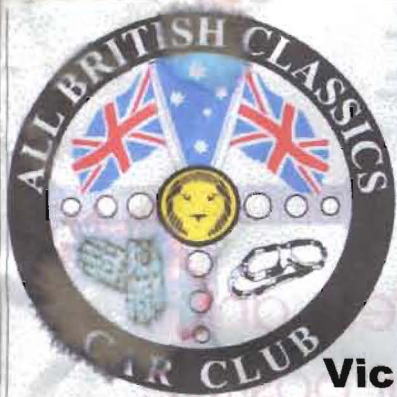


Pettigrew 208 RAILWAY PDE
NOBLE PARK 3174



Vic

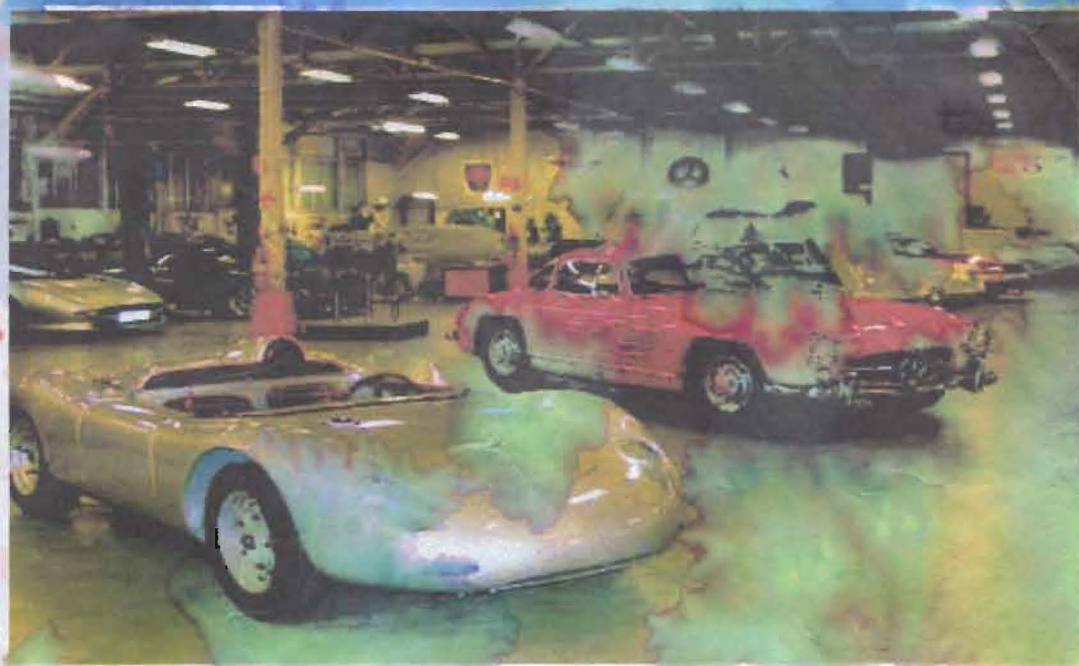
An incorporated club
A0035462V

A friendly family social motoring club

Edition 51

MAY 2002

**The tour of the FOX MUSEUM and
WORKSHOP was a very good evening
much enjoyed by all that attended.**



Editor: Heather Cannon

Email: Heaton@optusnet.com.au

EDITOR'S PAGE

Well my first Magazine is off the press and I would like to thank you all for your positive feedback.

The Email was unsuccessful with the last Magazine but Tom & I am still trying, hopefully we will get it right soon.

If anyone would like to contribute a story about their Pride & Joy please let me know as I am sure all members would enjoy your Story too.

Memberships
Heather Cannon
9791 2949

Events
TOM CANNON
9791 2949

FRANK DOUGLAS
VOLSTENHOLME
9791 0970

Heather Cannon
9791 2949

Vol Stenholme
9791 0970

EVEN TS

MAY 5TH.

LUNCH IN THE DANDENONGS.

Meet at Lilydale lake where we will be having a picnic lunch then a drive up over Mt Dandenong where we will finish up at Ferntree Gully Mel Ref 38 G6 for more details contact Heather Cannon

MAY 19TH.

A DRIVE TO THE MORNIGTON PENINSULA.

WE WILL BE VISITING A FEW WINERY'S THEN STOPPING AT BILL WELLWOOD'S PLACE FOR A B.B.Q. LUNCH B.Y.O B.B.Q FOR MORE DETAILS CONTACT ROSS WOLSTENHOLME.

JUNE 15TH.

ANNUAL DINNER CHATEAU WYUNA SWANSEA

LILYDALE MEL 52 H2 7.00 PM \$36.00 PLUS DRINKS PER PERSON WE ARE ASKING FOR A \$10.00 PER PERSON DEPOSIT

PLEASE LET HEATHER CANNON KNOW IF COMING FOR NUMBERS.

JUNE 30TH

Gembrooke Car Museum

Early morning drives. Ring Neil Wademan on 9841 7173

5th MAY at 7.am to leave at 7.15 am Nunawading Civic Center.. Be there.

I recently received my GREAT AUSTRALIAN RALLY
2002 VIDEO and thoroughly enjoyed it; you may purchase
one of these videos yourself for \$40.00
You won't be disappointed. Heather

\$30*

Special Price
For Today



MELBOURNE TO MORNINGTON
SUNDAY 20TH JANUARY
2002

VIDEO ORDER FORM

Visual Memories are producing a professional
video of this years rally which will include
the cars at the MCG, Official Flag Off at the
Melbourne Town Hall, morning tea at the
picturesque Hastings marina, cars on display at
Mornington and all the fashions and entertainment
from this great event.

**SIMPLY COMPLETE YOUR DETAILS
TO ARRANGE YOUR ORDER OR VISIT THE
ADMINISTRATION TENT ON RALLY DAY**

NAME

ADDRESS

PHONE..... POSTCODE.....

MUST BE PAID BY CASH OR MONEY ORDER TO:
Visual Memories

1 Geehi Court, Wodonga, Vic 3690
Ph: (02) 6059 3545

* \$30-00 Per Tape if ordered & paid during the rally
\$40 thereafter
(inc postage/handling)

****1999 & 2000 RALLY VIDEOS AVAILABLE FOR \$25 ea****

Q: What's the definition of bad luck?

> A: Sitting in Afghanistan holding your return ticket with
Ansett, your

travel insurance through HIL, trying to call out on your
mobile

and the only transport you can afford is a dodgy boat trip
via >

> Indonesia...

MEMBERS CARS



ROVER P6B TRAVELLER'S TALE

Peggy and I were on a trip recently in our 1976 3500. Everything was running smoothly and Peggy remarked that the car was going well. Obviously this was a wake up call for whatever gremlins are appointed to plague Rover owners. For within 10 minutes (I kid you not, this really happened) we rounded a sweeping bend and heard a horrible squawkkk! From somewhere in the front-end. Naturally, thoughts of server problems arose in our minds. At the time we were over 300 km from home, and over 50 km from the nearest town. We pulled off the road, and walked around the car and looked underneath, nothing obvious, we bounced the rear of the car up & down on it's suspension, no noise. I, being the macho-male amateur mechanic of the group, crawled under the car and visually examined the suspension, again, nothing obvious **no loose anything, no cracks in the suspension strut mounting brackets**, a not uncommon occurrence in p6b's with power steering which ours has. Oh well, we'll go a bit further and see what happens. Next corner, another squawkkk! More anxious discussion. We weren't far from the small town where we had planned to stay overnight, so decided to continue slowly. We made it with more noises on the way. Next morning I donned overalls and again climbed under the car with a battery powered lead light. The center exhaust bracket was loose, but surely that couldn't account for the noise we were hearing. Couldn't find anything else wrong. What to do? It appeared that nothing I could see was about to break or fall off. So we decided to continue our trip and hope for the best. We eventually arrived home safely, listening anxiously to the noise which continued all the way. With better equipment available I raised the car on stands, and equipped with a bright lead-light proceeded to do a thorough check-up. The center exhaust-mounting bracket was broken, both engine mountings were starting to separate, but were still holding by about 50% of the rubber. I doubted that either the exhaust or the engine mountings could be causing the noise, but they had to be fixed anyway. Several hours, dollars skinned knuckles and frustrating remarks later the jobs were done.

Test drive.

The noise is still there! "This rotten car, I'll sell it!" back to the drawing board. After much bouncing and lifting we finally managed to replicate the noise in the garage. With wife bouncing and myself listening through a stethoscope (that's a technical sounding word for a length of rubber placed against the car on one end and one's ear on the other) we traced the noise to the left suspension where it mounts onto the body; on a p6 this is equivalent to the extension of the firewall to under the mudguard. I checked all the bolts. Nothing loose. More bouncing the noise was definitely in that area. As it was a combination creak-clunk type noise I doubted that it was the rubber bush, which looked to be in good condition.

More listening!

It sounded as though it was near or in the mounting of the hexagonal anti-sway bar. Checked the 2 small bolts on the mounting—bingo, they were loose. Tightened them up and went for a test drive

The noise was still there! But! Had changed in character. Disappointing, but hopefully we were on the right track. I looked closely at the mounting and noticed it was unevenly clamped to the bar. By loosening one bolt and tightening the other, then using a feeler gauge to check the gaps, I made it straight,

Another test-drive!

Kaloo-kalay! No noise!

The whole exercise took days to find the problem, and about 10 minutes to fix it. I climbed out from under the Rover and breathed a sigh of relief. Said Peggy, "you sound as though you've got the cares of the world on your shoulders," "well," I replied, "I own a Rover."

By Bob Kilpatrick

A middle-aged woman seemed sheepish as she visited her gynecologist.

"Come now," coaxed the doctor, "you've been seeing me for years! There's nothing you can't tell me."

"This one's kind of strange..."

"Let me be the judge of that," the doctor replied.

"Well," she said, "yesterday I went to the bathroom in the morning and heard a plink-plink-plink in the toilet; and when I looked down, the water was full of pennies."

"I see."

"That afternoon I went again and there were nickels in the bowl."

"Uh-huh"

"That night," she went on, "there were dimes and this morning there were quarters! You've got to tell me what's wrong with me!" she implored, "I'm scared out of my wits!"

The gynecologist put a comforting hand on her shoulder. "There, there, it's nothing to be scared about."

(Ready for this?)

(I'm warning you....)

"You're simply going through the change."

Bill & Terri Allen	Rover - 90(p4) - 1956 Rover - 105n(p4) - 1957
Dr Alan & Sandy Baker	Jaguar - Xjs - 1977 Citron - Light 15 - 1948
Michael Ban	Sunbeam - Alpine series IV GT - 1964
Mike Bindon & Maree Thompson	Austin Martin - Db5 - 1964 Triumph - Stag - 1977
Bill & Heather Bonner	Independent Construction Own 1996
Tom & Heather Cannon	Rover - 3500(P6b) - 1976 Rover - 3.5(P5b) - 1971
Peter Chandler	VW Sedan 1962
Peter & Di Chapman	Austin Healey - Bn1 - 1954 4.2 E-Type Series II 1971
John & Shona Cheeseman	Austin Vanden plas - Princess 4 ltr - 1967
Harry & Jean Cooper	Rover - 3Lt(P51a) - 1962
Craig Douglas	MG - B Roadster - 1972
Frank & Pat Douglas	Rolls Royce Daimler
Malcolm N Elliott	Armstrong Siddley Sapphire 1953 " " 4 Light Essex Super Six Sedan 1928 " " Roadster 1928
Derek & Hilary Foster	MGB MK II 1972
Geoffrey & Thelma Entwistle	Jaguar - 'S' Type 3.8 ltr - 1964
Brian & Judith Gallagher	Sunbeam Alpine 1958
John & Chris Gardner	Triumph - Tr4A - 1967
Carl & Bernadette Gibson	MG TF 1952
Robert & Bethany Goodall	Armstrong Siddley - Sapphire x2 - 1956-58 " " - Star Sapphire x2 1960 Austin - 1800 x10 - 1969 " - Kimberly - 1972 Morris - 1500 - 1970 Austin - A30 As4 - 1956 " - A70 Hamshine - 1950 " - A70 Atlantic - 1950
Hyme & Edna Greenblat	MGC - GT - 1969
Don Guest	Triumph - Stag - 1974
Colin & Margaret Hallam	
Ray & Lyn Hoggison	Rolls Royce - Silver Shadow Mk II - 1981 Bentley - S Model - 1955 Jaguar - Mk 10 - 1966 Essex - Super 6 - 1924
Tony Hodges	Armstrong Siddley - Star Sapphire - 1953 - 60 Jaguar - Xj12 - 1973
John & Marion Holmes	MG - Tf 1250 - 1954 Jaguar - Xj6 series II - 1974
David & Elsie Howard	Triumph - Tr6 - 1969
Val Hughes	Armstrong Siddley - Typhoon - 1947
Colin Jenkins & Anne Fleming	Triumph - Dolomite Sprite x7 - 1975 - 76 " - 2000 Mk I - 1970 " - 2000 Mk II - 1971 Morris - Clubman Van - 1974
Don & Aurora Johnson	Morgan - Plus 4 - 2 Seater - 1951 " - 4/4 - 4 Seater - 1971
Lewis Johnson	Jaguar - Mk II 3.8 - 1961 Morris cooper S - Mk 1 - 1967 Triumph - Stag - 1978 S-Type Jaguar 1999
Peggy & Bob Kilpatrick	Rover P6B 1971 " " 1973 " " 1975
Melvyn & Carol Kitchen	MG TC 1951 Jaguar E-Type 1962 Jaguar Convertible 1969

John & Joy Kirwan	Jaguar Mk VIII 1956 " " " " " 3.8 s 1966 " 1970 Austin A30 1952
David & Edna Laird	Jaguar - MkV - 1951 " - Xk120 - 1951
John & Patricia McNally	Jaguar - Xk 150s - 1958
Steve McNaughton	MG - B Roadster - 1972
Nello & Dianne Mafodda	Jaguar - Sovereign - 1993 Armstrong Siddley - 346 Sapphire limousine - 1955 " " -- Sapphire - 1955 " " -- 25 hp - 1933 " " -- 12 hp - 1928
Bruce & Judy Marsh	Austin Healy - 1001-6 - 1959
Mario & Angela Napoleone	Austin - A30 Countryman 1955
Peter & Kay Newstead	MG - B Mk 2 - 1969
Tore & Connie Pannuzzo	Riley - Rmc - 1950 " - - 1951/54 " - Roadster - 1950 Armstrong Siddley - 1955 / 53 / 54 / 56 / 60 Rolls Royce - 1950 Bentley - IV - 1950 " - R - 1954 Buick - Convertible - 1968 Jaguar - 1977 " - 1980
Bob & Catherine Parsons	Rolls Royce - Silver Shadow - 1975 Jaguar - Xk 120 Roadster - 1953 Jaguar - 'S' Type - 2000
Fred & Sylvia Pierson	Humber Super Snipe Estate 1960
Tony & Maxine Pettigrew	Lea Francis - 2 1/2 Ltr sports - 1950 MG - Tr - 1952 " - A - 1956 Triumph - Spitfire - 1973
Bob & Jan Poole	Triumph - 2500 cc - 1974 Jaguar - Xj6 Series I - 1973
Cliff & Lorraine Ratray - Wood	Jaguar - Xk 120 - 1950 Austin Healy bni
Fred & Dot Sawyer	Wolsley Siddley 14hp 1909
Nick & Lyn Smith	Jaguar - Mk 10 - 1965 Daimler - series I - 1972 Rolls Royce - Silver Shadow - 1972
Doug Spencer	Bristol - 400 - 1948 " - 406 - 1958 MGB Roadster 1967
Peter & Jean Ter Keurs	Singer Economy Tourer 10 1939
Trevor & Sue Tucker	'E' Type Jaguar - Series 2+2 - 1966
Alan & Susan Tovey	Jaguar XJ6 Series III 1981 Morris Cooper S 1968
Tom Verney	Rover 90 (p4) - 1959 " - 75 (p4) - 1952
Neil Lyn Wakeman	Morris - 12/4 Saloon - 1936 MG - B Roadster - 1964 MG - B GT Coupe - 19743
Colin & Melinda Warren	MG - C GT - 1969 Jaguar - Sovereign Xj 40 - 1990
Bill & Pam Wellwood	Citron - Big 6 - 1950
Tony & Beverley Wither	Rolls Royce - Corniche - 1972 Jaguar - Xk8 - 1997
Ross & Pat Wolstenholme	Jaguar - Sovereign Series III - 1988 Aston Martin - 1936 - 1967
Ray & Pam Wood	Morris Minor 1950-1953

IF ANY OF YOUR DETAILS ARE INCORRECT, PLEASE LET ME KNOW HEATHER.