



# ALL BRITISH CLASSICS CAR CLUB

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An incorporated club

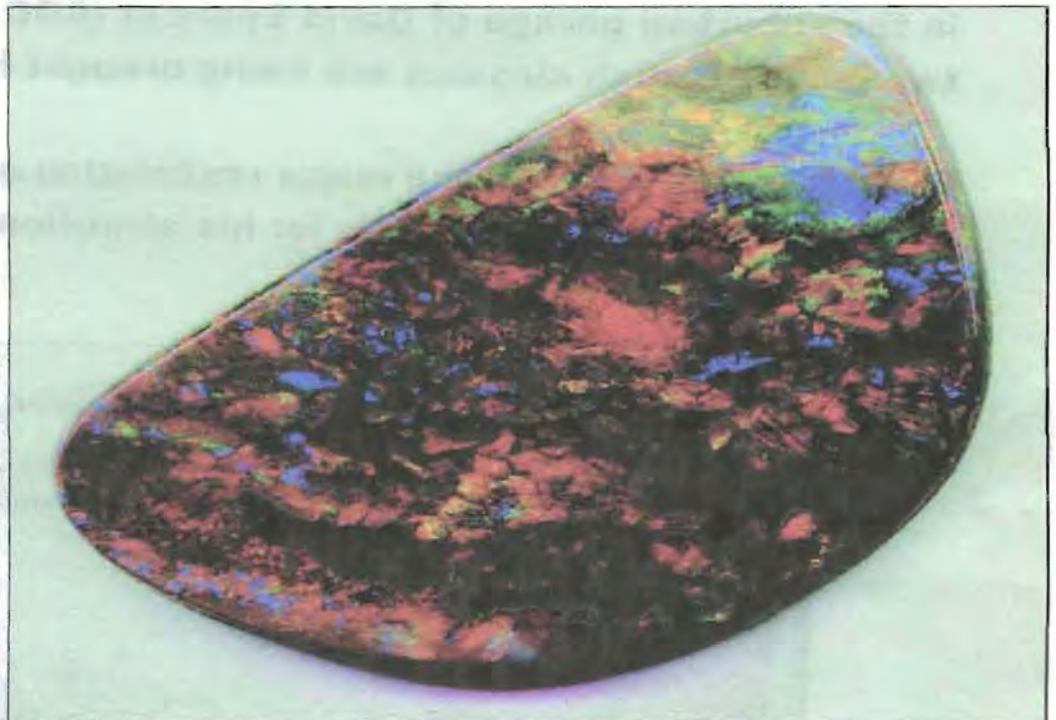
*A friendly family social motoring club*

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**Edition 18  
August 99**

**"MAYBE"**

**We will find one like  
this beauty?????????**



**On Aug 1 we are off on the 1999  
Andamooka Opal Safari. Good Luck**

**President**  
**Frank Douglas**  
9801 3411 .....

**Vice President**  
**Tom Verney** 9584 3482 .....

**Treasurer**  
**Tony Hodges**  
5263 1580 .....

**Secretary**  
**Val Jefferyes**  
9879 1213

**EVENTS**  
**Chris Gardner** 5942 7535  
**Lyn Higginson** 9336.7306  
**Tom Cannon** 9791 2949  
**Ray Higginson** 9336.7306 .....

Early morning runs  
**Neil Wakeman** 0411 456 047 .....

**Membership**  
**John Gardner**  
5942 7535

*Your A.B.C. News*

# A TALE OF TWO "BRISTOL'S"

By John Gardner

**As the membership secretary of our club, I have knowledge of the many and various British classics we have on the club register. I was aware that the only two Bristol's in the club were in the care of one of our members and were listed as under restoration so I decided to contact their owner to see and report on his progress.**

**In the suburban garage of David Spencer (ABC Club member No 15) two unique British classics are being brought back to life.**

**David has also finished the major restoration of his Bristol 406 and he has a 400 waiting patiently for his attention. David stripped the all alloy body back to bare metal.**



**David has tackled almost every task of the restoration including upholstery and interior trim which he has produced on an old industrial sewing machine he purchased. The interior is a credit to his skill and patience.**

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**The Bristol 406 Saloon was manufactured from 1957 to 1961 and was possibly one of the first Saloons to have disc brakes on all Wheels. Other unique features of this model were repeater indicators centrally mounted at roof cantrail level on each side and well before today's moderns, the 406 had watts linkage rear suspension. With a kerb weight of 26.9cwt. The 2.2 litre engine in the 406 does not give neck snapping acceleration however the unique design of the engine does provide strong torque and good quite cruising speed.**

**Mechanical Specification**

**6 cylinders in line**

**2.216 cc**

**Valves-opposed in hemispherical combustion chamber**

**Compression ratio 8.5 to 1**

**Max bhp (nett) 105 at 4700 rpm**

**Carburettors - 3 solex downdragh**

**Gear box - 4 speed (overdrive on top)**



**Many examples of the engineering excellence of the Bristol Aeroplane Company can be seen in Bristol vehicles. Another unique feature of the 406 is the storage of the spare wheel and battery. These are located on opposite sides of the vehicle in hinged panels in the front wing valance**  
**David's 406 is now nearing completion and I look forward to seeing him and the 406 at one of our events.**  
**As for his 400, that's another story!!**

# Rare 346 Armstrong Siddeley Limo.

**Our mechanical genius Nello Mafodda has negotiated to buy this rare gem from its USA owners.. Based in Los Angeles & said to have only travelled 20,000 miles this special order Limo with Nello being only the third owner will be shipped to Melbourne for a restoration project.**

**Pictured below is the US vendor & well known Australian Motoring writer Robert Penn Bradly with the vehicle**

**This find plus several other cars are designed to keep Nello very occupied in his expected retirement next year.. Good one Nello.**



# Events Events Events

**Early morning Runs..** During the winter months of June, July And August Neil Wakeman will be running only one run per month. August will be the 29th.. If desperate for a run 0411 456047

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**24 July Trivia Night at the Club Rooms at 737 Boronia Road Wantirna - 7 for 7.30pm**

**1 - 21 August The Andamooka Opal Safari our exciting Opal Mining adventure.**

**5 September Meet at the Ford Factory at 9.30am for a run to the Tram Museum at Kilmore... Inquiries, ring Ray Higginson..**

**18 - 19 September Phillip Island. On Sat we will join the Austin A30 Car Club for a behind the scenes look at the Phillip Island Racetrack. We will be given a tour of the control tower then a few laps of the circuit. Behind the pace car I am sorry to say. We will be staying on the Island on Sat night which will give us the Sunday to explore the island... Like to join us??? Ring Tom Cannon on 97912942...**

**10 October A visit to a wonderful private car museum on the fringes of Melbourne**

**17 October The Point Cook Air Museum .**

**30 October - 2 November (Melbourne Cup weekend) Day 1. Saturday Drive down the Great Ocean Road, staying overnite at Lorne, where a terrific evening meal is promised.**

**Day 2 Sunday. Continue along this scenic drive, taking in the 12 Apostles, Loch Ard Gorge, Gorge. Then Cape Otway Lighthouse etc. Stay overnite at Warrnambool.**

**Day 3 Monday. Travel inland taking in more sights thru the Otway Forrest, ending up in Ballarat, for our 3rd & final nite away.. Plan for this great weekend.. Ring Heather Cannon or Tony Hodges...**

**21 November Observation Run.**

**5 December Christmas Party at Frank & Pat Douglas's place.**

**31 December Year 2000 New Years Party at Frank & Pat Douglas's place.**

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## Join in & ENJOY life

You will only have ONE LIFE.. This is it, use it or lose it

**FOR EVER**

# Early Phase Out of Leaded Petrol

## (Submission by the AOMC)

The following is taken from various articles in the May 1999 issue of the AOMC Newsletter.

The AOMC is concerned about the early phase out of leaded petrol as many 60's and 70's vehicles were designed for leaded petrol of 98 RON. Currently the highest octane rating is 94 RON, and many owners have reported "knocking" problems associated with low octane fuel.

There are several products that claim to boost the octane rating, which could be added to petrol, and the AOMC believes the Government needs to fund research into the following issues :

- That the additives perform as the manufacturer claims,
- The long terms effects on engines and emissions of using these additives,
- The effect of excessive additive use,
- The long term effect on emissions if all vehicles are kept in optimum tune.

Conversion to LPG is an option as it produces virtually no sulphur emissions and significantly lower carbon monoxide. However, fitting LPG requires some modifications which can be impractical, or too costly, for some owners

It is possible to modify some engines to operate on unleaded petrol by fitting hardened valve seat inserts. Fitting these is a skilled engineering job. Again, this option is not possible for all vehicles.

The AOMC believes a rebate should be considered for conversion to LPG or for modifying leaded engines. They also believe the above matters should be resolved before a firm date for phase out is decided.

In Britain only four additives have passed the stringent tests. These are : Millers VSP Plus, Red Line Lead Substitute, Superblend Zero lead 2000, and Valvemaster. Millers VSP Plus is manganese based and the only one to currently double as an octane booster. Valvemaster is phosphorus based – it has been widely used for the last five years in New Zealand and is the only substitute to have passed the Australian Standard.