



An incorporated club

A0035482V

A friendly family social motoring club

Edition 68

October 2003

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at <http://www.abccc.com.au>

Now A.B.C. NEWS

A few brave souls chanced the weather and met at the Cranbourne Botanical Gardens for a B.B.Q and a get together with a few friends.

And after a B.B.Q lunch a couple of the fellas climbed up to the lookout and carried each other back down.

DUE TO A TECHNICAL GLITCH, THE PICTURE THAT WAS TO APPEAR ON THIS PAGE WILL BE ADDED ONCE THE GREMLINS HAVE ALL GONE HOME. I WILL CHANGE THIS PAGE AND ADVISE BY EMAIL ONCE THIS HAS BEEN FIXED.

Editor Heather Cannon - email: cannons@abccc.com.au

EVENINGS

OCTOBER

12th - British Transport & Equipment Day run by the Roots Car Club, includes British bikes, cars, utes, etc. Held at Mineral Springs Park, Donnybrook, Vic. Contact Greg Lamiing (03) 9874 4316 see page 8 for more info.....

19th - George & Pat's Garden Tour (All British Classics Car Club) Open Garden weekend, in aid of local CFA, including George 's barn full of classics cars. \$5 entry, 11am BBQ, Como Park, 79 The Basin Olinda Road, The Basin (Melway 65 K7)

19th - Austin Healy Owners Club, Concour d'Elegance, contact Ross Young (03) 9560 8365

31st - The Fox Car Collection Tour of Lindsay Fox's Collection Special Car Club Evening Queens Warehouse Building 749-755 Collins Street Melbourne Docklands 7.00 - 9.30pm, \$25, aid Irabina Childhood Autism Services

NOVEMBER

1-4TH LONG WEEKEND AWAY AT MARYSVILLE. Mountain Lodge will do a good deal, for people who book early. See page 3 for more details or ring Frank.

7th-9th - South Australian Auto Festival and Concours d'Elegance River Port of Goolwa, \$35 to \$55 plus extras, big program, meals, drinks, BBQ, dinners, concours, entertainment, skills tests, artshow, boat cruise , hill climb, winery tour, accomodation.

16TH VISIT OVERNEWTON CASTLE - Re-scheduled for this date - Details to be posted soon

15th-16th Geelong Speed Trials Waterfront - Geelong www.geelongspeedtrials.com

16th - Shannon's Concours d'Elegance, Peck & Stoke's Jaguar Show & Shine and Enthusiast's \$25 entry, pre 1990 cars, Eastern Beach, Geelong, via Riiche Blvd, 8.45am start, judging from 10.15am

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

March 2004

24 - British and European Motor show, venue to be advised.

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 18th 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.

MELBOURNE CUP LONG WEEKEND AT MARYSVILLE – REMINDER

31st October to 4th 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!

Escape with the Escape Motoring Group

For a pleasant early morning drive, call Neil Wakeman on 9841 7773 or Chris Newell 9735 2335 for more details. Next outing is on October 12th meet at 7.00 am to leave at 7.15 am sharp from the service road outside the Nunawading Civic Center (opposite Harvy Norman's).

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 18th January, 2004 – not all that far away, seeing that Christmassy things have been in the shops since July! 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! THAT CALL IS STILL CURRENT! THAT CALL IS STILL CURRENT!

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Frank Douglas (03) 8704 2533
7306

Tony Pettigrew (03) 9739 1146

Ray Higginson (03) 9336

Bill Allen (03) 9846 2323

Mike Alfrey (03) 9729 1480

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

The RACV Centenary Fly The Flag Tour – 2004

For vehicles twenty-five years old and older, the RACV Fly The Flag Tour for 2004 is a very special event. It will commemorate the first Club Tour of the Automobile Club of Victoria in 1904. The ACV later became the Royal Automobile Club of Victoria, known to us all as the RACV.

The third RACV Fly The Flag Tour, being run from 20th to 24th March, 2004, will be a major event in the schedule of events planned to celebrate the Centenary of the RACV. Entry forms have been despatched and more are available from either Frank Douglas or Brian Kelly (RACV). It is now time to get those entries in, if you wish to take part in this thrilling event. Contact Frank on (03) 8704 2533, or Brian on (03) 9790 2847.

The itinerary for the RACV Fly The Flag Tour is as follows:

Day 1 – 20th March The tour will start from Government House and will be flagged off at 9:00 am by the Governor of Victoria John Landy AC, MBE and the President of the RACV, Mr David Bullard, OBE, RFD, ED.

Our adventure begins and we travel over the Westgate Bridge and along the Princes Highway to Geelong for a vehicle display and morning tea. Then we travel to Colac for vehicle display and dinner. (Overnight at Colac)

Day 2 – 21st March From Colac to Camperdown to Mortlake to 'The Gums' at Peshurst and then on to Hamilton for vehicle display and dinner. (Overnight at Hamilton)

Day 3 – 22nd March A full day of activity for you. A scenic tour of the area with refreshments and a luncheon stop – return to Hamilton for dinner. (Overnight at Hamilton)

Day 4 – 23rd March Leaving Hamilton we travel to Dunkeld and the start of the Southern Grampians, and then to Wickliffe (Narrapumelap) for morning tea and tour, to Lake Bolac for lunch and vehicle display and then on to Ballarat for Dinner. (Overnight at Ballarat)

Day 5 – 24th March The final day on tour and we travel to Melbourne via Ballan, Bacchus Marsh to our final destination for a vehicle display, lunch and presentations.

Detailed daily running sheets for the route together with maps will be provided to each participant prior to the start of the RACV Fly The Flag Tour. Accommodation of all types of all types is available in every town where the Tour has overnight stops. There is a wide variety from on-site cabins through to motels and B & B establishments. There are both budget and four-star styles of accommodation. The local tourist centres in each town can help organise your accommodation and, in most cases, will book for you. Set out below are telephone numbers for local tourist centres:

Colac	(03) 5321 3730
Camperdown	(03) 5593 3390
Hamilton	1800 807 056 or (03) 5572 3746
Ballarat	1800 446 633 or (03) 5320 5741

Booking accommodation is your own responsibility, so book early to avoid disappointment.

The entry fee for the RACV Fly The Flag Tour is \$40.00 per person per day. This fee includes dinners, two lunches, morning tea at Narrapumelap and entry cost. Each participating car receives a gold rally badge.

Note: we are calling for marshals for this event. If you wish to share the workload, then please contact one of the following:

Frank Douglas (03) 8704 2533
Bill Allen (03) 9846 2323

Tony Pettigrew (03) 9739 1146
Mike Alfrey (03) 9729 1480

Ray Higginson (03) 9336 7306

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

A Piece of Trivia

Notice the Lea Francis on the front of the RACV Great Australian Rally booking brochure? A Lagonda next time?

Good Wishes Message

Our President, Frank Douglas, is having a stay in hospital on 30th September. Our thoughts are with you Frank and here's wishing you a good and complete recovery.

Mike Allfrey.

TYRES FOR CLASSIC VEHICLES

The tyres that are used on classic vehicles are of many sizes and types. There is, however, a common factor – the tyre is, notwithstanding, the car's only contact with the road surface. It is for this reason that the tyres on our classic vehicles need to be cared for equally as much as other aspects on the car. Classic vehicle tyre care is also just as important as the care devoted to the tyres on our modern cars.

Because a classic vehicle gets used less than a modern vehicle, the tyres are often considered to be a very expensive item. This is certainly not so! In my case, the 5.50 – 16 tyres bought for our Jupiter cost about the same amount as those for our then owned Jaguar XJ-S. The tyres on the Jupiter perform very similar tasks to those used on the Jaguar and, for this reason, can be considered to be cost effective.

Too often we see a vehicle restoration job underway and one of the first items fitted to a gleaming chassis is a set of new tyres. All very worthy, but with some restoration projects lasting twenty-plus years, not a good idea at all. The materials used in the manufacture of a tyre age just as quickly when not in use as when in full time use. Examples of tyres with severely perished walls, but with new looking treads with the moulding flashes still intact, are quite a common sight. So, it is probably best to leave the purchase of tyres until the restoration project is completed. This way a full and reliable life can be expected from the time the vehicle is put back on the road. I will now relate a couple of stories that apply to use of older tyres.

In the first instance, many years ago when 5.50 – 16 tyres were still readily available, I bought a set of four tyres from a tyre dealer at a bargain price. The tyres were made by US Royal and really looked the part. It was during the first winter that I noticed that one tyre was wearing much faster than the other three. Because I was then living in a new location, I took the Jupiter to the local US Royal dealer for an examination. As luck would have it, the US Royal representative was present and took a keen interest. Close inspection revealed that the fast wearing tyre was a re-tread from US Royal, but the 'Re-tread' wording was on only the inner wall of the tyre. The crafty seller had fitted the set and sold them as a new set. US Royal supplied a new tyre free of charge, on the spot. The rep demonstrated to me how inflexible the re-tread tyre was compared with a new tyre. The examination also showed that the tread was starting to come away from the tyre's carcass – so, doing a lot of motorway driving at the time, I was lucky in that instance, that the tread did not separate.

The second tale of woe relates to a Jowett Javelin owner, Ken, who lived in Wollongong. He had, in partnership with his father, bought the Javelin new in Sydney. Then, in the mid-sixties, his father read a newspaper item that stated that tyres of 5.25 – 16 size would no longer be available. So, Ken and his father rounded up all the tyres of this size that could be found and had them re-treaded for future use. They had quite a large stock of re-treads stored under the house for many years. As so often happens, the Javelin was taken off the road and in the late 1990s was the subject of Ken's restoration to its former glory.

Part of the restoration was the fitting of five of the stored re-treaded tyres. This left about fifteen more in 'stock'. Ken drove the Javelin down for the 2000 AOMC British & European Motoring Show and, it was while the Javelin was really motoring down the Hume Highway that a rear tyre threw off its tread and took a rear light out with it. Ken simply could not understand how this could have happened! "But it's a new tyre!" he exclaimed. No, it was not at all a new tyre, in fact it could well have been over fifty years old. Who knows how old the re-treaded tyre carcasses were? It was then that Ken understood why the local tyre fitter had had a very difficult job getting the tyres up on to the rims. The really sad point was the loss of the rear lamp!

Both of these instances illustrate graphically that 'new' tyres cannot be relied upon. For peace of mind it is by far the best to buy genuinely new tyres for our beloved classics.

Another point to be aware of, with respect to new tyres, is the ply rating for cross-ply tyres. There are some tyres that carry a side wall information panel that states '4-ply Rated'. It is wise to be careful of these if looking for a four-ply tyre. The '4-ply Rated' tyre may be only an actual 2-ply tyre, but due to the strength of modern materials, can be legally **rated** as a 4-ply tyre type. For some older cars this can be a bit misleading, since they may handle better with a slightly stiffer wall section. I tried a set of the rated ply tyres on the Jupiter when it went back on the road and the handling was not impressive. Fortunately the supplier, Antique Tyre Supplies, fully understood my concern and swapped these for a set of genuine 4-ply Dunlops from Zimbabwe. These, though stiffer in the walls, are still properly flexible and perform very well. An added bonus is that they feature the authentic Dunlop tread pattern.

As stated previously, new tyres for your classic are not expensive, and most certainly, the supplier is not ripping you off with inflated(sic) prices. The supplier has to stay in business and survive relatively comfortably, and we want them to do so for years to come. If only that Mugabe fellow could see reason and be aware that my Jupiter will be needing new Dunlops sooner rather than later, the better things will be.

Mike Allfrey.

ISN'T THIS THE TRUTH ?

Joe started his day early having set his alarm clock (MADE IN JAPAN) for 6:00 am. While his coffee pot (MADE IN CHINA) was perking, he shaved with his electric razor (MADE IN HONG KONG). He put on underwear (MADE IN THE PHILIPPINES), a shirt (MADE IN SRI LANKA), designer jeans (MADE IN SINGAPORE) and shoes (MADE IN KOREA).

For breakfast he had orange juice (MADE IN USA) and cereal (MADE IN CANADA). With his cereal he had dried apricots (MADE IN TURKEY). His coffee cup and saucer (MADE IN CHINA) sat on the table cloth (MADE IN INDIA).

After cooking his breakfast in his new electric frypan (MADE IN MALAYSIA), he sat down with his calculator (MADE IN THAILAND) to see how much he could spend today. After setting his watch (MADE IN TAIWAN) To the radio (MADE IN INDIA), he got into his car (MADE IN KOREA) and continued his search for a good paying job.

At the end of yet another discouraging and fruitless day, Joe decided to relax for a while. He put on his slippers (MADE IN BRAZIL) and poured himself a glass of wine (MADE IN FRANCE) and turned on his television set (MADE IN INDONESIA), and wondered why he could not find a good paying job in AUSTRALIA.

Sadly this is a very true scenario.

From Crankhandle Newsletter.

Southern Peninsula CHCC Inc. With thanks.

THE POINT COOK TOUR

This event started off as a barbecue breakfast by the River Yarra, and it was a really good idea at the time of the organising. However, there was such a strong wind, that we had to cook on barbecue plates that were very efficiently cooled by the limitless flow of air over them. The electric elements struggled manfully, but on this morning, nothing was burnt. Colin and Joy Brown were cooking prawns wrapped in bacon when, all of a sudden, they were marinated in Champagne and grapefruit juice when a glass was blown onto the warm plate, spilling all of its contents. Then, just as an egg was cracked for frying, the wind caught the egg-white and took it way over the barbecue towards the road. Thankfully, there was no one in the flying egg-white's trajectory.

We enjoyed our breakfast eventually, after persevering against the wind. Other than the wind, it was a perfect Melbourne morning.

All too soon we were called to board the 454 horsepower touring coach laid on for us by Ray and Lyn Higginson. In total, there were twenty-seven of us who boarded the tour coach, and we set off for Point Cook Homestead amid much speculation as to how the coach would be buffeted by the strong winds when crossing the Westgate Bridge. The traffic on the bridge was limited, for safety reasons, to 40 kph and the coach handled the situation with great ease. The powerful engine idled us up and over with no hint of the gusts of wind that were being hurled at us. Just after crossing the bridge, we collected our guide for the day, Anne Link. Once Anne had climbed aboard and had introduced herself to us, we set off again. This was where the Higginson Charabanc Tour Company came into their own, we enjoyed a superb conducted tour to our first stop at Point Cook Homestead.

Anne very capably explained to us about how the land between the coast and the Geelong Freeway had been developed. One part was a Greg Norman project where housing was adjacent to a specially designed golf course. Canals and lakes had been positioned so that there is a maximum number of houses with water frontage. Premium prices are charged for these properties, which have to have houses of certain size and style. There is also a huge fee for joining the golf club.

Ray brought us safely into the car park at the homestead. First-up was a coffee break, then we had a very interesting tour of the homestead and the carriage house/stables. These were built from blue stone blocks and the buildings had been authentically restored. This was very likely, Victoria's first prestige beach house, it is positioned with views over Hobson's Bay and just around the corner are views to the Westgate Bridge and the City of Melbourne. Anne told us all about the known history of the people who built Point Cook, which was initially set in a 90,000 acre farming property. The homestead also had connections with Chimside Park, east of Croydon.

The stables had been pampered home to many successful race horses. The most famous of these was called Newminster. It was also believed that Phar Lap had been stabled there for a spell. There was a good photographic display of period pictures and others that showed how the buildings had fallen into a fair degree of disrepair. Most has been restored now and it is controlled by Parks Victoria. In the homestead, two of the major rooms are currently open for public viewing. Both rooms have views, through the conservatory, to the bay.

Ray then called us all to the coach for our drive to the Rifle Club Hotel in Williamstown where lunch had been booked for us. Most of us decided on the Sunday \$10.00 special. After our filling breakfast, the lunch was probably a bit much! After lunch, we were herded back into the bus and the grand tour of Williamstown commenced. We heard much from Anne, and we saw much as it was all ably described to us. We followed the road along the foreshore, which, in central Williamstown, was very busy. There were many outside on the pavement (sitting on chairs) basking in the sunshine and having lunch. A sure sign that the morning's wind had abated somewhat. We were then shown Point Gellibrand and how a pleasant park was being created on land that had suffered degradation.

Then it was off again to our surprise destination. We pulled up smoothly outside a factory building in the area that had once been the rifle range, to be greeted warmly by John Link, Anne's husband. Inside was the famous 1921 American La France motor car. This is a vehicle of satisfying proportions, painted bright yellow and powered by an enormous

four cylinder engine of about 15 litres swept volume. John has successfully campaigned this motor in many prestigious events in recent years. Some of note are the Dutton's Grand Prix Rally, the Shannons 2001 National Motoring Tour and the Targa Tasmania.

Also, under restoration, is a 1912 or 1913 American La France. This is currently having a front wheel braking system installed. This motor car will have a huge V12 engine which will be capable of testing those new brakes. In the main doorway is John's favourite, a 1950 Alvis. This motor car was once a saloon, but it was rebuilt as a roadster in Sydney and has recently been fitted with a five speed gearbox with overdrive. With its fat tyres and ground hugging chassis, this must be one of those ultimate fun cars when unleashed on a good country road. In a corner there was a dark blue Jaguar Mk X and alongside it was a smart Rover P6B. In the little office was John's collection of oil cans, collected "because they are cheap", and maybe because they are rarely affected by the rust virus. John also collects pressure gauges of all types and sizes. We all need sheds like this!

Finally it was time to leave, we thanked Anne for all the hard work that she had put in to make our little tour so very interesting. John was also thanked for letting us enjoy a 'Captain Cook' at his 'shed' and its desirable contents. Thanks also to Lyn and Ray for making such an enjoyable day's touring possible. We all enjoyed it immensely – fresh air apart, so early on, the entire day's activities went to plan. Those who missed this one had better line up for the next one!

A grateful thanks Ray and Lyn.

Mike Allfrey.

COMMITTEE POSITION ROTATION

In the last issue of Your ABC News, we touched on the subject of sharing the workload in conducting a club and running its events. The theme for this issue is just as important as that for sharing the workload. It discusses the rotation of Committee members. This is not an easy subject to deal with, particularly with respect to making a club successful. There are a few points for and against regular or controlled Committee position rotation.

First, for – controlled rotation helps greatly to keep a club's Committee fresh. Committee members are not bored with the continuing sameness of a position on a Committee. Very likely, the position of President, if changed frequently, can really invigorate a club's Committee. For a club to be successful, a degree of change of the leadership can be beneficial. However a club needs to have sufficient active members so that frequent changes of Committee roles can be made.

Secondly, against – most important of all, a successful club needs stability from its leadership. In some cases, controlled changes to Committee positions can lead to a fair degree of inactivity, particularly from those who feel that they only have to carry out a club function for a fixed term, and thereafter it won't matter – so why should it matter during the tenure of the position on the Committee? If a Committee member is enjoying his/her position and carrying the tasks of that position well, then that position can remain stable. However, in such a scenario the club's leadership needs to be acutely aware of staleness setting in.

A club should not allow itself to slide into a rut and, there are two ways of preventing this happening. Firstly, the club should have a vibrant Committee with members willingly giving their expertise and, again, sharing the workload. The second way of preventing such a decline is to vary the type and size of events organised by the club. In our case this is working very well. A club such as ours needs events as diverse as the Fly The Flag Tour and the lunch at the Glenburn Pub to keep it active.

Some clubs, the Harry Ferguson Tractor Club comes to mind, have fixed terms of, say, two years for Committee leadership positions. At the other extreme, a well known club here in Victoria, has had the same Treasurer for more than thirty-five years. It is a fact that the holder of this position enjoys his task and at the same time, does a really good job of it!

Obviously, just like a motor car, if a club functions well with or without controlled change at Committee level, then it may be best to leave well alone. But, how many times has a car stopped on the road if properly maintained? It all comes down to good preventative maintenance – in both instances.

Mike Allfrey.

Two old girls go out one weekend without their husbands and get somewhat inebriated. Staggering on their way home, they both desperately need a wee and with no public toilets in sight, the nearest venue was a cemetery. So they both ducked behind the fence to relieve themselves.

After they had finished, the first woman took off her knickers to wipe herself and then threw them away. The other woman, realising she was wearing some very expensive knickers, didn't want to throw hers away and so looked around for something else and decided on using the ribbon off a nearby wreath. So now, feeling a lot better, they carried on with their stagger home.

The following morning the two husbands were talking to each other on the phone. One commented, "I think we need to start keeping a closer eye on our wives you know. I reckon they're up to no good. My wife came home last night without any knickers on!"

The other one replied, "Tell me about it! If you think that's bad, my wife came home with a card stuck to her butt that read: "All the members at the Country Fire Brigade will never forget you."

BRITISH TRANSPORT & EQUIPMENT DAY

The Rootes Group Car Club (Inc.) Victoria are very conscious of the fact that the historic vehicle movement consists of an 'aging tribe of automotive nuts', just like the writer. The Committee of the Rootes Group Car Club (RGCC) is trying to encourage an infusion of younger men and women into all types of motoring enthusiast clubs. Their aim is to enable the collective years of automotive knowledge to be passed on and not lost forever.

To get the younger people interested in older vehicles, the RGCC is organising the first British Transport and Machinery Day, to be held on 12th October, 2003. The venue for this great display is the Mineral Springs Park, Donnybrook, and Victoria. The display commences at 10:00 am and finishes at 4:00 pm. The display will be open to all British built motorcycles, cars, utes, vans, trucks, buses, fire engines, stationary engines and tractors built between 1910 and 1960. Clubs are asked to help promote this important event via their newsletters and through their membership. It should be remembered that the target spectators are those from the younger age group.

The display will have vehicles and exhibits located on the display site in chronological manufacture order. If it is desired by clubs to have vehicles of their specialist marque displayed in blocks of one vehicle per year of production, this can be arranged. For this arrangement, bookings need to be made early!

Display charges are as follows:

Stationary Engines \$1.00; Motorcycles \$5.00; Cars Utes Vans etc \$7.00

For details about the British Transport & Machinery Day, please contact one of the following:

Greg Laming	(03) 9874 4316	Rob Egglestone	(03) 9337 4963
Brian Turnbull	(03) 9798 0180	Geoff Jones	(03) 9775 5238

The Rootes Group Car Club looks forward to keen participation on the day by all of those clubs that support products of British origin.

Greg Laming, Rootes Group Car Club Inc.

A little old couple walked slowly into a McDonalds one cold winter Evening. They looked out of place amid the young families and young couples eating there that night.

Some of the customers looked admiringly at them. You could tell what the admirers were thinking. "Look, there is a couple who has been through a lot together, probably for 60 years or more!"

The little old man walked up to the cash register, placed his order With no hesitation and then paid for their meal.

The couple took a table near the back wall and started taking food off of the tray. There was one hamburger, one order of French fries and one drink. The little old man unwrapped the plain hamburger and carefully cut it in half.

He placed one half in front of the little old lady. Then he carefully counted out the French fries, divided them in

Two pile sand neatly placed one pile in front of her. He took a sip of the drink, and then she took a sip as

The man began to eat his few bites. Again, you could tell what people around the old couple were thinking. "That poor old

Couple."

As the old man began to eat his French fries, one young man stood and came over to the old couples' table. He politely offered to buy another meal. The old man replied that they were just fine. They were used to sharing everything. Then the crowd noticed that the little old lady hadn't eaten a thing... She just sat there watching him eat and occasionally sipped

Some of the drink.

Again, the young man came over and begged them to let him buy them some thing to eat. This time, the lady explained that no, they were used to sharing. As the little old man finished eating and was wiping his face neatly with a napkin, the young man could stand it no longer and asked again. After being politely refused again, he finally asked the Little

Old lady, "Ma'am, why aren't you eating. You said that you share everything. What is it that you are waiting for?" She answered, ...

"The teeth."

No prizes for guessing who sent this in!!!

First British mass produced sports car with front disc brakes (TR3).

First British mass produced car with 16 valve engine (Dolomite Sprint). The Ford Escort was a year earlier but this was to special order only and the Dolly was a production car from the outset.

First British Manufacturer to offer fuel injection (TR5).

First British manufacturer to offer opening sunroof on a saloon as standard (Herald 12/50).

First British manufacturer whose whole car product range had independent suspension on all 4 wheels by the mid sixties.

First British manufacturer to offer a car with a forward hinging front end (Ferguson tractor got there 10 years or more earlier).

First British manufacturer to pioneer multi-position driving seat allied to multi adjustable steering (tilt and telescope) on 1300 front wheel drive.

First British manufacturer to offer multicluster warning lights in one binnacle.

First British manufacturer to offer switch gear graphics in place of words (even if no one could understand them) – Herald.

First British manufacturer to offer overdrive as an option across the whole product range – Herald, TR, Vanguard.

First British manufacturer to offer a small saloon with a fuel tank range in excess of 500 miles with out refuelling (1300 again).

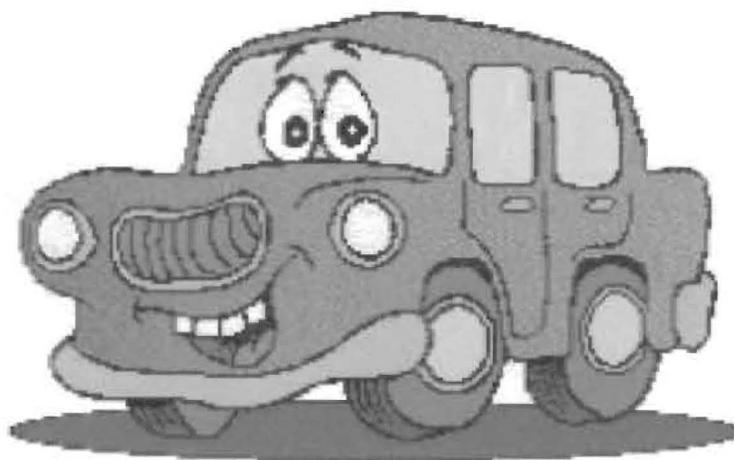
First British manufacturer to offer a car in which a heater, hub caps and passenger's wiper blade were optional extras (Standar 8).

First British manufacturer to offer a car that was wetter on the inside than on the outside in a down pour. (Herald).

Our thanks go to John Macartney for this list of Triumph firsts!

From the website:

<http://website.lineone.net/~angelaiwnet/triumph/triumphfirsts.htm>



EDITORS CORNER

A big welcome to our newest member:

June Hall who owns a 1964 Humber Vogue MkIII

The A.B.C.C.C. Is in the process of acquiring some car club jackets. They will have the Car Club Logo (8in.) on the back and a logo on the front where the pocket goes, it is British Racing Green in color with a velvet like exterior the club is selling them at cost to Members at \$140.00 the normal price is \$225.00 if you would like to purchase one of these Jackets please give me a ring .

The Marysville weekend is shaping up to be a great weekend away and Frank has asked me to let the Members that are going to know that there is a chance of winning a prize, all you have to do is come up with a suggestion for a Car Club outing maybe something that you have done and you think it might be a good outing for the Club, bring some details along and put them forward on Saturday night.

Heather Cannon

Your Engine Sucks!

August 2003 The Triumph Trumpet 9

By John Goethert

A vacuum gauge maybe one of the most versatile diagnostic tools you can own. It can be used to find intake manifold gasket leaks, burned valves, weak valve springs, ignition problems, a blocked exhaust system and an out of adjustment carburetor, as well as several other things, provided you know how to interpret what it is telling you.

Because a vacuum gauge measures the difference between atmospheric pressure and the pressure in your intake manifold (as opposed to measuring pressure from some fixed figure), the higher you live above sea level, the lower the outside atmospheric pressure will be, so the lower the manifold pressure reading will be as well. To allow for any differences in altitude, find your locality's elevation on a chart provided with your gauge and interpolate from there.

The reason the readings on the gauge are in inches, is because pressure is still measured by how many inches a given pressure would cause mercury to move up a glass tube in an old style barometric gauge. Before attempting a vacuum test, make sure you adjust your engine's idle to the correct 650-850 RPMs.

FYI: on most old cars, the idle was said to be about right if the car rolls along at 7 to 10 miles an hour on level ground in low gear with your foot off of the gas. Once again, make sure your engine is properly tuned, its valves correctly adjusted, and that it is thoroughly warmed up before testing. Attach the gauge by installing a tee at the opening on the throttle body of the carburetor where the vacuum advance ties in. FYI: Many old cars are equipped with a plug in the intake manifold, but if your car does not, you may want to remove the manifold, drill and tap a hole, then install one for future convenience.

If you attach the gauge to your manifold, you will need to install a nipple, then push a length of rubber tubing onto it and connect your gauge. Make sure all of your connections are air tight before running your tests. At sea level, a well tuned, healthy engine at idle should show a steady reading of 18-22 inches. Of course, the needle will vibrate slightly even on a sound engine, but it should not show large fluctuations. If an engine reads at an excessively low but steady vacuum, there are several possible reasons for it. A low, but steady vacuum gauge reading means that whatever is wrong is effecting all of your engine's cylinders equally. Here are the things to check:

- Leaky carburetor or intake gasket.
- Worn carburetor throttle shaft.
- Leaking vacuum lines.
- Improper valve timing.

If your gauge fluctuates, or wanders around through several inches, it indicates a leaking condition affecting one or more, but not all cylinders. Again, keep in mind that a certain amount of needle pulsing is normal especially on 4 and 6 cylinder engines. If you've never used a vacuum gauge before and you feel unsure of your results, get an experienced mend to give you a second opinion before tearing your engine apart. Fluctuating can be caused by:

- A burned or stuck valve
- Intake manifold leak at one cylinder.
- Worn intake valve guide.
- Broken piston or piston rings.

To help further isolate the trouble, run the engine at about 2000 RPM. If the pointer steadies, inspect for:

- Ignition or timing problems
- Incorrect carburetor mixture adjustment at idle.

If the pointer's sweeps get larger, check for weak or broken valve springs using, you guessed it, a large screwdriver to tweak the springs. But if the sweeps get shorter and more rapid check for:

- Carburetor or intake manifold leaks.
- Sticking valves.

If, when you run the RPMs up to 2000 you see a gradual decrease in vacuum reading, check for exhaust system restrictions such as a kinked tail pipe, or partially blocked muffler.

It should be noted that camshaft duration can affect manifold vacuum and idle quality.

Many aftermarket cams will bring the compression down to 13-15", depending on how radical it is.

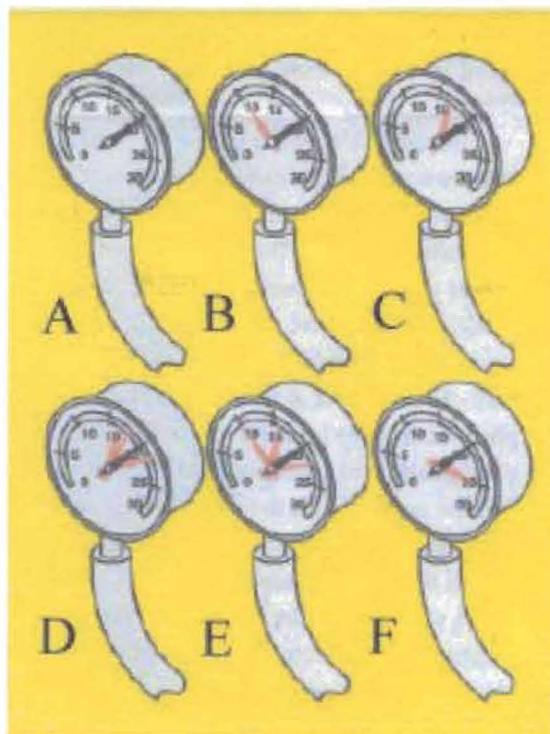
Testing Fuel Pumps

Another way most vacuum gauges can be used is to test fuel pump pressure. Of course, because of the volatility of gasoline, you must be very careful when you do it.

Work outdoors and have a fire extinguisher handy. Disconnect the fuel line where it goes into the carburetor and attach the vacuum gauge using one of the fittings that comes with the gauge, or one from the auto parts store. Now start your engine. Most likely there will be enough fuel in the float bowl of the carburetor for the engine to run long enough for the pump to be tested. Compare your gauge's reading to the specification in your shop manual. Or, if you are on the road and do not have that information at hand, you can assume your stock fuel pump is probably good if it tests between 4 and 6 pounds pressure.

Your Engine Sucks!

- A If your engine is healthy, it should read a steady 18" to 22" of vacuum at sea level with engine idling.
- B If needle fluctuates in below-normal range it could indicate a leak at the intake manifold or at the carburettor gasket.
- C A regular, intermittent drop below normal indicates valve leakage.
- D Rapid intermittent dropping below normal indicates sticking valves.
- E Fluctuations increasing with engine speed indicate weak valve springs,
- F Fast vibrations, but normal vacuum indicates ignition trouble. Slow movement at normal vacuum indicates incorrect carburettor adjustment.



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President Bush is visiting the Queen of England. He asks her: "How do you run an efficient government? Any tips you can give me?"

And the Queen says: "Well, the most important thing is to surround yourself with intelligent people."

Bush frowns, and replies: "Well, how do I know the people around me are really intelligent or not?"

The Queen takes a little sip of tea, and says: "Oh, that's easy. You just ask them a riddle".

Then the Queen pushes the button on her intercom and says: "Please send Tony Blair in here, would you?"

So Tony Blair walks into the room. "Yes, your Majesty?" The Queen smiles at Tony and says: "Tony, answer me this, would you?

Your mother and father have a child. It's not your brother, and it's not your sister. Who is it?"

Without hesitating, Tony Blair says: "Well, that would be me."

The Queen smiles and says: "Very good, thank you!"

So, back at the White House, Bush is a bit puzzled. So, he asks to speak with Donald Rumsfeld: "Hey Don, answer this for me, would ya? Your mother and your father have a child. It's not your brother and it's not your sister... who is it?"

Donald Rumsfeld frowns and says: "Gee, I'm not sure... let me get back to you." So, Donald Rumsfeld goes to all advisors, and asks everyone he can, but no one can answer it for him.

Finally, he ends up in the men's room, and he recognizes Colin Powell's shoes in the next toilet. So Don shouts over to him: "Hey Colin... can you answer this for me? Your mother and father have a child. It's not your brother and it's not your sister. Who is it?"

Colin Powell flushes, and yells back: "Hey, that's easy... it's me!"

Donald Rumsfeld smiles and yells: "Thanks!"

So, Donald Rumsfeld goes back into the Oval Office and tells Bush:

"Hey, I finally figured out the answer to that riddle! It's Colin Powell!"

Bush gets up, and angrily stomps over to Donald Rumsfeld. Bush yells right in Don's face: "No, you idiot! It's Tony Blair!"

To close the newsletter, one from Ross Gardiner

A lawyer parks his brand new Porsche in front of the office to show it off to his colleagues. As he's getting out of the car, a semi-trailer comes flying along too close to the kerb & takes off the door, before speeding off.

Distraught, the lawyer grabs his mobile & calls the cops. Five minutes later, the police arrive. Before the cop has a chance to ask any questions, the lawyer starts screaming hysterically "My Porsche, my beautiful silver Porsche is ruined. No matter how long it's with the panel beater it'll simply never be the same again!" After the lawyer finally finishes his rant, the policeman shakes his head in disgust.

"I can't believe how materialistic you bloody lawyers are," he says.

"You lot are so focused on your possessions that you don't notice anything else in your life."

"How can you say such a thing at a time like this?" snaps the lawyer.

The policeman replies, "Didn't you realise that your right arm was torn off when the truck hit you."

The lawyer looks down in absolute horror. "Criiikey" he screams, "Where's my Rolex?"