



## **All British Classics Car Club (Vic)**

### **A Friendly Family Social Motoring Club**

Edition N<sup>o</sup>. 186

August, 2015

**Your ABCCC News**

### **A STORY ABOUT A RILEY**



*Club member Peter Hibbert's very British stable, what was, see Page 7.*

**Associations Incorporation Registered Number: A0035462V**

#### **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 Gordon Lindner, 9 Hagen Drive, Berwick, VICTORIA, 3806.

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

On The Web: <http://www.abccc.com.au>

[www.facebook.com/AllBritishClassicsCarClub](http://www.facebook.com/AllBritishClassicsCarClub)

*Life Members: Pat J Douglas, Ross Wolstenholme*

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

**Club Founder – The Late Frank E Douglas**

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

## THE ALL BRITISH CLASSICS CAR CLUB INC. – 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	Gordon Lindner	0418 540 920
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
Web Master	Ed Bartosh	(03) 9739 1879
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	Rex Hall	(03) 9795 7669
Committee Member	Andrew Swann	(03) 9740 9225
Committee Member	Hans Pedersen	(03) 9894 0340
Magazine Editor	Michael Allfrey	(03) 9729 1480
Editor's Assistant	Rick Lloyd	(03) 9830 1752
The All British Classics Car Club Website: <a href="http://www.abccc.com.au">http://www.abccc.com.au</a>		
The Association of Motoring Clubs Website: <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>		

## CLUB INFORMATION

Visit the club's Website, <http://www.abccc.com.au> for information about how club matters are conducted.

## THE VICTORIAN CLUB PERMIT SCHEME

For information about how the Victorian Club Permit Scheme is conducted by the All British Classics Car Club please visit the club's Website, <http://www.abccc.com.au>.

## ABCCC EVENTS DIRECTORY

**Note:** For up to date requirements that are related to club (and other club supported) events, view the calendar at the club's Website <http://www.abccc.com.au>

### August 2015

Sunday 23<sup>rd</sup> Jindivick – Neerim South Touring – An ABCCC Event Rob and Mary Nolan 0488 547 499  
Start Venue – Rear of McDonald's Carpark, Victoria St, Warragul.

### September 2015

Wednesday 2<sup>nd</sup> A Mid-week Twilight Run – An ABCCC Event Peter McKiernan (03) 9787 6003  
Start Venue – Cranbourne Community Hall, Cranbourne.

Sunday 13<sup>th</sup> A Run To Marysville and Narbethong – ABCCC Event Tore and Connie Pannuzzo 0413 941 502  
Start Venue – Beechworth Bakery, 316 Main Street Healesville (Melway Map 270; Ref: D12)

Sunday 27<sup>th</sup> **Tour To Lara** (revised) – An ABCCC Event Christopher Constantine (03) 9898 4431  
Start Venue – The car park at front of Melbourne Zoo (Melway Map 29; Ref: F12).

### October 2015

Sunday 11<sup>th</sup> Picnic Run – An ABCCC Event Phil Cook (03) 9842 5449  
Start Venue – In front of Harvey Norman, Nunawading (alarms should be 'off').

Saturday 17<sup>th</sup> & Como Gardens Open Weekend – An ABCCC Supported Event George Hetrel (03) 9761 1341

August, 2015

**Magazine Close-off Is Before 14<sup>th</sup> Of Each Month**

Sunday 18 <sup>th</sup>	29 Basin-Olinda Road, The Basin, Victoria. (Melway Map 65; Ref: J8)	Bill Allen (03) 9846 2323
Saturday 31 <sup>st</sup>	2016 ABCCC Events Calendar Planning Meeting Venue – <b>TBA</b>	Tony Pettigrew (03) 9739 1146
<b>November 2015</b>		
Tuesday 3 <sup>rd</sup>	Melbourne Cup Day At Yarra Glen – An ABCCC Event Venue – Yarra valley Racecourse, Armstrong Grove, Yarra Glen (Melway Map 275; Ref: B1)	Colin Brown (03) 5964 9291
Sunday 8 <sup>th</sup>	<b>Deaf Children Aust.</b> Display – Triumph Car Club Event. Venue – <b>597 St. Kilda Road</b> , Melbourne.	Chris Sallmann <a href="mailto:csallmann@bigpond.com">csallmann@bigpond.com</a>
Friday 13 <sup>th</sup> to Sunday 15 <sup>th</sup>	The ABCCC Indulgence Weekend – An ABCCC Event Venues – Southern Ocean Coast Area	Peter McKiernan (03) 9787 6003
Sunday 29 <sup>th</sup>	Farm Tour – An ABCCC Event Cost – \$32.00 per person – Includes Farm Tour and Roast Style Lunch. Venue – Warrook Farm, Monomeith, near Koo Wee Rup.	Greg Anglin TBA
<b>December 2015</b>		
Sunday 13 <sup>th</sup>	The ABCCC Christmas Lunch – The ABCCC End of Year Event. Venue – Natalie's, 669 Maroondah Highway, Mitcham, Victoria.	Maxine Pettigrew (03) 9739 1146
<b>January 2016</b>		
Sunday 17 <sup>th</sup>	RACV Great Australian Rally – An ABCCC Major Event	Colin Brown (03) 5964 9291
<b>March 2016</b>		
Sunday 13 <sup>th</sup> to Saturday 19 <sup>th</sup>	15 <sup>th</sup> RACV Fly The Flag Tour – An ABCCC Major Event Exploring – The West.	Tony Pettigrew (03) 9739 1146

**NOTE: TBA = To Be Advised**

## EDITORIAL NOTES – Issue Number 186

Having just returned from a trip to Newcastle (NSW) things are a bit upside down and not quite right. Since installing MS Windows 10 'free' downgrade and all of its hullabaloo, matters computer-wise have been a bit worrying. Meaning yet another letter to the Sydney headquarters for Microsoft in this country. I know that it will not be answered, but it makes me feel a little bit less frustrated, in the vain hope that someone with a half decent conscience will read it and get to understand that there are actually customers of that company out here. At present, I can receive E-mail messages, but cannot reply to them – most likely, making me appear to be quite ignorant, due to not responding as soon as would be wished. However, my 'Inbox' was working and it was very pleasing to find some good stuff for inclusion here. Thank you all! – P.S. Since that was written, things have moved on, and a different mail server has been brought in.

In addition to the interesting piece describing the effects of stale petrol from Gordon Lindner, there is an interesting article, from the AOMC Newsletter, about happenings with respect to ethanol in the U.S. There is also a piece about the possibility of China relaxing its prohibition of importing classic motor vehicles into that country.

There is also some welcome news about our VCPS in relation to the use of such Permitted vehicles in Western Australia. Finally, it seems, our nation is united!

In the September issue of *Your ABCCC News*, there will be an article about the Australian Protection of Movable Cultural Heritage Act. It was past its 'Comment Input' date when received here. We do need to be aware of such happenings.

Enjoy *Your ABCCC News*!

*Mike Allfrey – Editor.*

## AOMC NEWS

### AOMC Delegates' Meeting Dates

For your diary – the Delegates' Meetings are generally held on the third Mondays of February, May, August and November of each year. The remaining date for 2015 are as follows:

November 16<sup>th</sup>, 2015 Delegates' Meeting and Annual General Meeting

All meetings for these dates will be held at the Chevrolet Car Club Rooms at 1/3 Edgecombe Court Moorabbin (Melway Map 78; Ref: B7). Meetings begin at 7:30 pm and feature a guest speaker. Visitors from clubs are welcome to attend.

### Victorian Club Permit Scheme

Clubs are able to get the details of those CPS vehicles that are recorded on the VicRoads database as being managed by the Club. To obtain a listing of vehicles and member names to check against your club's records

you will need to:

- Submit a formal request to VicRoads,
- It must be on Club Letterhead,
- It must be signed by a responsible officer of the club,

- It must contain the E-mail address of the Secretary or other responsible officer of the club (for a return E-mail containing an MS Excel file).

The formal request may be made via a Letter: through Australia Post, or attached to an email, sent to:

[csteam2@roads.vic.oov.au](mailto:csteam2@roads.vic.oov.au)

Clubs are strongly encouraged to carefully maintain their VCPS vehicle and membership records. Queries and revisions should be submitted in the first instance, in the same manner.

*From the AOMC Newsletter – With Thanks.*

## **Interstate Permit recognition – Western Australia**

Compliance and Enforcement legislation commenced on 27<sup>th</sup> April, 2015, which now provides recognition for a valid interstate vehicle permit, authorising the use of a vehicle on roads in Western Australia (WA), provided the holder is not ordinarily a resident in WA. This includes any type of permit issued by an interstate authority, such as temporary movement permits, unregistered vehicle permits, over mass/over dimension permits, club permits issued to vintage and veteran vehicles, rally permits and short term permits.

Where the person responsible for a vehicle is a resident of WA, an interstate permit will not be recognised. A WA 'Temporary Movement Permit' (TMP) will be required to move an unlicensed roadworthy vehicle.

TMPs can be obtained online via the Department of Transport (DoT) website, by calling 13 11 56 or by attending a DVS centre, DoT regional office or DVS agent.

### **Legislation**

*Section 4 (5) of the Road Traffic (Vehicles) Act, 2012*

## **Part 2 – Licensing of Vehicles**

### **4. Vehicle Licences**

- (5) A person does not commit an offence under subsection (2) arising out of the Use of a vehicle while its use on a road is authorised under the law of another jurisdiction unless a responsible person for the vehicle is ordinarily resident within this State.

*From the AOMC Newsletter – With Thanks.*

## **UK AND EUROPE NEWS**

The following has been sourced from the Federation of British Historic Vehicle Clubs (FBHVC) newsletter:

### **China to Discuss Importing Classics**

#### **Why The World's Biggest Car Market Wants To Join The Historic Vehicle Movement**

China will discuss lifting a longstanding ban on importing historic vehicles – opening up the world's biggest car market to classic cars this September, writes David Simister. The Classic Vehicle Union of China said it will hold meetings with representatives of the Chinese government to discuss revoking regulations preventing the imports of older vehicles.

Guian Zong, executive president, said: "The impact could be huge, because the appetite for historic vehicles in China is dramatic. There is a huge demand, so allowing cars to be imported would definitely have a global influence on prices.

"As we all know, China is a very big market – there are currently 0.14-billion cars on the country's roads, and that number increases by 24-million every year. The popularity and awareness of historic vehicles has increased dramatically over the past decades, but while the interest has grown, at the moment the law still prohibits these vehicles being imported."

He added that wealthy Chinese enthusiasts currently use the few classic vehicles already in the country before the law was enacted, or keep their collections abroad, noting one collector who keeps one-hundred of his cars in London.

The union said that while the Chinese market had a particular appetite for US cars and well-known British brands including Rolls-Royce and Bentley, it added that the import restrictions meant the wider Chinese population is not as aware of historic vehicles as their European and American counterparts.

Mr Zong – who has just concluded a visit to the UK to investigate the British historic vehicle movement, including attending this year's Goodwood Members' Meeting – has discussed the proposals with his British counterparts at the Federation of British Historic Vehicle Clubs, and in return has offered his assistance to UK clubs keen to organise events in the People's Republic.

*Classic Car Weekly* magazine were invited to join some of the discussions and Communications director, Geoff Lancaster, told *CCW's* David Simister, "Given the way the system works in China, any change of the rules isn't going to happen overnight, but now is the time for the Chinese to look at how their infrastructure will work with historic vehicles. In particular, just as we do in the UK, there will need to be a new generation of young apprentices to learn the skills needed to maintain and restore these older vehicles.

"We have pledged to help the CVUC make the social and economic case for the rules in China to be relaxed, and our chairman, David Whale will be visiting later this year to explain how the classic car scene in the UK works.

"In particular, we'll be showing how historic vehicles benefit the economy, as we have all the figures from previous studies for the UK. If it can add £4.2-billion to the economy on a small island with 60-million people living on it, imagine what benefit it would bring to a country like China."

David Simister is news editor of *Classic Car Weekly* and a good friend of the FBHVC. His article is reproduced here by kind permission of *Classic Car Weekly*.



## Vehicle Restoration – Apprenticeship Scheme

The last two months have seen significant progress in the development of our apprenticeship scheme and we had a lot of interest in the scheme during the *Practical Classics* Restoration Show at the NEC at the end of March.

We were extremely pleased to have the Banbury and Bicester College on our stand during the show and they received a lot of interest from both businesses and would-be apprentices.

We also all enjoyed having the six apprentices on the stand with us and they were a credit to the college.

Dhugal Hunt, who is the main lecturer for the course, which is held at Bicester College, brought along the MG Midget that the students are currently working on and he gave them the task of rebuilding the engine during the show. The course also has a Morris Minor and is working on a Triumph GT6.

There are a total of eleven students on the course, of which eight have already found employment with local businesses, and are therefore classified already as apprentices. In addition, there are three full-timers who are aged over nineteen and therefore not able to get the normal government funding but are attending the course by paying (for it) themselves. All three full-timers will be looking for employers to take them on and we certainly hope that their individual commitment to get the training will put them in a good place for an employer to take them on.

*From the FBHVC – with Thanks.*

## FOM THE U.S of A.

As usual, the main talking points in the USA are around ethanol and replica vehicle manufacture.

The following has been sourced from the Specialty Equipment Market Association (SEMA) Action Group Website:

### U.S. ETHANOL DEBATE

Long-awaited Renewable Fuel Standard Program revisions that the EPA released late last month indicate that while the federal agency has no plans to reverse corn ethanol's presence in the U.S. fuel supply, EPA officials also don't support blending as much total ethanol into fuel as it once did. Expected in 2013, the proposed RFS volumes of renewable fuels – which include both advanced biofuels and corn-derived ethanol – stipulate 15.93-billion total gallons for 2014, 16.3-billion gallons for 2015, and 17.4-billion gallons for 2016.

The EPA derived all the 2014 volumes from actual amounts put onto the market last year. Those numbers fall short of the total volumes the EPA initially proposed five years ago by 2.22-billion gallons for 2014 (12 percent), 4.2-billion gallons for 2015 (20 percent), and 4.85-billion gallons for 2016 (22 percent).

Analysts point to a number of factors for the revised projections, including the effects of hitting the E10 blend wall, reduced demand for gasoline in general, and slower adoption of advanced biofuels (cellulosic biofuel, for example, comprised just 33-million gallons of the 2014 totals, versus a projected 1.75-billion gallons).

Though left unsaid in the recent announcement, the EPA's revised standards would likely hinder further expansion of E15 blended fuel. While the EPA noted the proposed volumes 'represent substantial growth over historic levels', ethanol groups immediately criticised the proposal for not adhering to the 2010 predictions and accused the EPA of siding with oil companies.

Renewable Fuels Association president Bob Dinneen called the proposals a step backward for the RFS. Of note, the original 2010 proposal called for a reduction not just in the percentage but the total amount of corn-based ethanol from 2014 to 2016 – 11.65-billion gallons to 9.75-billion gallons – while the recently released proposal calls for a gradual increase in the total amount of corn-based ethanol over the same time period: 11.59 billion gallons in 2014 and 2015 and 11.99-billion gallons in 2016.

Meanwhile, legislative efforts to amend or abolish the RFS have stalled in Congress. H.R.704, which would prohibit the sale of E15 and essentially gut the post-2014 ethanol requirements in the RFS, has sat in committee since the bill was introduced in February. So has S.577, a bill that would modify the RFS to promote cellulosic and other biofuels over corn-based ethanol, also introduced in February.

At the state level, two anti-ethanol bills in Pennsylvania and Oregon have also sat in committee since their introductions, and a Texas anti-ethanol bill died in the legislature earlier this year, but a Hawaii bill that would do away with an E10 requirement in that state has passed both Hawaii's senate and house of representatives and currently sits on Hawaii Governor David Ige's desk. Passage would make Hawaii the second state after Florida to repeal a law mandating ethanol in fuel.

The SEMA Action Network, which monitors legislative issues for the collector-car hobby, has backed all the state-level bills as well as H.R.704. The EPA will accept public comment on the proposed changes through July 27<sup>th</sup> and hold a public hearing on them on June 25<sup>th</sup> in Kansas City, Kansas.

*From SEMA News.*

## BILL COULD LAUNCH NEW AMERICAN CLASSIC CAR INDUSTRY!

There could be more classic cars hitting the road soon. Cars that look like classics, that is. The Low Volume Motor Vehicle Manufacturers Act of 2015, introduced this month in the House of Representatives, would allow small companies to produce and sell ready-to-drive replicas of classic cars without subjecting them to the prohibitively expensive safety and emissions tests the major automakers' vehicles must undergo.

Hobbyists build hundreds of Shelby Cobra, Ford 'Deucie Coupes' and other vintage clones each year. State-by-state laws today allow the sale of component 'kits' which must be assembled by the buyer or a third-party shop. Under the

new rules, registered companies would be allowed to produce and sell up to five-hundred finished cars in the U.S. each year that would carry a federally issued Vehicle Identification Number.

The bill, H.R. 2675, co-sponsored by Reps. Mark Mullin (R-Okla.) and Gene Green (D-Texas), is supported by the Specialty Equipment Market Association (SEMA), which represents the kit car and aftermarket parts industry. It would require these cars to use modern engines that have already been certified by their suppliers to meet current emissions standards, but it would exempt them from the most stringent federal safety regulations.

Perhaps most importantly, the cars will have to be exact visual replicas of vehicles that are at least 25 years old, and their original manufacturers must licence the designs. Stuart Gosswein, SEMA's senior director of federal government affairs, said previous attempts to create this type of low volume classification were stymied in part by opposition from some major automakers. "Allowing only classic, and not unique, designs should make it more palatable for the industry to accept", he said.

A spokesman for The Alliance for Automobile Manufacturers said the group was reviewing the legislation and had no comment at this time. "The current law does not take into account the unique challenges that small auto manufacturers face when it comes to recreating historic cars", Mullin said in a press release accompanying the bill's introduction. "We can't expect these companies to be able to comply with a law that was established in the 1960s for automakers that mass-produce millions of vehicles every year. We need to encourage growth in our manufacturing market, not create unnecessary barriers." Gosswein predicts the impact on the auto industry will be small; eventually accounting for only about 1,500 cars a year, but even that number could create hundreds or thousands of jobs nationwide.

Lance Stander, whose company, Superperformance, sells Shelby Cobra, Ford GT40 and Chevrolet Corvette replicas without drivetrains, expects his business will expand within a year from 20 to 100 people if the bill passes, and that it will make it easier to export its California-assembled products. He said a business like his would have to invest over \$100-million under the current regulations to become a fully-fledged manufacturer, even at the low volumes being targeted. He said he's excited by the prospect of potentially dozens of companies building new cars, likening it to the pre-World War II automotive industry before it consolidated into the Big Three.

David Smith, owner of Massachusetts-based Factory Five Racing, the largest manufacturer of kits, said he will continue to focus on that end of the business, but he added that the law would open up new avenues of innovation by allowing small companies to develop cutting-edge automotive technologies by using these replica platforms.

Smith, who sells several products that feature modern, original designs, said he thinks the restriction to classics is unfortunate, but he added that they attract people to car shows and other events, so the more of them out there, the better.

H.R. 2675 has been referred to the House Committee on Energy and Commerce, where it awaits further action. To qualify, companies would have to sell fewer than 5,000 cars worldwide each year.

*From SEMA News – with Thanks.*

*From the AOMC Newsletter (August, 2015) – With Thanks.*

*Mike Alfrey – AOMC Delegate.*

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## **ANOTHER GOOD JOKE – A GOLF STORY**

A Catholic Priest, an Indian Doctor, a rich Chinese businessman and an Aussie were waiting one morning for a particularly slow group of golfers in front of them.

The Aussie fumed, "What's with those blokes? We must have been waiting for fifteen minutes!"

The Indian Doctor chimed in, "I don't know, but I've never seen such poor golf!"

The Chinese businessman called out "Move it, time is money".

The Catholic Priest said, "Here comes George, the greenkeeper. Let's have a word with him."

"Hello, George", said the Catholic Priest. "What's wrong with that group ahead of us? They're rather slow, aren't they?"

George the greenkeeper replied, "Oh, yes. That's a group of blind fire fighters. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free any time."

The waiting group fell silent for a moment. The Catholic Priest said, "That's so sad. I think I will say a special prayer for them tonight."

The Indian Doctor said, "Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything he can do for them."

The Chinese Businessman replied, "I think I'll donate \$50,000 to the fire-fighters, in honour of these brave souls."

The Aussie said, "Why the hell can't they play at night?"

*Phil Cook.*

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**MIRBOO NORTH MOTORCYCLE BLESSING – Sunday 10<sup>th</sup> October, 2015**  
**DON'T FORGET MOTORCLASSICA – 23<sup>rd</sup> to 26<sup>th</sup> October, 2015**

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## 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
Ian Fieggen & Inge Roedecker	Austin-Healey	Sprite 2A	1963
Jeff and Maree Codrey	MG	B-GT	1969

*Gordon Lindner– Membership Secretary.*

## PETER HIBBERT'S 1949 RILEY 2½ LITRE SALOON

After owning a variety of Series 'M' Morris Minors starting from a lo-lite 10 HP 1948 Convertible stepping up to an 850 cc, and beyond to buying and restoring another 4 Morris Minors (but not a Morris Minor 1000 cc), together with a Humber Vouge restoration, I was bitten with the 'English' car bug.

I suppose working for an English based company, Ruston & Hornsby, from 1956 to 1970 at Clayton and being surrounded by English Diesel engines, associated machinery and personnel, a certain passion developed. The directors then drove Jaguar Mk 10's and a variety of 3.8 litre Jaguars year models.

I bought locally a very nice original 1949 Riley 2½ litre Saloon in 1980 with cream body and black vinyl roof livery. The interior was all leather in Vintage Red.

It was not in need of a restoration although it was discovered a partial restoration had recently been performed. I did a few minor items both inside and out to improve to my standard including overhauling the SU type fuel pump and carburettors (2). Balancing the carburettors is tricky but it then ran better.

Other features being vinyl roof covering to wire and timber laths, stock hot water Smiths heater, cassette player and radio (speakers concealed) and wind out driver's front windscreen. Powerful on road but needing strong arms to steer, even on Avon cross ply tyres. The overall ride quality was excellent. The Riley was awarded 5<sup>th</sup> place at a Riley club concourse in 1987.



Around the same time, I obtained a 1958 Aston Martin DB2-4 Mk III/4 Coupe. There will be a historic story in a later ABCCC newsletter.

As other restoration challenges loomed for me, I listed the Riley for sale at a Shannon's Auction June 20<sup>th</sup> 1988. It was sold for the reserve price & set a precedence of Riley sales in the future. It sold with I/D plate 'RILEY'.

I joined the Early Ford V8 Club of Victoria in 1986 that catered for flat head side valve V8 models spanning 1932-1954. In that year I bought a 1948 Mercury 4 door Sedan from Queensland and commenced a full restoration of this huge car. The ease of the work convinced me to retain an interest in simple designed practical Fords and Mercurys that eventually led me to restoring many different year models, some sold and now I have 7 that fill my garages. No more English!

*Yours in early FORDIN' – Peter Hibbert – July 2015.*

## FROM OUR CLUB'S ARCHIVES

**ALL BRITISH CLASSICS CAR CLUB – Committee Meeting 24<sup>th</sup> April, 1998**

**Meeting Opened:** 8:00 pm

Present as per attendance book.

**Apologies:** Val Jefferyes, Tom Verney, Tony Hodges and Kate McLaren.

President welcomed Lyn and Ray Higginson to the meeting.

**Discussion Of Previous Minutes:**

- As of April we have 42 family members.
- Nello Mafodda has signed Club Plate application form. Frank will take to Tom for him to sign, then post it to Tony to sign.
- Club listed in next edition of yellow pages.
- Frank has ordered 300 cloth badges (150 for Vic. and Qld club) Take approx 2 weeks to make.
- Frank outlined the draft he is presenting on 7<sup>th</sup> May in regard to the rally. Club to try and find a sponsor or underwriter for \$5000. Club will be paid a fee of \$2500 for organising and running. Discussions still underway.
- Window decal is turning out to be very expensive. Have to hold off until club has more funds. Ray offered to get another quote.

- Emma from Shannon's is going to put an editorial in Shannon's magazine about ABC club, therefore Frank will not approach Torque.
- A. Gower from Unique insurance offered discount rates to club members and queried the possibility of advertising in ABC newsletter.
- 20 people booked for Andamooka trip.
- Could we send copy of our minutes to the Qld. club and they will send a copy of theirs to us. John Gagen would also like a copy of our newsletter.

Previous minutes accepted by Frank seconded by John.

**Treasurer's Report:** As per tabled report. Accepted by Frank seconded John.

**Correspondence:** Nil

**General Business:**

- Events diary is finally coming together.
- Qld. club agree to bulk purchase of cloth badges.
- Held a conference call with John Gagen to touch base and to agree on points in regard to keeping club policies the same for both clubs.
- Cliff Ratray Walker contacted John about making key rings for club. Committee not interested at this stage.
- John is writing to all club members who have not disclosed car registration number. Also, John wonders what members would think about membership data sheet being circulated to other members? Research on this point to be carried out by John.
- Research being done for Year. 2000 bus trip to Kakadu with ABC Club Vic; Qld. and Armstrong Siddeley club. Received a rough quote from Ray for 30,40 or 45 people. Would be a month-long trip.

Motion made by Chris for Lyn Higginson to join events committee, Motion seconded by Frank. Welcome to the committee Lyn!

Meeting closed: 9:40 pm. Next meeting: May 29<sup>th</sup> 8:00 pm at Franks home.

**ALL BRITISH CLASSICS CAR CLUB – Committee Meeting Held 29<sup>th</sup> May, 1998**

**Meeting opened:** 8:05 pm

**Present:** As per attendance book

**Apologies:** Tony Hodges

President welcomed all members in attendance and in particular welcomed Tom back after his long illness.

**Discussion Of Previous Minutes:**

- 44 members as of May.
- Club plate application has been sent to Vic Roads.
- Cloth badges have arrived and they are really terrific.
- Price of window decal still being researched.
- Editorial has been done and sent to Shannon's.
- Committee decided not to accept ads, for the magazine at this point.
- 26 bookings for Andamooka.
- Minutes and magazine being sent to Qld. club.

Previous minutes accepted by Lyn, seconded by Peter.

**Treasurer's Report:** As per tabled report. Accepted by Frank, seconded by Chris.

**Correspondence:**

- A.O.M.C magazine received, leading articles in each magazine to be printed in next newsletter. If anyone wishes to read a particular article can contact John to get a copy of that edition. Tom will précis the list of articles and send to Frank for publishing.
- ABC Qld. newsletter being tabled at our meetings for all to peruse.

Accepted by John, seconded by Peter.

**General Business:**

- Club magazine has Frank's address so anyone can send contributions.
- Car cleaning prize from wine tasting – John to pass details onto winner.
- Vote of thanks was extended to John for the wine tasting night. Seconded by all.
- Great Australian Rally – will know next week if we still have Transurban support. RACV may pick up the total sponsorship. 400 cars only allowed to enter. ABC members to ALL help on the day.
- Letter of thanks to be sent to McDermotts.
- Bowling night in June. Chris to confirm 3 alleys.



- Science Works in July. Club have to be there by 9:30 am and MUST stay until 4:30 pm.
  - Pine Ridge. John still organising.
  - Werribee Park for August – (we're sure you'll come Ray!!!!).
  - Aston Martin Club and Armstrong Siddeley Club both wish to attend the drive in September to The Swiss Mountain Hotel.
  - Tony will reconnoitre Queenscliff day.
  - Lyn has obtained tourist books from RACV to plan future events.
  - Lyn and Ray will enquire about safety area to leave cars so all members can go on Puffin Billy on opening day (18<sup>th</sup> Oct.).
  - AGM to be held 27th November, Chris to make certain everything organised. Hold at Shannon's if possible.
  - Members spoke with John Gagen again, spoke about embroidered badges, Easter 1999, starting a branch of the club in NSW, Andamooka trip, car decals.
- Peter McLaren will fax details of inexpensive accommodation in an army camp to John, so that costs for the weekend away are kept to a minimum.
- Frank clarified Club Plates rules to all members.

Meeting closed at 9:50 pm. Next Meeting: July 17<sup>th</sup> at Frank's home.

## EVENT REPORTS

### WHAT WE HAVE BEEN DOING

All twenty-four participants arrived early at our meeting point, and we took off up the Western Highway to Stawell, with a stop for lunch at the popular Wallace Hotel and refreshments at Beaufort. After checking in it was off to inspect the town. We all loved meandering around the Pickers Bargain Barn, accepted their hospitality and made a few purchases. Then came the traditional 'drinks and nibbles' at the presidents suite before moving into the Motel restaurant for an excellent dinner.



On Saturday we drove to Halls Gap for morning tea, and then browsed around the shops now familiar to most of us. The drive across the top of the Range on the good but winding road offered fantastic views of the reservoir with the snow-capped peaks in the bright sunlight. Shortly after passing Wartook we made a turn onto a dirt road and after a few kilometres, arrived at the entrance of a 500 acre olive grove. We wound our way along a pretty rough track amongst the trees and eventually arrived at the famed 'Deidre's' restaurant. We experienced their fantastic food and local wine and 3½ hours later, staggered out to our cars for the run home. When in the Dadswells Bridge area, on advice from Lois (a good friend of many Club members) to look out for Koalas, we spotted one, screeched to a stop, and managed to get a good photo in the fading light. Back at the Motel, after pre-dinner drinks, it was into the dining room to look for the smallest meal on the menu.

On Sunday, after a quick stop at Beaufort, it was downhill all the way home, stopping at the famed Keilor Hotel for lunch, and then parted our separate ways. We thank all those who attended, as without them the weekend would have been flat.

*Bryan Tootell.*

### WHAT WE ARE ABOUT TO DO – Coming Events

#### JINDIVICK CULTURAL TOUR – Sunday 23rd August, 2015



Our meeting point will be at the rear of MacDonald's Carpark, 51 – 53 Victoria St, Warragul (VicRoads Country Street Directory, Map 704; Ref: F6), from 9:30 am for a 10:00 am departure, or visit:

<https://www.google.com.au/maps/place/McDonalds+Warragul/@-38.160968,145.929681,17z/data=!3m1!4b1!4m2!3m1!1s0x6b2995fb763c9837:0xc604ed1fd8938e45?hl=en>

From there we will drive through Buln Buln, Rokeby and surrounds to our morning tea stop at Bradley Hall, the eclectic Art Gallery of artist Gary Miles.

**Note:** BYO food to the gallery but tea and coffee will be provided. Then we go to the infamous 'Laurie Collins Sculpture Park & Gallery'. He will currently have a 'Hot August Night' Art display, and then up to Jindivick and surrounds, & on to Neerim South for a cosy Hotel Pub lunch (will be a Set Menu if big numbers, or Seniors Menu) TBA. RSVP by 20/8/15. Contact: [robnolan@bigpond.com](mailto:robnolan@bigpond.com) or 5622 1770 or Rob: 0488 547 222 or Mary: 0488 547 499

*Rob and Mary Nolan.*

### **A MID-WEEK RUN WITH A DIFFERENCE – Wednesday 2<sup>nd</sup> September, 2015**

For the first time ever in the history of the 'ABCCC' – *A Twilight Run*

We will meet at the rear of the Cranbourne Community Hall, Corner of Clarendon and High Streets, Cranbourne (enter from Clarendon Street) at 3:00 pm for a 3:15 start. Driving from Dandenong the location is on the left hand side of the road opposite the Red Rooster Store and the 'BP' Service station.

After departing Cranbourne we drive for approximately 50 minutes to our afternoon-tea venue, the Red Hill Bakery at Balnarring. Upon leaving Balnarring we proceed along the Westernport Highway to Flinders where we turn right and proceed towards Sorrento and then onto our Dinner venue 'The Portsea Hotel'.

Those who desire may stop off at Flinders or Sorrento for some 'Retail Therapy', however, make sure that you are at Portsea by 6:30 pm.

If you wish to be part of this inaugural event, please contact Rosalie or Peter McKiernan (03) 97876003 or on Mobile 0407 876 023. Confirmation of attendance is requested in order to confirm venue bookings. Route instructions will be provided at start venue.

*Rosalie and Peter McKiernan.*

### **CLUB RUN TO MARYSVILLE AND NARBETHONG – Sunday 13<sup>th</sup> September, 2015**

The start venue will be at the Beechworth Bakery, 316 Main Street (Maroondah Highway) Healesville (Melway Map 270; Ref: D12). We will meet at 9.00 am, for 9.30 am departure to Marysville, for Coffee, Garden and Museum Tour. Our lunch venue will be at Hotel Narbethong at 1.00 pm. We need to know the number of participants for catering.

Please advise Tore Pannuzzo on 0413 941 502 if you wish to join us.

*Tore and Connie Pannuzzo.*

### **EXCURSION TO LARA AND THE YOU YANGS – Sunday 27<sup>th</sup> September, 2015.**

(Geraldine & Christopher Constantine) E-mail: [christopheraaa@bigpond.com](mailto:christopheraaa@bigpond.com)

Here's hoping you can join us (particularly 'Westerners' and 'Northerners') on our excursion out west. We do need some indication of numbers for catering purposes. The Itinerary will be as follows:

- 8.50 am. We intend leaving the car park at the front of the Melbourne Zoo (Just to the right of the main entrance) for a drive along the old Geelong Road to the second pickup point (for Northerners and Westerners) at the Centre Link car park, corner Synnot and Werribee Streets Werribee.
- 9.30 am. We will then head off from Werribee towards Little River via Bulban Road which is over the river and railway line and along past the Werribee Racecourse. Where Bulban Road divides, we will take the right fork and follow the road to its end at Edgars Road where we turn left. When we reach You Yangs Road at Little River – turn right. When we reach Farras Road (at the base of the Hills) turn left and this will take us into Lara.
- 10.15 am. Morning tea has been arranged at the Lara Historical Groups restored "Lake Bank Hotel" on the corner of Forest and Canterbury Roads Lara. *Devonshire Tea which will include the entry fee to the museum = Scones with Normal Coffee or Tea at \$7.50 per head, Scones with Cappuccino/Latte etc. \$9.00 per head.* All funds raised go to help the group develop the museum



- 11.30 am. We head off for "Serendip Sanctuary" on Windermere Road Lara. On the 5 min. drive along Forest Road, we pass the Lara Lime Works – Lara lime being used in the construction of The Princes Bridge, Law Courts, Post Office and many other historic Melbourne buildings. At Serendip we can take the 30 min. nature walk and visit the "hides" overlooking the lake and wetlands. Just watch out for the emus who like to snatch away any tasty goodies the visitors might be eating. If the weather doesn't



look the best, we can use the BBQ's and Picnic Shelters at the sanctuary for lunch before heading off to "Flinders Peak".

12.45 pm Leaving Serendip, we take a 15 minutes' drive to the top car park on Flinders Peak for our BBQ picnic lunch this depending on the weather conditions of course, however, at this time of year the conditions should be very pleasant at the top of the You Yangs. Having spoken to the Rangers, they did indicate that the BBQ facilities are free but their use is on a first come/ best dressed basis, so do keep this in mind when planning your picnic lunch. Like at the sanctuary, toilet facilities are available.

After lunch we suggest a pleasant drive home through Little River. You do this by driving east along Branch Road to Farras Road where you turn left. At the intersection of You Yangs Road turn Right and this will take you into Little River. From there just follow the road through to the Princes Highway or Geelong/Melbourne Road. Looking forward to your company.

*Geraldine and Christopher Constantine.*

### **PHIL'S PICNIC DAY – Sunday 11<sup>th</sup> October, 2015**

We will meet at the car park outside Harvey Norman located on Whitehorse Road in Nunawading, opposite the Civic Centre. Melway Map 48; Reference G9. Time 9:00 am for a 9:30 am drive off.

After driving through Warrandyte and Panton Hill, we will drive up the hill to Kinglake. Then on to Pheasants Creek where we will stop at the Flying Tarts Bakery for Morning Tea/Coffee.

After a short break, we will continue our drive to a lovely Country Pub where we will enjoy lunch.

Hopefully, the weather will be good enough for us to enjoy the attractive garden at the rear of the pub in which we can enjoy our Picnic Lunch. Full route details will be given at the start of the event.

As catering needs to be confirmed, will those members who are interested in participating on this event, please let me know. Contact Phil Cook on (03) 9842 5449 or 0417 568 851.

*Phil Cook.*

### **TRIUMPH CAR CLUB SHOW AND SHINE – Sunday 8<sup>th</sup> November, 2015**

**(Listed for interest purposes only, but good to visit.)**

**Venue: Deaf Children Australia, 597 St Kilda Road, Melbourne.**

**Note Change Of Venue:** The annual Triumph Car Club's Show'n Shine will be held between 10:00 am and 3:00 pm on the lawns of this wonderful 149 years-old Melbourne icon, formerly the Victorian College for the Deaf. Please arrive by 11:00 am, via the High Street access gate, 100 metres east of St Kilda Road (Melway Map 2L; Ref: C-D/11). See map, at right.

Entry fee is \$20.00 per car and all proceeds go to Deaf Children Australia <http://deafchildrenaustralia.org.au>.

A Show'n Shine will be conducted for TCCV cars only, however all attendees will be eligible for the gate prize, donated by Caulfield Jag Service, along with Visitor's Car of the Day.

BYO everything, regalia, chairs, table, marquees; all welcome (no tent pegs due to watering system). Invited marques include Rover, Jaguar, Sunbeam, and Triumphs, from the TR Register and Triumph Sports Owners Association.

**PLEASE NOTE:** This is a non-smoking venue.

Note: Leaving early is accepted but please respect the presentation around 1:30 pm [csallmann@bigpond.com](mailto:csallmann@bigpond.com).

*Graeme Oxley.*

### **VINTAGE, CLASSIC AND CUSTOM CAR SHOW – Sunday 11<sup>th</sup> November, 2015**

The Rotary Club of Belgrave are running this well supported event. The venue is the Ferny Creek Recreation Ground, Corner of Clarkmont and Hilton Roads, Ferny Creek. Listed for interest purposes only, but good to visit.

*Judy Birkett.*

### **OUR ANNUAL WEEKEND OF FUN AND DEBAUCHERY – Friday 13<sup>th</sup> to Sunday 15<sup>th</sup> November, 2015**

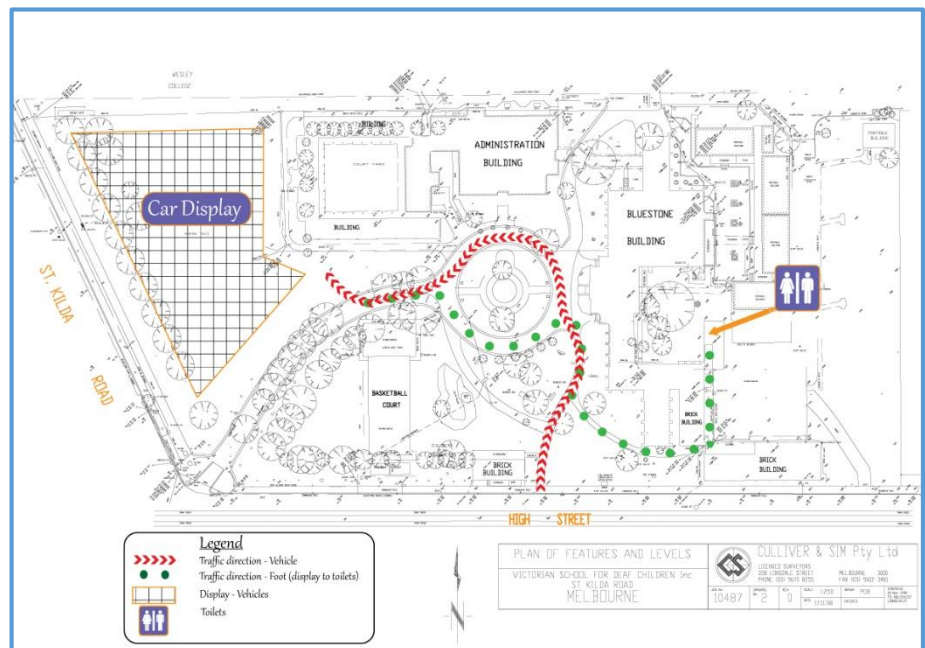
**It's On Again!**

This year we are going west along the Southern Ocean coast. We will meet at the 'BP' Service Station, Princess Freeway, Little River, at 9:00 am for a 9:30 am start.

August, 2015

**Magazine Close-off Is Before 14<sup>th</sup> Of Each Month**

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After a 50 minutes' drive we arrive at our morning tea venue on the beachfront at Torquay, where coffee and a cookie will be served (additional food is available at your own cost). Following morning tea, we proceed at a leisurely pace along The Great Ocean Road, to arrive at our luncheon venue, The Wye River Hotel where a hot meal, and a glass of beer or wine is included (again additional drinks are available if you so desire).

After lunch we continue along the GOR to our venue for the weekend The Seaview Motel, Apollo Bay. Once we unpack and settle in we will assemble for nibbles and drinks (don't forget the nibbles), before walking a few blocks to our dinner venue, a boutique Italian Restaurant where dinner and drinks will be served. After dinner we will walk back to our motel for a good night's rest.

On Saturday morning breakfast for those who require it, can be provided from a number of interesting establishments located along the main street.

At 9:30 am we board a coach for a tour of the Otway Ranges, with a visit to the 'Otway Fly' where you can walk across the Forest. Those not wishing to take the walk may care to remain in the cafeteria and enjoy a coffee, bun and a chat.

We reboard our coach and proceed to our luncheon destination the Otway Brewery and Winery, where you will be able to sample their Beer and Wines, along with luncheon platters. A glass of your favourite selected beverage will also be provided (additional drinks will be available if required). We then continue on our tour, returning to our Motel where drinks and nibbles will again be available, prior to our evening Bar-B-Q (volunteer cooks are required).

On Sunday we arise and return to our treasured vehicles for a drive to Wye River, where at the Wye River Store a sumptuous 'Brunch' will be awaiting you.

Following 'Brunch' we return home, and re-commence our dietary procedures.

The cost for this extravaganza will be \$480.00 per couple, or \$240.00 per single, plus the cost of accommodation, to be paid direct to the Motel.

Bookings are now available by contacting Rosalie or Peter Mc Kiernan on (03) 9787 6003 or mobile 0407 876 023.

Please advise of any special dietary requirements at the time of registration.

Early registrations would be appreciated.

*Peter and Rosalie McKiernan.*

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## 2<sup>ND</sup> BLESSING OF THE BIKES – Saturday 10<sup>th</sup> October, 2015

This event, based at the justly famous Inline-4 Café at Mirboo North and following an extremely successful 1<sup>st</sup> Blessing of the bikes with more than 2,000 motorcycles in attendance, the second blessing will take place at the Café and in the park opposite, just before the bike riding season begins. Conducted by Pastor David Holt and the Reverend John McMahon, the Blessing will provide an opportunity for all motorcycle riders to have them and their bikes blessed for a safe riding season, while at the same time providing an opportunity for camaraderie and friendship – along with promoting bike safety and giving a positive image of motorcycling to the community at large. Contact the Inline 4 Café at [inline4@inline4cafe.com.au](mailto:inline4@inline4cafe.com.au). All Mirboo North businesses support this Blessing and welcome you to a special event where it is hoped that 5,000-plus motorcycles of all types will be participating.

*Editor's Note: During a club lunch at the Inline-4 Café recently, the staff assured us that there would be many classic British motorcycles at the blessing. Bring on the Scotts, Velocettes, Douglas proper flat twins, Royal Enfield wet sumps, AJS Jam Pots, Panther Slopers, Manx Nortons, Triumph Speed-twins, BSA Road Rockets et al! Worth a really good look.*

♦ **Mirboo North – Number 1 Meeting Place In Victoria For Motorcycle Enthusiasts!** ♦

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## THE LIFE OF BRIAN PETROL

As much as I would like to be able to write such things as 'The Life of Brian' this is sadly a less exciting subject: 'The Life of Petrol'. I write this believing it will be of interest to some WMCC members who have bikes that they use only on Pancake Thursday (whenever that is).

### What prompted this Article?

A friend purchased a couple of 2005 model BMW R1150RT ex-Military Police Bikes from Gray's Online about eighteen months ago. One had travelled 5,000 km and the other 9,000 km. Clearly it was time that some taxpayer funds were used to buy some shiny new replacement bikes. My friend Ken left the bikes sitting in his warehouse for many months whilst he went about the business of putting bread on the table and paying employee wages. It is highly probable that the bikes had not been used for a significant period of time before he purchased them meaning they sat around a lot prior to them coming to me.

Whilst this article came about as a result of working on BMW bikes it will apply equally to most vehicles and in particular modern vehicles with in-tank pumps and filters which includes many bikes.

### Stripping Away All The Police Gear

When purchased the bikes were in complete Police fit-out with sirens, fancy blue and red lights etc. but sadly this had to be removed prior to civilian registration being granted. Eventually he delivered them to my home after asking if I would assist by removing all of the police gear. I will not bore the readers with full details of that but it was quite a job and I learnt a lot about all the different models of police bikes from BMW with so many different wiring diagrams.



As the bikes had sat for such a long time a service was required and there were a few panels that were slightly scratched and they went off to Melbourne Motorcycle Fairings in Spotswood for the required attention.

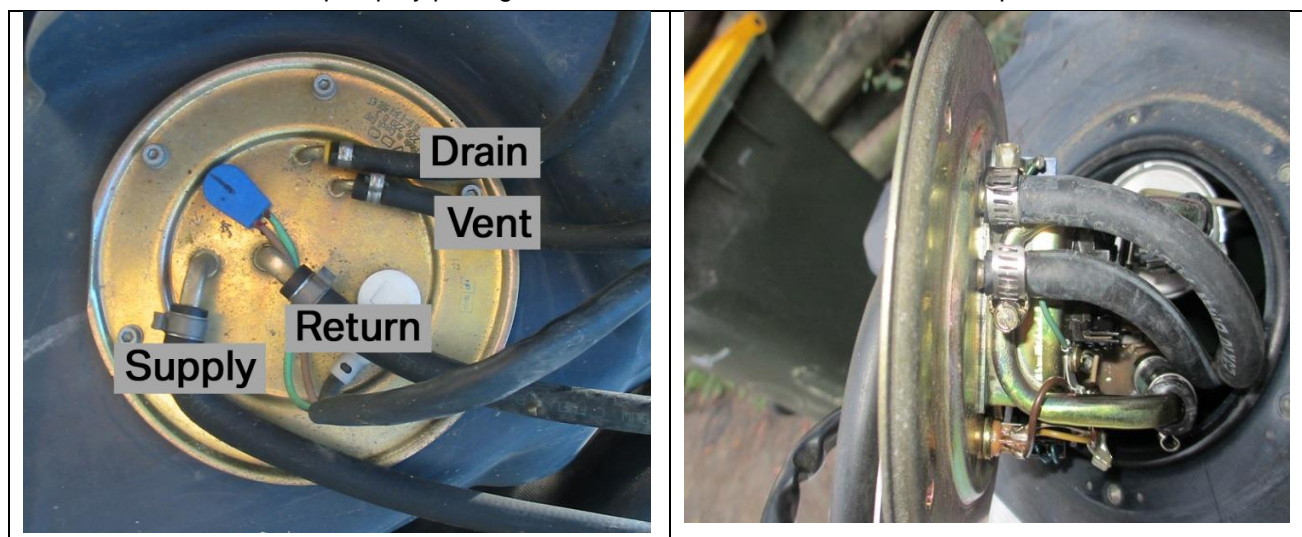
### Now With Panels Removed I Could At Least See The Fuel Tanks

Getting access to the fuel filters in these bikes requires removal of most bodywork to access the fuel tank which has the fuel pump and filter mounted inside. As the bikes were several years old, I decided to fit new fuel filters to both of them.

This is no simple task as the plate pictured must be removed complete with the fuel pump, filter and various hose connections. These connections include fuel delivery, fuel return, fuel tank vent line and of all things a water and/or excess fuel drain pipe from the filler cap area. All hose clips are of course specials from BMW that require special (BMW of course) pliers to release and re-use. That did not happen as I cut them away and used something more generic.

I had never started the engine of either bike as the batteries were exhausted so I just went about doing what I could see as being needed, after all what could be wrong with such low kilometres. (I will never learn!) The first bike I changed the filter on was the one with 9K on the clock, did that, refitted the tank and a new battery and it ran like a new one.

So on to the 5K bike which still had not been run. Changed the filter and all of the internal hoses that had gone very hard and were starting to crack, put the tank back but the bike would not run and I soon identified that the fuel pump did not work. First thought was, "What did I do wrong?", so I removed the tank again then removed the pump and filter plate once more, tested the fuel pump by putting 12 volts direct to it and it did not run so I purchased a new one.

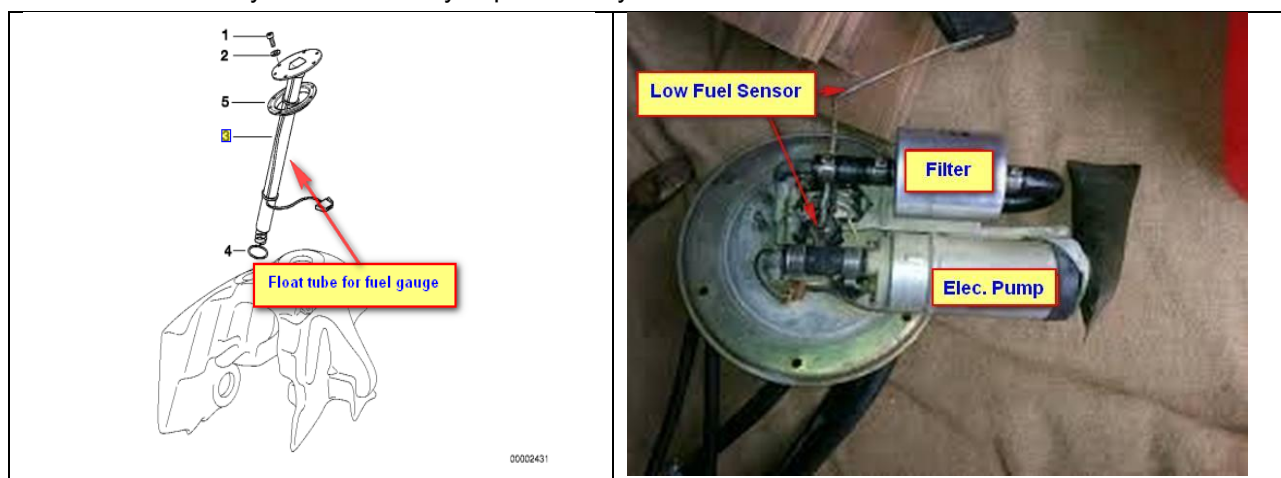


There is more to this sorry story: I noticed after getting the bike running that the fuel gauge which has incremental bars did not work nor did the low fuel light. Before I ramble on about how expert I became at removing the tank internals what I realised after a while was that the discoloration that I had noticed in the tank and fittings was actually a wax like coating on everything. I ended up cleaning the rheostat windings for the low fuel light and the internals of the float tube that operates the fuel gauge with an old toothbrush and liquid soap and they then worked fine.

What had caused all of this damage to the pump and hoses?

The root cause of all of this damage was old petrol.

Petrol has a relatively short life once you put in into your vehicle's fuel tank.



### Now for some words from our ~~sponsor~~ BP

I will not attempt to give all relevant information and more detail may be obtained at:

[http://www.bp.com/content/dam/bp-country/en\\_au/media/fuel-news/petrol-life-vehicle-tanks.pdf](http://www.bp.com/content/dam/bp-country/en_au/media/fuel-news/petrol-life-vehicle-tanks.pdf)

Petrol is a mixture of many components with different properties that contribute to the performance of the fuel.

When petrol is left out in an open container exposed to the air it will in time completely evaporate. As it evaporates the composition and properties will change because different components evaporate at different rates. This is a normal feature of petrol and the same process takes place in equipment fuel tanks. Where petrol is kept for more than a week in equipment tanks then it can become stale and it is better to add fresh fuel before using.

Examples are classic, veteran and vintage cars and bikes, racing cars and bikes, drag cars, boats, dual fuel vehicles, lawn mowers etc.

Generally petrol will last in equipment fuel tanks for about 3 weeks at a temperature of around 20 degrees C, after that it will perform better when fresh petrol is added.

### **Gum And Peroxide Formation (*This is what happened to the Beemers*)**

With long storage periods, especially in the presence of hot weather or engine heat the petrol can oxidize to form peroxides. These compounds can attack rubber and metal, stripping away the liner on fuel lines or copper from fuel pumps and attacking rubber hoses. These normally take a few months to form in sufficient quantity to cause a problem. This process is faster if Ultra Violet light can get to the petrol.

### **Maintaining Fuel In Equipment Tanks**

It is not possible to provide a foolproof strategy for engines that are used only intermittently, however the following principles help.

1. Always add some fresh fuel when the equipment is to be used if it has not been used for more than a week. This will provide additional volatile components and protect from cold start high revving detonation and piston damage.
2. Always keep the tank half full to stop water vapour from being sucked in and condensing.
3. Use a fuel that contains anti-oxidants, metal deactivators and corrosion inhibitors to protect metal surfaces such as BP Ultimate.
4. Using a hotter spark plug will help to reduce carbon deposits. (*The writer recommends reference to your motorcycle (or vehicle) workshop before doing this*).

Here ends the words from our ~~sponsor~~ BP!

### **The Costs If It All Goes Wrong**

I can certainly talk with some authority on BMW bikes having just done the job:

- Fuel Pump: \$544.55
- 'U' Hose for pump: \$50.00
- Fuel Filter: \$50.00
- In-tank hoses: \$150.00
- Pump intake screen: \$65.00
- Fuel pump insulator: \$30.00
- Fuel Gauge Sensor Tube: \$585.00
- Low fuel rheostat: \$333.00

That all comes to around \$1800.00, but if you did it yourself you may manage to save some components. If you wanted a dealer or most large motorcycle shops to do the job you had better start looking at your budget as they would probably give you an all up estimate of around \$2500.00 or more.

Many manufacturers will have prices in excess of what are outlined in this article so, keep that fuel fresh.

Many years ago I worked on an old car where the fuel was so bad that it ate the bottom of the tank away. That won't happen now as they use plastic.

For those amongst readers who already knew all of this, I trust that I have not suggested that you would not know how to suck eggs, and to others, I hope it made good and interesting reading and that it may at some time in the future save you a buck or two.

**Note:** BMW Southbank get 2 to 3 bikes per year that have to a full fuel system rebuild from sitting idle with old fuel.

*Written by Ray Lindner – Sent in by Gordon Lindner – With thanks to both.*

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## **SPACE FILLERS**

O'Reilly went to trial for armed robbery. The jury foreman came out and announced, "Not guilty."

"That's grand!" shouted O'Reilly. "Does that mean I can keep the money?"

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Finnegin: "My wife has a terrible habit of staying up 'til two o'clock in the morning. I can't break her of it."

Keenan: "What on earth is she doin' at that time?"

Finnegin: "Waitin' for me to come home."

*Colin Brown.*

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