of the October Vietnam trip in the last magazine. He covered most of the tour and we will add to the report some of our experiences that we encountered.

Hanoi – Wednesday 14th November

The November group consisted of Mary and Rob Nolan, Mary and Ian Hodges, Terri and Caroline Allen, Lorraine and Brendan Rice (friends of the Nolans), and Stephen Ellis (friend of the Hodges). We all arrived a couple of nights before the start of the tour to acclimatize. While waiting in line for a security check at the domestic airport, we witnessed a lady being dragged away by a man (maybe her husband), screaming and kicking. No-one interfered, only the security guy just escorting them both away. We think she was trying to get away from him and Hanoi.

Hanoi – Thursday 15th November

In the morning, we met Ms Huong (our travel agent consultant), who gave us a lovely gift of a wallet for the men and a purse for the ladies.

Our guide Chi, then took us for a walking tour of the old quarter's streets full of stalls, shops and people selling goods and food on the side of the road. There were plenty of vendors cooking for the locals sitting on small plastic stools eating on the side of the road, literally next to the traffic! The locals love having noodles for breakfast, lunch or dinner. Lots of the store holders live either behind the shop or above it. In Hanoi, we stopped at a newly built building with a new massage centre where we boarded a very small lift, packed in like sardines. Unfortunately with ten of us in the lift, it seems we overloaded it! Thus the lift got stuck and it did not re-open when we wanted it to. Chi managed to phone the massage centre people to get the lift working again.



Right: View of lake at Hanoi.

While this was happening, we were all sweating in the lift and then the air conditioning and lights went off, making it worse and very uncomfortable for all. We managed to open the door a few millimetres to allow some fresh air to enter the lift, but it was getting very panicky inside. After some minutes, the door finally opened, to the massive relief of

everyone! Some people elected to take the stairs to the massage centre, while others were brave enough to take the same lift up, but with less people in it, this time. We were given some cold water to cool us down and relax in the air conditioned room. Lorraine and Brendan decided to have a massage in a couple's room, and Ian also had a



massage. The rest of us went to the City View Rooftop Restaurant with views of the lake, which provided a welcoming cool breeze for lunch. The restaurant had a large bottle of rice wine with a cobra sticking its tongue out, on display. We assume the bottle is filled ready to serve to people willing to try it.

Left: Snake in rice wine.

After lunch and drinks, we went for a walk around the lake (John Howard PM style). We bought ice creams for 30-cents near the lake. In the evening, we went to a nearby French restaurant up the road at the corner where we sat upstairs on the balcony looking down (through the cables of thick electrical wiring) at the chaos on the street with the motor scooters, cars, people and even a dog trying to cross the streets. It's amazing how people can either text or chat on their mobiles and at the same time ride their motor

scooters and avoid any serious accidents! Cars are very expensive to buy with tax being 100%. Scooters are relatively cheap which is why there are so many of them.

Hanoi – Friday 16th November

Today is another free day for the start of the tour. Most of the group opted to go on a day tour to Ninh Binh, while Rob and Mary decided to stay in Hanoi and explore the city more. After another walk around the lake in the morning, we headed to the Dong Xuan market which is a huge under cover three-storey building, packed tight full of stalls selling clothing and food. A very busy market with what seems like lots of people selling wholesale to the stall holders. You have to watch out for the people with the big bags hoisted on their shoulders or on their trolleys, hurrying down the very narrow aisles, as they could knock you over trying to pass you! We also found another Government market building, with lots of basement stalls, and was less busy.

For lunch, we found an eclectic restaurant called The Social Club of Hanoi which served mostly vegetarian food, but there was one meat dish on the menu. In one of the rooms, there was an Astor Theatre poster showing the movies scheduled for showing back in Melbourne. The restaurant was tucked away in a small street off the main roads and seemed popular with younger tourists.

Right: Through the electric cables, organised traffic chaos.



In the afternoon, we booked ourselves in for a body massage and foot scrub, the first of the many massages we had in Vietnam during the trip. The foot scrub was great until the hot paraffin wax was applied which was a bit hot for comfort, but eventually settled. We met the rest of the group in the evening after they returned from their day trip to have dinner at the rooftop restaurant. Again we watched in amazement the organised chaos of the traffic in the

large intersection where it seems that there was traffic coming from at least six different directions! Of course there are no traffic lights, and even if there were, they would not be obeyed. Back at the hotel, we got ready to pack a small bag for the next three nights away to Sapa, and packed up the remaining luggage to be stored at the hotel.

Hanoi – Saturday 17th November

We were privileged to see the freshly restored (sent to Russia for the process and just returned), preserved body of Ho Chi Min at his mausoleum. There was a security check at the gates before entering the grounds and then as you entered the mausoleum in a single file, you had to be quiet with arms by your sides as a mark of respect. They were very strict and you were not allowed to stop and take any photographs, you had to keep walking slowly past.



Afterwards, we walked around the Presidential Palace, but not inside as it's for dignitaries/diplomats or government meetings. Ho Chi Minh's house was a simple stilt home with the bunker very close by. Next stop was the One Pillar Pagoda where you can pray at, if you wish to become fertile and have children!

Left: Rob at the Social Club Café Hanoi.

Our first set menu lunch (always at least five dishes and includes pumpkin soup and fruit for dessert) was in a wonderful restaurant with musicians and a singer to entertain us. Martin Tonkin, his wife and children, also came and welcomed us and had a beer or two after lunch. It was delightful to meet and chat with them.



Above, Left: The Ho Chi Minh Mausoleum.



Right: Ho Chi Minh's stilt house.

Then, we visited the Taoist Temple of Quan Thanh where the gardens had sculptured plants in the shapes of animals of significance, and lovely arrangements of plants spelling out a Vietnamese/Chinese character.

Towards the late afternoon, we all hopped on cyclos and toured around the old quarters, weaving in and out of the narrow, busy streets avoiding motor scooters, bicycles, cars, buses and people. Rob snapped a little girl riding her bicycle in the busy streets, seeming confident alongside her dad. I guess the earlier you start to ride, the better you get!

In the late afternoon, we attended the Water Puppet show, which was fabulous in an old theatre where there was not much leg room when sitting down. This was such a different puppet show where the puppets are performed on

and in water illustrating the Vietnamese culture with music and singers. It was quite mesmerising and well presented. After the show, Chi took Rob on the back of his motor scooter back to the hotel to pick up our camera charger that we left behind as the camera batteries died. Rob said Chi was very experienced, talking on his mobile and riding one handed and manoeuvring around the other motorists expertly.



Left: Lunch entertainment, Hanoi.

Dinner was in a lovely restaurant in a narrow street not far from the railway station that served us a set menu of many dishes. After entering the railway station, Chi led us across multi-railway tracks to our train, the Fanxipan Express, bound for Lao Cai. You had to watch out for any trains coming along the tracks as you crossed

them. We boarded the train where we shared four-berth rooms. Each guard slept on the floor on a blanket for each carriage. Rob and Mary had the top bunks, while Terri and Caroline had the bottom ones. The air conditioner was on the ceiling, making it noisy for us at the top bunk, so we did not get much sleep. The mattress was also very thin and hard to sleep on. No showers on board, just a toilet at each end of the carriage. Lots of rocking and rolling on the overnight train ride. If you wanted a more upmarket train, then you would have had to book the Victoria Express or others that are similar.

Lao Cai / Sapa – Sunday 18th November

We arrived 6.00 am at Lao Cai, which is very close to the Chinese border. An early simple breakfast was at a restaurant across the street from the railway station. Breakfast was either noodle soup or bread with egg. It was a lovely drive from the station to Sapa. Along the way, Chi mentioned one of the customs was for the elderly male child to 'clean the bones' of their deceased father after three years have passed. Apparently they exhume the body, clean the bones and then bury the bones back into the grave. If there is no elderly male in the family, then they get a male person to do the job for them.

Right: Flower letter characters, Hanoi.

From Lao Cai the mini bus took us to Bac Ha Market, arriving about 9.30 am. Chi orientated us around the market before letting us loose to shop. On the way to the market, we saw locals on the motor scooters, carrying their livestock there for selling. There was a lady riding her scooter with a live pig wrapped in a cloth, hanging over the back seat with its nose sticking out. Lots of water buffalo, horses, chickens in cages, pigs and puppy dogs were at the market for sale. There were many stall holders selling clothes, souvenirs, bags, etc. The stall holders are very cunning, as they watch you at other stalls and if they see that you have not bought anything, then they will try and get you to their stall and sell you their goods. The local ladies were dressed in colourful costumes where the dresses were pleated and they had beautiful headwear. When Rob was shopping for clothes, one stall holder lady thought he would be a potential



customer and managed to snag him to her stall. Of course Rob bargained hard with her, even after she kept giving him lots of hugs and begging. It was all fun, and in the end she was happy with the price she got! Lunch was at a local hotel where again we had a set menu of many dishes. It was great to have set menus which allowed us to sample lots of the variety of cuisines on offer. But at the same time, there was plenty to eat and very filling!



On the way to Sapa (1,650 m above sea level), we visited a typical family home and then boarded a boat for a cruise along the river where there seemed to be a lot of dredging of sand along the banks of the river. We arrived in Sapa later in afternoon to the Boutique Sapa Hotel with lovely views and free internet access. The streets reminded us of Aqua Caliente near Machu Picchu, Peru, where the atmosphere is similar. After unpacking, we quickly looked around the nearby shops and Rob bought an imitation *North Face* red jacket (\$25) which was very cheap with Ian. There were lots of stalls selling copies of trekking clothes and shoes/boots, as trekking is quite popular in this region.

Left: Little girl on her bicycle, Hanoi.

The power had gone out a couple of times. I think one of those times was when we used the hairdryer and knocked it out of the socket, and suddenly the power went out! The hotel staff had to reset the power at the various switches. We also found out later that there are two switches on the wall in front of the bathroom. One was for the light in the bathroom and the other is the switch for the hot water in the bathroom. I had accidentally switched it off and we wondered why I had a lukewarm shower! Also our bathroom was configured with the shower next to the toilet with no partition, so when you had a shower, the toilet can get wet! We had to make sure that the toilet paper did not get wet! Mary and Ian had cold showers when they arrived, so the same thing must have happened to them.

Right: Style of dress in Bac Ha market.

Dinner (set menu of course) was at the hotel and some of us tried Chilean wine with our meals. Entertainment was provided by a local man playing various instruments of the flute and for his last act, he was able to play the flute and do some acrobatic somersaults at the same time! How talented was he!

Sapa / Lao Cai – Monday 19th November

After a buffet breakfast, we headed to the start of our two-hour walking trek amongst the black Hmong and Zao people in the Muong Hoa Valley. We trekked through villages and rice paddies. Terri was not able to join us as she had swollen legs and Chi kindly got one of the private drivers (a friend of his) to drive her to the end of the trek where she met up with us for lunch.

Chi had warned us of our 'new best friends' at the start of the trek. If we did not want their company or to buy things, we should simply ignore them or say no to them. Otherwise we can chat along the trek and they can follow you for quite some time. Everyone had either one or more 'best friends'. Each village will grow their own rice for the families and communities. They grow enough to last the season and if they have surplus, then they will sell some. Since the rice season is over, the ladies sell the homemade goods to tourists for extra money. Homemade goods include wall hangings, bags, purses, clothes, scarfs, etc. Besides rice paddies, they grow vegetables, raise chickens, ducks, pigs, water buffaloes etc. All the animals roam around the rice paddies, fertilizing it as they go.

Left: Trekking in Sapa.



We stopped at one of the family homes where they showed how they pound the rice husks to get the rice grain out. After the grain is extracted, the rice husk is used as fuel for burning on stoves to cook their meals. Or in bulk, is shipped to the brick factories to burn for the making of bricks. There are grinding wheels to grind corn for flour. There is a plant called indigo that is used to colour

material black. The plant is soaked in water in a barrel for a few days and then the material is soaked in that water for a few days. The cloth is then embroidered on. For the cloth to have that shiny look, they press the cloth between two stones and gently grind it.

Right: River boats waiting for us, Sapa.

There are many 'Home Stay' houses along the trek for trekkers to stay at overnight. The walk was an easy grade, passing through small villages, schools and homes. We arrived at a Home Stay where we caught up with Terri, and lunch was another superb set



menu with pumpkin soup (of course)! Next to the Home Stay was a swing bridge that you can dare to cross.



It was interesting to see what they used as fuel to heat their cooking stoves. It was cylindrical with lots of holes. I believe they are made of coal from China. To light one up, you start a small fire using kindling, and then add the cylindrical briquette to it and it will keep burning for some time.

Left: A group of 'Best Friends' at Sapa.

On the way to our bus, one of the local elderly ladies decided to attach herself to Caroline. She slipped her hands onto Caroline's arm and slowly walked with her across a bridge. Caroline did not know how to un-attach herself from the elderly lady and realised that the lady was expecting some money from her! How could you not resist such a lovely elderly lady.

We returned back to Sapa to the hotel to have a rest and collect our bags. Some decided to do more shopping and walk around the town. Steve, Rob and Mary walked around the market stalls and shops. Rob bought orange coloured hiking boots (\$25). Chi bought socks as he needed new ones for the trip. He just left his old socks at the store! The mist came in quick but it was not cold for us, but was for the locals.

Chi showed us how close the Chinese border was to Lao Cai. Once you go through immigration, you just had to walk across a bridge over the river. You can get various types of passes for the locals so that they can continue to do business across the borders. Products from China are very cheap. There are casinos on the Chinese border side and many Vietnamese go there. It is popular for the Chinese to cross over for holidays. Dinner was back at the Le Bordeaux restaurant where we had an early breakfast on the day we arrived in Lao Cai. Another superb set menu dinner and very filling before we boarded our train back to Hanoi.



Right: Rob on swaying rope bridge, Sapa.

While waiting in a queue to enter the train station, we were bombarded with vendors trying to sell to us. There was lots of bargaining on laser pen lights. Eventually Rob settled on a \$7 one. We again shared with Terri and Caroline on the four-berth rock and rolling train. Before departing, we still had vendors on the train trying to sell us more goods. We departed at 8.15 pm and arrived in Hanoi at 4.30 am. Again not much sleeping due to the noisy air conditioner, and the rock and rolling of the train.

Hanoi / Ha Long Bay – Tuesday 20th November

We were lucky to have a room booked for us to use for the morning, after arriving back from Sapa on the overnight train. The travel agent, Tonkin Travel, had learnt from the previous ABCCC group, that everyone did need to rest and freshen up after the long journey and to repack for another night away on a junk boat. Breakfast was at The Golden Rice Hotel. We left early morning, 7.30 am, to Halong Bay, arriving at 12.30 pm. As it was a long drive, we stopped at a handicraft place where they had lots of large sculptures carved out of marble. It was a good time to stop for a rest break. They also sold embroidered silk piece-works, lacquered items, silk clothing, souvenirs, and bottles of alcohol

filled with snake, scorpion and other sorts of creatures, etc. There was always an attendant following you around in case you wanted to buy something, or if they can tempt you to buy something. Chi was kind to get us sample sweets to go with our coffees or drinks. The coffee was served with its own coffee filter made of stainless steel and aluminium, and is very strong coffee. The milk is always sweetened condensed milk. Mary preferred her lemon or lime hot drink and it is called lemonade in Vietnam, and is sweetened with sugar syrup.



Left: Rob being grabbed by a bear! This was in Sapa.

Right: Cylindrical coal for slow burning to cook over.

We boarded a beautiful junk called *Treasure Junk*, which was only a couple of years old. A lot of the junk boats used to be brown colour, and are now painted white for the tourists. The cabins were very comfortable and we slept very well on the junk as it was moored in the evenings. The junk had about twelve cabins, and we shared the junk with other tourists. We had lunch, a buffet of seafood before Ian, Mary, Rob, Mary and Steve kayaked around the islands. There are about 2,000 islands in the bay.



We explored a shallow water cave and then went to a lovely sheltered shallow water beach spot for a rest and swim in the warm water. A shower and a rest, and drinks outside before a candle lit, flower scattered table decoration setting with low lights, set menu dinner. Lorraine and Mary Hodges had 'Sex on the Bay' cocktails while Mary had a 'Speedboat' mocktail. After dinner, the other guests on board did some night fishing for squid. It was a hot humid night.



Above, left: The Junk Treasure.



Right: Our comfortable cabin aboard.

Ha Long Bay / Hanoi / Hue – Wednesday 21st November

Early morning, we had a quick snack of cakes, croissants and bread before boarding our transfer boat to the central floating station to go on a floating basket boat to see the floating homes and village. The basket boat is round with one of the locals paddling either two or three people on board. Mary, Rob and Steve were in one boat with a local lady paddling like a seal. The fish caught are placed for storage in fish ponds on the floating villages. School kids paddle themselves to school where the teacher lives at the floating school. School is only for three hours in the morning, as the kids need to help the family with daily chores. Pearls are grown in the bay and the floating village is protected from the winds and elements.

Right: Enjoying a fabulous lunch aboard Junk Treasure.

Back on board the junk, we were served a generous brunch with the fruit artistically decorated. Before leaving Ha long Bay, we visited a pearl shop where they showed us a video of how pearls are manufactured and harvested. The lady guide showed us the difference between real and fake pearls and water pearls. Some bought pearls. Rob and Mary bought the Vitamin E-C pearl cream, hoping that their faces will become more pearlized! Apparently the cream, \$22.50, has lots of beneficial minerals extracted from the sea by the pearl.

The next rest stop was back at the handicraft store for a break and drinks. On the way to Hanoi, we stopped by the side of the road to visit a local farm growing vegetables.



Above, Left: Mary doing the paddling, Rob resting, enjoying kayaking around the islands.



Right: Waiting to be served, our evening meal aboard the Treasure.

Chi said his goodbyes with us, by having a drink with us while we had another set menu course for dinner at the airport upstairs. Chi was such a great tour guide, always polite, approachable, friendly and nothing was ever a problem or issue for him. He was always willing to help out. It was great, he always had his iPad and phone with him, as it came in handy showing us pictures of interest along the way, or trying to find us info when we needed. It was so lovely that he shared photos with us of his wife and little girl on holidays. He was very informative and we were blessed to have him as our first guide in Vietnam.



Above, left: Beautifully arranged breakfast on board Treasure.

Right: Visiting a farm at Ha Long Bay.

Our domestic flight to Hue was slightly delayed so we shopped for gifts for friends and our house sitter. The landing was quite bumpy with the plane swaying from side to side! Not sure if the pilot was on his first flight since training, or maybe he was busy texting on his mobile? Tam Tam (our next lady guide) met us at Hue airport and took us to our hotel, The Romance Hotel, for two nights. It was about 10.00 pm by the time we got there.

Hue / Da Nang – Thursday 22nd November

Breakfast was at the top of the Romance Hotel where they had a small pool and a rooftop bar and restaurant. Breakfast was a really excellent meal and there was plenty of food on hand. The bedrooms had a king size bed and a very large room. The second floor had a beauty salon, massage area and gym.

In the morning, Tam Tam greeted us in her traditional silk costume dress and showed us the sights of Hue with its history.



First was a boat ride on a Dragon boat, equipped with a souvenir shop, along the Perfume River, which is not perfumed anymore! The boat dropped us off at Thien Mu Pagoda, which is a working monastery where they take in orphans who eventually choose to live the life of a monk. The young boys cycle to a local school and help out in the kitchen. The gardens are filled with lots of bonsai of various sizes.

Left: Ian, Chi and Mary.

We then went by bus to the citadel of the Nguyen dynasty or Purple Forbidden City where the emperor and their concubines used to live. It was a very palatial palace. Some parts are being slowly restored. There are lots of Chinese characters painted on the walls. One palace had the pictures of all the emperors on display and another had lots of urns outside the house.

After a long hot, humid morning walking around pagodas and palaces, we had a magnificent, well presented set menu lunch at a restaurant. All was tasty and Tam did warn us to take lots of photos of the splendid dishes.

First dish was small spring rolls on skewers presented on a pineapple decorated with carrots, carved to represent a duck. Next was decorated prawns, followed by light fluffy prawn and pork mince on prawn crackers. All the dishes were superb! The dessert was an almond sweet sculptured in to a flower bud. Mary thought it was a plastic flower until she realised it was dessert.

Right: The Pagoda at Hue.

It was free time in the evening, which meant no set menus! Steve, Rob and Mary walked along the riverside to see the local stalls. The bridge lights changed colour and the floating restaurant did the same. We had a snack of pizza at a local pizza restaurant with drinks and it only cost us \$7 between the three of us. Walking around towards the hotel, we eventually found Little Italy restaurant where the others had gone for dinner.





Above, left: The Red Emperor's Palace, Hue.



Right: The Tam Tam Urns at Hue.

Another buffet breakfast, and we were on our way at 8.30 am to Hoi An via Da Nang. It was a three and a half hour drive, where we drove along the overpass, stopping to look at the old concrete and brick war bunkers. There is a new road tunnel, but we chose to go over the overpass. As it was very misty, we could not see the views from the top of the pass. We stopped at a handicraft store for a 'tea and pee'.

In Da Nang, we visited the Cham Museum and Marble Mountain which is famous for stone sculptures and carvings. The Cham Museum housed some Hindu and Buddhist artefacts. Da Nang is known for the American Vietnam war where there is the American airbase and China Beach where the American soldiers would do R and R. From Marble Mountain, the views were great where you could see the group of Marble mountains and stalls making and selling marble sculptures.

Lunch was outside by the river with a welcome cooling breeze, enjoying another set menu delight with plenty of beers at hand. After lunch, we learnt how silk was made from the silk worms where it took many worms to create a silk thread. The threads were either yellow or white. There were baby worms feeding on mulberry leaves as well as a tray of adult worms. When the worms have left the cocoon, the cocoons are boiled in water and the silk threads extracted. There were children embroidering with silk threads of all colours to create lovely artwork pictures based on a drawing or photo. There was also a demonstration of how a bamboo lantern was made with the silk material and wooden carvings. Upstairs, a couple of the guys got measured up for suits while some of the ladies bought silk scarves.

Right: The gateway to the Purple Palace, Hue.



The next three nights were at the Vinh Hung Riverside Resort which was walking distance into town. If you did not want to walk into town, there was a boat that could take you there courtesy of the hotel. The hotel pool was a welcoming amenity against the humid weather. That evening, Tam Tam took us on an orientation tour of Hoi An and showed us a lovely restaurant to have dinner that night. The streets are mostly off limits to vehicles to allow the tourists to wander the streets without having to look out for the scooters etc., and for less pollution. In the evenings, there were pretty lanterns decorating and lighting up the streets. The shops always closed late in the evening and there was always a type of Bingo like show on in the street where you could win prizes. There would be a group of young kids happy to try and sell you souvenirs and practise their English on you.



*Left:
Lunch at Hue,
note the carrot
ducks!*



*Right:
Bunkers at Hoi An.*

Hoi An – Saturday 24th November

The resort had a great variety for buffet breakfast. In the morning it was already humid. Tam Tam took us on a walking tour of the old quarters including the Japanese Bridge, old homes and the tourist shops where we occasionally stopped and the girls shopped. To finish off the tour, we boarded a local boat for a cruise along the river.

Right: Marble Mountain at Hoi An.

We said goodbye to Tam Tam at the hotel as it was the end of the tour with her. She will be heading home to Hue. The rest of the afternoon was free time. Mary and Rob had lunch at the resort and spent the afternoon relaxing by the pool and having a dip or two in the inviting cool water.

Caroline and Terri sampled the Food Market at the resort between 4.00 and 5.00 pm.



The others (with Rob) went to dinner in town to a popular restaurant, The Cargo Club, while Mary went shopping, but did not buy anything. Later Mary met Rob at 8.00 pm for dessert downstairs in the patisserie area for ice cream and drinks. The kids were outside trying to sell souvenirs to the tourists including 'Little Buddha' a young boy who was happy like a Buddha and even had the round tummy! Rubbing plump tummies means good luck!

Left: A statuette in the museum at Hoi An.

Hoi An – Sunday 25th November

We definitely enjoyed the buffet breakfast of fruits, dumplings, rice, noodles, omelettes, yogurt, prawns, congee etc., while having a lovely view of the river. Today was a free day for everyone.

Rob and Mary got the chance to catch up on E-mails and lazed around the pool.

The others did the Red River Cooking class from late morning to late afternoon. It took in a tour of the fish market, a cruise down the river, and then the cooking class, then sampling their creations.

At the poolside, Rob and Mary ordered a huge coconut drink and it was sufficient for two people.

At 1.00 pm, Mary and Rob had a pamper session at the beauty parlour with a Pedicure and Massage respectively.

Right: An ideally sized group for lunch at Hoi An.

We caught up with Steve and Brendan at the 4.00 to 5.00 pm Food Market at the resort, sampling the dumplings, noodles, rice paper rolls, glutinous rice, bean cake and rice sweets on offer. We did not need to have dinner as the sampling was more than sufficient for an early dinner. It was a great idea for the resort to put on a free feast for the resort guests. The manager of the resort was there to greet and talk to the guests.



Hoi An / Ho Chi Min City – Monday 26th November

After another big breakfast, Rob and Steve went into town for last minute shopping and looking at some of the old homes. It was great to have check-out at 12-noon. We could pack at our leisure. Pickup was 2.30 pm for the airport. There was still plenty of time to have a last minute dip and laze around by the pool.



*Left:
Lights on a bridge at Hoi An.*

*Right:
Lanterns glow in the warm night air at Hoi An.*





Colourful lanterns for sale in Hoi An.



A row of shops in Hoi An.



A canal and the Japanese Bridge, Hoi An.



Inside a house at Hoi An.

Mary Hodges decided just before check out that she would try and walk on water, so, just outside her room, she walked straight into the ornamental pond! Luckily she was unhurt, but she did get stuck and suctioned into the mud at the bottom of the pond. Ian and Brendan helped her out, but only after taking advantage of the situation and photographed her unfortunate state. Maybe Mary just wanted to see the goldfish close-up!

Lunch was by the bar near the river. Brendan tried on his new suit and paraded it for us. The tailors had to make last minute alterations only an hour or so before boarding the bus to the airport! Steve made lots of 'best friends' in Vietnam and almost got a wife at the resort's beauty salon!

Our new guide took us to the local airport and made sure we checked in. As usual, the flight was delayed and the landing at Ho Chi Min City was again bumpy with the plane swerving sideways similar to the landing at Hue. Maybe we had the same pilot?

HCMC is a large city with lots of vehicles, mainly scooters but there were cars and buses as well. It's more modern with some beautiful French Colonial buildings like the Continental Hotel, Opera House, etc. The airport is very close to the city, but it takes an hour to get there as the roads are very busy and the speed seems to be 40 – 60 km/hr. due to the amount of vehicles on the road.

Right: The Hoi An served coconut drink that required two straws!

Our hotel was the Asian Ruby in the Japanese area of town and walking distance to the main town. Rob, Mary and Steve had dinner in a Japanese restaurant where there were lots of waiters/waitresses dressed up in the Christmas spirit. We strolled around the area where we found out that the frosted glass doors of some buildings were actually 'girlie bars' (mainly for the Japanese) and there were plenty of them!



Ho Chi Min City – Tuesday 27th November

The Asian Ruby Hotel is conveniently located in town and is walking distance to anywhere. The breakfast offered could have been much better, as the other hotels we stayed at, offered much more appetizing breakfasts, and also it could have done with a pool to cool down in. The dining room décor also needs to be updated. The bedrooms were OK, but the bathrooms could do with a makeover but otherwise it was good.

Tan was our guide for HCMC and took us to see the Cu Chi War Tunnels out of the city. It was a slow drive out due to the traffic and it being a large city. We finally got out of the city and onto their highway and it was the first time we were able to do close to 100 km/hr. However those speeds did not last long as the roads had a few bumps along

the way and the driver slowed down to 20 km/hr. to ride over them! We passed many rice paddies and noticed that occasionally there are grave tombs in the middle of the paddies. These belonged to the families that worked the paddies. I hate to think when the rice paddies are full of water, what happens to the grave tombs! Is this natural organic fertilizing?



We stopped at the rubber tree plantation for a stretch of the legs and saw three horses roaming freely around the plantation. Each rubber tree had a bowl attached to it where the rubber will slowly drip into it.

Left: Demonstrating how pure rubber is extracted from a tapping on a rubber tree. This is rubber in its purest form.



Above: Food stalls at Hoi An.

There were also locals demonstrating their wood workmanship and selling their wares.



Left: We don't know how Ian Hodges managed to fit in a tunnel entrance, but he did!



Right: A bunker at Ho Chi Minh City.

At Cu Chi Tunnels, we entered through an underground viaduct (going under the main road) to the main area where the tunnels are. We were shown to an underground bunker where a video informed us. There were also opportunities for going into one of the tunnels to see how narrow and small they were. There were many examples of the 'booby traps' with spikes deployed during that time, which were quite horrific. There were lots of underground displays showing how they lived, the dining room, hospital, workshops for making cloths, weapons etc. Towards the end of the tour, we were offered tea and sweet cassava. There was the option of experiencing AK47 guns which you can clearly and loudly hear from other tourists trying them out. Don't know why people would want to do that?

On the way back to HCMC, we passed a busy intersection at the outskirts of town, where up popped a guy pulling his pants up after relieving himself near a roundabout that was edged with a border of shrubs thankfully! Seems like he could not wait for a toilet and decided he had to go! Something you would hope not to see again! What a sight!



Left and right: Floodlit buildings in Ho Chi Minh City. Probably of French design sources.



We had a late set-menu lunch in HCMC before touring the Re-unification Palace. It was a very humid day and the Palace had no air conditioning, just fans. We toured the bunker rooms, conference rooms (which they still use today for dignitaries) and around the gardens. Tan took us to the Ben Thanh market where we squeezed through the aisles of hundreds of stall holders selling everything from souvenirs, clothing, food, coffee, etc.

Dessert was our dinner at The Coffee Bean and Tea Leaf Café around the corner from the hotel. We met up with Steve, Terri and Caroline there. Prices are quite expensive – about the same as Gloria Jean's etc. We walked

around town to see the night lights around the buildings and the Christmas decorations. There were plenty of upmarket stores. We went into a couple of model boat stores, with boats that were very well made and detailed. Near the Continental Hotel, there was an outdoor photography exhibition with a theme of safety on the roads, whether you were crossing them as a pedestrian or using the road on scooters or cars. All of them were beautifully photographed. Steve again made some 'best friends' at the exhibition and they always seem to be girls, and these ones were 'working girls'!

Ho Chi Min City – Wednesday 28th November



In the morning, we slowly made our way to the Mekong Delta and took a boat to the island where we saw large python snakes, how rice can be made into rice pops, rice paper sheets and rice wine. The rice husk is used as fuel for fire and is slow burning.

Left: On the Mekong River, river craft at Ho Chi Minh City.

There was rice wine with a snake bottled in it, of course. Honey tea was offered as a tasting which was very nice. They have their own beehive and extracted their own honey. Some of the guys were brave enough to hold a bee hive board full of bees and honey. There was a snake and a mouse in the cage, and the mouse didn't last long! After the tour, we were given tea and rice sweets to taste

while some shopped in the store.

On the river, you will see the occasional floating markets where the fruits and vegetables are sold on boats. There were house boats along the river where people lived. As we made our way up stream, we had to move ourselves to the front of the boat as the water levels of the river got very low.



Left: Ian Hodges and a honeycomb frame. Others are wary of bee stings.



Right: Brendan Rice proudly displays a spiny looking fish – Ho Chi Minh City. An oven is close by.



Musical instruments and singers act out love story.



A pottery in Ho Chi Minh City.

Tan offered us fresh fruits to snack on. Lunch was at a homestay up the river with fresh Elephant fish as part of the set menu. The hostess showed us how to make our own rice paper rolls.

After lunch, we were entertained by two ladies and men telling a love story by singing and acting it out while the men played on their guitars.

We then strolled around the homestay viewing their vegetable garden and fruit orchard before boarding our boat to cruise the river again.

We visited a brick making factory where they used lots of rice husks to bake the bricks. Handmade pottery was produced there on large pottery wheels. There were four roosters in their own cages ready for a challenge later that day. Cock-fighting is not legal anymore, but it is still very popular.

Back on the mainland, we wandered thru the markets looking at all the different types of seafood they were selling, and the many varieties of vegetables and fruits. All the markets are so busy and crowded.

Then it was the long drive back, going over the Australian bridge that Australia helped build for Vietnam. Along the way, there are many rest stops where there are hammocks to lay on and sleep in, before continuing on your long journey. On our last night at HCMC, we all went to a Japanese restaurant and had either noodles or rice. Some went for a stroll to have a final look at the city night lights.

Right: In a fruit and vegetable market, Ho Chi Minh City.

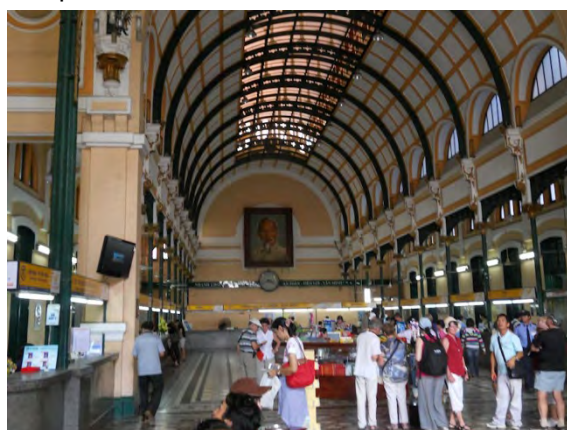
Ho Chi Minh City - Thursday 29th November



Our last day in Vietnam. Tan showed us our final tour, the French colonial architecture Post Office, Notre Dame Cathedral, which was brick by brick built and shipped from France. The War Remnants Museum was very moving and confronting with its history all laid out for everyone to see. The last stop was the lacquer factory viewing the workmanship of how each piece of lacquered art work is made. Lots of layers of lacquer are applied and sanded off until a high polish is obtained. It definitely smelled of nail polish.

Left: Notre Dame in Ho Chi Minh City.

Right: Inside the Post Office at Ho Chi Minh City.



We said our goodbyes to Tan and our driver at the international airport.

Our flight home was non eventful and thankfully, the flight was not full. We found out just before we arrived, that Melbourne had a very hot, scorching day. We were glad we did not fly back one day earlier! Overall, it was a great trip, and very well planned. Many thanks again to Tonkin Travel, to the Bullards and to our tour guides for organising and making sure we had a great time.

Robert and Mary Nolan

CHECK YOUR OIL

Introduction

This article appeared in the January 2013 edition of By Jupiter!, the magazine published by the Jupiter Owners' Auto Club. I am always slightly sceptical about most of this type of article for I do not know the originator's background. As it happens I have heard of Colin Spong, and he seemed a sensible sort. I had also heard of ZDDP and its use etc., and this looked a reasonable explanation. Some more research was carried out and the result follows Colin Spong's piece with an authoritative piece from Morris Oils (UK), the brand used by Jowett owners for many years with every satisfaction. They do actually make their own oil, i.e. they are not merely marketing someone else's oil in their own branded packaging, so I tend to trust what they say. Ed.

The Article

Look at the label on the back or side of the container your motor oil came in. Somewhere amid all the hyperbole that tells you what a wonderful lubricant it is, you will see some coded letters beginning with the symbol 'S'. Nearly eighty years ago the Society of Automotive Engineers (SAE) came up with a system of giving numbers to oil viscosities, with the thin light oils being rated SAE 10 upwards to the really thick stuff, usually SAE 50 or higher. In the 1950s and 1960s multigrade oils started to appear with viscosity rating such as a 20/50. Until now all we have had to do is to ensure that we use the correct viscosity for our vintage and classic engine.

There is now another factor to take into consideration as oil manufacturers are starting to remove a chemical called ZDDP from modern oils. Now the question arises what is ZDDP? Nobody outside research petroleum chemists who work in the petroleum industry will ever have heard of it, at least until now. ZDDP is an abbreviation for zinc dialkyl dithiophosphate. Its main purpose, or at least it was, is to make a sacrificial layer on the lobes of camshafts and the bottom of the valve lifters, or tappets so that they do not contact each other except through the layer. The pressure of the cam lobes pushing the lifters up is extreme and ZDDP in the engine oil gave it the capability of withstanding that extreme pressure.

The problem is that ZDDP has been found to contaminate catalytic converters and cause them to fail. Since modern vehicles have to use these devices to avoid spreading contaminants into the atmosphere it was necessary to cut down on the amount of ZDDP in motor oils. The car industry adopted other means of opening inlet and exhaust

valves in their engines. Without the required ZDDP in our oil, vintage engine rebuilders in the USA are reporting premature failure of camshafts in just a few hundred miles.

But all is not lost, we just have to be more careful when buying oil and look for more than simply the viscosity rating. Many years ago the American Petroleum Institute (API) set the standard for the formulation of motor oil to which the oil companies adhere. The API rating for petrol engines is a two letter designator that begins with 'S' followed by a second letter. It must have begun with SA followed by SB and so on. By 1991 they were up to SG but kept revising their oil standards and at the time of writing were up to SM. Oils used in diesel engines have their own designations with the first letter being 'C'. Standards for diesel engine motor oils have not been revised quite so often. They were up to CE in 1991 but are now up to CI. Some oils meet standards for both petrol and diesel engines and carry double service ratings such as CF/SG. When looking for motor oil we now need to check the 'S' rating to understand what we are buying. Oils with the specification SH or SJ still contain the required ZDDP. SL has a reduced ZDDP but may still have sufficient. Any specification from SM onward slacks ZDDP and you might be kissing your camshaft goodbye.

I have always changed the oil every year in my cars regardless of mileage which may be overkill but I have taken the view that even expensive 'classic' oil is much cheaper than an engine rebuild. Among the specialist suppliers, Castrol Classic oils, amongst others, are well known. Cheap unbranded oils from local supermarkets may seem a bargain but the chances are they will not be suitable for your classic engine.

This article was originally printed in the Enfield and District Veteran Vehicle Society newsletter and they have allowed it to be used by other clubs as long as the source is acknowledged.

Colin Spong – With Thanks.

The Role Of ZDDP (Zinc) in Traditional Engine Oils

In order to understand the role of ZDDP (zinc dialkyl dithiophosphate), the best place to start is to explain what it contributes to the overall formulation. The compound's main function is as an anti-wear additive. Sulphur and phosphorous are elements within the compound and it's their effect that provides wear protection. The main part of any lubricant, the base oil, which in the case of traditional products is mineral oil, produces a film designed to keep mechanical components separated; this process prevents metal-to-metal contact and therefore stops wear from taking place. This is successfully achieved in areas such as the bearings. When they are in motion an oil film develops that keeps journals and bearings apart. However, there are lubrication regimes, where the force applied between components does not generate a strong film, but actually ruptures, potentially allowing metal-to-metal contact to take place. One of these areas would be cams and followers, for example. Although there is rotational movement, a cam lobe's profile is tapered towards one end and a whipping effect when in motion can break the protective oil film.

This is where ZDDP comes in. Under these conditions, the sulphur and phosphorous react with the metal surface, to produce a very strong chemical layer. Now, under these conditions, the metal components are separated by a chemical film, that stops wear from taking place. This compound is also useful in other parts of the engine such as valve guides, rings (as they change direction), sprockets, bearings starting from rest (before a film is generated), etc. Basically, anywhere an oil film may be ruptured or interrupted, ZDDP steps in.

The next thing to define is what level of ZDDP is enough. This was defined by engine testing, used to screen and develop performance levels, such as API CC or ACEA A3, etc. A test engine was built from pristine components that have all been catalogued by size, weight or appearance. After a test has been run (this varies depending on the specification), the components was catalogued again and any changes in the original data was noted and conclusions reached. If an engine component wears, it loses weight, because it is losing metal. The amount of acceptable wear that takes place can be tailored by an adequate amount of ZDDP in the formulation of the oil. This process of evaluation has been carried out for decades and the vast amount of data generated has provided formulators with a base line level of acceptable ZDDP that provides good all round anti-wear protection. The level of anti-wear performance can be varied above this base line depending on service intervals, workloads, etc. Of course, within the text above, we are referring to traditional internal combustion engines. Today, there are alternatives to ZDDP, as certain modern after-treatment devices will not tolerate high levels. These are fitted to the latest designs in order to comply with ever more stringent emissions legislation. As far as Morris Lubricants is concerned, traditional products such as Golden Film SAE 20W/50 are formulated against well tried and tested specifications that were based on a good acceptable level of anti-wear performance. To quantify this, we have a minimum zinc content of 0.05% by weight in our traditional products. This may not seem very high, but you must remember we operating at the molecular level. In the microscopic world there is more than enough to protect the most vulnerable engine components.

Prepared by A. Hill, Morris Lubricants, 27. 1.2012

NEWS FROM THE ASSOCIATION OF MOTORING CLUBS

DELEGATES' MEETING – 19th November 2012

The Guest Speaker Jean-Christophe Bonneville, was introduced. Mr Bonneville is the Engineer at VicRoads, who examines all Street Rods and modified vehicles, to ensure they comply with the VSB4 and VSB14 Regulations. As the name suggests, our guest is French, and while he speaks perfect English, he does so with an accent, which meant that your scribe missed a word here and there. However the presentation with the aid of Philip Johnstone's "magic lantern slide show" was excellent. This man certainly knows his stuff.

Jean explained that there are thirty Engineers in Victoria, who are recognised by VicRoads as competent to issue the certificates which must be issued prior to the final VicRoads inspection. However our guest suggested that it is possible to arrange interim visits by him as the conversion continues. For example, he needs to examine and crack test all the welds, before they are painted. It was explained that Street Rods must be based on pre-1949 vehicles. Anything later becomes a Modified and/or Replica Vehicle and therefore is eligible to go onto the VCPS (Victorian Club Permit Scheme), as an Historic Vehicle. However the rules for these categories are yet to be set. See below under report by Rod Amos. Mr Bonneville explained that his job was to see that all of the regulations in a very large VSB Regulations Book are complied with. All of these regulations are available on the VicRoads Website, under the various headings like Engine, Brakes, and Chassis etc. There are many things which are laid down in the VSB rules, but there are also numerous things which are exempt; Such as lights, shock absorbers, bull bars, alarm systems, paint, mud flaps, mudguards and sound system. Some things are specified; that an engine is to be no more than 20% more powerful than standard and sound levels are tested at 3500 rpm must not exceed 96 decibels. Brakes are tested very closely, as are most other things, such as power to weight ratio, and brake balance from front and rear.

VSB14 is for light vehicles, with numerous special requirements, such as from 1972 onwards, emission equipment and such is to be tested. Collapsible steering columns are also required with the later vehicles.

President Iain Ross (*Bristol OC*), suspended standing orders for supper which was followed by election of AOMC Office Bearers for 2013. Following supper, the meeting was opened to the Annual part of the AGM. With acceptance of the Minutes of the 2011 Meeting, President Iain then reported on 2012 activities, and thanked the Committee. The Treasurer Mr David Williamson, (*Rover Car Club*), presented the Financial Statement. David remarked on the great success of the two big car shows at Flemington this year. Then all positions were declared vacant. Mr Garry Jewel (*Vintage Drivers Club*) was asked to act as the Temporary Chairman, to conduct the election of Office Bearers for 2013. Mr Jewel stated that all but two of the existing Committee were prepared to accept nomination for next year.

The result of the election was as follows,

Executive Committee:

President – Iain Ross (*Bristol OC*), Vice President – Rod Amos (*VSCC*), Secretary – Richard Snedden, Treasurer – David Williamson (*Rover Car Club*).

Elected Committee Members.

Philip Johnstone (*Triumph Sports OC*), Tony Dixon, Andrew Davenport (*Norton OC*). All of these were continuing committee members.

Russel Marshall, Don McGregor, Rod Adler (*VDC*). These are the ones newly elected to the committee.

President, Iain Ross resumed the chair and thanked Garry Jewel. Iain then continued with the General Meeting.

There were several announcements:

Heritage Motoring Day (3rd Sunday in May) 18-5-2013. This to be held at Seymour.

Robert Shannon Award. A young man I think from the Veteran Car Club, Ben Alker, received an award to assist with his restoration of a 1913 Reo.

Run to Canberra 17th & 18th. October 2013. Funds to the National Trust. (More details later).

Vice President Rod Amos, was asked to report on negotiations he has been having on behalf of AOMC with VicRoads, on the proposed regulations on Modifications to Historic Vehicles, and Replica Vehicles.

The existing VSB regulations are not suitable for our older cars. They were aimed at modifications to Street Rods. (see above). A set of guidelines from AOMC has been presented to VicRoads, and they have been well received so far, but negotiations are proceeding.

From Our Reporter, Graham Hutchinson (CHACA) – With Thanks.

THE WAY IT WAS – IN 1964

Introduction

*This, **The Component Manufacturers**, is the continuation of a piece from Pelican Books' edition called 'The Car Makers', by Graham Turner. The entire book makes fascinating reading and it is of considerable interest to the enthusiasm for British motor cars of the early 1960s. Our thanks are due to Pelican Books and to the writer, Graham Turner for the information on which this series is based. Mike Allfrey – Editor.*

THE COMPONENT MAKERS

All the British car manufacturers depend very heavily on a mass of component makers -both large and small, so heavily indeed that the term 'manufacturer' is a misnomer even for the five giants. An executive of one of the 'Big Five' told me that his company simply 'put other people's bits and pieces together'. While this may have been unduly modest, it is true that all the huge car factories are by and large assembling plants. Hence the extraordinary complexity – and much of the instability – of the industry. Ford, who tried to make Dagenham an example of total integration, now buys sixty-five per cent of its car (in terms of cost) from outside component suppliers, and the figure was even higher before the company acquired the Briggs body-making business. B.M.C. buys a similar percentage of its components outside.

B.M.C., although it operates its own foundries, forging plant, and press shops, in fact has no less than 4,000 different suppliers, while Ford spends £14.0 million a year in the purchase of components. Even Standard-Triumph buys in from 3,000 firms, and when the company ran a cooperative advertising venture to launch the Triumph Herald, it found that 1,500 suppliers were involved in the model's production.

This is, so to speak, the external complexity of the car industry – the finely-spun mesh outside the great assembling plants on which the car producers depend. If one strand in the mesh breaks, the whole structure may collapse. It is as complex geographically as numerically: major components for the Jaguar Mark X, for instance, come from Leeds, Worcester, Cardiff, Ayr, Slough, Plymouth, Manchester, Leicester, Rochester, Derby, Leamington, Chelmsford, Stockport, Northampton, and Blackpool. For car producers, distance does not lend enchantment: it merely increases the possibility of breakdown.

All of them have different arrangements for obtaining and processing the raw materials and components which make up the finished vehicle. All of them carry out the basic processes in different ways. The metal parts used in manufacture have to be shaped; sheet steel has to be pressed – into car bodies; forgings – of which the crankshaft is generally the most important – have to be produced; castings – for cylinder blocks, for example – have to be made, and then machined, etc. When assembly begins, a multitude of parts have to be put together in various stages – the Mini Minor alone has 14,000. Carburettors and dynamos are made up. Engines, vehicle bodies, gearboxes, rear axles are all separate sub-assemblies. Before the war, the various sub-assemblies were then bolted to a chassis-frame, and the body added at a later stage, but now the body shell and chassis of most British cars are built up as a single unit. Quality cars still retain the separate chassis-frame with only the Triumph Herald of the popular models has kept it.

The *body* is the most expensive item in a car (the labour cost, I was told at Vauxhall, is roughly the same as the price of the tyres), hence the eagerness of the large manufacturers to acquire body-making subsidiaries. Not only are their supplies then assured, but they can also take advantage of any economies which are possible. The result is that Pressed Steel (22,000 workers, factories at Cowley, Swindon, Swansea, Theale, and Paisley, output 11,000 bodies a week) is now the only independent mass-producer of bodies left in Britain.

Vauxhall makes almost all its own bodies, and the only Ford model which Pressed Steel supplies is the Capri. B.M.C. cut its business with Pressed Steel when it acquired Fisher and Ludlow. The Morris works at Cowley still depends on it heavily, and Pressed Steel built an enormous new factory at Swindon to make bodies for the Morris 1100.

Rootes, on the other hand, depends on Pressed Steel for all its light-car range, including the Minx. Most of the Jaguar bodies are from Pressed Steel. The exception is that Jaguar manufactures the 'E Type' bodies for itself, save for the bonnet assembly, which is done by Abbey Panels of Coventry. Rover depends entirely on Pressed Steel and so, more surprisingly, does Rolls-Royce for its standard models – the Silver Cloud and the Bentley S2. Specialist coach-building firms – two of them, Park-Ward and H.J. Mulliner, both Rolls subsidiaries, have now amalgamated – supply the company with bodies for its other models.

In terms of cost, a car's electrical equipment is next in importance. Here the Lucas empire, which stands comparison with the biggest of the car assemblers (54,000 employees, seventeen factories in Birmingham alone, a turnover of £123 million in 1960-1) holds what amounts almost to a monopoly position in dynamos, head-lamps, and starters. In full production, Lucas can turn out 45,000 dynamos and starters every week, and the company claims to supply over 100 items for every car made in Britain (B.M.C. buys 275 separate components). The Lucas subsidiary, Girling, also shares the production of brakes with Lockheed, itself a subsidiary of Automotive Products of Leamington.

Lucas admits competition from very few other firms. One of the few is AC-Delco, another totally-owned subsidiary of General Motors (5,000 workers at Dunstable, Southampton, and Liverpool, thirty million separate product assemblies in 1960). AC-Delco, of course, does a good deal of its business with Vauxhall.

Tyres and wheels account for something approaching ten per cent of a car's cost. The only manufacturer with a wheel-producing subsidiary (Kelsey-Hayes) is Ford, and the other assemblers buy in most of their needs from the three largest independents – Rubery Owen, Dunlop Rim and Wheel, and Joseph Sankey. Tyres are all bought in. The largest supplier – and, incidentally, the only major company which is wholly British-controlled – is Dunlop and it claims sixty per cent of the market. Of the other largest tyre-makers, Firestone and Goodyear are American and Michelin French.

As for *castings*, Vauxhall – which alone of the 'Big Five' has no foundry facilities of its own – buys everything from outside suppliers. Ford, on the other hand, makes its own from pig-iron produced at Dagenham; Rootes casts and machines its own cylinder blocks; both B.M.C. and Rolls-Royce use subsidiaries of the Birmid group of companies, and Midland Motor Cylinder does a large proportion of B.M.C.'s cylinder blocks and heads. Standard buys some castings from Garringtons, a subsidiary of Guest, Keen, and Nettlefolds, but since it acquired Beans Industries it produces most of its own.

The list of firms who make major components is almost endless. Hardy Spicer claims to supply between seventy and seventy-five per cent of the propeller shafts used by the industry, though what used to be a near-monopoly has been trimmed by the appearance of a subsidiary of G.K.N. in the field. Borg and Beck, another part of the Automotive Products empire, claims the entire market for clutches with the exception of Ford's business. Zenith produces almost all the carburettors for Rootes, Ford, and Vauxhall, although it has lost a lot of the B.M.C. trade since S.U. Carburettors took over Austin's requirements. Smith's controls between seventy-five and eighty per cent of car instrumentation. None of the component suppliers is as large as Lucas, however, though Dunlop employs 45,000 workers.

The bigger firms may hold a pivotal position in the industry, but, as a B.M.C. supply executive said: 'When their efforts are added together, the small firms contribute a great deal more. Many are companies which the public has never heard of – and yet without them empires like our own could be in serious difficulty.' Connolly Brothers, an old-established family firm in London, has only 450 workers and yet it is responsible for perhaps ninety per cent of all the leather used in British cars – At the 1961 Earls Court Motor Show, 146 of the 343 cars on show were trimmed or partly trimmed in leather.

Connolly produces between eighteen and twenty million square feet (1.672 to 1.858 million square metres) of leather every year for the car industry alone. The remainder is handled by a Scottish company, Bridge of Weir Leather.

Right: Factories of the major component manufacturers.

On a still smaller scale, B.M.C. depends on M.V. Engineering – a firm with eighty employees at Warstock, Birmingham – for most of the cylinder head studs supplied to the Longbridge factory. 'A strike at M.V. could seriously affect the whole plant,' I was told. Another small firm, Doherty and Ashby, makes all B.M.C.'s dipsticks. Rootes believes that the car industry owes its ability to hold down costs to the efficiency of thousands of little firms, who produce at the lowest possible price to stay in business.

From all this it will be apparent to what degree the car assemblers lean on their suppliers. The point needs elaborating further. While there may be a relatively small number of suppliers who exercise a monopoly or a near-monopoly over particular products, the stranglehold on the assemblers does not end there. Several firms may turn out crankshafts, but only one of them may be large enough to supply in the quantities required by a mammoth manufacturing over 500,000 cars a year.

Standard, for instance, prefers to have two suppliers where possible, yet Lucas supplies all its electrical parts, Borg and Beck its clutches, Smiths its instruments, AC-Delco its air filters. Of the smaller concerns, Sackvilles of Birmingham makes all its handbrake assemblies, S. J. Clarke of Redditch its accelerator control cables. Even Ford, which has a policy of keeping a major and minor supplier for every item (Connolly and Bridge of Weir Leather is a good example), is equally dependent on certain suppliers.

Even if there is an alternative supplier who can turn out a component to the specification and quantity the assembler demands, it may well take months to make the change. At Smiths I was told that it might take six months to design and produce in quantity an item for an assembler in desperate straits. In some instances the assembler will be lucky – Ford lost no production at all during the Smiths strike of late 1961 because AC-Delco was able to fill the gap – but the chances are against it. (Ford was also resourceful enough to make its own oxygen at Dagenham when a strike at British Oxygen paralysed other firms: Vauxhall, on the other hand, flew in supplies from its sister companies on the Continent).

This extreme dependence, and the clashes which inevitably result, is one reason for the constant warfare between the car assemblers and the component makers. The public relations men in the industry suggest that it is just good fun between friends, but the frank discussion at one board-room lunch I attended showed me what deep feelings can be involved.

Recently a fierce, though submerged, struggle took place to provide an alternative supply of propeller shafts to that offered by Hardy Spicer. In America, General Motors (which has as many people developing shock-absorbers as Rolls-Royce has producing cars) would, if it were dissatisfied with a supplier, set up a subsidiary of its own. In Britain things are not so simple. Several of the assemblers were not happy with Hardy Spicer. Some said the firm was using its near-monopoly to raise prices unreasonably, others merely that the possibility of a strike or fire demanded a second source of supply.

Both Ford and Rootes therefore encouraged G.K.N. to set up a subsidiary, and the Birmingham firm of B.R.D. was created. It was on the strength of large orders from these and other assemblers that B.R.D. began volume production,



and by this time it has succeeded in carving off a sizable portion of the market from Hardy Spicer. Hardy Spicer say events have shown that their prices were highly competitive.

The assemblers' hatred is directed principally, of course, at monopolies and near-monopolies. With them, the assemblers cannot thump the table and demand immediate delivery as they can with the host of smaller suppliers. When schedules are booming, they wait anxiously for every batch of components, and, indeed, the smaller assemblers have often been driven to drastic measures. In the late 1950s Standard representatives had to chase all over Europe for supplies of sheet steel, and pay phenomenal prices for it when they found it. The assemblers with the juiciest contracts to offer got what was going in Britain.

One Coventry assembler said he thought one of the largest component firms had 'a very monopolistic attitude to the complaints we send them'. Another firm complained that the lines of communication in the same company were so bad that it had to make several telephone calls to make sure a request had been noted. A second Coventry concern said it had just had a dispute with another large supplier over the quality of the most recent deliveries. The spokesman added that the company had had to stop taking supplies from one component supplier because it could not cope with the service complaints.

Conversely the assemblers revel in the position which they hold *vis-à-vis* the small suppliers. A B.M.C. supply executive put it most clearly: 'The bigger firms have an understanding with the management – that they will get a certain proportion of our business as long as they remain competitive. But the ghost is always on the landing for the smaller fellows. They've got to fight because they make their entire living out of us. We only place contracts with them according to the directors' sanctions – so there is nothing permanent for them'.

The assemblers can, in fact, dictate their terms and what could be better than that? Some of them even choose to exercise a benevolent attitude. The Rootes Group said that during the bout of strikes which almost wiped out production during the latter part of 1961, it had to 'buttress' several of its smaller suppliers, or they would have collapsed entirely.

One way out of dependence – and many assemblers have taken it – is to produce more of their own components for themselves. Vauxhall now makes its own shock absorbers – 'what was not economical when we were turning out 50,000 units is economical now we are doing 250,000' – and Rootes will soon be producing most of its own radiators at a subsidiary plant in Birmingham. Since September 1961, all B.M.C. cars have electrical pumps fitted from their own S.U. subsidiary. Only Ford said that it was buying in rather more.

The second escape-route from total dependence on one supplier is to have two of them for everything. Four of the 'Big Five' seem to operate this policy, though their success is limited, as we have already seen. Only B.M.C. differs in its approach, and the change of attitude has come only recently. 'In the summer of 1960,' a supply executive said, 'we used to have three suppliers of manifolds. Now we have only one. We had a dozen suppliers of pipe-work for engines. Now it is one.' The reason for the change in approach is obvious, and was made explicit. 'We find that with the enormous orders we are able to place we can also secure economies – I have heard it said that it is as much as twenty per cent cheaper in some cases.' Lord Nuffield would surely have strongly approved. It is a question worth asking as to whether this sole supplier policy does not produce, in the small firms, an almost total dependence on the assembler. In effect they become unattached subsidiaries, without any guarantees or safeguards.

There are two sides to every battle. For their part, the suppliers can complain, and with justice, that the assemblers want them to be more elastic than they are themselves. They point out that their orders can be cut from one week to the next, and that they are kept on the end of a very tight leash by assemblers who maintain very low stocks. Low stocks may mean as little idle money as possible for the assemblers, but it means shorter order schedules for the suppliers.

A great deal depends on what proportion of their total business they do for the motor trade. In the case of Dunlop, it is perhaps sixty per cent, in that of Connolly roughly seventy-five per cent. About thirty-five per cent of the Birfield Group's turnover (the Group includes Hardy Spicer) is concerned with cars and eleven per cent with heavy vehicles. A good many of the smaller suppliers, however, devote ninety per cent of their time to supplying the assemblers, and they are very severely hit by variations in demand.

Nor does the spiral stop at the initial suppliers when production schedules fall off. It is the suppliers of the suppliers who take the sharpest rap. Even a small firm like Connolly Brothers has seven or eight producers of rough hides feeding it. Every one of these is badly affected by recession, partly because other sections of the hide trade have also been depressed in recent years. But Lucas has thousands of suppliers on its own account, Smiths between four hundred and six hundred, while Pressed Steel had to lay off thousands of men during the Rootes strikes in 1961. The spiral is long and terrible.

But the suppliers have ways and means of defending themselves in their turn. Lucas, for example, does a good deal of business with the aircraft industry and in heavy vehicles. When the recession of 1961 came, the company operations in these additional fields and in hydraulics saw to it that profits for the year were only down by £500,000, though the chairman said that the year was 'probably the most difficult and disappointing' they had yet experienced in the car section.

Lucas spent no less than £47.3 million with its own suppliers in 1960-1. The company's practice is to keep a minimum stock of raw materials and a maximum finished stock. The raw materials are only delivered a day – at most a week – ahead of requirements.

Smiths has diversified equally wide. Over the last few years the company has begun to produce oil-fired domestic boilers in the motor accessories division. It does a sizable trade in combustion heaters and plastics, and Cameron

Engines at Chichester produces burners for the oil-fired boilers. Motor industry sales in 1960 were down twenty-seven per cent in 1961, and profits thirty-seven per cent – but total sales only fell by five per cent.

This width of operation is simply not possible for the smaller suppliers – much the greater proportion of firms, in fact. It is they who are battered by fluctuations in production at the assembling plants.

From The Car Makers – With Thanks.

THE CARS WE ADMIRED IN OUR SCHOOLDAYS

A New Series

I suppose it is appropriate that the Editor kicks this series off. In my later school days, on the under side of my desk lid, I had pasted a number of photos of the motor cars I admired at that time. Most of the photos were monotone cut-outs from *Motor Sport* magazine, at that time, the car enthusiast schoolboy's bible.



My main motoring interest, then and now, was Formula One and, the car that really secured my respect was the Vanwall of 1956. Under my desk lid there resided an oval cut out from the cover of *Motor Sport* showing Stirling Moss on his way to victory in the minor Daily Express Trophy F1 race at Silverstone, at last a *Grande Epreuve* win for Moss and the Vanwall came in 1957 at the British Grand Prix at Aintree – and I was there!

Left: Harry Schell in the sensational Formula One Vanwall at the 1956 Belgian GP at Spa Francorchamps. Below left: The fabulous Alta engine.



At that time, I also had great admiration for the Alta sports car, mainly for its engine which went on to power the Connaught 2.5 litre Formula One cars. In November I was a thrilled spectator at the Rob Roy Historic Hill Climb, when an early 1950s Alta charged up the hill.

Another car that was much admired was the S2 Model Bentley of 1955. The works body is still, very likely, the prettiest car that was ever built. In addition, to me, the Bentley version looked a bit 'richer' than the Rolls-Royce Silver Cloud, particularly those with a standard body.

Another motor car that was hugely admired, was the D-type Jaguar. In those days we were allowed to sit up at night and listen - until we fell asleep, to the BBC's Raymond Baxter's Le Mans 24-hours race commentary. To hear all about those leading Jaguars fighting off the might of Italy was quite something for young ears! Well remembered is the thrill of hearing about the mighty V-12 Lagondas that raced at Le Mans along with the beautifully built Aston-Martins.

There was also considerable admiration for the aerodynamic Bristols that raced at Le Mans and won the 2-litre class each year while I was at school. For a schoolboy, these wind tunnel developed cars were most impressive. The Bristol engine was also mechanically interesting with its cross-over pushrods that made a hemispherical combustion chamber possible without resorting to over-head camshafts. The Bristol 404 was much admired as a road car. Of the others, there was the Sunbeam Talbot Alpine, the Wolseley 4/44 and first stirrings for the Jowett Jupiter. The only real interest at that time, for the Jupiter, was that it was very different. It still is!

Now, let's hear from the membership, what they admired while at school.

Mike Allfrey

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	Car	Model	Year
Jean and Ian Mitchell	Morris	Mini Panel Van	1965
	Morris	Mini Sedan	1969
	Leyland	Mini Panel Van	1973

Pat Douglas – Membership Secretary.

**A SPECIAL THANK YOU TO ALL WHO ASSISTED WITH THE
STUFFING OF RALLY BAGS!**

DON'T FORGET THE CLUB'S AGM!

SUNDAY, 10 FEBRUARY 2013 AT 2PM
Como Gardens, 79 The Basin to Olinda Road, The Basin

(Lunch at 12pm for those who reserve a place. BYO.)

Don't turn up at 12.00pm if you haven't notified Pat regards catering. Anybody arriving at that time without their name on the list will watch everybody eat until the meeting starts at 2.00pm.

Victorian Club Permit Scheme - Important

Please note that the ABCCC membership year is from January through December. To remain financial with the Club, dues must be paid for the new financial year, which began on January 1st. **IMPORTANT:** If you have vehicle plates with the Victorian Club Permit System (VCPS) under the auspices of the ABCCC and you have not yet paid your dues for 2013, you are not legally permitted to drive that vehicle on the roads. The Club is required under VicRoads contract to advise them of any members not currently financial with ABCCC under the VCPS. If this situation applies to you, please contact Pat and pay your dues ASAP.