

CATERING TO THE NEEDS OF ALL FORD VEHICLE ENTHUSIASTS

CAMTORQUE

WWW.FORDOWNERSCARCLUB.COM.AU

MAGAZINE

#96 AUGUST 2015



1914 FORD MODEL TVAN



WATERLESS

WATERLESS ENGINE COOLANT



A LITTLE BIT OF KNOWLEDGE



EDITORS PICK - WHEELER DEALERS



06

Have You Heard About ...

Waterless Engine Coolant? yes, that's correct! Read all about this latest technology, right here in Camtorque.



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In Other News

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Club Meetings

Keep up to date with our monthly club meetings which start at **8:00pm** at the Northgate Community & Sports Club, Duncan Frazer Reserve, Rowe Avenue, Northfield.

- August Meeting - **Tues 11/08/2015**
- September Meeting - **Tues 08/09/2015**
- October Meeting - **Tues 13/10/2015**
- November Meeting - **Tues 10/11/2015**
- December Meeting - **Tues 08/12/2015**
- January Meeting - **Tues 05/01/2016**
- February Meeting - **Tues 09/02/2016**

Get In Touch With The Club

Need to write to the club? send to:
Ford Owners Car Club S.A. Inc
 PO Box 865, Prospect East SA 5082

Visit our club website:
www.fordownerscarclub.com.au

Find Us On Facebook:
www.facebook.com/foccsa

Important Notices

Dear Fellow Car enthusiast and CAMS member,

Have you read the fine print before renewing your CAMS licence? CAMS wants you to grant them new powers to take it away!

All CAMS licence renewals now require that you certify 2 things:

1. That you will immediately notify them if you are charged with (not convicted of!) a criminal offence
2. That you agree they can take away your licence at any time, without stating a reason!

By agreeing to the above, you are granting powers to CAMS which are outside their scope as administrators of motorsport. You are agreeing that they can decide you are guilty of a criminal charge before the courts can, and that an anonymous CAMS official can walk up to you 5 minutes before the start of Targa Tasmania or the Bathurst 1000 and take away your licence without so much as stating a reason.

I am not afraid of character checks, I get them all the time from my various employers, including the RAAF, SA Ambulance Service, SA Health and the SA Country Fire Service. I was even awarded a Presidential Commendation by CAMS for medical services to motorsport, but this is a gross over-reach by CAMS. I am not asking them to certify my fitness to host a school camp or coach the local primary school soccer team, I am not even asking to be a CAMS official, all I ask CAMS to do is certify that I am fit to drive a race-car.

I wrote to CAMS refusing their terms, and asking them to modify the conditions to require members to notify them only of a conviction (not an allegation) and to require CAMS to state a reason when cancelling a licence.

CAMS refused this, and cancelled my National Rally Licence. They really do want the power to decide on your guilt in a criminal matter, and to be able to take away your licence at any time, without stating a reason.

I do not accept this and have commenced legal action, which will likely be stressful and expensive.

If you agree that the new licence conditions are also un-acceptable to you, you can support me by contacting CAMS and telling that you too believe their new conditions are an over-reach, and asking them to change them as above.

You can write to the CAMS President, Andrew Papadopoulos, c/

PO Box 147, Caulfield East Vic 3145 or by email: info@cams.com.au

Yours sincerely,

Bruce Paix, flyingdoc@bigpond.com
72 Echunga SA 5153
25 July 2015

Have A Question? Write to the Editor



Have an interesting article that you would like to share in the next edition of Camtorque? drop Jody Faux a line at :

editor@focc.com.au



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PRESIDENTS CORNER



Article Written By
Gordon Cowley

So did any of you check out the Pikes Peak Hillclimb on the internet?

More in internal combustion engines. Standard sea level pressure in the old language (mine) is 14.7.pounds per square inch. The start at Pikes Peak at 9,000 feet has only 71% of the oxygen at sea level which equates to 71% torque as well. The finish at Pikes Peak at 14,110 feet has 59% of the oxygen at sea level which equates to 59% torque as well which is only a bit over half throttle. This can be offset by building an engine with a high compression ratio that would pre ignite easily at sea level but could give full throttle and no ping at 9,000 feet. This engine would still loose torque over the climb but would still be better than an engine set up for full power at sea level. Back in WW2 a Packard engineer took a Packard Merlin V12 aircraft engine set up on a dyno to the top of Pikes Peak to do checks on the ability of the engine to respond correctly in the lower air pressure. The engineer did this as there were no facilities at normal ground level to test engines at other than ground level temperatures and pressures at the time.

As an aside Ford and Packard in America re-engineered the English Merlin V12 engine to be made to American vehicle engine standards. When an engine block was bored there would perhaps be some variation in the bores. The bores would be classed by size and given various colours for the various sized bores. Pistons would also be measured and given colour codes to match the bore sizes. The engineers would put the engines together using colour matched bores and pistons. Similar practices and fine tolerances would be used for the rest of the engine. In England the Merlin V12 engines were put together by fitters who would file and work parts of the engines to put them together. There was a bit of a catch phrase at the time and the question was "how do you tell the difference between English and American Merlin V12 engines?" The answer was "that the oil used by the American engine was on the inside of the engine!!"

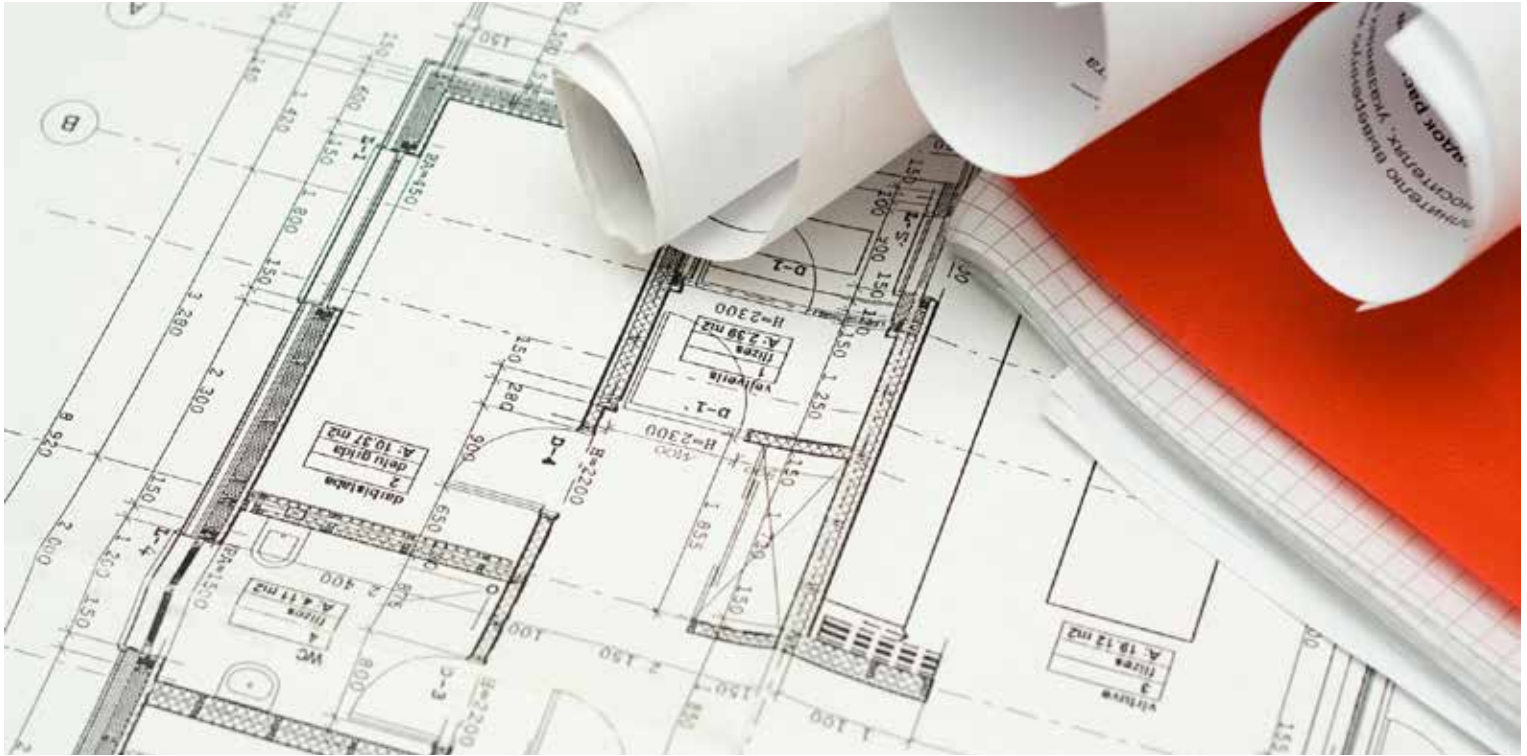
Back to Pikes Peak. The quickest vehicles by classes up the Pikes Peak Hillclimb in 2015 were the electric powered vehicles both motorbikes and racing and passenger cars. The basic reason being that the electric motors did not rely on oxygen to work and their only limiting factor was the amount of usable energy in the batteries. The vehicles also rely on a bit of weight for traction so a battery pack that was still powerful at the top of the climb and not too heavy is the way to go. There are classes available for almost any vehicle to run the Pikes Peak Hillclimb, electric, electric hybrid, closed race vehicles, open wheelers, motor bikes and quads. I have copied some pages of results and the classes at the hill climb and I will have them to be looked at at our next meeting.

There is still only one driver to get into 8 minutes for the climb, Sébastien Loeb, Peugeot 208 T 16 Pikes Peak Special in 2013 with 8.13.878. Rhys Millen in a modified electric hill climb special won in 2015 with a time of 9.07.222.

Gloria and Paul Howe put together the FOCC Christmas in July cruise to and a lunch at the Balhannah Hotel. We had all the usual suspects on the run and a couple of no shows due ill health. The FOCC wishes you well, Alice. Some of us went for some minor Christmas dressing up without the "full on" Christmassy stuff from previous years. The food choices were good and the time convivial. The quiz was something a bit different and the co-operative effort by a few caused a bit of a hiccup and a tie breaker. The contents of the bon bons were marvelled at and the wire puzzle was a bit hard for most of us. I got mine apart and I am not sure how that happened and Darrin Orchard had to put it back together for me. The raffle went over well. Paul and Gloria are volunteers at the Hutt Street Centre for the homeless and attend as volunteers on a Sunday once a month. They asked for the members on the run to bring an article of warm clothing to be donated to the Hutt Street Centre, beanies, socks, gloves etc. There was quite a bag of goodies handed in with some of us putting gear aside and then leaving it home!! Hopefully the left home stuff will turn up at our next meeting. We had our own separate room and I for one would go back there again.

The Mallala Motor Museum visit will not happen in the short term. It is basically only available when there is a two day event at the race track and when Clem Smith stays there overnight in his house at the track. If we were having a "national" meeting with lots of people and interstate visitors it would stand a better chance of happening. Currently it would need to be a late Saturday afternoon visit. I hope that a visit to the Mallala Museum will be an acceptable fill in on the way to Port Wakefield for lunch.





ON A LIGHTER NOTE BY MR GULLIBLE



Article Written By
Lee Richardson

Hi everyone!

Things are really moving fast now with the house rebuild. The plans are at the Council and I expect a nod of approval any day now.

Or should I say the plans have been presented to council and I can expect a response later this year. To be fair, they have acknowledged receipt of the plans and sent me two letters asking for more money. Mr Gullible being the fool that he is dared to ask what the extra fees were for. There are not enough pages in this magazine to scribe the swear words I mumbled under my breath but I will give you a condensed version.

What has been presented is a scaled drawing of what I intend to build showing locations and all that stuff. It is for 'Planning Approval' only (step 1). The Engineered plans will be presented after the planning stage has been approved and that stage is called 'Building Regulation'. It will take an Engineer about a month to do all of the calculations so that will occur once Council have approved the basic plan concept. So here we go:

Other than the typical fees for putting in an application, because I have shown a possible swimming pool I need to pay an extra fee for 'pool/pool fencing'. If I do not pay it the plans will not be looked at. Now this fee is not for the pool or the fencing as such but to pay for a site visit by the inspector once the pool has been constructed and complete.

So this must be paid even before a final decision is made to actually have a pool. Surely this is a "What the....." statement.

On to the next conundrum. A 'waste fee'. Now don't be fooled by the name as it actually applies to the dealing of waste as in septic type systems. This fee is to cover; yep I bet you can smell it, 4 site visits to inspect my Shit, literally.

So the moral of the council system is pay up what we ask or you will never get to build a house.

The Shed

The decision to pull down the shed was a pure blessing. The work the builders (I use that word very loosely) had done was ... another "What the" moment. A strong wind would have resulted in the roof being deposited in the Neighbours paddock. I did some sums and the roof was held on by only 40% of the required fixings. Most of their screws were sheared off therefore doing nothing. I won't go into the rust bit but I am now glad that a new shed will be put up.

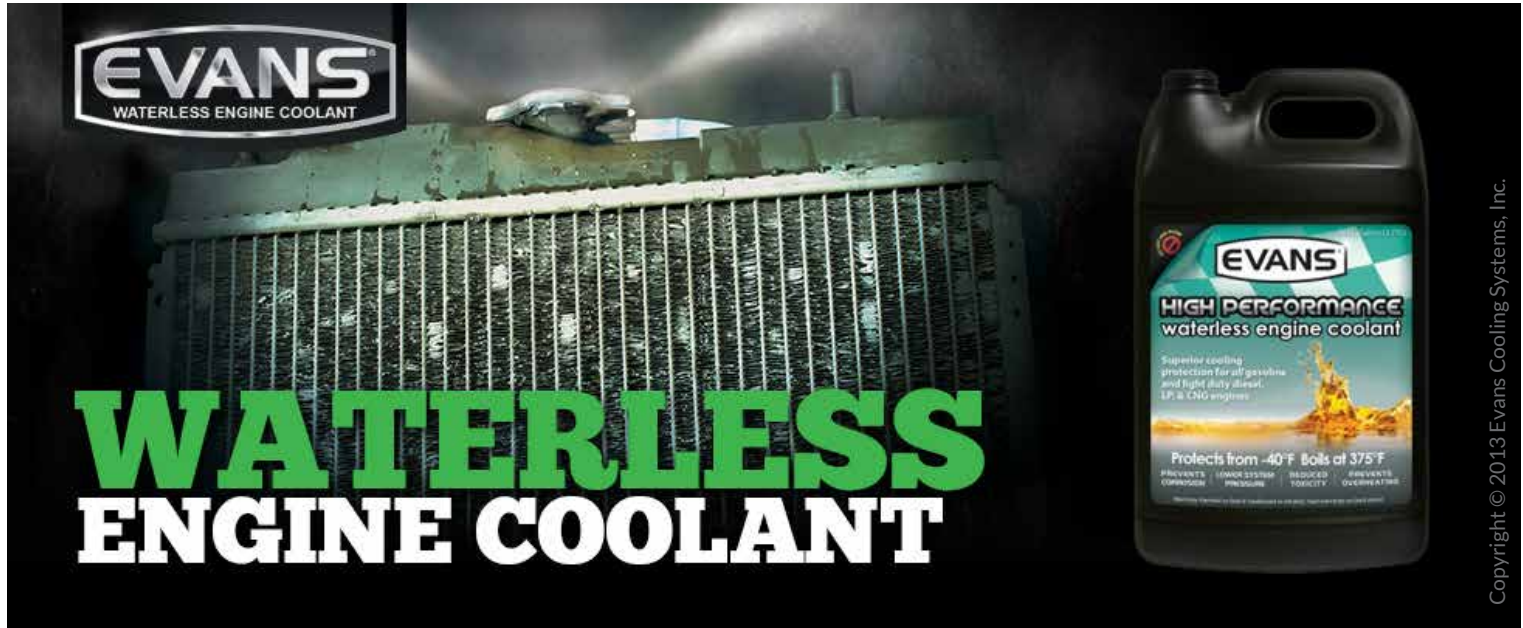
Car 1: The Galaxie Skyliner.

The Galaxie has survived its little stay in hospital and is recovering slowly. the lack of battery charging has been resolved and was just 56 years of road muck that had stuck the brushes. A little clean and it is as good as new.

Now all I need to do is fix the heater. The girl is a bit cold this time of year and the windscreen fogs up easily. The Galaxie in this model is fitted with a vacuum on off valve in the engine bay. This is because the under dash air system is a little different from the normal for the year and this was a simple way of totally shutting off the heat so the Air conditioning can use the same fresh air inlet system. I will need to see if it is a failed heater valve or if the vacuum switch under the dash. A few simple tests will do the job but if it is the control switch it will be hard to find a replacement. Oh no, not again! The control switch was only fitted to the models with Air/con and that means USA cars only. I suspect however, that it may have been used on later models up to 64.

Truck 2, 1942 Jail Bar

Still patiently waiting for its new shed.



Water - great for drinking but not ideal for engine cooling!

First used in engines some 100 years ago, water-based coolants are universally acknowledged to have inherent physical and chemical limitations that effect long-term reliability, increase maintenance costs and often restrict engine performance.

Statistics published by manufacturers and motoring organisations confirm, that water is the root cause for 60% of engine breakdowns and 40% of catastrophic failures. Whilst internal damage goes mostly unnoticed in new engines, the cumulative effects of corrosion, cavitation and cyclic pressurisation become increasingly apparent over time.

For decades engine designers and antifreeze formulators have persisted with water whilst endeavouring to overcome its intrinsic shortcomings - primarily because there has been no viable alternative. Jack Evans, a cooling system designer, also struggled for many years with water's limitations and was determined to find a better solution. Finally, in 1993, Jack formulated a synthetic coolant which eliminated corrosion, erosion, overheating, significantly reduced system pressure and maintained heat transfer equilibrium.

Over the last twenty years Evans waterless engine coolants have been tested and proven by OEM's, fleet operators, racing teams, professional restorers, plant operators and automotive aficionados to increase reliability and reduce operating costs. The high boiling point of Evans coolants are also facilitating improvements in engine design, performance and fuel economy.

Evans products are certified non-toxic and documented to last 20 years without need for replacement or top-up. So, if you are considering an environmentally friendly coolant that improves and extends the life of your engine please read on ...

- Water-based coolants need to be drained and replenished every 1 to 4 years, because the corrosion inhibitors breakdown* over time (*depletion by oxygen and galvanic activity).
- Evans has been proven to last more than 20 years and could reasonably be considered as 'The coolant for engine life'. Just imagine, the possibility of an engine with no coolant filler cap and no need to top-up or change the coolant, ever!

- The effectiveness of water-based coolants are subject to their quality, metal compatibility and regular renewal. If the coolant quality is poor (cheap), incompatible or not renewed regularly then corrosion (via oxidation and galvanic activity) will quickly take hold and damage/failure is inevitable. According to the BTC Testing Advisory Group (BP, Shell, Artec et al) "60% of engine failures are caused by cooling system failure". So it is reasonable and factual to state 'the problems associated to water-based coolants are confirmed and extensive'.
- Evans does not oxidise inside an engine or support galvanic activity, effectively eliminating all corrosion – permanently!
- Water freezes at 0°C and so water-based coolants must contain sufficient antifreeze (usually 50% Toxic Ethylene Glycol) to prevent freezing in winter. If the antifreeze concentration has been depleted or diluted over time then major freeze damage can occur.
- Evans has natural antifreeze properties freezing below -40°C, does not degrade and is Non-Toxic. Thus eliminating the worry about topping-up or recharging with antifreeze every winter.
- Evans has a boiling point above 190°C which ensures it will not boil or turn to vapour inside an engine. By remaining as a liquid under all engine loads effective heat transfer is maintained. Engines filled with Evans usually run 3 - 10°C hotter than those using water-based coolants, but the overall heat transfer and engine efficiency is improved through the elimination of steam-vapour pockets. The lube-oil temperature also runs 3 - 10°C hotter with Evans but >500,000 successful conversions confirm this has no detrimental effect.
- Evans coolants generate much lower vapour pressure in comparison to water – so low in fact that it is possible to remove the radiator or expansion bottle cap whilst the engine is running. This pressure reduction eliminates internal stress on hoses, pump seals and radiator seams, thus extending operating life by many years and preventing breakdowns.

For further info, check out www.evanscoolants.com.au



THINK BEFORE USING BLENDED FUEL IN A CLASSIC CAR!

(- or even a modern car unless recommended by the manufacturer)

Blended fuels are cheaper at the pump, however they contain **Ethanol**

- E10 (10% ethanol)
- E85 (85% ethanol).

Ethanol is damaging to fuel system especially if it is left standing in your classic car fuel tank and carburettor bowl

- it is hygroscopic ie it attracts water (condensation)
- it damages rubber hoses and plastic components
- it is corrosive to aluminium (especially carburettor)
- it damages carburettor gaskets and clogs needle valves
- it has less energy, thus poor mpg

If your car is driven often you may get away with E10, but if do low mileage and the fuel stands in your fuel system then consider paying a little extra.

https://www.youtube.com/watch?v=DL_8SkZjEPc

DID YOU KNOW? CAR KNOWLEDGE

Article Supplied By
Graham Young

HOW OLD ARE YOUR TYRES?

Tyres deteriorate with age, even the spare !

Most manufacturers recommend replacing tyres older than 6 years

Know this - if an out of date tyre which is involved in a serious accident shows tread separation it may become a factor for the court!

READING THE DOT CODE ON THE TYRE ...

The full code begins with the word 'DOT' and reveals the coded manufacturing plant and date, it is only on ONE side of the tyre.

... the last 4 digits indicate the week and year of manufacture (before 2000 they used 3 digits)

Examples:

- 1305 is the 13th week of 2005
- 3712 is the 37th week of 2012
- 197 is the 19th week of 1997



HOW OLD IS YOUR CAR BATTERY?

Codes used on car batteries may vary depending on the manufacturer but commonly the following code is marked somewhere on the battery, usually stamped on the terminal post.

A - January	G - July
B - February	H - August
C - March	I or J - September
D - April	J or K - October
E - May	K or L - November
F - June	L or M - December

4 - 2004	0 - 2010
5 - 2005	1 - 2011
6 - 2006	2 - 2012
7 - 2007	3 - 2013
8 - 2008	4 - 2014
9 - 2009	5 - 2015

Examples:

- 2D (or D2) = April 2010
- 9H (or H9) = August 2009

DEPARTMENT OF TRANSPORTATION MANUFACTURER & PLANT CODE TIRE SIZE CODE MANUFACTURER IDENTITY NUMBER WEEK AND YEAR TIRE WAS MADE

SUSPENSION BIBLE 3

Potted history of MacPherson:

Earle S. MacPherson of General Motors developed the MacPherson strut in 1947. GM cars were originally design-bound by accountants. If it cost too much or wasn't tried and tested, then it didn't get built/used. Major GM innovations including the MacPherson Strut suspension system sat stilled on the shelf for years because innovation cannot be proven on a spreadsheet until after the product has been produced or manufactured. Consequently, Earle MacPherson went to work for Ford UK in 1950, where Ford started using his design on the 1950 'English' Ford models straight away. Today the strut type is referred to both with and without the "a" in the name, so both McPherson Strut and MacPherson Strut can be used to describe it.

Further note: Earle MacPherson should never be confused with Elle McPherson - the Australian über-babe. In her case, the McPherson Strut is something she does on a catwalk, or in your dreams if you like that sort of thing. And if you're a bloke, then you ought to ...

Double wishbone suspension systems

The following three examples are all variations on the same theme.

Coil Spring Type 1

This is a type of double-A or double wishbone suspension.

The wheel spindles are supported by an upper and lower 'A' shaped arm. In this type, the lower arm carries most of the load. If you look head-on at this type of system, what you'll find is that it's a very parallelogram system that allows the spindles to travel vertically up and down. When they do this, they also have a slight side-to-side motion caused by the arc that the wishbones describe around their pivot points. This side-to-side motion is known as scrub. Unless the links are infinitely long the scrub motion is always present. There are two other types of motion of the wheel relative to the body when the suspension articulates. The first and most important is a toe angle (steer angle). The second and least important, but the one which produces most pub talk is the camber angle, or lean angle. Steer and camber are the ones which wear tyres.



Coil Spring Type 2

This is also a type of double-A arm suspension although the lower arm in these systems can sometimes be replaced with a single solid arm. The only real difference between this and the previous system is that the spring/shock combo is moved from between the arms to above the upper arm. This transfers the load-bearing capability of the suspension almost entirely to the upper arm and the spring mounts. The lower arm in this instance becomes a control arm.

Multi-link Suspension

This is the latest incarnation of the double wishbone system described above. It's currently being used in the Audi A8 and A4 amongst other cars. The basic principle of it is the same, but instead of solid upper and lower wishbones, each 'arm' of the wishbone is a separate item. These are joined at the top and bottom of the spindle thus forming the wishbone shape.



The super-weird thing about this is that as the spindle turns for steering, it alters the geometry of the suspension by torquing all four suspension arms. They have complex pivot systems designed to allow this to happen.

Car manufacturers claim that this system gives even better road-holding properties, because all the various joints make the suspension almost infinitely adjustable. There are a lot of variations on this theme appearing at the moment, with huge differences in the numbers and complexities of joints, numbers of arms, positioning of the parts etc. but they are all fundamentally the same. Note that in this system the spring (red) is separate from the shock absorber (yellow).

Trailing Arm Suspension



The trailing arm system is literally that - a shaped suspension arm is joined at the front to the chassis, allowing the rear to swing up and down.

Pairs of these become twin-trailing-arm systems and work on exactly the same principle as the double wishbones in the systems described above. The difference is that instead of the arms sticking out from the side of the chassis, they travel back parallel to it. This is an older system not used so much any more because of the space it takes up, but it doesn't suffer from the side-to-side scrubbing problem of double wishbone systems. If you want to know what I mean, find a VW beetle and stick your head in the front wheel arch - that's a double-trailing-arm suspension setup. Simple.

Trailing Arm Suspension

Used almost exclusively by Ford F-series trucks, twin I-beam suspension was introduced in 1965. This little oddity is a combination of trailing arm suspension and solid beam axle suspension.

Only in this case the beam is split in two and mounted offset from the centre of the chassis, one section for each side of the suspension. The trailing arms are actually (technically) leading arms and the steering gear is mounted in front of the suspension setup. Ford claim this makes for a heavy-duty independent front suspension setup capable of handling the loads associated with their trucks. In an empty truck, however, going over a bump with twin I-beam suspension is like falling down stairs in leg irons.

To be continued ...

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Old-fashion is still in fashion

DRIVEWAY SERVICE COMES WITH A SMILE

Celeste Villani

A LOT has changed since A-Model Ford cars would have started rolling into the driveway of OG Speed Shop 88 years ago.

Despite the changes and technological advancements, one thing has remained the same – good old-fashioned service.

The Klemzig business is believed to be one of the last suburban petrol stations remaining where attendants fill petrol tanks, change light globes and wash car windows while you wait.

The only other known petrol station in the metropolitan area is Silver's Auto Centre on Gilbert St in the CBD. It is a service, which was commonplace before the advent of self-serve bowzers, and one owners Jan and Len Leonard say they are proud of.

In fact, the husband-wife duo say it was why they are still in business today.

"It brings a community



OG Speed Shop owners Jan and Len Leonard, with staff Ron Orchard and Mick Patellas, operate one of the few petrol stations in suburban Adelaide where you will still get your petrol pumped for you.

Picture: TAIT SOMMAAL

feel – you can chat with (customers) and, in turn, they reward you by coming back here," Mrs Leonard, 68, says. "But when some new people come through, when we tap on their window and ask if they need help ... they

get freaked out at first and lock their doors because they aren't used to the service.

"But afterwards they think it is wonderful and come back for the service."

In the early 1960s, the sta-

tion's previous owners asked the Tea Tree Gully couple to manage the shop on a short-term basis.

The Leonards decided to buy the shop two years later, much to the happiness of mechanic Mr Leonard.

More than five decades later, the couple has four full-time employees as well as some casual workers.

Ron Orchard – who mans the driveway – said he loves his job and the people he meets.

"I've been here for 12 years ... and I love it because it is a family environment and you are not just a number when you go to work," Mr Orchard said.

"You meet a lot of different people too."

Credit: Adelaide Advertiser

HALF PRICE FORD MUSTANG



A NEW Ford Mustang will cost half what it did a decade ago when it goes on sale later this year – but Australians will still pay thousands of dollars more than US buyers for the exact same car.

Ford Australia has confirmed the starting price for the new Mustang range is \$44,990 plus on-road costs. The price is a little more than half the cost of the 2001 Ford Mustang, which was \$85,000 for a coupe and \$89,000 for a convertible.

But there are a couple of caveats. The \$44,990 price is for the four-cylinder version of the new Mustang; the V8 that most buyers will want is \$54,990 plus on-road costs.

In both cases Australians are paying up to \$20,000 more than buyers in the US, where the four-cylinder is listed for sale on the Ford website from \$US25,300 and the V8 from \$US32,300. The US prices don't include state taxes and dealer delivery fees but even taking those into account there is still a large gap.

However, Ford fans don't seem to mind, with 700 confirmed paid deposits for the new Mustang with a further 15,000 "expressions of interest" from prospective buyers, says Ford Australia.

Furthermore, the new Ford Mustang is cheaper than the last iconic two-door muscle car sold locally, the Holden Monaro.

The Holden Commodore-based coupe cost \$47,990 for a V6 and \$56,990 for a V8 in 2001; both versions of the new Mustang are cheaper than the Monaro, more powerful and yet more fuel efficient.

Ford is banking of having more success with the new model than it did with the locally converted Mustangs sold from 2001 to 2003, when fewer than 400 were sold.

At the time, those Ford Mustangs were rushed on sale to compete with the Holden Monaro; in the end 12,829 Holden coupes were sold from October 2001 to December 2005. More than 31,000 were exported to the US and sold as Pontiacs.

The first shipments of the new Mustang – the first to be made in right-hand-drive on a Ford production line – are due to arrive in local showrooms before December.

Credit: News.com.au




COCA-COLA CONTOUR BOTTLE PAPER TOWEL HOLDER

Does your kitchen lack that essential '50s American diner feel? Or perhaps things are looking a little bland around the house and a splash of classy colour is definitely needed.

This Coke paper towel holder is the secret style ingredient your kitchen has been missing. It will add that retro feel you've been looking for while serving a handy purpose. Warning, it may make you start inexplicably craving cheese burgers and root beer floats.

- Officially licensed Coca-Cola product
- Stands 34 cm high

\$49.99 + Shipping (Visit www.yellowoctopus.com.au.com) 



RETRO PIN-UP CORKBOARD - CARS

This Hot Rod inspired pin-up corkboard is for a lover of classics, as well as a big time Rev-head. The board features a black and white pop-art style illustration of two classic hot rods racing. Get creative and style your work or home office with this retro corkboard.

- Never lose a post-it not again!
- Great for bedrooms and the office
- Unique gift idea
- For photos, paper, memos

\$21.99 + Shipping (Visit www.yellowoctopus.com.au.com) 



ROUTE 66 FUEL BOWSER TABLE LAMP

United States Route 66, also known as the Will Rogers Highway, and colloquially referred to as the main street of America or the Mother road, is possibly the most famous road in the world. Get your slice of Route 66 memorabilia with this red and white table lamp.

The classic and highly authentic bowser design details a Route 66 sign, fuel pump, handles and is completed by a red Pegasus Mobilgas logo. This is an old style bowser you would have expected to see along Route 66 in yesteryear. This piece of classic Americana is well suited to man caves or the humble garage and is perfect for motoring enthusiasts.

\$39.99 + Shipping (Visit www.yellowoctopus.com.au.com) 



COOL CACTUS OVEN MITT

We promise we aren't trying to fool you. It really is an oven mitt, not a super trendy botanical cacti arrangement that will compliment your kitchen and cooking perfectly. Admittedly, that is what it looks like, but actually it's a Cool Cactus Oven Glove. Hang it up or have it stand upright on your counter for the desired faux cactus look, either way it'll always be close at hand for when the muffins are done and ready to be taken out the oven. Mmm... Save some for us please.

- A thick oven mitt to protect your hands from heat and spikes.
- Who says something this stylish can't be incredibly practical?
- One cactus, two cacti, three give me a slice of that pie.

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MEDIEVAL MURDER MYSTERY

To be held at St Cecilia's, Peterborough

OCTOBER LONG WEEKEND, Sat 3rd through Sunday 4th, Monday 5th is to recover.

Travel in a group and grab some Lunch along the way. Due to the distance, a club car is not essential but preferred.

Will there be a surprise along the way this time? We are working on it.

Included is;

Complimentary champagne at the launch of the evening,

Costumes provided,

Three course banquet,

Overnight accommodation and,

A fully cooked Manor Breakfast.

All for just \$90.00 per person.

The last time we did this everybody had a great time so don't miss out this time. Shift that wedding or memorable Birthday so you can get there.

A small deposit will be required one month before the event.

For early bookings, you can see either Sharon Orchard or Lee Richardson at the next meeting.



WANTED AND FOR SALE



For Sale: 1978 Bathurst Collection Ford Falcon XC Cobra Hardtop No 1 Moffat Racing Car. 1/18 scale Limited Edition. No 19 of 3000. Brand new in box with Certificate - Price: \$350.00 (Firm)

Contact Ron Tebby - Phone: 8387 0268, Mobile: 0413 678 021
Email: shaker@chariot.net.au



For Sale: 1971 E38 RT Charger. Blonde Olive with "big tank". 1/18 scale. Brand new in box with Certificate - Price: \$250.00 (Firm)

Contact Ron Tebby - Phone: 8387 0268, Mobile: 0413 678 021
Email: shaker@chariot.net.au

For Sale: 1967 ZA Fairlane

It starts but cannot be driven as the brakes need replacing.

It is white with green interior and has a 351 Cleveland under the bonnet. The chrome work and body is very tidy but as I bought this as a project I had already started to strip it down. I have taken all the seats out and carpet, removed the door seals but I have kept everything I have taken off. Located in Para Hills area.

Speak to John O'Neill - Phone: 08 8388 7322, Mobile: 0418 802 860
Email: johno@electrical.com.au

For Sale: Various Ford parts for sale in very good to good condition. Please contact for prices.

Contact Ron Tebby - Phone: 8387 0268, Mobile: 0413 678 021
Email: shaker@chariot.net.au



Editors Pick Of The Month

WD WHEELER DEALERS



For Sale: Various Ford Falcon parts for sale, these are from my Ford Falcon XYGT 351C 4V manual.

Contact Ron Tebby - Phone: 8387 0268, Mobile: 0413 678 021
Email: shaker@chariot.net.au



Other: Hi, I am restoring a 1970 Capri and want to paint it in Hot Orange but the colour code doesn't correspond with the actual paint. Do any owners have advice about correct colour matching?
 Phone Max: 0427 344 809.



Wheeler Dealers is a British television series produced for the Discovery Channel, fronted by car enthusiast Mike Brewer and master mechanic Edd China. The premise of the show is that Brewer and China are on a mission to save repairable enthusiast vehicles, by repairing or otherwise improving an example of a particular make and model to a budget, then selling it to a new owner.

Each project spans a pair of 30-minute episodes, in which Mike buys a vehicle, turns it over to Edd for repairs, then sells it on. For the first series, the budget was £1000, for Series 2, £2000, and for Series 3, £3000. Budgets in subsequent series have varied, depending on the target vehicle.

The show was created with a DIYer in mind. The costs, and thus any profit or loss for a given project, are assessed without consideration of the labour costs of mechanic Edd China (the assumption is that a well-equipped and able enthusiast could complete all work himself) but if repairs require professional help, like a body resprays or windscreen replacements, they are added to the final cost.

Sometimes, painting is done by hand using a spray-can in their workshop instead of going to professional painting workshop. This is usually reserved for vehicles where only a portion of the vehicle needs painting, or where the part being painted has little effect on the overall appearance.

Also addressed on each vehicle are its service history, bodywork defects (e.g. rust, dents), worn-out interiors and accessories. Vehicles that have either been inactive for long periods of time or purchased from outside the UK are restored and modified to pass the country's strict MOT tests.





IT'S A CRACKER XMAS IN JULY

Sharon Orchard won the Christmas Questions quiz - compiled by Alice Farrell. Lucky door winners were: Clinton, Lee and Martin.

Everyone had a good time with excellent food service provided by attentive staff at Balhannah Hotel.

Goods were donated for the Hutt Street Centre.

POETS CORNER

*In freezing conditions in the car park we did meet.
In jackets, hats and gloves each other did we greet.
Tally ho! Up the highway in the FORDS we cruised.
"Which way will we go?" most of us mused.
Along the freeway and into Hahndorf we drove,
Left turn, winding roads under trees in groves,
In Balhannah, into the carpark at last, at last!
All of us keen to dine on the Christmas repast.
Potatoes and beans, pumpkin, carrot and roast,
A finer main course we could not boast.
Sticky date pudding or plum pudding to eat.
Custard or caramel sauce were hard to beat.
A brain-teasing quiz about many a Christmas carol.
A hat, a beanie or a scarf for Hutt Street morale.
Wine or beer, tea or coffee, the meal was complete.
Ford owners and their stomachs were, at last, replete.
Many thanks to Paul and Gloria must go.
Merry Christmas and ho, ho, ho, ho!*



Poem Written By
Mary Hall



HELPING HAND AT HUTT ST.



Article Written By
Paul & Gloria Howe

The Hutt Street Centre provides services to homeless persons who attend the premises in the city.

Many of the clients "sleep rough" and at this time year it becomes especially difficult in the wet and cold conditions.

FOCC members who attended the Christmas in July were particularly generous with their gifts of an assortment of beanies and other winter warmers.

Gloria and Paul attended the centre the next day as it was imperative to deliver these goods as soon as possible given the cold mornings we have been experiencing.

Photo shows Gloria handing over the gratefully appreciated goodies to Phil, who is a long time social worker at the Centre. A warm thank you to those who donated these gifts.

If you want to know more about the work at the centre, check out their website at www.huttstcentre.com.au or chat with Paul or Gloria about how volunteers can be involved in a worthwhile cause.

FOCC Events Schedule 2015

Sunday 30th August 2015

The President's Run

Starting point, the Caltex Servo at Bolivar.

The group will leave at 0915 to be at the Mallala Museum at 10:00am

Some one will be appointed the leader at Bolivar and get you on the way to Mallala via Two Wells. Gill and I will meet you at the Museum. We will depart the Museum at 11:30am and proceed to the Port Wakefield Pub for lunch via the Dublin Road and Dublin.

The cruise may get hacked up a bit at the turn right into Port Wakefield Road and I will do 80 kph max until I am sure that you are all in the queue and I will then run up to 100 kph for the rest of the cruise.

I will have a copy of the menu at the general meeting of the 11th of August and I will need names and numbers at the next meeting or by Friday 21st August at the latest.

If some of you can not go on the day I really need the information of the no-shows by the Friday before the cruise the 28th of August.

If any of you wish to check out my paving skills and untidy shed you could drop in to Balaklava for 30 minutes on the way home.

The details should be firmed up by the August Camtorque and FOCC meeting.

Saturday 19th September

Progressive Dinner 2015

Starting at: Making Mattresses car park, corner of South Rd and Regency Rd Croydon Park,

Departing at 1:00pm sharp.

4 Courses - 3 Venues - Cruise or Navigation Run.

- 1st course: Special High- Tea,
- 2nd courses: Soups,
- 3rd courses: B.B.Q. + Desserts.

BYO chair if you have a fold up one, BYO personal drinks, e.g: beer, wine, spirits etc.

We will be heading North, North East, South East and back West, finishing around Glenunga.

\$20 per person, children 12 years old and under free (Still need to know how many children will be attending.)

Names and money needed for "Catering purposes" preferably before General Meeting Tuesday 14th September latest.

Any Questions? Cathy or Clinton: 08 8380 8996.

Other Events in SA - August 2015

16th August 2015

21t Willunga Swap Meet

Lions Reserve, Binney Road, Willunga, SA.
Car & Bike parts, Tractors, Automobilia, Toys, Tools - something for eveybody!
Buyers from 8:00am. Entry: \$5.00 each.

Other Events in SA - September 2015

13th September 2015

The Legendar Gawler Auto Swap Meet

Gawler Sport & Community Centre, Nixon Terrace Gawler.

This event has been attracting car enthusiasts for 25 years and is now the largest swap meet in S.A
Starts at 6:30am. Entry: \$5.00 each.

19th - 20th September 2015

Victor Harbor Rock N Roll Festival

Victor Harbor.

Pull out the blue suede shoes and dust off your dancing jacket. Victor Harbor is set to rock to the sounds of the annual Rock N Roll Festival. The two stages, two large dance floors and vehicle display set the scene for plenty of fun.

20th September 2015

SA Railway Modellers Assoc. Inc 26th Toy & Model Swapmeet

Windsor Gardens Vocational College Gymnasium. Corner of Danby & McKay Avenues, Windsor Gardens.

Open from 10:00am until 1:00pm.
Admission: Adults \$4, Under 12's: FREE

27th September 2015

Bay to Birdwood - Entries welcomed for Vehicles Manufactured Between 1 January 1956 And 31 December 1977.

Start at Barrett Reserve, Adelaide Shores and Finish at the National Motor Museum, Birdwood.

Other Events in SA - October 2015

4th October 2015

Motorcycle only Swap Meet

Balhannah Oval, Balhannah, South Australia.

Interstate Traders welcome, camping available Saturday night. Site Holders, Buyers & Lookers all from 7.00 a.m., Sites \$15 on the day, Entry \$5 (under 12 free)

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