

Auto Torque

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

OCTOBER/NOVEMBER 2016 edition



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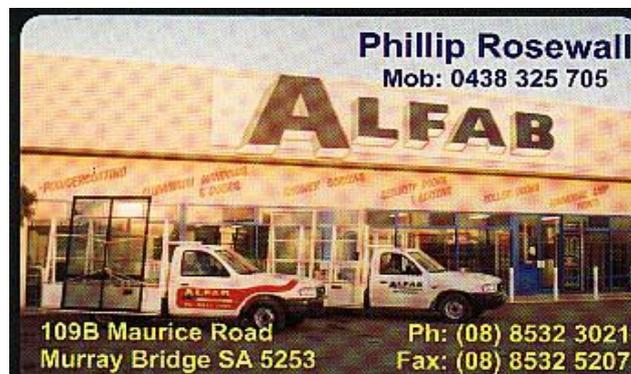
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AUTO COLLECTORS CLUB

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: Wayne and Roxanne Rowland with their 1962 EK Holden sedan – all original and in excellent condition. The car originally belonged to Wayne's father.

Other pictures: (from left) original valve radio; front interior; wheel trim.

Calendar of Events

DATE	EVENT	WHO, WHAT, WHERE
October 14 th – 17 th	Riverland Run	Roy & Elaine Bretag
October 29 th (Saturday)	MB Racing Club – Long Riders	Info in this edition.
October 30 th (Sunday)	Callington Show	Brenda Cowie
November 1 st (Tuesday)	General Meeting	8:00 p.m. – Clubrooms
November 2 nd (Wednesday)	Patron's Run	Howard & Myra Wright
November 8 th (Tuesday)	Committee Meeting	7:30 p.m. – Clubrooms
November 16 th (Wednesday)	Ladies' Day Run	Brenda Cowie
November 19 th (Saturday)	Murray Bridge Pageant	John Courtney
November 20 th (Sunday)	Mal Fountain Run	Darren Fountain
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
March 7 th (Tuesday)	General Meeting	8:00 p.m. – Clubrooms
March 14 th (Tuesday)	Committee Meeting	7:30 p.m. – Clubrooms
March 19 th (Sunday)	South Coast Run	Graham & Maureen Edwards
March 25 th (Saturday)	Presentation Night	To be advised
February 19 th (Sunday)	Sausage Sizzle	Terry & June Mabbitt
April 4 th (Tuesday)	Annual General Meeting	8:00 p.m. – Clubrooms
April 11 th (Tuesday)	Committee Meeting	7:00 p.m. – Clubrooms

Other Events of Interest

November 11 th	Climb to the Eagle	Info in August issue
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(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.

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:-

- Derrick and Julie Cross of Caloote
- Ben and Lorraine Wye of Hahndorf
- Alan and Sue Ruskin of Tailem Bend

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

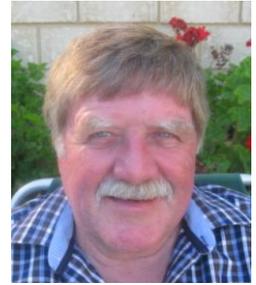
Our latest Provisional Members for 2016/17 are:-

- Russell and Alison Pope 1924 Essex-Six Tourer

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

Neil Schubert (Membership Officer).

President's Report



G'day everyone.

I have just watched the Sunday night News, where the Bay to Birdwood run featured prominently. In particular, Darren Piltz's beaming face, along with the rest of his crew in the background, fairly filled my screen. And I was filled with disappointment that I had not been there this year. Everyone seemed to be having such a good time, from the drivers and their passengers to the spectators and even those with temporarily broken down cars. And the cars and bikes looked absolutely spectacular as usual. And I missed it.

I cannot remember when I went to my first Bay to Birdwood as a spectator. It was first run, of course, in 1980, so it may have been that year, as I attended very many of them. I do remember watching from the front seat of Kevin Brincat-Cotton's Wolseley on one wet and cold occasion, but mostly set up camp in my favourite spot with a number of friends. We would arrive quite early, set up a BBQ and start the show rolling with bacon and eggs, then settle down to watch the day's proceedings. All very enjoyable. Unfortunately that favourite spot is no longer available, as there is a guard rail in the way.

When I got the Essex, I started participating. The first year was a bit daunting, as I had only had the car a couple of weeks. It had yet to prove its reliability to me and, of course, I was totally unused to driving it, but the previous owner had entered it and Don Stock convinced me that "she'll be right". We broke down before White Hill! Having got going again, we again broke down on Callington Hill, but the good news was that this time we found the real problem, a fuel blockage, which we fixed. We had no more problems and thoroughly enjoyed ourselves. The Essex went in two more Bay to Birdwood runs before I sold it, again having a great time. It is an experience I am looking forward to when the Dodge is on the road (I am just not holding my breath!).

So to all of you who were involved in the Bay to Birdwood this year, I trust you had a great time and I am envious.

While we are still on the subject of the Bay to Birdwood, I was very appreciative of Kevin Noel taking the time to talk to us at the last meeting about the run from an organiser's perspective and for providing some actual facts and figures on the situation. I for one found it very enlightening.

Now I know it has been winter and we should expect some bad weather, but it seems to me that some of what we have had to put up with recently has been pretty unusual. Fortunately we have been able to survive a bit of inconvenience on our recent runs and they have still finished up very enjoyable. Good call, Bob Hunter, in delaying your run by a week - it turned out real good in the end but a week earlier would have been a very different story. But now we seem to be on the countdown to Christmas with the promise of better weather ahead. We hope.

Some of you may have noticed some problems with our Web Site recently. The first occurred when the site was hacked and Rhonda had to spend time on her holidays to rebuild things. Not what you need any time, but holidays? Well done, Rhonda. The second incident was caused by a server malfunction and required no intervention on Rhonda's part, but annoying all the same. All appears fine again now though.

Well, that will do for now, so as usual, wishing you all happy and safe historic motoring.

John Courtney

Congratulations!



70th BIRTHDAY

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JUNE MABBITT

On 5/10/16

FROM THE EDITOR

Hi there,

Welcome to another Magazine – the second last one for the year! The “silly season” is just around the corner and I am beginning to wonder if I will get everything on my list finished in time for Christmas! So, what’s new? It happens every year and I should be used to it. I am sure there are plenty of you out there who feel the same.

We have a new sponsor’s advertisement in this edition. Look out for the “**Supercharge Batteries**” ad in the centre pages. It is replacing Club member Alan Ruskin’s previous ad. Alan has now retired and we all wish him and Sue a very happy retirement. Also we thank you, Alan and Sue, for your ongoing support of our Club Magazine over many years.

Lots of Club events coming up, so don’t miss out – read all you need to know about them in this edition, or go to our website – autocollectorsmurraybridge.com.

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 December, February or April meetings. Many thanks for your cooperation – Lyn W.

These two “Questions and Answers” were kindly handed to me by Alan Wegener in order to share with our members. Thanks, Alan. – Ed.

Engine Capacities

COULD you explain how the size of an engine is calculated in terms of litres.—“EC”, Geelong, Vic.

THE ANSWER

Dear “EC”,—The litre is a metric measure of the capacity of an engine, and is equal to 1,000 cubic centimetres (1,000 c.c.). The English system of measuring engine capacity is based on cubic inches and there are 16.39 c.c. to the cubic inch.

Engine capacity is the only accurate way of comparing the relative sizes of engines and it refers to the volume displaced by the piston or pistons over the full length of the stroke. It does not take into consideration the volume enclosed by the combustion chamber, as this varies according to the compression ratio for a specified bore and stroke.

To determine the capacity in litres when the bore and stroke is given in inches it is generally easier to work in inches and then convert to litres when the calculation is completed.

The first stage in calculating the volume displaced by a piston is to find the cross-sectional area of the bore. This is done by first squaring the diameter of the bore and then multiplying by .7854. Suppose an engine had a 3 in. bore, the calculation would be this: 3 in. x 3 in. : .7854. This equals 7.068 in.; the area of the bore.

The next step now is to multiply the area by the stroke, and if this were, say, 4 in. we would finish up with the figure of 28,272 cub. in. representing the displacement of a single piston. If the engine were a one cylinder unit this figure of 28,272 cub. in. would be its capacity, but in the case of a multi-cylinder unit it must be multiplied by the number of cylinders. For a 6-cylinder engine the capacity

would therefore be $28,272 \times 6 = 169,632$ cub. in.

To convert cub. in. to c.c., multiply by 16.39. Since single cylinder engines are frequently measured in terms of c.c. this calculation might well be applied to the single cylinder example we have just worked out. The calculation then would be $28,272 \times 16.39$ which equals 461 c.c.

In the case of the multi-cylinder engine, its capacity would normally be given in litres. Since there are 61 cub. in. in a litre, the capacity in cub. in. would be divided by 61. Again referring to our example this would be 169.32 cub. in. divided by 61, which equals approximately 2.78 litres.—Bert Wilson.

“T” Ford Generator Capacity

I WOULD like to know the volts, amps. and type of current delivered to the master plug from the flywheel generator of an old model-T Ford.—J. Squirrel, Widgerie, Gilgandra, NSW.

THE ANSWER

Dear Mr. Squirrel,—The flywheel generator on T model Fords produced alternating current, and its output, as well as the voltage varied with the speed of the engine. The figures in this connection are as follows:—

RPM	Miles per Hr.		Volts	Amperes	Cycles
	Car	Truck			
200	5	2.63	5	6.1	26.4
400	10	5.26	9.8	7.9	52.8
600	15	7.89	14.4	8.5	80.0
800	20	10.52	18.8	8.8	106.4
1,000	25	13.15	22.8	8.9	146.4
1,200	30	15.8	26.2	9	160.0

The figures given under the heading “Cycles” indicate the number of times per second the current changes its direction.—Technical Editor.

Coming Events

RIVERLAND RUN (14 - 17/10/16)

Friday 14th October

Meet at Clubroom at 8.30am for 9am departure, Travel to Karoonda for BYO morning tea. Continue onto Loxton then Berri.(200kil)

Arriving at Berri around lunch time. For members with caravans please book into the Berri Caravan Park now while those who have booked cabins can only book in after 2pm....Time out for lunch.

At 1.30pm Please meet at the boat ramp car park opposite the Berri caravan park. This afternoon we will be travelling to John Flanagan's car collection in Berri and also to Renmark.

Returning back to the caravan park mid afternoon. Members who have booked cabins will now check in.....FREE TIME..... to relax have a cuppa and/or coldie before dinner.

Dinner is booked for 6pm at the Berri Hotel (just a short walk 500mts from the caravan park.

Saturday 15th October

There is the Farmers Market in Berri at 7.30am for the early birds.

PLEASE BE BACK AT THE CARAVAN PARK BY 9AM.as we will leave to visit Neville Wurst's collection at Paringa.

From there we travel to Headings Cliff lookout where we stop for morning tea. (BYO morning tea, chairs etc.)

Then onto Wilkadene Woolshed Brewery for a BBQ lunch. Please bring your own meat and a salad to pool, (BBQ's are there for us to use at the Woolshed, bread butter condiments and dessert etc. supplied by R&E). Take time to look through the original old cottage and read the history of the families who lived there.

After lunch return to Paringa to visit Cammies Antique & Collectables, before heading back to Berri....FREE TIME.....Visit the Food and Wine Festival held on the riverbank at Berri open until 7pm for your evening meal.

Sunday 16th October

FREE TIME.....until 10am- 10.30am. We will now head to Ruston's Rose Garden at Renmark.

Stroll through the garden gift shop, museum or indulge in coffee and cake at the cafe.

This will be followed by a short drive to Barmera for lunch at The Lakes Bakery Cafe overlooking Lake Bonney. Early afternoon we will travel on from Barmera to Cobdogla where we visit the Cobdogla Steam & Irrigation Museum for a guided tour of the Museum and train ride (\$10 pp). BYO afternoon tea, chairs etc.

5.30- 6pm - Dinner at the Cobdogla Community Club.

Monday 17th October:

Thank you for joining our weekend away. Pack up and return home at your leisure.

Enquiries to Roy or Elaine Bretag – 85 325791.

MURRAY BRIDGE LONGRIDERS' STATIC DISPLAY (29/10/16)

(SATURDAY)

Entries are between 10am and 12 noon with a \$10.00 entry fee per person. You can have more than 1 entry as the cost is per person. we will be handing out wristbands. Entry for cars will be at the last gate where vehicles will be driven down along the fence rails of the race track and parked at a 45 degree angle starting in front of the grand stand. If there are a large number of your members it would be good to have them all together but that is something you have to work out. Motorcycles will go through gate 2 and park under the eastern side of the betting ring. There will be marshalls at each point to help direct parking. Entry gates close at 12 and general public admission starts at 12. We have the Scouts, Rotary and Rolling Roast to provide food and soft drinks and the race club will provide alcohol. The western side of the betting ring will be set up as a food court with plenty of tables and chairs plus live music. Trophies will be presented around 4pm with the show finishing at 5pm.

This information provided by Gus Slotegraaf.

CALLINGTON SHOW (30/10/16)

- Please be at the Clubrooms, **ready to LEAVE BY 9:00 a.m.**, as we will not be allowed entry at the Show after 9:30 a.m., when the gates are closed to exhibitors.
- It is expected that vehicles will remain for the day, i.e. until 4:30 p.m. Anyone needed to leave early, under exceptional circumstances, will need to clear it with the exhibits organiser (Judy Paech) on the day.
- If you will be attending and wish to show your vehicle, please call make sure to include your name/s on the Run Sheet at tonight's General Meeting on 4th October, 2016.
- Our Club has been allocated a limited number of tickets, so don't delay.
- Contact Brenda Cowie (85 310151).

PATRON' S RUN (2/11/16)

- LEAVE the Clubrooms at 9:00 a.m. and travel to Cambrai. We will be visiting the Cambrai Museum, which we hope you find interesting. Morning Tea will be provided by the Ladies of the Museum at \$6 per person, which includes cake, tea/coffee and entrance to the Museum. Of course, you are welcome to BYO morning tea if you wish. Museum entrance only is \$3 per person. Correct money would be appreciated. We visited the Museum recently and were both impressed at the display. We have also been assured that the Red Cross Shop will be open, so, go for it, ladies!
 - Following morning tea, we will travel to Tanunda. We have made a booking for lunch at the Weintal Hotel/Motel. The cost of lunch is \$11.90 per person and there will be 5 choices to select from. Of course, you can order from the menu if so desired. I think you will agree that, having dined at this venue on other occasions, you are assured of a good meal in pleasant surroundings.
 - Following lunch, you may return to Murray Bridge at your leisure.
- Further information – contact Howard and Myra Wright (0428 155 476).

LADIES' DAY RUN (16/11/16)

(Poltalloch Station)

- Leave clubrooms at 9.00am.
- Mystery stop for BYO m/tea. Quiz sheets will be handed out at this stop.
- Proceed to Poltalloch Station via Meningie Rd. Tour of Station approx. 1-1/2hours.
- After tour of Station proceed to rest area at Narrung (just over the ferry) for BYO lunch & quiz for Ladies' Day trophy.
- Walking shoes recommended.
- Cost for tour is \$20 per head.

Register your interest on the Run Sheet at a General Meeting or contact Brenda/Les on 85 310151.

MURRAY BRIDGE PAGEANT (19/11/16)

The Club has received an entry form for the Murray Bridge Pageant. Anyone who is interested in taking part in this, as a Club event, is asked to register your interest on the Run Sheet at a General Meeting or let our President, John Courtney, know by contacting him on 85 324107. Vehicles will need to be in our Club's allotted space by 4:30 p.m. on Pageant Day. Numbers are needed as soon as possible if this event is to go ahead.

MAL FOUNTAIN RUN (20/11/16)

This year's Mal Fountain Run Will start with a small, observation run on the way to the Mulga Wildlife Sanctuary and Wildlife Park. We will stop for morning tea along the way. Mulga Sanctuary and Wildlife Park is about 20 Km out of Murray Bridge it has an array of native and exotic wildlife. ,Entry has been negotiated at \$8 per person.

The Club will provide a BBQ Lunch for members. Please bring drinks, morning tea and a chair and a pen for a short quiz to help decide the trophy winner.

For catering purposes, please put your name on the Run Sheet at the October/November Meetings or phone me. Any questions phone Darren Fountain
0419 841 119

CHERRY PICKING RUN (7/12/16)

(WEDNESDAY)



For all of us who have been on this run before, it's on again, and for those who haven't, come and join the fun. We will be returning to Stella Creek Cherries at Forrest Range. Leaving the clubrooms at 8-30am for an early start as it may be hot. BYO morning tea. Lunch at The Steak House, Oakbank Hotel. If you DON'T want your cherries cooked before you get home, bring an ESKY and some ice to pack them in. See you there, Roy & Elaine (85 325791).

CHRISTMAS PICNIC (11/12/16)

- Leave the Clubrooms at 9:30 a.m. for the Palmer Oval.
- Members please bring:
B.Y.O. morning tea (tea/coffee will be supplied)
A generous sized salad to pool for lunch
A plate of afternoon tea (also to be pooled)
B.Y.O. plates, cups, cutlery plus chairs & small table in case needed).
- The Club will provide:
Tea, coffee, milk, sugar and cordial for any children, meat, bread, sauce, fruit salad and icecream.
- This year, we will not be having a visit from Father Christmas.
- There will be some entertainment on offer throughout the day and a raffle will be conducted.
- For catering requirements, please register your name at a Club meeting or contact the President or Secretary if you will be attending.



004700198653
ID Number: C-408864
Mrs Lyn West
55 Verdun Road
MURRAY BRIDGE SA 5253



18 August 2016

Dear Lyn,

We can all do something to help beat cancer. Thank you for doing so much!

We are so grateful that you chose to have an **Australia's Biggest Morning Tea** this year. Your efforts in raising an incredible \$160.00 are inspiring. On behalf of the countless South Australians who will benefit from your support, thank you!

Every dollar you have raised will enable us to continue investing in vital **research** to improve diagnosis and treatments, provide **prevention education** to reduce cancer risk and give comfort and reassurance through essential **support services**. All of these things make the world of difference for the people in our community who are affected by cancer.

Over the past 20 years, **61,000 Australian lives have been saved** by improvements in cancer prevention, screening and treatment, with survival rates for many common cancers increasing by as much as 25 per cent. This was made possible by amazing supporters, just like you.

Thanks once again for being part of **Australia's Biggest Morning Tea**. It is wonderful to have you by our side.

Together we will beat cancer!

Kind regards

Lincoln Size
Chief Executive
Cancer Council SA

P O Box 929, Unley SA BC 5061
1300 65 65 65

events@cancersa.org.au
www.cancersa.org.au

biggestmorningtea.com.au

The above is a copy of the letter I received to acknowledge receipt of our donation of \$160 to "Australia's Biggest Morning Tea". Many thanks go to all who were involved. – Ed.

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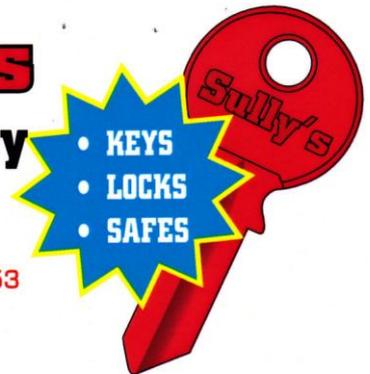
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Lower Murray Grit Blasting Lot 374 Netley rd, Murray Bridge. ph 0407 601173

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Run Reports

GAWLER CAR CLUB VISIT (31/7/16)

This was a very low-key event for our Club and a few of our members presented themselves at Sturt Reserve to view the Gawler Car Club vehicles. – Ed.

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

Auto Collectors Club of Murray Bridge (ACCMB) met in almost 26 deg Spring weather with a slight breeze beginning to blow. Run organizers, Maureen & Graham Edwards, met all members on arrival at their Johnstone Park clubrooms for last minute instructions for the day's activities with an impromptu Log Book inspection by assistant registrars, Roy Bretag & Graham Edwards taking place.

Prior to moving away from the Clubrooms, organizer Graham asked all 45 members present to observe and remember Long Tan day, with 1 minute's silence being observed.

Following the silence, members moved off in a variety of historic and modern cars along Adelaide Rd, Bridge St, and down the Bridgeport hill before parking at the wharf adjacent to Captain Proud Paddle Boat Cruises mooring, with ACCMB members Leon and Jill Matschoss performing security duty of the vehicles whilst members were cruising.

It was from here that all members boarded the Captain Proud for a one and a half hour



Leon & Jill Matschoss were assisted in their security duties by the "guard dog" on Alan and Sue Ruskin's 1955 Dodge Fargo.



The group, ready to board the Captain Proud.

morning tea cruise.

With members all seated in the lounge area, Captain Daniel “Happy” Gilmore and staff welcomed all aboard.

With all safety formalities complete, it was cast off time with the paddle boat heading under the Twin Bridges upstream.



The scene in the dining room of the Captain Proud.

It wasn't long before staff members Amanda, Reanna and chef, Michael, were busy preparing and serving coffee followed by scrumptious hot scones, jam and cream, which was thoroughly enjoyed by all aboard as Captain “Happy” gave a running commentary of all interesting points along the river cruise.

On reaching Avoca Dell it was time to turn around and head back downstream to Sturt Reserve, turning around before heading back to the wharf.

Prior to disembarking, Graham Edwards thanked Captain Proud Cruise captain and staff for a wonderful, informative cruise and a well served morning tea.

It was unfortunate that during the cruise a strong northwesterly wind came up, preventing the group from lunching on the lawns of Thiele Reserve adjacent to the river. Instead, plan B was put into place with a BYO lunch being held back at the clubrooms.

During lunch, club President Mr. John Courtney thanked organizers Graham and Maureen for another great run.

Then it was off to view ACCMB members, Stephen and Jean Mobbs's “Boating project” in the making.

For the past 6 years, Stephen has been meticulously constructing a to-scale 27 foot “Riva Aquarama” mahogany runabout as seen cruising the Mediterranean in the 1960's.

The craftsmanship as viewed by the members was nothing short of perfect, representing many thousands of hours Stephen has dedicated to his beloved project.

The craft will be powered by 2 x 350 horse power fuel injected PCM engines.

ACCMB members were also privileged to view Mr. and Mrs. Mobbs' collection of motor cycles and cars.

With the day's activities complete, Graham Edwards gave the customary vote of thanks to Stephen and Jean, with all members applauding enthusiastically before saying their farewells and returning to their respective homes.

(Thanks go to Graham and Maureen Edwards for the organization of this popular Run. Thanks, too, for this report and photos. – Ed.)

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



Neil organises the troops.

The first day of September each year is promoted by "The Federation of Historic Motor Vehicles, South Australia as "Drive Your Old Car Day". Owners of veteran, vintage and classic vehicles are urged to take their historic vehicles out for the day so that the public can see them by taking them to work, shopping, go for a drive or organize a run.

Local Auto Collectors Club of Murray Bridge (ACCMB) membership director, Neil Schubert and wife May organized such a day run, including the staging of the late Life Member, Paul Kruger perpetual Economy Run Trophy.

35 ACCMB members assembled at their Johnstone Park clubrooms for a final briefing prior to the commencement of the 62 mile run. Much interest was shown toward two newly arrived vehicles not seen at the club before, the first being a 1979 Silver Shadow Rolls Royce owned by new members, John and Wendy Uren, and the second a 1962 "S" series Valiant owned by members Gary and Jean Northey.

With run organizer Neil giving last minute details and directions for the day's run it was time for 19 vehicles to commence the Economy Run with one vehicle being chosen for members to estimate "how many miles per gallon" that vehicle, a 1965 XP Ford Falcon sedan, would return for the total journey.

It was out onto Adelaide Road and along Old Princess Highway to arrive at Callington oval for morning tea. In wonderful spring weather, with sun shining, ACCMB members sat around chatting and enjoying each other's company whilst morning tea was consumed.

Following morning tea, it was off again, this time heading to Langhorne Creek via Woodchester and the little hamlet of Bletchley, driving through the colourful almond blossom orchards, vineyards and cereal crops before arriving at the "Bridge Hotel" Langhorne Creek. Members suitably parked their vehicles so that locals and travellers alike could view some of the world's much loved and cared for vehicles before entering the local "Watering Hole" for what was an enjoyable lunch and chat about the day's run.

It was during the collection of the economy run estimate forms by run coordinator Neil Schubert and the singing of happy birthday to member Dennis Scarman, that an unexpected rainstorm hit Langhorne Creek turning the car park and surrounds into a playground for ducks. The winning



How many men can you fit around a raised bonnet? Much interest shown in John and Wendy Uren's Rolls Royce.

estimator of the economy run trophy will be announced at the club's presentation dinner in March 2017.

President John Courtney thanked Neil and May Schubert for the day's organization while Neil thanked management and staff for a great meal, also thanking members for coming out to show their old cars off to the public.

A rather wet trip home for many didn't dampen members' spirits even though many cars saw a wet outing for the first time.

Vehicles and members participating in this event are listed below:

1974 Mercedes	Roy Bretag	1961 Chev Impala	Murray Lutz
1962 S series Valiant	Gary & Jean Northey	1966 VW	Peter Mach
1979 Mercedes	Dennis & Rhonda Scarman	1960 Jaguar	Howard & Myra Wright
1965 Ford XP	Neil & May Schubert	1979 Rolls Royce	John & Wendy Uren
1967 S series Valiant	Les & Brenda Cowie	1977 Holden Torana	Peter & Pat Jennings
1964 EH Holden	Trevor & Deirdre Kitto	1976 Fairmont	John & Vicki Courtney
1988 VL Commodore	Gary & Lyn Haebich	1970 VG Valiant	Trevor & Alice Jericho
1965 HD Holden	Peter & Aileen Geue	1948 Morris 10	Ben & Lorraine Wye
1980 Chrysler	Maurice & Jan Emmerson	1955 M.G. Magnette	Basil & Lyn Zadow
1981 Ford Zephyr	Graham & Maureen Edwards		

(Appreciation goes to May and Neil Schubert for organising this annual Run for members. Many thanks to Graham Edwards for this report and to Pat Jennings and Graham Edwards for photos. – Ed.)_

WAVE GENERATOR RUN (14/9/16)



Binoculars out to view the wave generator.

to put that in perspective, it would equate to 50 house foundations stacked on top of each other. The Oceanlinx wave generator was being towed to Port Macdonnell by a tugboat on March 2nd, 2014, when its buoyancy failed and it started to sink. The generator was built by a private company and was to produce 1 Megawatt of electricity – enough to power 1000 homes.

The salvage costs exceed \$3 million, but the company has gone broke, so the future of the generator is unknown at this time.

We then travelled to the Port Elliot Hotel where we

Ten cars and 19 hardy souls met at the Clubrooms for the Run. The weather was bleak – overcast with light rain and it was very cold.

The further we went S/West, the better the weather got and, by morning tea stop at the Myponga Reservoir, it had started to clear a bit, but was still very cold.

We crossed the reservoir causeway and proceeded on to the lookout which overlooks the Gulf, at Carrickalinga, and the wave generator, sitting 1 km offshore in 30 feet of water, with about 30 feet above the water. The generator weighs 3000 ton and,



Bob & Lyn Hunter and Brenda Cowie enjoy lunch in front of the fire at the Port Elliot Hotel.

had a very enjoyable lunch in the dining room, with a large wood fire to keep us company. After lunch, we all headed for home.

(Many thanks to Bob and Lyn Hunter for arranging this enjoyable Run. We went through some very pretty country. Thanks to Bob for this report, too. – Ed.)

MURRAY BRIDGE SHOW (24/9/16)

Once again the Murray Bridge Show has been and gone and again the weather was a little against us with light showers during the morning causing inconvenience for members who attended with the presentation of their vehicles. Seven cars were displayed and set up in the usual position behind the Main Pavilion. A steady number of people wandered in to examine what was on display and our teardrop flags again gave them advance notice of what was in store for them. Many thanks go to Murray Lutz and all members who attended and helped in any way owing to my commitment to other duties. The Grand Parade, although small because of the absence of livestock, was mainly of motor vehicles and we presented the second largest group. This year a commentary was given, slightly altered from what we had submitted, describing each vehicle, with owners' names mentioned as well, which has been missing from some previous shows. Most vehicles headed for home immediately after the Grand Parade and again I thank all who attended and helped in any way. I was a little disappointed with the small number of our vehicles attending and hope that next year we may be able to have a larger contingent. It was a very busy weekend here in the Bridge with a number of other activities attracting crowds so I think we can be pleased with what we were able to achieve. Hope we can be represented again next year for the 99th Murray Bridge Show

(A big "Thank You" to Jeff Martin for overseeing the organisation of this event and for this report – Ed.)

BAY TO BIRDWOOD RUN (25/9/16)

(A report on this event was not available at time of printing and will be included in the December issue of the Club Magazine. – Ed.)



Found this cartoon in Tom's copy of the 2000 Bay to Birdwood booklet, which was probably the last year we entered the event on Tom's BSA outfit. – Ed.

WELLINGTON STRAWBERRY FETE (2/10/16)

(A report on this event will be published in the December issue of the Club Magazine – Ed.)

CLUB CLASSIFIEDS

August Meeting

Sale:

- Standard Vanguard, mid 50s – runs but no clutch. \$2000 o.n.o. Jerry Wilson (0401697133).

September Meeting

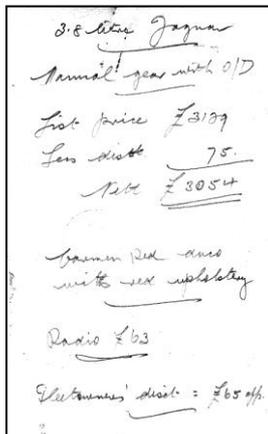
Sale:

- 4 x 6-40-13" 6 ply tyres & tubes – 75% tread, A1. \$100 o.n.o. – Graham Edwards, 0428813070 or 85321175.
- 1938 Austin 10 (partially restored). \$4000 o.n.o. – Liz Hodge, 0400169533 (there are pictures on the notice board at the Clubrooms).

"CAR TORQUE" (Members' Contributions)

"SOMETHING OF SPECIAL INTEREST" (from Howard Wright)
(especially if you like Jags!)

A friend of mine was helping to clear out a deceased estate and came across a hand-written quote for a Mark II Jaguar, current for the day (early 1960s). It was written in pencil on the back of a card advertising Sales and Service by Harris, Scarfe, Ltd. With it was a spiral bound, colour brochure of the Jaguar Mark 2 models, complete with specifications and full page colour pictures of the cars, interiors, engines, etc., plus available colour schemes of (quote) "coachwork and interior colour alternatives". My friend thought to himself, "Howard would like this"! And Howard does!



3.8 litre Jaguar
Manual gear with O/D
List price £3129
Less disc 75.
Nett £3054
Carmen Red duco
with red upholstery
Radio £63
Electronics' disc = £65 off.



3.8 litre Jaguar
Manual gear with O/D
List price £3129
Less disc £ 75
Nett £3054

Carmen Red duco
with red upholstery

Radio £63

Fleet owners' disc = £65
app.

Top left: The hand-written quote.
Bottom left: Quote reproduced in print.
Above: The Carmen Red Jaguar Mark II from the brochure.
(Many thanks, Howard, for sharing this with Club members – Ed.)

Alan Hagger has sent me the following article to reproduce for the interest of members. I am sure that a lot of our members will find it interesting. – Ed.

BREAKTHROUGH IN BRAKE FLUID

Are Silicone Compounds the Answer to Traditional Braking Problems?

In recent years, we've seen dramatic improvements in such parts of our vehicles as the battery and cooling system. These were once potential trouble spots, especially in the rigors of off road use. Yet, today, with only minimum maintenance, their reliability can all but be taken for granted.

A similar stride forward appears on the horizon for the brake system. It's in the form of a silicone-based brake fluid developed by the Dow Corning Corporation of Midland, Michigan.

Conventional glycol-based brake fluid seems to do its job well, but actually has some serious short-comings. It can be extremely corrosive, as you may already know if you've ever spilled any on a mud-guard or firewall, and that means it shortens the life of components throughout the brake system.

It also absorbs moisture readily, adding a tendency to cause rust to its inherent corrosiveness. Further, its affinity for moisture can lead to a dangerous drop in boiling point. A pure glycol-based fluid will boil at about 280 degrees C. But, if there's as little as 3½% water present, the fluid will boil at less than 148 degrees C.

As brake fluid reaches the boiling point, it forms bubbles. Pedal pressure is dissipated in trying to compress the bubbles, instead of operating the brake cylinders and callipers. In an extreme case, overheated fluid could keep even a mechanically perfect brake system from stopping a vehicle in time to avoid a crash.

Silicone-based fluid, on the other hand, isn't corrosive and, in fact, won't even harm paint. It doesn't have any affinity for moisture and, thus, won't absorb water. Its boiling point is 370 degrees C and the fluid

has outstanding thermal, chemical and physical stability.

Further, it retains a free-flowing viscosity at extremes of cold as well as of heat. Those who've driven vehicles with silicone fluid in the brake system report that it provides better low-temperature response, easier modulation, and better overall control. If the product is so good, why isn't it more widely used? The answer is the old initial cost. The price of silicone-based fluid is about three times that of its glycol counterpart. Of course, it can be argued that the silicone product will more than pay for itself by eliminating corrosion and rust in the brake system, allowing longer component life. But it will take tens of thousands of miles of driving to realize that cost.

In addition, converting an existing vehicle's brake system from glycol to silicone isn't simply a matter of draining one fluid and refilling with the other. The glycol is extremely difficult to purge. Dow Corning found that out in a series of long-term, field tests with its silicone fluid.

In one round of experiments, silicone was merely added to systems already operating on glycol. The master cylinder was drained and refilled with silicone, leaving glycol throughout the rest of the system. The idea was to find out what would happen if one type of fluid were inadvertently added to the other.

Nothing much happened at all. The two fluids worked just fine together and the brakes functioned normally. However, the fluids proved immiscible; that is, they wouldn't mix. Each retained its own characteristics. That meant the system was still subject to the lower boiling point and the moisture absorption of the glycol. Adding the silicone

hadn't done any harm, but it didn't really do a lot of good either.

The next group of tests involved flushing and refilling the entire brake system. Even this didn't result in a complete purge, though. In different vehicles, from 10 to 30 percent of the glycol remained. However, there was now enough silicone present to show some worthwhile benefits, particularly in cold weather operation.

There was also a remarkable improvement in component life. When the brakes were torn down after as much as eight years of use, the effects of corrosion and rust had been reduced in direct proportion to the amount of silicone in the system. The more silicone there was present, the less damage had taken place. The corrosion that had occurred was due entirely to the glycol.

The final experiments entailed a complete rebuild of the brake system. The master cylinder, wheel cylinders and callipers, and brake lines were all taken apart and cleaned thoroughly with solvent to eliminate any trace of glycol. The cylinders and callipers were then dried in a vented oven, while the lines were blown with dry

nitrogen, to rid them of the solvent. The combination valve couldn't be disassembled, so it was flushed with silicone fluid until no evidence of glycol remained. Then the system was put back together and filled with the silicone fluid.

Of the vehicles given this full treatment, one was torn down after two years and 90,000 km, and the other after 3½ years and 119,000 km. In both instances, brake components were completely free of corrosion and the fluid contained absolutely no moisture.

That added cost and complication to the already high price of the fluid itself. However, on the basis of the test results, engineers estimated that, with pure silicone fluid in the brake system, the components should be good for at least 160,000 km of use.

Of course, there would be no need to purge the brake system of glycol if silicone-based fluid were used in the first place by vehicle manufacturers. In the meantime, the advantages of the product are available to those willing to go to the necessary time, trouble and expense.

Bleeding Brake Systems For Silicone Brake Fluid

Just how difficult is it for an individual vehicle owner to prepare his vehicle for silicone based brake fluid? The best way to answer that question is to quote the instructions Bullfrog Chemicals supplies with its version of the product.

"Silicone has an affinity for air. Do *not* shake the bottle of brake fluid, and avoid agitating the brake system while bleeding the system. Do *not* 'pump' the brake pedal.

"For best results remove all old brake fluid from the system by disassembling all components. Wash them in soap and water, then rinse and dry them. Reassemble all parts using new seals and silicone brake fluid as an assembly fluid. Carefully blow the old fluid out of the brake lines. Put the components back on the car, secure all lines, and open all the bleeder screws.

"Pour silicone brake fluid into the master cylinder. If the master cylinder has bleeder screws, close them when fluid appears. Fluid should appear next at the driver's side front wheel. When it does, close the bleeder screw. This procedure is continued around the car until brake fluid is released from all the bleeder valves. This is called 'gravity bleeding' and will take 1-2 hours."

The most important point to remember is that all components must be cleaned, as thoroughly as possible, or glycol will remain in the system and prevent the silicone from performing at maximum effectiveness.

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