

The Tool Roll

By Rod Bowers

My father was born in 1913 into the new world of automobiles. By the time he reached driving age, I'm guessing, sixteen, the Model T Ford was plentiful along with many other cars of course.

In fact, at the age of fifteen, he was sent to pick up his father's new Model T from Kellow Falkiner and drive it home. Apparently his first major experience of driving on Melbourne's roads (so I am told). What an adventure, you wouldn't attempt this today.

The following tales of my father's motoring life, including the tool roll, have been handed down to me by my elder brother who has lived through most of them and recounts them with great fondness. My recollections date from the late fifties up to his passing in the early 90's.

Up to this time he had owned and operated many cars, all of which suffered from varying degrees of unreliability, which necessitated the carrying of a set of tools, generally in a canvas tool roll. Spares for each vehicle were also carried, replacement globes, fan belts, radiator hoses, points etc. Flat tyre replacement was also done using a "vulcanising" system to repair the tube which was also carried, including rubber patches.

Roadside assistance was available, but of course, any self-respecting man was expected to be able to do simple repairs to keep the wheels turning, which happened with regularity.

I have reconstructed from collective memories the probable timeline of cars he owned, which included all of those shown below.

In all of these cars he carried in the boot, with his fishing gear, the tool roll. The roll had expanded by 1987 to include bits and pieces from all his previous cars dating back to the first Model T.

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Ed's comment: below in order from left to right are the cars that Rod's father owned during his life. He carried his tool roll in all.

Rod's piece helps to demonstrate how certain passions, ideas and idiosyncrasies can influence others. Thanks for sharing your story Rod.



1. Ford Model T - Known in the family as "Minnie the Moocher"



2. 1929 Essex super six owned from 1947



3. 1938 Hillman Tourer Soft-top



4. 1960 Ford Consul



5. 1963 EJ Holden



6. 1970 HT Holden Belmont



7. 1984 Ford Telstar



8. 1987 VL Commodore His last car

Did you know?

The Hyundai Nexo combines a 95kW hydrogen fuel-cell and floor-mounted 40kW battery pack to power an 120kW/395Nm electric drive motor. It's a system that bypasses the hours of charging required by many battery electric vehicles, the hydrogen fuel-cell taking just a bit longer to refill than the average petrol tank (five minutes from empty). The system is claimed to provide the purpose-made NEXO with up to 609km range .

Did you know? - 2

Although pastoral runs were taken up in the area as early as 1838, Trentham was first settled by gold prospectors in the 1850s, and later developed for its timber resources from the surrounding Wombat State Forest. The Post Office opened on 16 July 1862.

A railway line arrived in 1880 and at its peak carried up to 21,000 tonnes of freight (mostly timber) annually. The station once had a timber tramway which transported timber to the Goods Platform. In the 1950s, however, the railway declined as better roads were built to connect the town with the major settlements of Victoria, and it was closed during the 1970s. The station is now the Trentham Agricultural and Railway Museum, with the restored station building, the mainly intact yard with some rolling stock, and a platform in good condition.

Source: https://en.wikipedia.org/wiki/Trentham,_Victoria

The Tool Roll continued

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One classic tale involved the HT Belmont, which he habitually drove from his home on the coast at Hat Head (NSW – Queensland border, 1400 km's from Melbourne) down to Heidelberg to have his six monthly check up at the Repat hospital. He did this because he didn't trust the doctors in NSW.

Anyway, prior to one trip, he had new Michelin's fitted to the car. He had no experience with the new-fangled "tubeless" tyres, didn't trust them and insisted that tubes be fitted against the strenuous objections of the tyre fitters.

And of course, halfway through the trip one of the tyres burst due to excessive heat build-up from the tube. Thankfully the Michie stayed on the rim and he lived to tell the tale.

I visited dad in the late 80's to see how he was going and saw that he had the tool roll in the boot of the VL, I told him that since there was literally nothing he could do to repair a modern car that he might as well take it out and have more space for the fishing gear. Righty "O" he said and put the roll in the garage.

The next month I had occasion to visit again and Lo and Behold the tool roll was back in the boot. He explained that he literally couldn't go anywhere without his almost lifetime travelling companion.

When he passed the tool roll went to one of his grandchildren. I regret not taking it myself.

Thank you Rod for your contribution to this month's magazine. Ed

Under the Bonnet

How to tune your engine with a Gunson Colortune
– *by Tony Bullen*

- 
- Clean and adjust ignition points.
 - Clean and reset spark plug gap.
 - Set ignition timing to manufacturer's specification.
 - Run engine until it is up to normal operating temperature.
 - Switch off the engine.
 - Remove the plug from number one cylinder.
 - Fit the Gunson plug and lead attachments.
 - Restart the engine.
 - View the colour of the fuel combustion through the viewing port in the plug.
 - If orange too rich, if dark blue good, if light blue too lean. I find dark blue with a touch of yellow to be optimum.
 - Adjust idle speed to around 1200 rpm.
 - Adjust the mixture by screwing the jet adjusting nut up to make it leaner down to make it richer. On later SU carburetors this is a screw adjustment on the side of the carburetor.
 - Once you are satisfied that you have the mixture set, shut down the engine and refit the standard plug.
 - I like to then fit the Gunson plug to number four cylinder and see if that cylinder is the same. If different, say leaner than it should be, you will need to readjust the carburetor for that cylinder so now it is a balancing act so that number four is not lean and number 1 is not rich; just pick a point in the middle
 - It is always better to have an engine run slightly rich than slightly lean. Why you might ask? If an engine runs lean it runs hot which in the long term will cause overheating and valve damage and rob power. If running slightly rich that is the better option; no power loss, no overheating and no burnt valves. But not too rich that can cause a lot of trouble as well. Reset idle to 900 to 1000 rpm.
 - Now for the fun bit. Hop in the car and go for an open road drive 50 to 60 kilometres. Once home let the engine cool and remove a couple of spark plugs. The colour of the insulator should be some where between light and dark brown. If you are using 91 unleaded or e10 fuels the plug will be totally clean and 95 and 98 octane will also be slightly different.

Thank you Tony for your contribution to this month's magazine. Ed

Bob's Back!

For longer term members of the MCCV, Bob's back story will be well known. For those that joined the MCCV in the past few years Bob hasn't been seen much.

Bob is a 1960, four door Morris Minor sedan produced at Zetland, NSW and was restored during 2009 for Ray and Elaine Booker by Rob Quinn.

Ray, a life member, sadly left us 18 or so months back but he certainly left his mark on the MCCV holding several offices on the committee including president and editor of Bull's-Eye.

Ray penned a piece about Bob some years back after the restoration and I am drawing from his words to give you Bob's history.

"Why Bob, Ray questioned? "Bob suggests the quintessential Australian, a true-blue Aussie. I purchased the car from Bob Griffith and Rob (Bob) Quinn was responsible for the restoration. Rob actually drove Ray to inspect Bob prior to Ray's purchase.

"We were delighted on stripping the car to find very little rust, the only significant area was the left rear passenger door which had been adjacent to an open area of the garage and water had entered via a weather strip which had seen better days", Ray said. "The only major damage was the front left-hand guard which had taken a whack and needed to be replaced. Rob had already prepped a painted a replacement panel, so this was used.

The next major step was a respraying the car's original colour "Silver Pine Green". To ensure Bob was able to stop well, a replacement master cylinder and fitment of the larger 'Major' 9 inch front drums were employed.

Ray commented in his piece that while new mirrors, a radio and all new chrome badges had made the car look almost pristine, he also admitted that a heater would have to wait.

While Elaine would have probably cherished a heater while she and Alain Ribas participated in the recent club run to Trentham, I think just the joy of having Bob out and participating after his long period laid up brought warmth to Elaine far better than any heater would have. Welcome back Bob and here's a toast to Ray and his enthusiasm for Morris and the MCCV.

Bob's vitals:

Colour	Silver Pine Green
Engine	948cc – 4-cylinder overhead-valve
Power (when new)	37bhp @ 4,750rpm (27.5Kw in modern terms)
Typical performance	Max speed 73 mph 0-60 in 25.9 seconds Standing ¼ mile - 23.4 second
Fuel Consumption	38mpg



President's Comments

Well members we are halfway through winter, I don't know where the time goes. While it feels like things slow down over the colder months, I'm not sure of this as I always seem to be at meetings and events.

There are many MCCV events coming up prepared by our club captain Tony Bullen. With the warmer weather not too far away, get your classic vehicle ready for the events listed on the club's event calendar found on the rear page of this excellent mag.

Tony, on behalf of the members and friends that attended the July run to Trentham, thank you for arranging a great outing. Stephen, members and other readers also have asked me to pass on their thanks for doing a great job with the club's magazine.

Debbie and myself will be attending the August quarterly Federation delegates meeting at Casterton; I will provide a short report for the August magazine. While on the topic of the Federation all of you can visit the federation web site to see what is happening within the historical and classical movement. <http://www.federation.asn.au/>

Tim Christie

A Message from the Club Captain

Trentham run report July 8

The run to Trentham via the Macedon Rangers and Trentham Falls went without a hitch. We didn't manage to lose anyone, which is always good!

Yes, the weather was cold and at times wet, but that didn't dampen the enthusiasm of those who came on the run. Trentham Falls didn't disappoint with plenty of water going over (see right).

All of the cars purred along nicely with no issues. It was great to see Elaine out in 'Bob' again, one of many trips I hope. We had a new junior recruit traveling along with Mum, Pop, and Grandma in the Marshall.



Because the weather was a bit damp, we decided to head indoors for lunch, however, both pubs were booked out. Luckily we found a great little café with a private room out the back that we had all to ourselves, very nice. Much warmer in the café than outside!

In attendance were:

- Elaine Booker (Morris Minor)
- Marilyn and Tony Bullen (Morris Oxford MO)
- Bill Flaherty (Morris Minor)
- Shayne and Paulette Martin with family (Morris Marshall)
- Anne and Rob Quinn (Morris Minor Ute)
- Alain Ribas (hitched a ride with Elaine Booker)
- Graeme and Valda Webb (MG GT)
- Tim Christie and Deborah Gercovich (modern)
- Joe and Joyce Farsaci (modern)
- Stephen Whitworth (modern)



Top - The beautiful Trentham Falls. Immediately above: Some of the entourage at lunch. Below left - The rest of the crew at lunch (Alain is still waiting for his)
Immediately below - Parked in Trentham and in search of lunch.
Far below - Parked at the Falls. Photos by Tony Bullen



I would like to thank all those that attended for making the day so enjoyable.

A very sincere thank you to all. **Tony**



Hyundai invests in Aussie Apprentices

It is hard to believe that Hyundai has been in Australia for 32 years, club member Martin Coram (pictured right) gave a great presentation at our July meeting. Martin talked about the role he has with Hyundai co-ordinating the apprenticeship training, touched on some of the new models on the horizon including hybrid, and fuel cell powered models and gave us some insights into where Hyundai and the motoring world is heading. Hyundai now consistently ranks as a top five seller of vehicles in Australia. It was great to learn about the investment that Hyundai is making in young Australians and the opportunities the company is creating.



Based at Hyundai's local headquarters in Mount Waverley, Martin's role encompasses Victoria and South Australia. He has 45 apprentices currently completing their apprenticeships, 15 in their first year, 15 in their second year and 15 in their third year. Martin says the program, now in its seventh year, has expanded progressively and in recent times there have been more applicants than positions.

Perhaps the most surprising part of his presentation related to his own project, a Morris Major Elite Series Two (see below) another Aussie icon. Martin has been working on his Morris for around eight years. We all know how project time seems to go so fast.



Hyundai in Australia - Fast facts

1986 Bond motor sales established with 11 dealers in NSW, Vic & WA. The Excel Pony is introduced

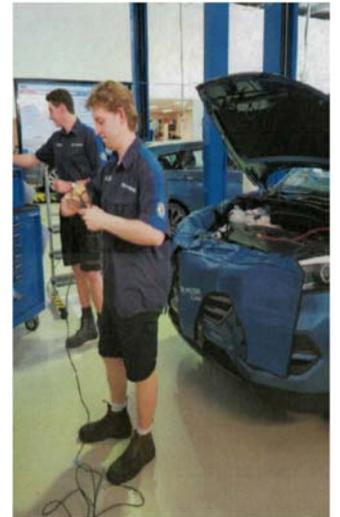
1987 Sales of Excel grew by 42%, operations expand into Qld & SA

1989 The Sonata was introduced along with a 1-year warranty with unlimited Kms

1990 Bond sells to Astre Automotive with 25,000 vehicles now sold. Warranty is increased to 3-years 60,000 km

1992 50,000 vehicles sold in Australia. X3 Excel launched. *Drive away no more to pay* introduced. Hyundai becomes a lead importer in Australia

2004 Hyundai Motor Company takes direct control becomes known as Hyundai Motor Company Australia (HMCA) & moves to NSW



Motorclassica 2018

Our club has been allotted enough space for five cars to be exhibited at the Club Sandwich 11-14 October 2018

If you are serious and want to have your car included please make your interest known to Tony Bullen.

Further details will be provided at the August club meeting.



Events, meetings & things to know

Month	Meeting Date & Place	Club Event
August	<p>August 7 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm</p>	<p>August 12 RAAF Museum Point Cook Meeting point: RSL Club 40 Cumberland Rd, Pascoe Vale at 9.30am BYO lunch or buy enroute. Have your sandwich while you watch the vintage war birds on the runway.</p>
September	<p>September 4 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm</p>	<p>September 16 Annual Show 'n' Shine Meeting point: Calder Park BP out-bound n the McDonalds car park 9.30– 10.00am departure. Hanging Rock for a picnic lunch. Afternoon tea at <i>Top Of The Range Tea Rooms</i>. Entry fee for Hanging Rock is \$10 per car, cafe on site.</p>
October	<p>October 2 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm</p>	<p>October 7 Werribee Park Meeting point: RSL Club 40 Cumberland Rd, Pascoe Vale. 9.30-10am departure. Bring a picnic or buy your food onsite.</p>
November	<p>November 2 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm</p>	<p>November 10 Club Run to Yarra Glen - Sugar Loaf Reservoir See details right</p>
December	<p>December 4 Pascoe Vale RSL Dinner from 6.30 onwards Meeting 8pm</p>	<p>December 9 Club Christmas Function Galli Winery Restaurant 1507 Melton Hwy, Plumpton VIC 3335</p>

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Alain Ribas **0411 636 672**

Club Christmas function

Keep 9 December free, we have booked the Galli Winery Restaurant for a three course Christmas dinner \$45 per person.

If you could make your 50% deposits to Geoff Meehan at the August meeting that would be great. As we have paid a large deposit, would be good to have the funds in the kitty asap. If you have any vegetarian or other dietary needs, please let Tony Bullen know.

For up-to-date information please visit the club's website.
<https://morriscarclubvic.com/>

Contribute to future Bull's-Eye editions

Contributions from members are encouraged. The content should be around 400 to 500 words and if possible, have photographs to increase appeal and encourage readership.

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or

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