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The Official Newsletter of
The Auto Collectors Club of Murray Bridge
Website address: autocollectorsmurraybridge.com

AUGUST/SEPTEMBER 2016 edition



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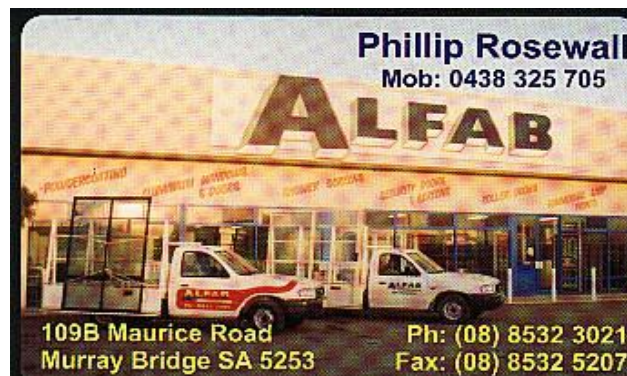
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P.O. BOX 869, MURRAY BRIDGE, 5253

ELECTED OFFICE BEARERS 2016/17

PATRON	Howard Wright	1 Washington Tce., MURRAY BRIDGE	85 312658
PRESIDENT	John Courtney	52 Torrens Rd., MURRAY BRIDGE	85 324107
VICE PRESIDENT	Claude Minge	65 Swanport Rd., MURRAY BRIDGE	85 322229
SECRETARY	Brenda Cowie	79 Tumbella Dve., MURRAY BRIDGE	85 310151
ASST SECRETARY	Maurice Emmerson	361 Summit Rd., NAIRNE	83 886002
TREASURER	Ricky Kaak	77 Kallina Dve., MYPOLONGA	85 354195
ASST TREASURER	Jeff Martin	22 Leslie St., MURRAY BRIDGE	85 310646
REGISTRAR	Darren Fountain	31 Industry Rd., MURRAY BRIDGE	85 322178
ASST REGISTRARS	Kym Schubert	56 Old Swanport Rd., MURRAY BRIDGE (Mob)	0400773110
	Jamie Brine	39 Doecke Rd., MURRAY BRIDGE (a.h. ONLY!)	85 310174
Emergency Registrar	Alan Hagger	MYPOLONGA	85 354077
VEHICLE INSPECTORS	Roy Bretag	9 Edwards St., MURRAY BRIDGE	85 325791
	Graham Edwards	113 Standen St., MURRAY BRIDGE	85 321175
RUN COORDINATOR	Claude Minge	65 Swanport Rd, MURRAY BRIDGE	85 322229
ASST RUN COORD.	Jan Hall	23 Ida St., MURRAY BRIDGE	85 322726
PUBLICITY	Graham Edwards	113 Standen St., MURRAY BRIDGE	85 321175
MEMBERSHIP	Neil Schubert	62 Hill St., MURRAY BRIDGE	85 323933
POINTS SECRETARY	Jill Matschoss	Unit 53, 51 Owl Dve., MURRAY BRIDGE	85 323548
EDITOR	Lyn West	55 Verdun Rd., MURRAY BRIDGE	85 326908
ASST EDITOR	Tom West	55 Verdun Rd., MURRAY BRIDGE	85 326908
COMMITTEE	Peter Jennings, Murray Lutz, Roy Bretag, Kym Cooper, Jan Hall and Jeff Martin.		
CHRISTMAS PARADE FLOAT COMMITTEE:	to be formed.		
HALL REPS.	John Courtney and Bruce Phillips		
FEDERATION REP.	John Courtney	AUDITOR	Sandra Burgess
LIBRARIAN	Peter Kiely	PROPERTY OFFICER	Bruce Phillips
CLUB HISTORIAN	Elaine Bretag	PUBLIC OFFICER	Brenda Cowie
	Club Fees	Membership \$35 (including children up to 16 years)	

**** (No change to fees for 2016/17, making membership in our Club most cost effective) ****

ALL ENQUIRIES SHOULD BE DIRECTED TO THE RELEVANT OFFICER

FOR SALE

Club Car Badges are available at Club meetings or by contacting Roy Bretag. \$17.50 each.

OUR COVER PICTURES:

Main picture: 1960 Chevrolet Corvette Convertible, owned by Jerry (pictured) and Kerry Wilson.

Other pictures: (clockwise from top right) Badge emblem; interior; rear view of the Corvette.

Calendar of Events

DATE	EVENT	WHO, WHAT, WHERE
August 18 th (Thursday)	Boats'n'things Run	Graham & Maureen Edwards
August 21 st (Sunday) DEFERRED UNTIL 2017	Mallala Run (deferred due to close proximity to Boats'n'things Run)	Peter & Pat Jennings
September 1 st (Thursday)	Drive Your Old Vehicle Day / Economy Run	Neil & May Schubert
September 6 th (Tuesday)	General Meeting	8:00 p.m. – Clubrooms
September 14 th (Wednesday)	Wave Generator Run	Bob & Lyn Hunter
September 24 th (Saturday)	Murray Bridge Show	To be advised
September 25 th (Sunday)	Bay to Birdwood	Claude Minge
October 4 th (Tuesday)	General Meeting	8:00 p.m. – Clubrooms
October 14 th – 17 th	Riverland Run	Roy & Elaine Bretag
October 29 th (Saturday)	MB Racing Club – Long Riders	To be advised
October 23 rd (Sunday)	Callington Show	Brenda Cowie
November 1 st (Tuesday)	General Meeting	8:00 p.m. – Clubrooms
November 8 th (Tuesday)	Committee Meeting	7:30 p.m. – Clubrooms
November 9 th (Wednesday)	Ladies' Day Run	Brenda Cowie
November 19 th (Saturday)	Murray Bridge Pageant	To be advised
November 20 th (Sunday)	Mal Fountain Run	To be advised
December 6 th (Tuesday)	General Meeting	8:00 p.m. – Clubrooms
December 7 th (Wednesday)	Cherry Picking Run	Roy and Elaine Bretag
December 11 th (Sunday)	Christmas Picnic	Palmer
2017 – Jan 20 th (Friday)	Pizza Night	John & Vicki Courtney
January 21 st /22 nd (w/end)	Yesterday's Power Rally	Milang
January 26 th (Thursday)	Australia Day Walker Flat Run	To be advised
February 7 th (Tuesday)	General Meeting	8:00 p.m. – Clubrooms
February 10 th (Friday)	Cruise Night	Swanport Reserve
March 5 th (Sunday)	Power of the Past	To be advised

Other Events of Interest

September 18 th	2016 All Ford Day	Info in April issue
September 26 th	Distinguished Gentlemen's Ride	Info this issue
October 1 st , 2 nd & 3 rd	Loxton Mallee Run	Info in April issue
November 11 th	Climb to the Eagle	Info this issue

(For more information on any of the above, please contact the Club Secretary).

PROCEDURES FOR ORGANIZING CLUB RUNS

Anyone organizing a Club Run is responsible for supplying relevant information about the coming event for the Newsletter prior to the event. They are also responsible for a Run report for the Newsletter following the event. (This can be delegated to another person – but the organizer is responsible for getting the article to the editor). Please note that there are available spaces, in the Club Calendar, for members to offer their services in organizing a Club Run.

DEEPEST SYMPATHY

goes to **Roy and Elaine Bretag** on the sad loss of Roy's mother, **Rita Bretag**, on 14/7/16.
A long life of 94 years well lived.

Our heartfelt sympathy and thoughts are with you.

To any of our Club Members who have experienced the loss of loved ones in recent times, we offer our sincere condolences.



President's Report

G'day everyone.



I have just finished updating the club membership database for the 2016/17 financial year. You know, that thing that records changes to your addresses, cars you have sold, cars you have bought, that sort of thing. At the AGM, I commented that our membership numbers vary from year to year and I am now able to let you all know our current position. At the close of last financial year, we had 148 memberships. 8 of those chose not to renew their membership, so we dropped to 140 memberships. However, in the two meetings since the AGM, we have gained another 6 memberships, so we are back up to 146. Still a very healthy number indeed. Please remember that if there are any changes to your personal situation, just let me know so that our records are always accurate.

I understand that there are still quite a few log books that have not yet been signed off by the registrars for this financial year. That means that the vehicles that those log books belong to are now unregistered. Some of those vehicles may be currently laid up (I know at least one is) and not being used, so the onus is on the owner to ensure the log book is signed off before it hits the road again. For everyone else, please check your log books and if they need signing off, please do so ASAP. As usual, if you are unsure, speak to the registrars.

As usual, there are a number of runs coming up that sound pretty interesting, including the Bretag's run to the Riverland (which we will be unable to attend – bummer!). See details for the runs in the Newsletter or on our web site. It is also very encouraging to know that so many members are still planning runs that are not yet finalised and that sound pretty interesting. It is sometimes a challenge to fit them into an appropriate date, but a good challenge. Hope to see you on as many runs as possible.

As usual, happy and safe historic motoring.

John Courtney

THE LATEST ON OUR NEWEST MEMBERS

The Provisional Members of 2015/16 who have, in the past 12 months, met with our Club's criteria and are now eligible for Full Membership are:-

- Bayley and Judy Roberts of Cudlee Creek, and
- Jan Hall of Murray Bridge.

Congratulations to you all and we look forward to your continued company and support of our Club.

Our latest Provisional Members for 2016/17 are:-

- | | |
|--|--------------------------------------|
| • Rodney and Karen Bensch | 1974 HR Holden GTS sedan |
| • H. Bret & Anh H. Pham Zastera
(plus Jemma and Vy) | 1927 Dodge Brothers Tourer |
| | 1975 Triumph sedan |
| | 1975 Leyland Bus Camper |
| • Richard & Yvette Lee (plus Brayden) | 1961 Chrysler Newport sedan |
| | 1973 Datsun 2402 Coupe |
| | 1956 Vauxhall Velox sedan |
| | 1965 Datsun Fairlady Roadster |
| | 1972 Honda 500 four motor cycle |
| • Steven Maxwell | 1973 V.H. Chrysler Valiant Charger |
| • Gunter & Mary Goess | 1964 Dodge Phoenix sedan |
| • John & Wendy Uren | 1979 Silver Shadow Rolls Royce sedan |

A warm welcome is extended to you all and we look forward to enjoying your company at our Club functions and outings in the future.

Neil Schubert (Membership Officer).

FROM THE EDITOR

Hi there,

Hope that you are all surviving the wintry weather. Brrrrr!

I'm delighted to be able to present another story from our membership in this issue of our Magazine. This one is from our President, John Courtney, and is a good read. John's sense of humour and relaxed style comes through in every line and the reader can almost "hear" John saying the words. Many thanks, John, on behalf of all our Club members. (You'll find it near the back of the magazine.)

Tom and I have been hibernating a bit, of late, but are looking forward to some of the coming Club events. Don't miss out on what's coming up – it's all in here!

Good Reading and "Stay tuned" - Lyn.

Please note!

MAGAZINE ARTICLES

Would members who organize Club Runs please write a report on their run and deliver to Lyn West either by post/hand delivery to the letter box at 55 Verdun Road, Murray Bridge, 5253, or email to <lyntomwest@gmail.com>? Coming events information and any other articles for the Newsletter should be passed on in the same way. To ensure inclusion in the Newsletter, articles should reach the Editor **AT LEAST ONE WEEK PRIOR** to the October, December or February meetings. Many thanks for your cooperation – Lyn W.

Congratulations!

DIAMOND WEDDING ANNIVERSARY

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SAFE DRIVING TIPS WHEN IT IS RAINING

GOOD VISION IN A DOWNPOUR

To achieve good vision while driving during a heavy downpour, just put on your **SUNGLASSES** and your visibility in front of your windshield will be perfectly clear, as if there is no rain, even at night. Make sure you always have a pair of **SUNGLASSES** in your car. Amazingly, you still see the drops on the windshield, but not the sheet of rain falling. You can see where the rain bounces off the road. It works to eliminate the "blindness" from passing cars, or the "kickup" if you are following a car in the rain. It really does work.

Another good tip: - **NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ON.** If the cruise control is on, your car will begin to hydro-plane when the tyres lose contact with the road, and your car will accelerate to a higher rate of speed making you take off like an aeroplane.

Coming Events

BOATS' N' THINGS RUN (18/8/16 - THURSDAY)

- Includes a 90 minute River Murray Cruise – price \$18 p.h. (normally (\$38.50).
- Meet at ACCMB Clubrooms at 9:00 a.m. for a 9:30 a.m. departure for short drive to Murray Bridge wharf.
- Arrive at the wharf at 10:00 a.m. for boarding the Captain Proud at 10:15 a.m.
- Sail at 10:30 a.m. (\$18 per head – **please have correct money on the day**).
- Cruise duration – 10:30 a.m. to 11:45 a.m.
- B.Y.O. everything for lunch. Venue yet to be confirmed, depending on the weather. Options are Swanport Reserve, Avoca Dell or ACCMB Johnstone Park Clubrooms if wet and cold.
- Following lunch, a short drive in the afternoon to the residence of Club members, Steve and Jean Mobbs, (45 Roper Road) to view Steve's work in progress over many years of a to-scale build of a 27 ft Mahogany "River Aquarama" 1960s Mediterranean Runabout. This craft is powered by 2 x 350 hp fuel-injected PCM engines, etc. Steve will also have on display his collection of cars and bikes.

Please enter your names on the Run Sheet, available at the August General Meeting if you wish to attend. There is a maximum number of 75 persons on the Cruise, also a minimum number of 40 needed. Final numbers need to be in at the end of the August General Meeting.

For more details contact the Run organisers – Maureen and Graham Edwards, Ph. 85321175 or 0428813070.

DRIVE YOUR OLD VEHICLE DAY / ECONOMY RUN (1/9/16) **(THURSDAY)**

"Drive Your Old Vehicle Day" has been promoted by the Federation of Historic Motoring Club of SA, so let's get those old vehicles out on the road for the general public to see (including any non-members who wish to participate) on a short, country Run (approx. 60 miles round trip).

ECONOMY RUN:- The "Paul Kruger Perpetual Trophy" event is run in conjunction with the above (DYOV Day), whereby the members have the opportunity to estimate the 'miles per gallon' consumption of the nominated vehicle taking part over this entire route.

- Meet at Johnstone Park Clubrooms at 9:30 a.m. for a 10:00 a.m. departure.
- B.Y.O. requirements for a morning cuppa at the sporting complex, Callington.
- We continue our travel on to Woodchester and from there proceed through Bletchley and on to the Langhorne Creek township.
- We will lunch at the "Bridge Hotel", Langhorne Creek, where a Seniors' meal is available for \$15 – including a choice of a schooner of beer or glass of house white or red wine or a schooner of soft drink.

MENU:

- H.M.B. Chicken Stack:- grilled chicken breast with bacon and smothered with a honey/mustard sauce, chips, salad or veg.
- Chicken or Beef Schnitzel:- lunchtime sized schnitzel served with gravy, chips, salad or veg.
- Beer Battered Garfish:- served with tartare sauce, chips, salad or veg.
- Panko Crumbed Prawns:- 5 crumbed prawns served with tartare sauce, chips, salad or veg.
- Salt and Pepper Squid:- served with tartare sauce, chips, salad or veg.
- Senior Burger:- beef pattie, cheese, lettuce, tomato, mayonnaise, tomato sauce, served with chips and onion rings.

Please present your Seniors' Card when ordering (if applicable). We have booked the hotel for a 12:15 p.m. lunch.

- At the conclusion of lunch, those who wish will continue with the Run, travelling toward Wellington until we get to the Brinkley-Murray Bridge Road (formally Salt Lakes District Road) on your left, to return to Murray Bridge.
- Please sign the commitment sheet on the table at the August General Meeting if you wish to attend, or contact Neil or May Schubert (85 323933).

Members are requested to wear their name badges on the Run.

SOUTH COAST - WAVE GENERATOR RUN (14/9/16)

- Leave Clubrooms at 9:00 a.m. SHARP for Myponga Dam, via Strathalbyn and Mount Compass.
- Morning Tea at the Dam Car Park.
- Travel over the Dam Wall to the Lookout on top of the Carackalinga Hill to view the Gulf and the half-submerged Generator offshore.
- Travel on to Normanville-Yankalilla-Victor Harbor and lunch at Port Eliot.
- B.Y.O. lunch or purchase it at the Port Eliot Bakery.
- Return home in your own time.

Fill in the Run Sheet at a General Meeting or contact Bob or Lyn Hunter on 85 321603.

MURRAY BRIDGE SHOW (24/9/16)

Would anyone interested in including their vehicle/s in a Static Display at the Murray Bridge Show on the Saturday, please indicate same on the Run Sheet at tonight's August General Meeting? I am designated to be on the P.A. system at the Show, so will be looking for someone to handle the Attendance Register and to organise our vehicles for the Grand Parade.
Any other queries to Jeff Martin (85310646).

BAY TO BIRDWOOD (25/9/16)

This year's Bay to Birdwood Run is on Sunday 25th September. Vehicles built prior to 31.12.1959 are eligible. This event is designated as a club run for our club.

Hopefully many members/vehicles support this event to allow the Bay to Birdwood to continue to be viable in covering costs and the infrastructure necessary for the ongoing existence of this event.

Without the support of car clubs such as ours this iconic event will dwindle in support and its continuation may be questioned by the organisers.

The entry fee is \$60.00/vehicle –this includes entry for vehicle and all passengers into the Birdwood Motor Museum. Entry forms available online – Bay to Birdwood. I have also downloaded copies of same and will have available at next meeting 2.8.2016.

Entries close 5.8.2016 but still O.K. if lodged a.s.a.p.

Suggestions for Club members who are participating-

- For those travelling to Adelaide the day before- you will be directed to assembly area by Bay to Birdwood staff at West Beach.
- For those travelling from Murray Bridge to Adelaide on Sunday morning- meet at clubrooms at 6.30am?; travel together will allow group to assemble together at West Beach.
- For those not entering the B to B run. Travel from Clubrooms direct to Birdwood to watch vehicles arriving- leaving at 9.00am. Recommend enter National Motor Museum grounds to see the 1000+ vehicles on display, enjoy the jazz band, food stalls, the museum and picnic event atmosphere of one of the largest motor events in the world (the largest in Australia). We would also be able to gather together as a group at a designated time and location- perhaps for lunch. T.B.A subject to your response to this proposal - numbers required on sheets at next meeting.

Entry fee to Birdwood museum \$20.00/adult; \$15.00/concession; children under 15 free.

Any enquiries Claude Minge 85322229 / 0408 813 436

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MEETING 1st Tue of every month at 8 pm
at the Johnstone Park Community Centre
For membership details contact Neil Schubert on
8532 3933

WEDNESDAY

News from Other Clubs

- *Friday, November 11th, 2016.* Hosted by the Sporting Car Club of SA and starts at Victoria Park (on "pit straight") and heads to Eagle on the Hill and Belair and then proceeds to Nuriootpa for lunch. Entries close 9/9/16 (if not sold out prior) and the event is open to all cars with emphasis placed on cars with a sporting heritage and Veteran and Vintage cars. Entry forms available from our Club Secretary or President or from Susan Weber, 0448 975 535.
- This year club member Chris Lloyd with assistance from Bryan Humby have registered to organise and run a ride in Murray Bridge **Sun 26th Sept** from Sturt Reserve to the Mary Anne Reserve Mannum. The day is to raise awareness of prostate cancer with catering available at the start and finish with profits going to Prostate Cancer research and donations accepted on the day

The DGR is a classic styled motorcycle event that is open to riders of Classic Motorcycles, Classic Style Motorcycles eg late model Bonneville's, Café Racers, Bobbers, Trackers and niche motorcycles. **Not** for late model cruisers, sport bikes, adventure bikes or bike seen in everyday commuting.

Riders are encouraged to dress in Distinguished Gentlemen's Attire, tweed jackets, trousers, ties etc for the ride, still with the required legal safety gear.

To quote from the Distinguished Gentlemen's Site:

For one day a year, thousands of distinguished gentlemen (and genteel ladyfolk) in hundreds of cities worldwide don their cravats, press their tweed and sit astride their classic-styled motorcycles to raise funds for prostate cancer research and awareness. It's a day about spreading merriment whilst raising awareness of a pressing issue. Last year, more than 30,000 smartly-dressed gentlefolk in over 400 cities straddled the saddles of their café racers, bobbers, scramblers and other marvellous custom motorcycles to raise awareness and help fund the cure for prostate cancer raising over \$1.5 million dollars.

For more information and to register for the ride go to <https://www.gentlemansride.com>

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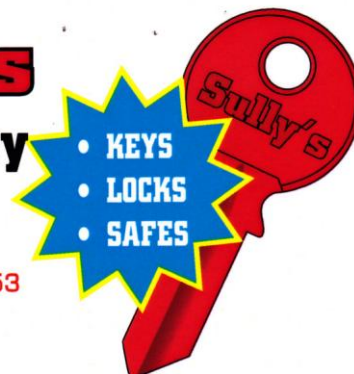
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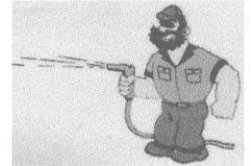
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Run Reports

BOWHILL ENGINEERING VISIT-SUNDAY (05/06/2016)

Fourteen cars /twenty nine people participated in the Run to Bowhill Engineering. We left from the Clubrooms at 9:00am and travelled on the eastern side of the River Murray via Younghusband to Bowhill. Here, we were met by Jeremy Hawkes, the owner/director of Bowhill Engineering and his young son, Cameron.

The business was established as "Bowhill Motors" approximately 50 years ago by Jeremy's father, Bren Hawkes, as a machinery/mechanical repairs business. Over the years, the business has grown to specialise in heavy engineering contracting jobs Australia wide and currently employs 23 people. A photo display showed some of the projects undertaken, such as river ferries, mining infrastructure, bridges and marine and harbour pylons.



Jeremy Hawkes addresses the group.

We toured the fabrication plant, the grit blasting and painting complex (where a 38 metre long pipe was being blasted and painted) and the coating trough.

We were informed that there are only 2 steel works in Australia - Port Kembla, which manufactures flat steel and Whyalla, which manufactures H and angle section. Steel availability in Australia is becoming increasingly more difficult-no steel pipe (round) is made in Australia (all imported) and it will be worse when Whyalla steelworks closes. Many difficulties are presented when transporting large engineering projects from Bowhill to site installation. One of their latest projects is constructing the Freeway Signs for the Bald Hill interchange near Mount Barker.



Neil Kaak helps host, Claude Minge, cook the BBQ while Peter Jennings (far left) and Roy Bretag offer advice.

We gathered for tea and coffee in the lunchroom above the workshop, with views overlooking

Bowhill and the river from the balcony.

We then headed 5 minutes down the road, to our

riverfront property for soup and a barbeque lunch, before heading for home.

(Many thanks go to Claude and Liz Minge for a great outing. There was high interest in the Engineering Plant and an array of warming delights for our tummies offered back at the Minge property. Thanks, too, for this Report. Ed.)



Club vehicles outside the Bowhill Engineering Plant.

BIGGEST MORNING TEA / MEN' S SHED RUN (26/6/16)



Kevin Hosgood and Terry Mabbitt enjoy a chat over morning tea.

It wasn't a really early start, so we didn't have to face up to the cold crispness of dawn for this Club Run. Some made their individual ways straight to the Mabbitt's residence, while others met at the Clubrooms and travelled as a group to our Biggest Morning Tea destination. Approximate numbers attending were 33 people in 16 vehicles.

It didn't take too long for

everyone to start tucking into scones with jam and cream, washed down with a

welcome, warm cuppa. The general, convivial chatter was interrupted at one stage for "yours truly" to officially welcome everyone, outline the day's proceedings and to thank Terry and June Mabbitt for making their home and wonderful entertaining area available to our group. Another diversion during the morning was Leon and Jill Matschoss arriving in a newly acquired vehicle, a four-door Torana sedan. That created much interest for the male members present, even tempting them away from the scones, jam and cream!



Plenty of interest in the Matschoss' new vehicle.

We left the Mabbitt's home a little before 11:30 a.m. and headed off to the Murraylands Community Men's Shed, situated in the Showgrounds complex. We were met by Mick Loeckenhoff and Noel

Hackett, two of the founding members of this community project. Our hosts were extremely welcoming, having an urn boiling and tea, coffee and biscuits available for anyone desiring an extended morning tea. When we were settled at the tables in the meeting room, Mick gave a most interesting and passionate address on the history of the development of the Men's Shed and its purpose, while a slide screen behind him gave a picture story for we onlookers. It is a most impressive story and a most impressive place – a real credit to those involved and a valuable benefit to our community.



Men's Shed host, Mick, shows us one of the wooden steamboat models made in the workshop.

After Mick's address, we were invited to venture into the working part of the establishment and view some of the items made and machinery used. In addition, we made our way outside to rather go green with envy at the wonderful garden and plentiful, healthy produce growing there.

Our members were really impressed and interested in everything on show and by all they heard about the Men's Shed. During the proceedings, I was able to officially thank Mick and Noel and to hand over a small donation to support their amazing work.

Those who wanted to stayed for a while afterwards to eat their packed lunches, while others went on to do other things.

I wish to thank everyone who attended and the general feeling was that it was a very enjoyable Club Run, even though we didn't actually travel very far. I also thank those who donated to the Biggest Morning Tea – a total of \$160 was raised. Well done, everybody!

(Run coordinated by the Wests and the Mabbitts and pictures supplied by Graham Edwards, Trevor Wehrman and yours truly – Ed.)_



Maureen Edwards inspects the wonderful array of "home grown" vegies at the Men's Shed.

PUB LUNCH RUN (17/7/16)

Pub Runs are organised for this time of year so that the weather does not matter too much, but this time we all met at Totness Park in brilliant sunshine. True, the wind was a bit fresh, but it was definitely some of the best weather we have seen for a while. McCue's Bakery, just across the road, put on a very generous offer for coffee and cake, which quite a few took advantage of and everyone took the opportunity to have a good yarn. There was no real hurry, as we had plenty of time to get to Woodside. Good to see Tyson Pratt, Graham and Maureen Edwards' grandson, along for the run.

We headed off through Palmer, Tungkillo, Mount Torrens, Charleston and finally, our destination, Woodside. It was a very pleasant drive, with the sun streaming through the windows and the countryside looking very green, although a bit scarred from the recent strong winds. There were lots of branches and trees down, some of them quite large.

In the Woodside Hotel, we quickly made ourselves at home in the dining room. The "Adelaide Hills" contingent had already arrived, so we fairly filled the dining room, which had been closed to all other patrons for us. In all, 56 of us participated in the run. We had been warned that, as we were ordering from their "a la carte" menu, there may be some delays, but the staff handled it all very efficiently.

With a drink or two in hand, we could all sit back and solve the world's problems. Soon the meals started to be served, and what a range of food there was. In the kitchen, they must have been very busy little chefs, not to mention well organised, and the food, from my observations, was great. Some had deserts as well, but as I had partaken of McCues' offerings, I could not fit anything else in.

I called the kitchen staff out to give them a vote of thanks and congratulations on a job well done, I thought it all went very well. Then it was time for us all to drift off, some to visit antique shops, some to investigate various coffee shops. I would really like to thank those whose situation changed, who were either able or unable to attend and made the effort to let me know. This was really important, as numbers were really tight and although we had been told that 50 was the limit, as you know, we managed to squeeze 56 in. Everyone was accounted for, and that was very much appreciated. Well done. I hope everyone enjoyed themselves.

(Run organized by John and Vicki Courtney and enjoyed by all who attended. Thanks to Ricky Kaak for photo and to John for this Report – Ed.)



Full plates, by the looks of it!

GAWLER CAR CLUB VISIT (31/7/16)

If applicable, a report on this event will be published in the October issue of our Magazine – Ed.

CLUB CLASSIFIEDS

May Meeting

Sell:

- BMW K100 motorcycle (ad on Gumtree) – Kevin (85 322150)
- 4 new tubes 525-550 x 18 for 40-50s car short offset valve stem. \$25 each. Kevin BC (08 83980404).

June Meeting

Wanted:

- Handbook and Workshop Manual for Mercedes 350SL – Derrick Cross (0407144696).

July Meeting

Sell:

- **Holden HD 1964 Ute** suit restore, good body, ute tray rusty \$2500. Tony Laube 0401123283.

LOST!

Wooden, lathe-turned pen. Lost at the AGM log-book endorsement process. Has family significance to owner. If anyone has found (or finds) this pen, please contact either: Darren Fountain (0419841119) or John Courtney (85 324107).

A reminder to all members – Please do not leave valuables in your log books when handing in for endorsement.

“CAR TORQUE” (Members’ contributions)

“LIFE BEGINS AT FORTY!”

(by John Courtney)

They say that life begins at forty, but I really can’t remember what it was like before I turned forty. What I do know is that it does seem to apply to my historic vehicles. When I bought my 1929 DA Dodge, it was 42 years old. When I bought the 1936 De Soto, it was nearly 40 years old (well, 37, actually). When I bought the Essex, I failed a bit as it was a bit “old”, but I was getting back on track with the Dodge Phoenix (38 years old when purchased) and then the Scimitar (also 38 years old). It seemed that I wanted to help them enjoy their 40th birthdays.

And so it was with the Ford Fairmont, my current “historic”. She was 37 years old when I bought her and she celebrated her 40th birthday in May 2016. This is her story.

Back in 1972 I bought my first new car, an XA Fairmont, 351 four speed. I traded that car in during 1976 to buy a Nissan Patrol, but bought a second hand XB two door Fairmont, 302 auto, in 1978. I really liked both cars, so when I decided that the Reliant Scimitar needed to be replaced, a Fairmont was the obvious choice. I was not particularly fussy about either an XA or XB. I had had both and they were pretty similar. But being around 40 years old, finding a good one was not easy. It had to be a Fairmont and had to be a V8. After many false starts, I eventually found one that sounded and looked OK, but it was in Melbourne. I thought it was too dear, but after talking to the owner I was convinced that he would not drop his price and probably for that reason it did not sell when advertised.

I knew that Ken Millsteed was going to Melbourne and he agreed to have a look at it for me. Ken took a heap of photos for me and reported that it looked pretty genuine. It had only done 129000 Km, had factory integrated air, 302 V8 and automatic. Further discussions with the seller convinced me that this was the car for me, so we agreed on a price and made arrangements for me to pick it up. The plan was for me to catch the Overland (train) to Melbourne, where my mate Bill would pick me up from the station (us county blokes don’t understand public transport), go back to his place for the night, then pick up the car the next day. I arranged a bank cheque and train ticket,

then a couple of days before I was due to leave, I rang the seller to confirm these plans. In the course of the conversation he casually mentioned that the car was actually owned by his ex-wife and was registered in her name. I could see my plans starting to unravel. Not only that, but she was currently in New Zealand. Things were getting worse. No, he said, all was OK as she had signed the registration transfer papers. Well, that was all well and good, but registration is no proof of ownership, so I informed him that I would actually need a receipt from her. "That's OK" he said, "she'll be back in Melbourne by the time you get here, we can visit her". Apparently they were still on good terms, although when I met them, discovered that they both had a kiwi or two loose in the top paddock (both New Zealanders, you see). At this late stage I really had to keep my fingers crossed and hope that it would all work out.

And so, at the appointed time, I boarded the Overland and toddled off to Melbourne. It was quite pleasant really and I enjoyed having a good look around at things not normally visible from road transport. Bill picked me up as planned and we spent the evening at his place catching up with things and having a beer or two. The following morning we set off to inspect the Fairmont, with Bill yelling at the top of his voice at the "woman in the GPS", calling her every name he could think of and informing her that he knew a better way to go. In spite of this, we eventually arrived at the correct address.

Inspection of the Fairmont revealed that it was largely as I had expected. It was then time to go with the seller to visit his Ex and sort out the paperwork, which was eventually completed to our mutual satisfaction, after a long and uncomfortable drive in his daughter's car, air conditioning flat out but with the window down, on an extremely hot day (crazy New Zealanders, remember). Back to the Fairmont, I finally took delivery and followed Bill back to his place, a bit harrowing, as I had no map or GPS, so I had to make sure I did not lose him. A few more beers needed on arrival!

Next Morning, after checking the Fairmont over, I set sail for Murray Bridge, acutely aware that the car had not been driven for any distance for some time. The weather was still very hot (yes, even in Melbourne), but the running temperature (by the gauge) was ok and although the car was running well, it seemed pretty gutless. However, the further I drove, the better it got and by the time I passed Ballarat I was able to sit on the speed limit easily. I stopped for lunch at Beaufort, then fuel at Horsham and although the fuel gauge seemed to play up a bit, there were no other problems. I struck a bit of rain when nearly home, at Monteith and although the wipers worked OK, I realised then that the right hand wiper arm was not the correct one. Something to look into at some time. Shortly after, I arrived home.

First thing now was of course to get the car registered in SA. This was not really difficult, but of course required a Police verification check. As the car was still registered to the previous owner in Victoria, I could simply just drive to the police station. With verification complete, I could then complete the registration in my name and cancel the Victorian registration. In the process of registering the car, I was able to secure the number plates from my first XA Fairmont, so I was very pleased about that. So no real dramas there. But then a funny thing happened. I received a call from the previous owner asking if I had been to Sorrento. It appeared that she had received a parking ticket for the Fairmont after I had taken delivery. I was able to assure her that not only had I not been to Sorrento, I was home in SA on the day in question. She must have been able to convince the powers that be of this, as nothing more happened on this issue. They had obviously recorded the wrong number.

So, time to take stock of what I had bought and what needed doing. The car had been repainted, I was led to believe, about 15 years ago. It was not a particularly good job, but it was presentable enough and I was happy that it did not require any work in that area. The remainder of the car was quite original and in really good condition, especially the interior, but of course there were still a number of things that needed attention. I will go through them, but not in any particular order, as often a number of issues were dealt with at the same time and there were a number of delays. I started hunting about for parts to suit and discovered a number of "factory" anomalies. As it is a very "late" XB, I discovered that it used a number of XC parts. The first was the

aforementioned windscreen wiper. Most XB wipers do not fit, so an XC wiper was eventually found on ebay. After a bit of refurbishment, it was fitted and worked fine.

This Fairmont was fitted with factory integrated air conditioning, not a common option, so the heater tap, which is vacuum operated, is a bit of an unusual beast. As mine was rusted out, another was eventually sourced from ebay. The remainder of the cooling system also came in for a bit of attention. Radiator hoses, thermostat and the water inlet to the block needed replacement, as did the radiator itself. I wanted to make sure that the car was reliable, so anything suspect was replaced. Soon it was all working well in that department.

The air conditioning did not work and I had hoped that it would only need a regas. Wrong! While manually turning over the compressor, it locked solid. Another money transfusion required. Again soon fixed. The air cleaner had been repainted the wrong colour, so that was easily fixed, but the sticker (which had been supplied with the car) would not fit the air cleaner, even though it was for an XB. You guessed it, it needed the XC type.

It appeared that the car had been used to tow a caravan at some time and the rear springs had been beefed up. It did not look right to me with a jacked up rear, so I wanted to get it back to standard. I tried to get a replacement set of rear springs but to no avail. After a lot of investigation I worked out that a previous owner had simply added an extra rear leaf to each spring, so I removed them. It looked normal again. The tyres were very old and hard and needed replacing and I decided to dress the Fairmont up a bit with some 12 slotter wheels, as they had been an option. I had a lot of trouble getting a correct set and eventually bought two sets before I was satisfied that I had one matching set with hub caps that fitted. I had not realised that there were so many differences between similar looking wheels. One "set" of wheels I bought actually had three different types. It seemed that there was lots I had to learn. I then got a new set of suitable tyres. Even that was not easy, that size is not so common anymore.

The fuel gauge was not too accurate so I replaced the gauge voltage 5.5.volt regulator with an electronic one that I built, although that was not the full story, the sending unit also needed work. I wanted to buy a new reproduction one, but again, as I have a "late" XB, they are not available, only the earlier type and they are not compatible. A good clean and it works ok, probably as good as it did new, but still not as accurate as a modern gauge.

About all that was left now was to get the car running a bit better. Rather than fit a new set of points, I decided to fit a Pertronics pointless system. I needed an extra wire to the coil, but used an existing wire in the loom so it looks no different to standard until you remove the distributor cap. I then had a tuneup and it now runs nice.

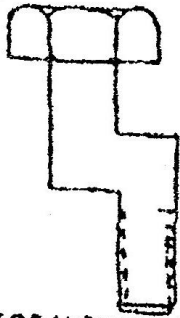
I was getting pretty close to having everything to my satisfaction now. A lot of the problems I had were due to the car not having been used regularly for some time and I have now largely overcome these. I now have a car that is very like the one I owned 40 years ago. It feels very familiar.



Special Bolts

I couldn't resist including this chart of Special Bolts. You have probably all seen it before, however, I am sure it will still produce a chuckle.

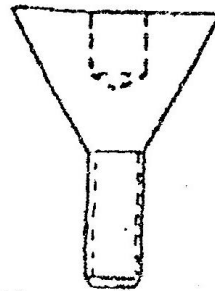
Along with Murphy's Law and Vintage Cars, there are some very unwelcome truths that are encountered when fiddling with old machinery, which really are not so funny at the time!



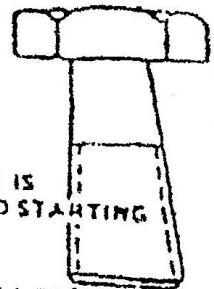
FOR MISMATCHED BOLT HOLES



FOR HOLES TOO NEAR THE EDGE

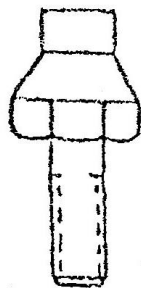


FOR HOLES COUNTER SUNK TOO DEEP

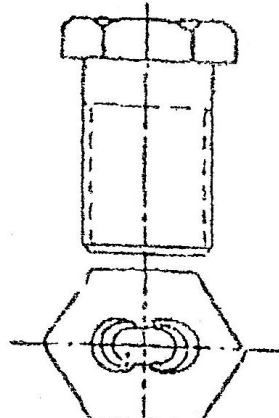


NUT IS HARD STARTING

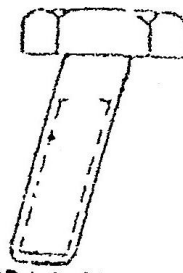
FOR HOLES DRILLED CROOKED THEN STRAIGHTENED UP



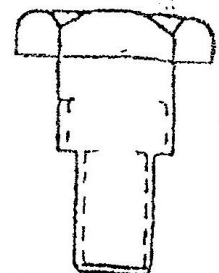
FOR HOLES WITH COUNTERSINKING ON THE WRONG SIDE



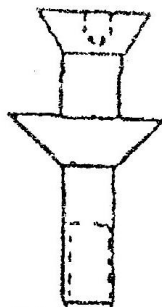
BINOCULAR BOLT FOR DOUBLE DRILLED HOLES



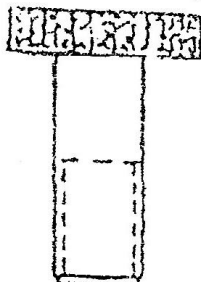
FOR HOLES NOT QUITE SQUARE



ASSEMBLER'S SPECIAL FOR OVERSIZE & STEPPED HOLES



FOR DOUBLE COUNTERSUNK HOLES

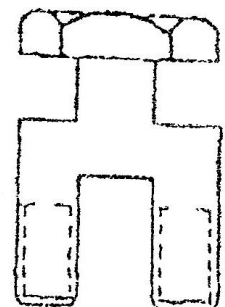


SERRATED HEAD FOR VICE-GRIP TORQUING

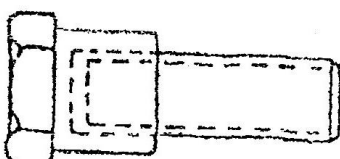


OVAL SHANK

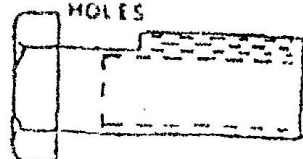
FOR OUT OF ROUND HOLES



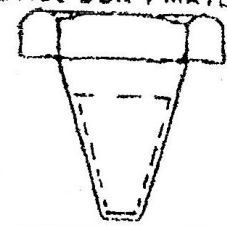
FOR REDRILLED HOLES THAT STILL DON'T MATCH



TELESCOPIC BOLT WHERE LENGTH IS NOT KNOWN



FOR USE WHERE PILOT HOLE CLEAN UP



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