



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 174

July 2014

OUR WINTER SOLSTICE RUN



*Enjoying a natter before the fun begins!
Photograph from Gordon Lindner – with thanks.*

Association Incorporation Registered Number: A00035462V

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Inc. from October 2014 will be \$45.00. There is a once-only joining fee of \$30.00. Please send membership subscriptions to Pat Douglas, PO Box 201, Chirnside Park, VICTORIA, 3116.

Please Note: Membership subscriptions are due by end of December.

Life Members: Pat J Douglas, Ross Wolstenholme

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC.,
FOUNDED 23rd SEPTEMBER 1997.**

Club Founder – The Late Frank E Douglas

**“OWNING AND/OR APPRECIATING THE SPIRIT OF FINE
BRITISH CLASSICS”**

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Executive Committee	Name	Telephone
President	Tony Pettigrew	(03) 9739 1146
Vice President	Nello Mafodda	(03) 9719 7949
Treasurer	Bill Allen	(03) 9846 2323
Secretary	Pat Douglas	(03) 9739 4829
Committee Positions	Name	Telephone
Membership Secretary	Pat Douglas	(03) 9739 4829
AOMC Delegate	Michael Allfrey	(03) 9729 1480
AOMC Delegate	Bill Allen	(03) 9846 2323
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291
Club Events Registrar	Sue Allfrey	(03) 9729 1480
Club Regalia	Maxine Pettigrew	(03) 9739 1146
Committee Member	Frank Sawyer	0408 633 778
Committee Member	Colin Brown	(03) 5964 9291
Committee Member	Ken McDonald	(03) 5975 1867
Committee Member	Andrew Swann	(03) 9740 9225
Committee Member	Rex Hall	(03) 9795 7669
Committee Member	Hans Pedersen	(03) 9894 0340
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Web Master	Ed Bartosh	(03) 9739 1879
The All British Classics Car Club Website: http://www.abccc.com.au/		
The Association of Motoring Clubs Website: http://www.aomc.asn.au/		

IMPORTANT CLUB INFORMATION

The All British Classics Car Club (Victoria) Inc. (ABCCC), is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC must carry the ABCCC's Association Incorporation Registered Number: A00035462V.

THE OFFICIAL CLUB MAGAZINE – Your ABCCC News

Your ABCCC News, is the official magazine of the ABCCC (Vic) Inc. The magazine's issue date is during the week of the 25th of every month. To make the Editor's task a little easier, it is requested that articles, event information and photographs are with the Editor prior to the 14th of each month.

Articles published in *Your ABCCC News* may be used without permission, however, the ABCCC does ask that appropriate acknowledgement be given. For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC Website at the same time that the printed copy of the magazine is mailed to those who do not have access to the Internet.

Advertising Policy – The only advertising information that is allowed to be placed in *Your ABCCC News* is that for financial members' cars and/or spare parts thereof.

Disclaimer – This publication contains general information that should not be relied upon without the specific advice from a suitably qualified professional. The authors and the ABCCC Inc. expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' events. **Corresponding With The ABCCC** – All correspondence should be addressed to the Editor, *Your ABCCC News*, 59 Rowson St, Boronia, Victoria, 3155 Or E-mail – michael.allfrey@bigpond.com.

The All British Classics Car Club Inc.

THE VICTORIAN CLUB PERMIT SCHEME

New Permit Applications

The ABCCC Inc. is a club that is authorised by VicRoads to operate vehicles under the Victorian Club Permit Scheme (VCPS). On the Committee there are two VCPS Officers and their contact details are listed above.

Club members will be kept up to date with respect to changes and improvements to the VCPS. However, it cannot be stressed enough, that a vehicle operated on the VCPS, must carry the VicRoads Logbook, Permit (current) and proof that the permit holder has a current membership in the auspicious club (e.g., your ABCCC membership card). All enquiries should be addressed to the VCPS Officers.

For members wanting to operate a motor car on the Victorian Club Permit Scheme (VCPS) under the auspices of our club, please contact Nello Mafodda on (03) 9719 7949, who is the ABCCC VCPS Officer in Charge. Nello will be able to provide all the information required to operate a motor car on the VCPS. Nello's position is entirely voluntary, so due consideration should be given when contacting him.

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

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

Permit Renewals

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

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

ABCCC EVENTS DIRECTORY

Note: All events listed in this directory are placed in good faith. Events for inclusion here must be provided to the Magazine Editor prior to the 14th of each month. Official ABCCC events are those with 'An ABCCC Event' shown after the event's title. These events are recorded for the Victorian Club Permit Scheme's Register. Events organised by other clubs or associations have their own telephone number to use prior to the event.

The Registrar for ABCCC Inc. events is Sue Allfrey. Event organisers, please send attendance lists to sue.allfrey@bigpond.com as soon after the event as is practicable.

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

August 2014

Sunday 3 rd	The ABCCC's Annual Luncheon – An ABCCC Event Venue – York on Lilydale, Corner York and Swansea Roads, Mt. Evelyn. (Mel 52; GH3)	Colin Brown (03) 5964 9291
Wednesday 20 th	A Country Pub Run With A Difference – An ABCCC Event Start Venue – Eltham Tea Rooms. Cnr. Falkiner and Main Roads, Eltham. (Mel 21; H1)	Marj Pepper (03) 9439 7875
Sunday 31 st	Our Tabilk Winery Run – An ABCCC Event Run – Tullamarine, Tooborac, Tabilk.	Greg Anglin (03) 9876 3293

September 2014

- Sunday 14th Run To Malmsbury – [An ABCCC Event](#) Torre Panuzzo (03) 9764 2276
Start Venue – BP Service Station, Calder Freeway, Brimbank (Mel 354; J3).
- Sunday 28th A Phantastic Day Out To Mount Macedon – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Start Venue – Masters Hardware Car Park, Cnr. Plenty and McDonalds Rds., South Morang.

October 2014

- Sunday 5th Australian National Show and Shine
Venue – 7 Creeks Park, Clifton St, Euroa – Rotary Club of Euroa
Visit – www.australiannationalshowandshine.com.au
- Wednesday 8th Overnewton Castle Lyn Higginson (03) 9310 5286 (BH)
Venue: Arrive at Overnewton Castle, Overnewton Road, Keilor at 9.45 for a 10.00 morning tea
- Thursday 16th Proud Mary River Murray Cruise – [An ABCCC Holiday Event](#) Marj Pepper (03) 9439 7875
to Thursday 23rd Meet-up Point – To Be Advised
- Saturday 18th & Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Sunday 19th Venue – 79 The Basin To Olinda Road, The Basin.
- Sunday 19th Celebrating 50 Years – Rover Car Club of Australia Inc. Jane Petryszyn (03) 9460 7825
Probably the finest display of Rover motor cars, ever in Australia.
Venue – Cardinia Cultural Centre, Lakeside Boulevard, Pakenham. For information only.
- Wednesday 24th Motorclassica – The Association of Motoring Clubs Inc. Paul Mathers (03) 9321 6760
To Friday 26th Venue – Royal Exhibition Building, Melbourne, Victoria.

November 2014

- Sunday 2nd Visit to the Old Aeroplane Co. – [An ABCCC Event](#) Gordon Lindner (03) 9707 1294
Start Venue – Somerville, Victoria.
- Friday 14th The Famous Indulgence Tour – [An ABCCC Event](#) Peter McKiernan (03) 9787 6003
to Sunday 16th Starting from Cranbourne; visiting the Gippsland Lakes district of Victoria
- Sunday 30th An Escape to Allambie by Ian Hodge and Robert Nolan – [An ABCCC Event](#)
Lunch Venue – Near Yarragon in Gippsland Rob and Mary Nolan 0488 547 499
Start Venue – To Be Advised

December 2014

- Sunday 14th Christmas Lunch – [An ABCCC Event](#) Maxine Pettigrew (03) 9739 1146
Venue – To Be Advised.

EDITORIAL NOTES – Issue Number 174

Many years ago, probably longer ago than a number of us care to remember, motor repair facilities in Britain were the target of an army of well-dressed book salesmen. In the late 1950s, at the establishment where I served my apprenticeship, we received visits from publishers such as George Newnes (Odhams also sent their reps to us), who tended to target apprentices with 'easy payment' schemes for their volumes of technical material for workshop reference use – and for studying subjects at technical colleges. I managed to stay out of such lucrative payment schemes as we had a well-equipped workshop with a good reference library in the Foreman's office.

A few years ago, while browsing amongst book stalls at the Bendigo Swap Meet, I came across a mint condition set of the George Newnes *Motor Repair and Overhauling* volumes. They had been in the possession of a BJ Mitchell, in the RAAF. I purchased the set at a bargain price and have discovered some interesting facts about the volumes. It was noteworthy to find that each volume was written by as many contributors as sixteen individual writers. The subjects are written in a very pleasant and easy to read manner. It is my intention to use some of the more generally interesting topics in this magazine, as space is required to be filled.

In the meantime, and with only a few weeks until spring is upon us, thoughts will be turning towards spring and summer motoring in our motor cars fitted with primitive devices like carburettors. On Pages 5 and 10 there are articles with a tendency towards being a little bit technical. Changing the engine oil and oil filter in *Pea Soup* set me to thinking about engine oil filters of the 'spin-on' cartridge type. The correct oil filter for the 3.5 litre V-8 Rover is quite small compared with the older style filter elements used on such as Jowetts, Standards and the various motor cars badged by the BMC Badge Engineers.

To another aspect of classic motoring with the advent of warmer weather, is the fuel system vapour lock condition that can easily bring a pleasurable motoring experience to an abrupt halt. The vapour lock circumstance is explained in an easy to understand article lifted from a 1963 American periodical called *Car Repair Handbook*, Summer Edition. Some of the words have been changed to the Australian style, but it is worth reading.

Enjoy the rest of this issue!

Mike Allfrey – Editor.

ON A TECHNICAL THEME

'SPIN-ON' ENGINE OIL FILTERS

Just prior to taking part in this year's Hamilton Rally, I decided to change *Pea Soup's* engine oil and filter myself as an exercise in finding out a bit more about Heather Cannon's Rover. The car was placed over the pit in my workshop and a quick investigation underneath found the easily accessible spin-on oil filter canister. Releasing the canister from its mounting base and allowing it to drain into a waste oil tub, revealed that it takes quite a long time to stop dripping blackened oil.

Once it was sort of dry, I took it to United Filters Pty Ltd in Boronia to purchase a new unit of reputable manufacture. I had been quite surprised at how small the canister is for a 3.5 litre V8 engine – just 76 mm diameter by 80 mm long. I was informed that the Rover V8 used the same spin-on filter as most Holden models, so I accepted the recommendation, and installed the new engine oil filter. However, since doing that, there has been a lingering and slightly nagging doubt about what I had fitted to *Pea Soup's* engine. Some research into the situation has confirmed some of my suspicions. One point has become very clear – two similar filter canisters, of differing brands and cost, may not have the same type or amount of filtering medium inside the canister.

A visit to the Website forum for the British Subaru Club showed that someone had done some investigative research into spin-on oil filters. There were photographs of four similar oil filters to suit the one Subaru engine of selected brands, which had been cut open to reveal what was inside. The filters had varying size filtering media, were of assorted cartridge sizes, and also importantly different construction methods. Also noted were anti-drain back valves of different construction.

The Website visit was interesting because in the late 1950s we had strong suspicions about the quality of some tractor engine oil filters. In those days oil filters were going through an evolutionary change and the paper filtering media that we now accept as common was just emerging. We had used Voles filters that consisted of felt folded around a wire mesh internal frame. Then along came the Tecalemit and Purolator filter elements that employed paper in a similar manner to what we are now familiar with. The company I worked for had changed over from the Tecalemit product to a cheaper brand of oil filter element that came *via* the Vigzol oil company, which was known for using reclaimed oil. We mechanics were quite dubious about these filter elements and so, one Saturday afternoon, we opened up two new elements and found that the Vigzol element had a much smaller filtration area when compared with the one from Tecalemit. We also knew that the cheaper filter elements tended to become clogged and cease doing their job somewhat earlier than the Tecalemit brand would. In addition, we discovered that the Vigzol oil filter elements came from somewhere in Africa. Things don't change, much!

Right: A sectioned spin-on oil filter. Illustration of an unknown brand – from the Internet, with thanks for its use here.

Description

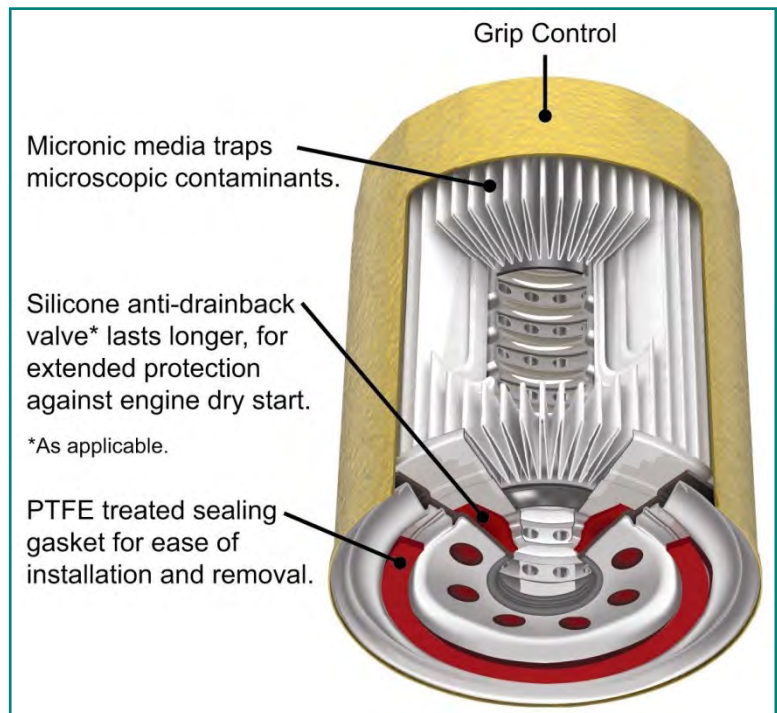
It is probably in order to describe how a spin-on type of oil filter works and what features it can carry hidden inside the canister.

Describing the oil filter at right from the top:

- a) Grip control – a number of filter brands now feature a rubberised coating on the canister to assist with installation.
- b) Filtration media traps microscopic contaminants – this is the filtration cartridge and can be classed as the heart of the oil filter assembly. Typically they are made from a special type of porous paper that is folded, concertina fashion, to provide a very large filtration area within a compact space.

It has been found that some oil filters have shorter cartridges than others. In the same area, some filter cartridges feature a filtering media that is bonded to pressed steel end caps, others (cheaper) have cardboard end caps – this can be in order, provided that a rigorous service schedule is adhered to. Also, and it is of course difficult to determine, such filter construction could mean that the spin-on engine oil filter should be in use for shorter working life periods.

- c) Silicone anti-drain back valve – another important part of a spin-on oil filter. Typically, this rubber or silicone valve flap allows unfiltered engine oil to be pumped into the canister *via* the eight holes in the end cap. For some engines, particularly those with a high-mounted oil filter or those fitted with a turbocharger, it



is vital that the filter unit is kept full of oil at all times. It can take quite some time to fill an empty canister and some engine parts could suffer from lack of filtered oil. With respect to a cold engine, the fill lag could be a crucial influence on an engine's working life.

Investigation has found that some spin-on oil filters are equipped with a fairly stiff non-return valve. This also highlights the importance of buying fresh oil filters. Too often there are oil filter units on display at swap meets that are exposed to wind and dust – recommendation, avoid purchasing such filters at all times!

- d) PTFE treated sealing gasket – to avoid oil leakage at this gasket, it is important to treat the gasket ring with due respect. If the ring is loose in its groove, it would be best not to use the oil filter. There is another very valid point in this area; the engine-side end cap has a pressed inwards boss for the screw thread that is used to attach the oil filter assembly to its mounting housing. There have been instances where there has been minimal thread cut into the pressed bore. Such threads can quite easily strip during the tightening process, and great care needs to be taken to observe installation instructions when tightening the canister.
- e) Not illustrated here – a number of spin-on oil filters feature a safety lift off valve, although some older classic cars may feature an oil pump mounted bypass valve within its body. Such a valve should not be confused with the engine's actual oil pressure relief valve. The filter's valve is usually a simple relief valve that, should an oil filter's filtering media become clogged; the valve will lift against a pre-set spring and allow unfiltered oil to enter the engine's lubrication system. This by-pass is based on the theory that some dirty oil is better than no oil at all. This is another reason for maintaining a strict oil filter replacement schedule.

Warning: Tests have revealed that cheaper oil filters, with built-in valves, could have a lower safety valve setting than the genuine article, readings as low as 55 kPa (8 psi) against original specification 158 kPa (23 psi).



Above: Sourced from a Website – comparison of Fram, Mobil, Bosch and a genuine OEM filter. Note: This illustration has been used for comparative purposes only. It is not a form of recommendation.

Referring to the image above, all of the oil filters were recommendations for one engine. The illustration is a good example that shows why some 'identical' oil filters may be cheaper than the filter from the engine's manufacturer, but variations can occur. Notable, with respect to the Fram unit, the filtering media has cardboard end panels, the Mobil unit has a markedly shorter filtration cartridge and the Bosch unit could be closest, in this group, to the OEM unit. The Mobil oil filters may perform well, however, due to its reduced filtration capacity, it probably should be changed at shorter intervals – although the maker would very likely deny that.

A worrying aspect about modern oil filters, having old established brand names being increasingly manufactured by just one factory, questions that need to be asked – are manufacturing cost saving short cuts taken and is filter quality maintained?

Installing a New Spin-on Oil Filter

The spin-on engine oil filter should be a routinely serviced component on your vehicle. To ensure normal oil filter service life and prevent oil leakage or possible internal engine damage, the following procedure should be followed when replacing spin-on engine oil filters:

1. Put into action rigorous engine oil and filter change regime, with reduced intervals between changes.
Due to the small size of the canister for the Rover, oil filter change intervals will be halved.
2. Open the bonnet, remove the oil filler cap and place cap on air filter cover or any other flat readily visible surface – this will serve as a reminder that oil has not been added to the crankcase. Removing the filler cap lets the oil drain a little bit quicker.
3. Remove the oil drain plug, drain the oil and reinstall the drain plug. If drain plug has a deformable ring or gasket, check for damage. If damaged, replace the ring or gasket.
4. Remove the oil filter using an oil filter wrench, if necessary.
5. Clean the filter mounting base, making sure the old oil filter gasket is not stuck to any part of the base. Apply a light film of clean engine oil to the new filter's gasket.

Note: Never use grease to lubricate the filter's rubber gasket.

6. Check that the new oil filter has been adequately protected with a plastic film over the open end plate, or the packaging is such that dirt and dust cannot enter the oil filter.

- Screw the new filter onto its spigot thread, avoiding cross-threading. Check the engine manufacturer's recommendations, usually $\frac{1}{2}$ to $\frac{2}{3}$ of a turn, after the sealing gasket contacts the mounting base or, tighten the filter as per the instructions found on the filter itself or the filter packaging.

DO NOT OVER TIGHTEN!

On turbocharged engines, it may be necessary to fill the filter with clean engine oil prior to installation.

- Fill the crankcase to the recommended level with oil, as per the vehicle manufacturer's specifications and install the oil filler cap. Start the engine and ensure that the engine oil pressure light goes out or the oil pressure comes up to normal on the oil pressure gauge.
- Thoroughly warm the engine, turn it off, allow oil to settle and check the dipstick reading as per vehicle manufacturer's instructions. Add additional oil to engine, if needed.

Finally, carefully check for any signs of oil leakage at the spin-on filter. Oil leaks should be rectified quickly.

Peace of mind oil filtering!

Mike Allfrey – Editor.

A WARM WELCOME TO NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Car	Model	Year
Marcus & Marina Bland	Mercedes-Benz	450 SLC	1980
Glenn & Sue Fleet	MG	B L	1972
Tony Della Bosca & Pip Sorel	MG	B (Roadster)	1967

Pat Douglas – Membership Secretary.

EVENT ORGANISERS:

PLEASE NOTE THAT, FOR THE VICTORIAN CLUB PERMIT SCHEME TO OPERATE, LISTS OF EVENT ATTENDEES MUST BE E-MAILED TO – sue.allfrey@bigpond.com

EVENTS' REPORTS

WHAT WE HAVE BEEN DOING



From the Winter Solstice Run



Our happily replete group at the Kinglake Pub – Winter Solstice Run, June 2014.

WHAT WE ARE ABOUT TO DO – Coming Events

A COUNTRY PUB RUN WITH A DIFFERENCE – Wednesday, 20th August 2014

Meet at Eltham Tea Rooms at 10:00 am for a 10:30 am departure, the corner of Falkiner and Main Roads, Eltham. This is opposite the Eltham Miniature Railway Park (Mel 21; H10). You can enjoy a Morning Tea or late Breakfast there.

After Morning Tea we will be travelling mostly scenic country roads before arriving at our 'Hidden Surprise' lunch venue. More details later. We look forward to hearing from you and can promise you a warm fire, great food and good company as usual.

Contact: Marj 0407 392 330 or Brian (03) 9439 7875 by 11th August.

Marj Pepper.

THE TABILK WINERY RUN AND LUNCH EVENT – Sunday, 31st August 2014

Meet at 9.00 am at Tullamarine Northern Runway's viewing area car park at the corner of Sunbury and Oaklands Roads located approximately four kilometres past Tullamarine Airport turnoff (Mel 177; H9) for the **9.30 am departure**. We will have a morning tea stop after a short run before travelling to Tabilk Winery for tastings and/or tours before lunch at the winery.

For catering purposes bookings are essential by 3rd August. Contact Greg Anglin 0419 882 155 or Geraldine Anglin 0418 502 202, or A/H 9876 3293, or by E-mail gregsbusy@msn.com.

Greg Anglin.

RUN TO MALMSBURY – Sunday 14th September, 2014

We will meet at the BP Service Station on the Calder Freeway at Brimbank (Mel 354; J3) at 9:00 am for a 9:30 am departure for Malmsbury (Mel X909; F8). We will stop for a coffee break at the Malmsbury Bakery and then spend some time at the Botanical Gardens, Art Gallery, Antique shops and period buildings.

Lunch will be at the Malmsbury Hotel at 12:30 pm featuring alternate roast of the day and fish, all at a cost of \$20.00 per person. Drinks will be at bar prices. On top of all that, there will be a special *Surprise Entertainment*. There is ample car parking opposite the hotel. For catering purposes and special dietary requirement notification to be with the organiser please contact Tore before 1st September.

To book your place on this special run, contact Tore Panuzzo (03) 9764 2276, or 0413 941 502.

Tore and Connie Panuzzo.

A PHANTASTIC DAY OUT TO MOUNT MACEDON – Sunday 28th September, 2014

We meet at the car park outside Masters Hardware Store located corner of Plenty and McDonalds Roads, South Morang (Mel 183; F11). Time 9:00 am for a 9:30 am drive off.

After driving north to Whittlesea, we will proceed on to Wallan. Here we will stop for Morning Tea/Coffee. After a short break, we will drive through some of Victoria's unspoilt countryside to Mount Macedon.

Lunch has been organised at the lovely Mount Macedon Hotel. Meals will be from the standard lunchtime menu and drinks will be at bar prices.

As catering needs to be confirmed, will those members who are interested in participating on this event, please let me know. Full route details will be given at the start of the event.

Contact Phil Cook on 9842 5449, or 0417 568 851

Phil Cook.

EUROA SHOW AND SHINE – Sunday 5th October, 2014

Catering for Veteran, Vintage and Classic motor vehicles, this is a big one. From 8:00 am to 3.00 pm at Clifton Street, Euroa. For information, contact John Mason on (03) 5795 3662, or john@euroashowandshine.com. Show vehicles \$5.00, Public Entry \$2.00.

Information Only.

COMO GARDENS – OPEN WEEKEND – Saturday 18th & Sunday 19th October 2014

An ABCCC Assisted Event

Over the years our club has assisted Pat and George Hetrel to raise funds for St John's Ambulance and the Knox SES. There are many different tasks that we can help with and such help will also promote our club within the community.



The gardens open at 10:00 am and close at 4:30 pm. They are located at 79 Basin – Olinda Road, The Basin (Mel 65; H7).

Attractions in addition to the splendid gardens could well be – Working Display Vintage Car Museum • Rainy Day Bookstall • Holmesglen Engineering's *Get Set For Life Project* (displaying their Hybrid 100% electric vehicle) • Knox Historical Society Display • Horticulture – Ferns and Orchids for sale • Garden Tours • Sausage Sizzle • Devonshire Teas and Refreshments • Model Boats On The lake • Barrel Organ Music by Hans • Puppeteer and Ventriloquist – Gordon Ross • Teddy Bear's Picnic and Children's Activities • Natural Edge Wood Carving Demonstration with Glen Barlow •

There will also be a display of interesting motor cars, please bring your British Classic along and assist with the Open Garden Weekend and its activities. Your help in whichever way you can support the cause – whether it be helping with car parking, selling entry tickets, providing a hand with sausage sizzling and Devonshire tea making, assisting with train rides and so on, all will be most welcome!

If you can provide some assistance, please call Tony Pettigrew 9739 1146 or Bill Allen 9846 2323. Pat and George Hetrel (03) 9761 1341.

Mike Allfrey – Editor.

THE ROVER CAR CLUB CELEBRATES 50 YEARS – Sunday, 19th October 2014

For those club members who may be interested, the Rover Car Club of Australia will be celebrating the 50th anniversary. There will, very likely, be one of the biggest displays of Rover motor cars at the Cardinia Cultural Centre on Lakeside Boulevard in Pakenham. The display will run from 10:30 am to 3:00 pm. ABCCC members are invited to come along to view the display and, maybe, talk a little bit about the finer points of Rovers with members of the RCCA. For more information, contact Jane Petryszyn (03) 9460 7825.

Mike Allfrey – Editor.

VISIT the OLD AEROPLANE COMPANY in TYABB – Sunday, 2nd November 2014

On Sunday 2nd November the club will visit the Old Aeroplane Company in Tyabb. After meeting at Somerville for Breakfast or Coffee from 8.45am onwards, we will have a short drive to the Old Aeroplane Company where we will have a conducted tour commencing at 10.00am. After that a two-course lunch at Hastings all for \$30.00 per head will be served.

The Old Aeroplane Company is about 45 minutes from Melbourne and the hangar is home to the largest collection of airworthy historic aircraft in Australia. The enthusiasm for vintage aircraft is palpable. These people live for their craft and their passion. The collection includes classic aircraft such as the Tiger Moth, P51 Mustang, several Harvards, a Wirraway, a unique Merlin engined P40N under restoration, a Chipmunk, a Bird Dog and a T-28.

It seems a long way off, but I suggest booking early as numbers are limited. Bookings and payment are essential by October 5th for catering purposes. Contact Gordon to make a booking on mobile 0418 540 920, or e-mail ghl123@internode.on.net

Gordon Lindner.

YIPPEE! IT'S ON AGAIN! – THE FAMOUS INDULGENCE TOUR – 14th to 16th November 2014

The Tour this year will have an international connection, for we are being joined by club members Peter and Joanne Schneider, who are visiting from New York (US). The Tour is to the Gippsland Lakes district of Victoria. Departing from Cranbourne, we'll proceed down the South Gippsland Highway, before turning off to travel the Strzelecki Highway through central Gippsland. Morning tea (coffee or tea) with freshly-baked delicacies will be at Mirboo North.

Lunch with drinks will be at the *Foster Place Café*, a sheltered workshop at Maffra. After lunch we'll proceed to our destination, *The Moorings* at Metung. Once we have unpacked and freshened up, pre-dinner drinks and nibbles will be available (remember to bring some nibbles). Dinner will be at the Metung Gallery, a short walk from our motel.

On Saturday morning your breakfast, we will board a Pal's Cruises for a tour of the Gippsland Lakes. Nibbles and drinks will be available on board. We will berth at Lakes Entrance for lunch at the Lakes Bowling Club. After lunch we'll return to our cruising of the Lakes, returning to Metung late afternoon where nibbles and drinks will again be available.

Dinner on Saturday evening will be a 'Bar-B-Q' dinner on the banks of Bancroft Bay (weather permitting). Sweets and drinks will be available. **Note:** Volunteers are required to assist with the BBQ (drinks will be supplied).

On Sunday we again proceed to the Metung Gallery where a cooked breakfast will be served prior to our departure for home or other locations. The cost of this extravaganza will be \$421.00 per couple, or, \$210.50 for a single, plus cost of accommodation at The Moorings.

We have reserved some 15 units at The Moorings and are required to pay a deposit for each unit. Bookings for this weekend are presently being taken. Since the numbers are limited, early registration is necessary to avoid disappointment.

When booking, please advise of any special dietary requirements. A deposit of 50% is required at the time of booking. Contact Rosalie or Peter McKiernan on (03) 9787 6003 or, 0407-876-023.

Peter and Rosalie McKiernan.

HOW TO PREVENT AND CURE VAPOUR LOCKS

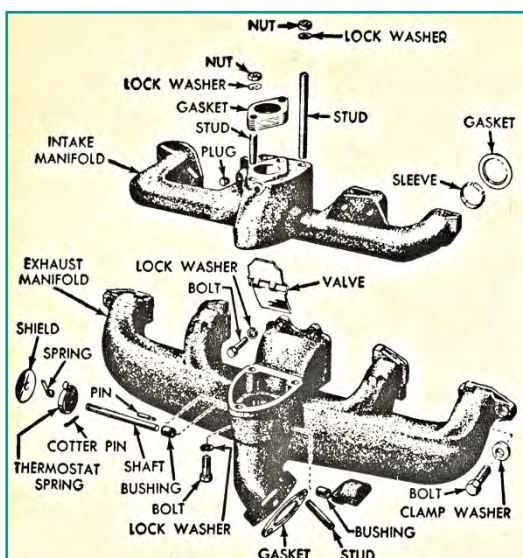
If your car has ever stalled because of a vapour lock condition, you know what a troublesome nuisance and, in some cases, expense this problem can cause.

Right: Figure 1. Replacing 'hot' winter thermostat with a cooler 'summer' thermostat will help combat vapour locks.

Many a car owner, when confronted with the problem of an engine that has mysteriously died calls for help from the motor club or a garage. Usually the serviceman arrives within a half-hour, raises the engine cover (bonnet), looks things over, tries the starter, and the engine starts immediately. What happened? While the motorist was waiting for the arrival of this expert, things cooled down. Vapour in the lines condensed; the fuel pump was able to draw up liquid fuel from the tank; and the motorist gave him credit (plus cash) for very little service work.



To prevent or cure a vapour lock condition from stalling your car, let's first analyse a car's fuel system to find the cause.



Vapour lock is the vaporisation of the car's petrol in the car's fuel system before it reaches the carburettor jets. Motor cars are designed to run on petrol, which remains a liquid until it passes through the carburettor jets into the incoming air. Then the petrol becomes a power-producing vapour. But when petrol vaporises before reaching the jets it completely upsets fuel delivery to the jets. And without fuel the engine stops. So, one naturally asks, "What causes this petrol to vaporise in the fuel lines, the fuel pump or the carburettor bowl?"

Left: Figure 2. Component parts of a heat-controlled intake system.

A vapour lock condition is most severe on the first warm spring day and especially at high elevation. But, later in the season during weather that is even warmer, little or no vapour lock problems occur. The explanation? Petrol, as produced for use in motor cars, is a blend. It includes fuels of several boiling points. During the winter the petrol refiners produce a fuel that has a higher percentage of low boiling-point materials than during the

summer. The reason for this is that your car's engine requires a low boiling-point fuel to vaporise at lower winter temperatures, to assure starting. So, when you hear of advertisements that say 'Use our petrol for easy winter starting', you know the refiner is giving you a low boiling-point winter petrol.

To picture what blended petrol is, just think of a person trying to build a fire in a stove. Let's say coal and chips of wood are being used. Anyone knows that if only coal is used, it's unlikely the fire will start. On the other hand if no coal but only chips of wood were used, it would be easy to start the fire but not lasting very long. So if enough of the easy-to-light chips were used to get the fire started and then puts on coal to keep it going. Similarly our petrol is matched to the seasons according to the difficulty of starting. It has enough of the so-called 'light ends' or low boiling point material for easy starting and 'heavy ends' or high boiling point material to keep the engine going and give good mileage.



Left: Figure 3. Badly carbon-clogged exhaust pipe illustrates how the heat valve can get stuck with carbon. This condition is hard to detect without disassembling. It may be suspected when the car loses its normal top speed, and especially if overheating persists. Replacing clogged pipes with new ones is the only cure, and is helpful in correcting mysterious cases of vapour lock.

Working as a team with the petroleum refiners are the automotive engineers who furnish automatic chokes and heat-controlled devices to help vaporise petrol. Actually the carburettor choke does not vaporise the petrol. It does, however, reduce the amount of air and increases the amount of petrol so that for any rate of evaporation there is a greater percentage of fuel in the mixture. Thus, starting is improved. But, while it is important when the engine is cold to have this greater percentage of fuel, it is equally important when the engine becomes hot to reduce the amount of fuel and increase the amount of air. This is what the choke is designed to do. So, if when the engine has warmed-up thoroughly the choke-valve does not open all the way, it is inviting an overly rich mixture. And this overly rich mixture when heated can easily create so much fuel vapour that it will not fire. In other words the engine will die.

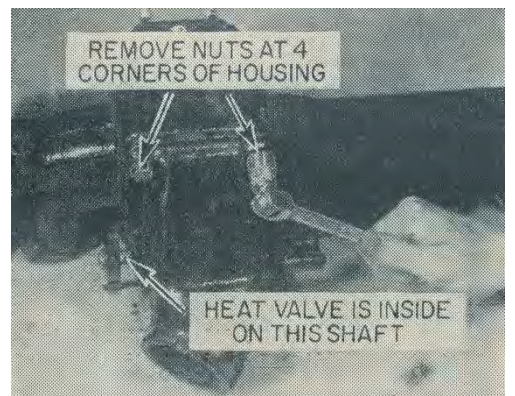
Thermostatic devices in the cooling system are provided on all engines to make them warm up quickly after starting. The radiator thermostat that controls the cooling system temperature (Figure 1) and the carburettor heat-control valve in the exhaust manifold (Figure 2) or exhaust pipe are the two we are concerned about in preventing vapour lock conditions.

Right: Figure 4. Applying heavily graphited penetrating oil to the heat control valve shaft. Heat valve must be in 'hot' position with the engine cold, and moved to 'cold' position with engine hot, or a vapour lock condition may result.



The radiator thermostat controls the freedom with which the cooling liquid in the engine water jackets passes through the radiator. To assure quick warmup the thermostat is closed when the engine is cold. Then, when the engine becomes heated to a pre-determined temperature, the thermostat opens. This lets the cooling liquid (anti-freeze or water) circulate, or circulate more freely, through the radiator and thus limit engine temperature.

Right: Figure 5. How exhaust manifold heat valve is reached. Disassembling of the manifold is necessary to scrape out the carbon and limber up the valve.



Two kinds of thermostats are used so-called 'summer' or low-temperature thermostat opening in the range of 150 to 160 °F (65.6 to 71 °C) and the 'winter' or high temperature thermostat which opens in the neighbourhood of 180 °F (82.2 °C). The low-temperature thermostat must always be used when alcohol serves as an anti-freeze. The high-temperature thermostat is desirable when a so-called 'permanent' anti-freeze solution is used, and is particularly valuable in winter because the more quickly an engine warms up the less does the vaporised fuel from the carburettor tend to condense back into a liquid. When petrol vapours strike a cold metal surface the effect is much the same as when one exhales or blows on a cold window pane. In each instance a vapour becomes a liquid. But, note that there is a twenty to thirty degrees Fahrenheit temperature differential between the summer and winter thermostats. Recall that a vapour lock condition is due to the boiling of gasoline in the lines, fuel pump or carburettor bowl. And this boiling is the result of high heat under the engine cover. So we now have one good reason why many motorists change over to the lower temperature thermostat for the summer months, flush their car's cooling systems clean, and replace worn radiator hoses.

The less-known teammate of engine warmup, the carburettor heat-valve, is used to offset the chilling effect of evaporating petrol. Anyone who ever went swimming on a windy day knows that evaporation creates cold. So picture how much heat the carburettor needs to offset the chilling effect of evaporating the petrol. Actually, when heat is not directed to the base of the carburettor, there have been many instances where ice formed on the carburettor very much as ice forms on the cooling coils of a refrigerator. So in most cars there is a valve very much like a chimney damper that sends exhaust heat to the base on which the carburettor is mounted (*Figure 2.*). On V-8 engines this heat is directed through the combined manifold and valve cover casting (*Figure 3.*). On in-line engines the heat is sent through a double walled chamber on the intake manifold.



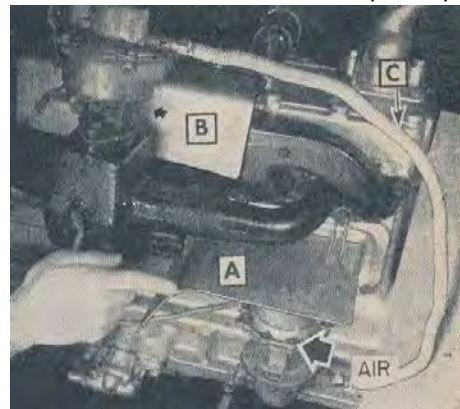
While this heat is important for improving the evaporation of the fuel and offsetting the chilling effect of this evaporation, too much heat is bad. For this reason, the exhaust heat is thermostatically controlled with a bi-metallic coil spring. This control gives full heat until the engine warms up. With increasing temperature the weight of a counterbalance on the heat-valve shaft working against the bi-metallic spring slowly closes the valve, thus reducing the amount of heat directed to the base of the carburettor.

Left: Figure 6. The old standby for curing a vapour lock condition – ice-water from a Thermos flask poured over the carburettor. The rag makes the water more effective by holding the water in contact with the carburettor bowl. The same treatment is given to the petrol filter, fuel pump, and fuel lines. This temporary cure will get you going.

A common fault of all these valves is that they carbon-up and stick (*Figure 3*). Every time a car is lubricated, penetrating oil with a heavy percentage of graphite should be applied to the heat-control valve shaft (*Figure 4*). If this does not keep the shaft free to move, the manifold should be disassembled, the carbon scraped away, and the shaft lubricated and limbered up (*Figure 5*). Over-heating the base of the carburettor over-expands the fuel charge. In warm weather this reduces engine power and top speed. And where heating is extreme this alone is sufficient to bring on a vapour lock condition.

Many a motorist who knows that his car is subject to vapour lock carries a thermos-bottle of ice-water with him. From this he pours just a little water on the outside of the carburettor, some onto the petrol pipework and some onto the mechanical fuel pump (*Figure 6*). A rag saturated with water to place on hard-to-reach parts will prove helpful. This generally overcomes the trouble, at least for the moment. One commercial organisation that was confronted with vapour lock on the first hot days of spring each year cured the problem by creating its own brand of petrol. Until the refiners could adjust the petrol blend and change it over from winter quality to spring or summer grade, this organisation put approximately one US-gallon of kerosene in the fuel tank for each ten gallons of petrol. This did the trick. Since the cars involved were used in funerals it was extremely important to avoid embarrassing delays.

Successful engine operation requires enough heat to vaporise the fuel completely as it leaves the carburettor. But this heat must not vaporise the fuel while in the carburettor bowl, the fuel lines or the fuel pump. This is why engineers provide radiator thermostats and carburettor heat-control valves to build up the heat. Then they furnish thick gaskets, or insulation blocks, under the carburettors, heat deflectors under or alongside the carburettor, and another heat deflector to keep excessive exhaust manifold heat from the fuel pump (*Figure 7*). Naturally for good fuel distribution every V-8 has its carburettor well-centered between the cylinders on top of the engine block. But the engine block is more or less like a stove. It is heating up. So long as the car is moving there is a good breeze across the top of the engine and cool petrol from the tank is keeping the carburettor and fuel temperature under control. But when this car stops, especially when the spring weather turns warm, the petrol boils. The resulting



vapour lock may be so severe as to actually blow all of the liquid petrol out of the fuel pump, fuel lines, and carburettor. Now, with the engine full of the gasoline vapour, we are really stalled.

There is the possibility, however, that holding the throttle wide open (do not pump throttle) and using the starter may get this engine going. The petrol coming from the tank may be cool enough to bring down the temperature of the fuel pump and the carburettor bowl so that the petrol does not continue to boil. The volume of air introduced by the open throttle may clear the rich mixture from the cylinders. But if this doesn't do it and there is no cool water at hand to pour on the carburettor or the fuel pump, just be patient for twenty minutes or possibly a half-hour. Then by holding the throttle open and using the starter you can do as good a starting job as our friend the garage man would do.

Above: Figure 7. Three means of controlling heat to prevent vapour lock:

- A Deflector protecting fuel pump from manifold heat, yet allowing free flow of air from radiator.*
- B Deflector keeping heat of exhaust manifold from carburettor.*
- C Insulation wrapped around fuel line to keep manifold and engine heat from fuel line.*

To prevent vapour lock in spring and summer clean your car's cooling system with a commercial radiator cleaner, install a low temperature thermostat, be sure that the carburettor heat-control valve is working freely, check the fan belt to see that it is in good condition and remove any air restricting covers from the radiator intake. Then to be doubly sure that a serious vapour lock situation from winter-grade petrol does not tie you up, carry a gallon can of kerosene in the boot of your car. If vapour lock catches you on the road, just pour this kerosene in the petrol tank, in the ratio of 1-part kerosene to 10-parts petrol. This will bring you home with, no more trouble from vapour lock situation.

To Prevent Vapour Lock

- a) Clean and flush engine and radiator with a chemical cleaner.
- b) Replace fan belt if worn, cracked, or hard.
- c) Install low temperature (150°-160°F) thermostats.
- d) Remove any winter cover (muff) that may be on radiator.
- e) Wrap fuel lines under bonnet with insulation packing.
- f) See that the car's original heat deflectors are in place at fuel pump and carburettor.
- g) Limber up manifold heat-control valve.
- h) Adjust carburettor idle speed to give road speed of about 10 or 12 miles an hour. This will keep air moving better under the bonnet when idling.
- i) Add 10% kerosene to petrol in tank if vapour locking persists. Discontinue use of kerosene when emergency is past.

To Cure Vapour Lock

1. Raise engine cover and let the engine cool, this may take 20-minutes to half an hour.
2. If cool water is available, pour it on the fuel pump, fuel lines and carburettor bowl.
3. To remove rich mixture from engine cylinders, hold throttle wide open and use starter at intervals of 10-seconds alternated with a 10-second rest. Do not pump the throttle. It may take 20-seconds to clear out the engine and bring fresh solid fuel from the petrol tank. Then the engine will start.

(Why is vapour spelled with a "u" but vaporise is without one?? Betty Taylor, Assist Editor)

MA Tidd – Car Repair Handbook Magazine, June 1963. With Thanks.

SEEN ON TELEVISION

Featured on Wednesday evenings at 9:30 pm on ABC1 there is a new series titled *For the Love of Cars*. On 16th July it featured the finding and restoration of a Ford Escort Mexico, along with the car's club scene, that would make any 'boy racer' proud. It was interesting to see those who, in their youth, belted around in hot Ford Escorts – probably wrecking a few along the way. Still in late middle age enjoying the love affair with the 'dog-bone' Escorts, in particular the sought-after Mexico version.

Next week programme highlighting the early model Land Rovers will run.

Mike Allfrey.

THE TOURING SPIRIT

Over the Divide to the Goulburn – Tallarook, Yea, and Whittlesea

Three or four outings are possible on the roads delineated on the accompanying plan. A half day's run is north along Sydney Road to Wallan, then east and south-east to Whittlesea, regaining the city via Morang, a distance in all of 66 miles.

A longer trip is through Wallan again, but further north over the Dividing Range through Kilmore to Broadford, when a run east via Tyaak and Strath Creek to Flowerdale is open, and through much that is interesting and attractive in the way of mountain and valley scenery. From Flowerdale the return is made over the range past Tommy's Hut, and through Whittlesea and Morang, a run of some 112 miles (180 kilometres).

A very popular run is the drive along Sydney Road to as far as Tallarook, 55 miles, thence along the Yea-road past Trawool, where the Goulburn Valley is touched. In some parts the scenery is very fine; and after gaining Yea, in about 25 miles, the run home is made via Flowerdale and Whittlesea. A route varying this course, and one becoming popular, is to leave the Sydney Road at Broadford, where, turning east at the finger post to Tyaak, and Strath Creek, run north for a few miles to the triangle and bear to the east for Yea, 76 miles by this route, as against 80 via Tallarook, and 63 miles via Whittlesea. Perhaps the worst section for roads is from 3 miles out of Whittlesea and past Tommy's Hut to Flowerdale. Regrading work up the range to Tommy's Hut is in hand, which will materially improve the route.

Editor's Note: Can such tours still be followed with these suggested directions?



From The Touring Spirit published by Shell – Many years ago. With Thanks.

THE SATNAV – By Pam Ayres

I have a little Satnav
It sits there in my car
A Satnav is a driver's friend,
It tells you where you are.

I have a little Satnav
I've had it all my life
It's better than the normal ones
My Satnav is my wife.

It gives me full instructions
Especially how to drive
"It's sixty miles an hour", it says,
"You're doing sixty-five".

It tells me when to stop and start
And when to use the brake
And tells me that it's never
Safe to overtake.

It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene.

It lists the vehicles in front
And those to the rear
And taking this into account,
It specifies my gear.

I'm sure no other driver
Has so helpful a device
For when we leave and lock the car
It still gives its advice

It fills me up with counselling.
Each journey's pretty fraught
So why don't I exchange it,
And get a quieter sort?

Ah well, you see, it cleans the house,
Makes sure I'm properly fed
It washes all my shirts and things,
And keeps me warm in bed!

Despite all these advantages,
And my tendency to scoff,
I only wish that now and then,
I could turn the bugger off.

*Sent in by Peter Hibbert.
With Thanks.*

A navigation device in a state of wondering just what to do next!

