



An incorporated club

A0035462V

*A friendly family social motoring club*

**Edition 67**

**September 2003**

**Your A.B.C. NEWS**



**Glenburn Pub**

**Scienceworks Display**



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# EVEN TS

## SEPTEMBER

### 7TH CRANBOURNE BOTANICAL GARDENS

Meet at Shell/McDonalds just off the Monash Fwy at 11.20am to leave at 11.40 we will be then heading to Cranbourne and stopping at the Botanical Gardens overflow carpark for lunch at 12.00. This is not like the Botanical Gardens in the City it is a Natural Gardens of Australian Flora. For more details contact Heather Cannon

### 21ST TOURING POINT COOK IN A BUS

See Details on page 5

## OCTOBER

### 12TH BRITISH TRANSPORT & MACHINERY DAY

This is also the date for the Fly the Flag Reunion at the R.A.C.V in the City

### 26TH VISIT OVERNEWTON CASTLE

This date has been postponed until to the 16th of November.

## NOVEMBER

### 1-4TH LONG WEEKEND AWAY AT MARYSVILLE

Mountain Lodge will do a good deal, for people who book early ring Frank for more details

### 16TH VISIT OVERNEWTON CASTLE

Re-scheduled for this date - Details to be posted soon

### 30TH A.B.C.C.C CHRISTMAS LUNCH

R.A.C.V. Heasville country Club at the Rotunda

## DECEMBER

### 14TH A BBQ

At the Tarago Reservoir - details closer to the time

## EVERY MONTH WITH ESCAPE MOTORING

For a pleasant early morning drive, call Neil Wakeman on 9841 7773, Next outing is on September 14th at 7.00 am to leave at 7.15 am sharp from the Nunawading Civic Center.

## COMMENT

### The RACV Great Australian Rally

As we are all very much aware, the RACV Great Australian Rally is fast approaching. The date for this important event is Sunday 18<sup>th</sup> January, 2004 – not all that far away, seeing that Christmassy things are already in the shops! In your last issue of *Your ABC News*, there was an urgent plea for volunteers to assist with marshalling this event. That call is still current!

It will be a case of many hands make light work, particularly for those who take on the marshalling task at the Mornington Race Course display area. The plan is to have the first group marshal the vehicles into their display positions; and for the second group to assist late arrivals and then assist all vehicles exiting at the close of the display. A shared workload means less work for everyone. Please give this matter your serious consideration and contact any of the following:

Frank Douglas (03) 8704 2533

Tony Pettigrew (03) 9739 1146

Ray Higginson (03) 9336 7306

Bill Allen (03) 9846 2323

Mike Allfrey (03) 9729 1480

If you can help, please come forward and, believe us, it will be greatly appreciated.

### Lunch at the Glenburn Pub – July 27<sup>th</sup>

I was not able to attend this function, so only have a sketchy report on this event. It seems that it was very well attended with approximately fifty people descending on a chef-less Glenburn Pub for lunch. The owners rallied to and put on a very good lunch for all present. While you were all lunching, I was probably swimming in the warm sea off Kauai Island, Hawaii, on the day before. Such is the confusion caused by the international date line!

Our thanks to Maxine and Tony Pettigrew for selecting a superb venue and organising this event, also for collecting Sue so that she could take part too.

### Sharing the Workload

There are several attributes to a sound and healthy club, be it a motoring club or any other interest club. It is interesting to note that a good number of British one-make car clubs here have survived. A large proportion of these are still, after many years, operating satisfactorily. But how satisfactorily? That is a good question.

Throughout the hobby motoring movement, there are a number of dedicated volunteers running their clubs from committee position occupation of long standing. It is not difficult to notice a weak club, it has probably become not so much a club, but an information and supply service. People join only to enjoy a cheap source of spare parts, free technical information and help, access to the Victorian Club Permit Scheme and little else.

With our club, not being a specialist vehicle club, we have an active social calendar, and it is great to see people actually enjoying themselves and not discussing the latest oil leak or broken vehicle component. We need to keep this social momentum ticking-over nicely and the best way to achieve this is to share the workload. An actively shared workload is a sure sign that a motoring club is in a state of good health.

Let's ensure that our club stays that way. If you have expertise in certain fields and wish to help, don't be shy – you will be surprised at how much your expertise and help will be appreciated.

Next month we shall discuss Committee position rotation. Watch this space.

*Mike Allfrey.*

### SCIENCEWORKS DISPLAY DAY

It was a bright sunny Sunday morning when some hardy types met at the west-bound Shell and KFC service area on the Westgate Freeway. It was a mite confusing, because it was also the start point for the MG Car Club's V8 and MG C Register outing to the Macedon Ranges and District Motor Club's clubrooms for morning coffee and on to lunch at a hotel in Daylesford. Sounded like a run worth joining. The MG people met for a 9:30 am departure and most were early enough for our 9:00 departure for Scienceworks Museum. It was even more confusing when some other exotics, including a vintage Bentley, arrived to meet for yet more outings. So, at the start, it looked as if our club had a fantastic turn-up.

Two Rover P6Bs, two Ford Cortina Mk1 GTs, a Rolls Royce, a Panther Kallista, a MG YB Saloon and our Jowett Jupiter made up our display on the lawns at Scienceworks. Our little, but oozing with British quality, display was ranged in front of the Foodworks Café, and therefore generated considerable interest for the public. It was quite a busy day and we, the exhibitors, took part in a couple of the conducted tour activities.

The first tour took us into the museum's storage building. This is where all the forthcoming exhibits are carefully stored and given initial protection from destructive elements such as sweaty hands, breathing out fumes from previous meals,



using a freezing process to kill off unwanted parasites and so on. There were some interesting items in storage, including a well kept Morris Mini. Our guide, Tom, gave us an excellent summary of the importance of the museum's storage facility. He also provided a fair amount of history about some of the more significant items that we could see on the impressive racks.

The second tour, again lead by Tom, was into the old sewerage pumping station. Here we all saw how the steam generation boilers were fed with Wonthaggi coal and how three shifts per twenty-four hour day were required to literally push raw sewage up hill. After we took in all the boiler room's attractions we visited the straining room. A huge metal basket was used to strain the sewage before it reached the pumps. All sorts had been collected here, and Tom showed us some genuinely found false teeth! We finished this tour in the actual pump room where steam operated pumps were ably demonstrated. What a wonderful idea to preserve this important part of Melbourne's past.

It was interesting to watch people looking at our cars. One couple had a good look at the Jupiter and the male asked his spouse, "What's a Javelin Jupiter?" She responded by pointing to the car and saying, "That!" It was also obvious that young children, who had probably been pushing and pulling exhibit buttons, and twisting levers, all morning in the museum, had a good try at opening car doors. All cars, except the Jupiter, were locked and one child upon pulling at the door handle was most surprised when the door flew open and the perpetrator fell backwards onto the grass with flailing legs and arms!

All too soon it was time to take our leave and head for home. Our thanks to the Scienceworks staff who were most helpful. Thanks also to Terri and Bill Allen for organising the display, it was a great day for all of us.

*Mike Alfrey.*

## **MELBOURNE CUP LONG WEEKEND AT MARYSVILLE – REMINDER**

**31<sup>st</sup> October to 4<sup>th</sup> November, 2003**

This weekend has been a reserved date in our events section for a while now, however, we now have a great venue lined up for you. A very special accommodation deal has been arranged for us by Dot and Fred Sawyer, who conveniently live in our chosen venue, Marysville. Accommodation has been reserved at the Mountain Lodge Marysville, which is located at 32 Kings Road, Marysville, 650 metres south of the Post Office.

It should be noted that the booking period for the cheaper room rate expired in mid-August. The room rate is now \$95.00 per person. It is still very good value.

Twenty-three (23) rooms have been reserved for us and the all inclusive rate of \$95.00 per head per night includes dinner, bed and breakfast being, four course dinner with choices, supper of cheese and biscuits, fully cooked country breakfast, a complimentary fruit basket and tea and coffee making facilities. There is also a provision for a late check-out on the Monday at 2:00 pm.

The Mountain Lodge Marysville has many activity facilities – salt water swimming pool, lounge and dance floor, tennis court, billiards room, table tennis. In addition, there are several attractions in or near Marysville like the Steavenson Falls which are floodlit at night, many walking tracks radiating from the town.

Act now and call (03) 5963 3270 to make your reservation, ask for Suzette and tell her you are from the All British Classics Car Club. We look forward to you joining us for a very enjoyable weekend.

Maybe you cannot get away for the long weekend, so, why not consider joining us for the Saturday, and Saturday night dinner, bed and breakfast. After dinner we could have a rewarding Trivia Night and a fireside supper.

We need to know numbers taking part in this weekend away, so please call Frank Douglas on 8704 2533, but remember, make your own booking with the Mountain Lodge Marysville now. They will ask for a \$50.00 deposit per room booked. The Fax number for Mountain Lodge Marysville is (03) 5963 4078, if you wish to use that facility.

Our thanks to Dot and Fred Sawyer for making the arrangements. We shall see you all there!

## A NOTE ABOUT OUR POINT COOK TOUR

On Sunday 21<sup>st</sup> September we are conducting a tour that none of us can afford to miss. We shall be meeting for a barbecue breakfast at 8:30 am at the corner of Alexandra Avenue and Anderson Street, South Yarra. On the Capital City Trail that follows the Yarra River Bank, near the Royal Botanic Gardens, there are good barbecue facilities. Using UBD Directory, Map Reference 18, M19 or, Map 253 P20. Using Melways Directory, Map 2G Reference D 11. If you plan on having a large breakfast, come along a bit earlier. There is all day parking in Alexandra Avenue, and be sure to bring along your modern car for security and peace of mind. After our breakfast, Ray and Lynn Higginson will take us on a comprehensive bus tour of the Point Cook area. There will be a morning tea/coffee stop and lunch will be at the Rifle Range Club.

The barbecue breakfast is 'bring your own' everything. For those not breakfasting, the bus will be leaving the barbecue site at 9:15 am.

Please call Ray Higginson on (03) 9336 7306 to let him know that you are participating in the tour. Ray does need to know numbers for this event. We look forward to you joining our special tour. The Higginson Andamooka tours were wonderful experiences, that augurs well for this one to be a real beauty.

## ONE FOOT OUT OF THE GRAVE

*Editor's Note: This item first appeared in the March 2003 issue of the Vintage Sports Car Club newsletter. It contains a graphic message for those of us who have been abusing the proper use of petrol. Our thanks to Bernie Jacobsen, and to the Vintage Sports Car Club for the use of this item that was published in the AOMC Newsletter.*

I would like to take this opportunity to thank all the VSCC members who very kindly sent messages of support to both Helen and I during my recent excursion into hospital and during my subsequent convalescence. As a result of my recent illness, there is one thing that I have come to feel extremely strongly about. Something that all motoring enthusiasts should be made aware of. That is the extreme danger associated with Benzene.

This known carcinogen is the product that oil companies all around the world are inflicting on the unsuspecting motoring public as the 'safe' alternative to lead, as an anti-knock additive in petrol.

Like many older enthusiasts I have always had a rather cavalier attitude towards petrol. Fuel blockages were invariably cleared by alternatively sucking or blowing on the offending pipe. Blocked carburettor jets were similarly cleared by putting them to the lips. The easiest way to obtain a small quantity of petrol was to simply siphon some from the tank, by sucking on the end of a hose pipe of course. For the past fifty-odd years I have done this without any sign of lead poisoning or other ill effects.

Then, last October, I was diagnosed as having cancer. A large tumour was found in my bladder and as a consequence my right kidney had been blocked off causing it to fail. Some two years earlier this area of my anatomy had been extensively x-rayed following a kidney stone episode. At that time there was no indication of a problem! I believe that it is quite a reasonable assumption that my cancer was a direct result of my repeated contact with Benzene since oil companies introduced it into petrol.

I was lucky that the tumour was discovered and I was able to successfully undergo some rather major and intrusive surgery. If I had not discovered this problem quite by chance, (at the time I believed that I was enjoying excellent health) it is most unlikely that I would have survived to the end of 2003.

The moral of this story is DO NOT under any circumstances let petrol come in contact with your mouth. Likewise do not use petrol to wash parts. Benzene is known to cause Leukaemia through frequent contact with the skin. In fact I believe every retail outlet selling petrol, containing Benzene, to the public should be compelled by law to display signs warning of the dangers of this product.

I am pleased to relate that now, three months after my operation, I am well on the way to a full recovery. The first car that I drove, having been given the OK by doctors, was the Rapier (Lagonda) of course!

Cheers!

Bernie Jacobsen – Vintage Sports Car Club.

With thanks.

## **VICROADS UPDATE**

The Executive Committee of the Association of Motoring Clubs Inc. (AOMC) recently held its regular Liaison Meeting with officials of the Registration and Licensing Policy section of VicRoads. A number of issues were raised:

### **Question 1**

Could we have a definition of road testing? Should a radius restriction be introduced to restrict abuse of the Victorian Club Permit Scheme (VCPS) in regard to road testing and vehicle preparation?

### **Answer 1**

It is considered that imposing a radius on road testing and preparation would add an unnecessary restriction on the VCPS and disadvantage those operators who may have to travel beyond the radius to seek specialist repairs. If a radius was added to the regulations it would mean that any vehicle that has to cross town to obtain repairs etc, would need to be transported to the site and then would not be able to be test driven by the repairer to assess the repairs without some other form of registration, (i.e. Unregistered Vehicle Permit). Furthermore, the preliminary view is that any inclusion of a radius in the regulations would require a Regulatory Impact Statement as it imposes an additional requirement on vehicle operators. A Regulatory Impact Statement would take at least six months to complete, is labour intensive and can be costly.

Accordingly, a change of this nature is not supported by VicRoads at this time.

### **Question 2**

The matter of the list of VCPS authorized clubs as provided by VicRoads was raised with regard to some clubs listed obviously not complying with the VCPS conditions.

### **Answer 2**

It was noted that this list is considered by VicRoads to be an internal list to provide guidance to VicRoads staff. However, there will be an additional paragraph placed on the VicRoads Website club listing to clarify the intent of the list.

### **Question 3**

The issue of vehicles garaged over the Victorian border and their present ineligibility to join the VCPS.

### **Answer 3**

The matter of vehicles on the State border will be referred to a cross-border working group which is being established between VicRoads and the Roads and Traffic Authority in New South Wales.

### **Question 4**

Transfer of VCPS number plate to a new vehicle owner.

### **Answer 4**

There is no problem with a VCPS number plate transferring with a vehicle to a new operator, providing the new operator is eligible to operate the vehicle under the VCPS. The VCPS business rules will be altered to reflect this situation.

### **Question 5**

A Rally Permit Scheme has been established. Can details be provided?

### **Answer 5**

This Scheme caters for vehicles used in rallies organized by VicRoads approved national motor sport organizations. The Confederation of Australian Motor Sports (CAMS) is the only approved organization at this stage.

The Scheme is essentially a twelve-month unregistered vehicle permit with a unique series of number plates. This Scheme is provided for vehicles taking part in CAMS approved rallies.

Further details of this Scheme can be obtained from the VicRoads Website.

*Iain Ross – Secretary – AOMC Inc.*

*With thanks.*

## AVAILABILITY OF LEAD REPLACEMENT PETROL

At a recent meeting of the Executive Committee of the Association of Motoring Clubs Inc. (AOMC), it was reported that a rumour was circulating regarding the future availability of lead replacement petrol (LRP). This matter was referred to the RACV who sought information from their Public Policy Department. The following information was provided:

There is no date for the official withdrawal of LRP from the market. However, it is understood that individual petrol stations can nominate how many pumps will carry each different fuel, as older vehicles in need of LRP become less common it is likely that more and more petrol stations will nominate not to allocate pumps to dispense LRP.

So, it would appear that market forces will be used to see the demise of lead replacement petrol in the Australian market.

*Iain Ross – Secretary – AOMC*

EDITOR'S PAGE

## EDITORS CORNER

*We would like to welcome these new members to the All British Classics Car Club:*

*Ross Paul & Elinor Boyd*

*1971 MGB Roadster and - 1928 Essex Tourer (not English)*

*Get Well Wishes for our President Frank Douglas*

*We all hope you get well soon.*

*Heather Cannon*

## MEASURING DEGREES ON UNMARKED FLYWHEELS

### A Moderately Technical Item

Some of us have had instilled in us that engine manufacturer timing marks on internal combustion engines can not be taken as being accurate. In the 1950s a serious part of an apprentice vehicle mechanic's training schedule was to learn how to time an engine's valve, ignition and diesel injection systems, without relying on timing marks. Usually the workshop had the benefit of a crankshaft protractor with which very accurate timing settings could be made.

The maintenance and service manuals for some vehicle engines call for accuracy with respect to valve and ignition timing. There may be a specification for setting the crankshaft at, say, 12 degrees before top dead centre (TDC) at number one cylinder, for example, when setting the inlet valve timing. This is all very well if a disc type protractor is readily available, but, as in the majority of instances, no protractor is available, the mechanic has to resort to other methods of determining just where on the flywheel's circumference the 12 degree position must be. Manuals frequently state that there is a 12 degree marking on the flywheel. Experience suggests that in a number of cases, there is no marking at all.

So, how do we go about marking a flywheel with this extra mark?

As usual, it is really easy – in fact there are two simple ways to go about this. Set out below is the procedure for making an accurate 12 degree marking. The 12 degree specification is used here purely as an example.

First of all, it has to be established that when the No. 1 TDC marking on the flywheel's circumference has its arrow in perfect alignment with the crankcase register mark, the crankshaft is actually positioned at top dead centre (TDC) for number 1 cylinder. The term TDC is an industry norm and should normally be used. Some engines are timed at number 4 or 6 cylinders, so care has to be taken.

To convert degrees to distance on a flywheel of any diameter, multiply the diameter in inches by 3.1416. Then divide this circumference dimension by 360 (the number of degrees in a circle). This can also be done by using the metric system of measurement, hereafter shown in brackets. In our example the flywheel's diameter is 10.394" (264 mm), so the aforementioned calculation gives: 0.091" (2.30 mm) per degree at the flywheel's circumference. Thus the marking for our 12 degrees BTDC specification should, in this example, be 1.092" (27.6 mm) forward around the flywheel from the No. 1 TDC marking.

This method also applies to the diameter of the front crankshaft pulley. Thus, with a pulley's diameter measuring say, 4.882" (124 mm), the calculation gives 0.043" (1.08 mm) per degree at the pulley's circumference. Therefore, the marking for our 12 degrees BTDC specification should be 0.516" (12.96 mm) forward around the pulley from a pre-determined TDC mark. The term 'forward around' means that, when viewing the flywheel or the crankshaft pulley from the front, our 12° mark should be at the dimensions given, **clockwise** from the No. 1 TDC marking.

Other markings on the flywheel must not be confused with the No. 1 TDC marking. It is a good idea to wire brush the mark stamping's thoroughly during cleaning. Then paint can be applied into the stamping, with the surplus immediately wiped off with a lint-free cloth to leave the paint in relief in the stamping. Different colours can be used – such as – white for No. 1 TDC, orange for the valve timing mark and yellow for the ignition setting. This coding makes engine timing much simpler, for the reason that the markings can be easily picked out in the dim light of the engine bay.

The second, less accurate, method is to calculate the degrees around the flywheel's circumference by using the number of starter ring gear teeth. The sample flywheel has 111 teeth arranged equally around the circumference. To calculate the number of degrees per tooth, divide 360 by the number of teeth. In this example this gives 3.24 degrees per tooth pitch. Therefore, our 12 degrees BTDC specification, by counting starter ring gear teeth would be 3.70 teeth. As stated previously, this method is not accurate because a tooth may not align with the No. 1 TDC marking. In addition, the starter ring gear could slip on the flywheel. A separate reference point would then have to be inserted, giving rise to confusion.

For many vehicle engines, accurate valve timing is very important. Taking these simple steps can be of great assistance in achieving correct valve timing. In times past, there has been a temptation to mark the water pump pulley, due to its convenient location. This temptation should not be visited. Doing this could cause great variances due to the driven pulley rotating at a different speed from that of the crank shaft and to inherent belt slippage, even when the crankshaft is turned slowly.

It should be noted that, even though decimal points have been employed, the dimensions used are approximate.

*Mike Allfrey – Jowett Car Club.*



### **FOR THE LADIES!!!!**

Subject: Never underestimate a woman

Just before he died, he said to his wife, "When I die, I want you to take all my money and put it in the casket with me. I want to take my money to the afterlife with me."

And so he got his wife to promise him with all of her heart that when he died, she would put all of the money in the casket with him.

Well, he died!

He was stretched out in the casket, his wife was sitting there in black, and her friend was sitting next to her. When they finished the ceremony, just before the undertakers got ready to close the casket, the wife said,

"Wait just a minute!" She had a box with her, she came over with the box and put it in the casket. Then the undertakers locked the casket down, and they rolled it away. So her friend said,

"Girl, I know you weren't fool enough to put all that money in there with your husband." She said,

"Listen, I'm a Christian, I can't go back on my word. I promised him that I was gonna put that money in that casket with him." "You mean to tell me you put that money in the casket with him!!!!?" "I sure did," said the wife.

"I wrote him a cheque. If he can cash it, he can spend it."

Never Underestimate the Intelligence of a Woman



### **TRAILERS AND SWAP MEETS**

For some years now, the Victoria Police appear to have been targeting site-holders going to and from the Bendigo National Swap Meet for roadside 'checks'. While it is important that we maintain our vehicles in sound roadworthy condition, it should be noted that the Police are also issuing fines if a site-holder's trailer is not 'registered'. This is being done on the basis of the Road Safety (Vehicles) Regs 1999, Regulation 113 that requires that trailers "Used in the course of trade" to be registered. So, even if you use a 6' x 4' trailer weighing less than 200 kilograms and no wider than the towing vehicle, if you have items for sale in the trailer, this is interpreted as the trailer being used as "Used in the course of trade".

If you are a swap meet site-holder, it is therefore suggested that you either register your usual 6' x 4' trailer, or hire a registered trailer for transporting your items for sale to and from a swap meet. The fine for using an unregistered trailer in the course of trade is \$100.00.

*By Paul Vellacott – AOMC Committee Member.*

*From the AOMC Newsletter – With thanks.*



### *The Thing's Children Say!*



When my twin daughters were young, I taught them to say this prayer before going to bed. As I listened outside their door, I could hear them say, "Give us this steak and daily bread, and forgive us our mattresses." My husband and I always had a good laugh over this. That was over 50 years ago, and the memory still remains in my heart.

When I was a child, I learned this prayer as "Our Father, who are in Heaven, Howard be thy name." I always thought that was God's real name.

My mother spent her early childhood saying, "Hail Mary, full of grapes."

My son, who is in nursery school, said, "Our Father, who art in Heaven, how didja know my name?"

I remember thinking this prayer was "Give us this day our jelly bread."

I recall reading something years ago about the Pledge of Allegiance. Some child thought it began, "I led the pigeons to the flag."

When I was little, I often wondered who Richard Stands was. You know: "I pledge allegiance to the flag and to the republic for Richard Stands."

I once knew a child whose favourite Sunday school song was "Gladly, the Cross-Eyed Bear."

When my husband was 6 years old, he thought a certain prayer was "He suffered under a bunch of violets."

The real words were "under Pontius Pilate," but at that age, he didn't know better. To this day, we still snicker in church whenever that prayer is read.

When I was a little girl, we sang a song in Sunday school about Noah. Part of the chorus was "And the rains came down, and the floods came up." We lived next door to a couple of charming little girls who always sang this song while playing in their garden. Their words were, "And the rains came down, and the spuds came up."

When my older brother was very young, he always walked up to the church altar with my mother when she took communion. On one occasion, he tugged at her arm and asked, "What does the priest say when he gives you the bread?" Mom whispered something in his ear. Imagine his shock many years later when he learned that the priest doesn't say, "Be quiet until you get to your seat."

When I was younger, I believed the line was "Lead a snot into temptation." I thought I was praying for my little sister to get into trouble.

KEEP SMILING!!!