

# ZEPHYR & ZODIAC OWNERS CLUB OF S.A. INC (Est 1982)

## THE WEST WIND

JAN / FEBRUARY 2016

**IN THIS ISSUE:** President's Report; Hobsons' Cruise notes; Crank Tales; Members' Contributions; Upcoming Events; Funnies and photos.

**CLUB MEETINGS:** SECOND TUESDAY of every month (except January) at SHANNON'S INSURANCE HQ, Cnr Neville Ave and Main South Road, Clarence Gardens

**NEXT MEETING TUESDAY FEBRUARY 9<sup>th</sup>, 2016**

### 2015/2016 COMMITTEE

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<i>COMMITTEE MEMBERS</i>	Judy Henley, Cheryl Taylor, Kerry Dillon, Tony McHugh, Pat Hobson	

### **Ex Officio Officers**

<i>VEHICLE REGISTRAR</i>	Barry Goddard	08 82880393
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<i>WEB MASTERS</i>	Pat & Ashley Hobson	08 83956153

### HONORARY LIFE MEMBERS

Dave Henley, Ashley Hobson, Steve Dawson, Joy Nieass

ZZOC SA Club Web site URL: <http://zephyrsa.webs.com/>

Facebook page: <https://www.facebook.com/groups/zzosa>

**DISCLAIMER:** The views and /or opinions as expressed in member's correspondence and information published in this newsletter are not necessarily the views of the club or its members generally.

**HAPPY 2016 TO ALL MEMBERS**



**SHARE THE PASSION**

Shannons supports our club by providing its premises free of charge for us to use for our monthly club meetings.

A large number of our club members already have policies with Shannons but if you do not, please support them by asking for a quotation.

## *Editor's Blog*

Jerome van der Linden

Welcome to 2016. I hope you all got through the festive season safely. The dinner at Mt Osmond Golf Club was certainly a success – even if one of the chefs had a nasty accident with a hot grille in the kitchen. There were a few moments when I thought my Mark 4 Executive might boil on the way up there, but we managed to get there! Lots of gurgling noises as soon as I turned the motor off. Some of us have already suggested to Mr Henley that we return there later this year. Due to the car parking arrangements, there was no opportunity for me to photograph members' cars, and I still don't know if I will make it to Silver Sands this year.

Mats Lundgren, a member of the Mark 4 Zephyr & Zodiac Owners Club (UK) lives in Sweden and owns a very nice Mark 4 Estate. He recently posted the following on Facebook, complete with two videos of his Mark 4 running at high speed on a Dyno, and what he describes means we have some obvious question for Spanners, which I hope he will take up next month:

“Hi. I wanted to share an experience. After a complete rebuild of my 3 litre engine, also with electronic ignition, converted to unleaded and the carburettor refurbished, I was not satisfied. I had expected more power and less problems. I drove 400 miles but the car was still unreliable in all aspects. (starting, idling, running etc.) So I decided to have the car analysed by professionals last summer. They added two big computers and a lot of cables to the car and runned it (Ed: I think he may mean “gunned it). A fantastic, noisy and scary experience. They could measure almost everything while running the car in different speeds. Even what happens in each cylinder. They found three major problems. I had a 12 v ignition coil, should be 10v. I also had a small vacuum leakage. But the biggest finding was that all nozzels in the carburettor were too small. The engine did not get enough fuel at any time. The reason is that the fuel was more powerful in the old days. With today's fuel every old car needs bigger nozzels. So they calibrated the carburettor in the right way so each cylinder has the right combustion at all speeds. After they were finished and satisfied, I got the question if I wanted to have a full speed performance test made. I quickly answered YES! I do not have any pictures of that. When the car was running at 109.5 mph at 5945 rpm I got so scared that I went outside. You can not imagine the extreme noise standing beside the car! But nothing broke! The engine was in excellent shape and I got a lot of interesting data printed. The whole operation took 3.5 hours and the cost was £215.

Now all problems have gone away and I always have a wonderful driving experience. The (Facebook) movies show only one of the computers. Happy New Year from Sweden.”

President Dave, has sent me his contribution to the newsletter, but assumed this newsletter would not get to you before Australia Day. I hope it does, and I'll try to get to Silver Sands if only for a short time!

## Competition

Pat Hobson came up with a wonderful suggestion to get members' involvement. The prize for the first Club member to email or telephone me with the correct answer to the following question will receive a Club T-Shirt! Gordon McPherson says we have a couple in stock. Here goes:

*Who am I?*

*I am a famous Australian whose father worked on the production line of the Dagenham Ford Factory, assembling Zephyrs, Cortinas and also tractors and other agricultural vehicles. My family migrated to Australia in April 1959 as Ten Pound Poms when I was only 9 years old. We settled in what is now Noble Park in Melbourne.*

Contact me with your answer. Good Luck- and don't cheat! (Jerome van der Linden)

The quickest way to reach me is email to [jerome@nod.com.au](mailto:jerome@nod.com.au); telephone 0418 855 953; fax to 08 83813863; post to P.O. 322, Happy Valley, SA 5159. The Club's mailbox is P.O. 318, Morphett Vale, SA 5162.

OXOXOXOXOXOXOXOX

Kerry Dillon forwarded the following information which may be of interest to members with Internet access. The Retroautos February 2016 edition is now online, to quote its editor, there's plenty of reading.

Go to this link: <http://issuu.com/retroautos> (or go through [www.retroautos.com.au](http://www.retroautos.com.au)).

Peter Hibbert's 1940 Ford coupe graces the cover this month. It's an ex-moonshine runner's car from the USA which Peter has restored.

Jeremy Braithwaite spent a weekend with a big group of pre-war MG owners at Mt Panorama and has come down from the mountain with a great story and fabulous images.

We talk to Peter Sara about his rare 1940 Vauxhall Caleche, built by Holden at its then newly opened Pagewood factory.

Russell Holden found an Australian-bodied 1918 Cadillac and has returned it to its former high class glory.

Very few Japanese built Hillmans still exist today. Vic Hughes explains how these very British cars came to be manufactured in Japan in the 1950s.

John Pisani owns Models 56 and he shows us around his 1959 Holden station wagon which was used as the template for one of his most successful 1/43<sup>rd</sup> scale models.

We visit the "Lost in the '50s" museum, located on the outskirts of Newcastle, and take a look at all of the American cars on display.

The BMW 507 was a styling success but commercial failure when it was released in 1955. Sixty years later they fetch millions of dollars at auction. We delve into the history of this sleek sports car, an example of which was owned by Elvis Presley.

We hope you enjoy the 53<sup>rd</sup> edition of Retroautos. Please forward it far and wide. It is published with passion and pride. Thanks, David (editor of RetroAutos)

(Next month, I will try to include a few more photos... Jerome)



# Shoot the Breeze

## PRESIDENTS REPORT

Dave Henley

Hi to all and welcome to another 12 months of reading this informative and entertaining chronicle. I don't know if anyone else is keeping score but this is my 34<sup>th</sup> year of looking for something or "anything" interesting for you to read when sitting on the dunny.

Last year was fairly busy with the locked in agenda but we managed to sneak in a few other runs that might not have involved all members, but such events involving classic cars at Victor Harbor, Palmer, Mannum and the numerous swap meets kept some of us quite mobile in the Z cars.

Our Xmas dinner held at the Mt Osmond Golf Club was well received and the carvery roast was well worth the money, several suggested that we book it again next year. That should be looked at by the new committee.

By the time you read this we would have been on the beach run and if the weather was not kind to us and the beach has been choked up with the parochial Australia day celebrators we might have had to fall back to the backup venue at Zephyr Park. Over the past 40 years there has always been the issue of the long drop dunny or the alternative to hike up the steep hill to use the house toilet. This year I decided to convene a bunch of expert dunny builders to install a real proper flush throne with a hand basin and I might even leave some old Street Machine mags there to read.

Back to the newsletter, as we have some regular contributors with Ash and Steve keeping us up to date with the mechanical side of things I tend to stay out of their field of expertise and report on the social and club activities. I must say that I am sorely tempted to wade into their patch mainly because I see the deletion of the bonnet catch looming large on the car manufacturers' agenda. Not just to save money but to further convince us that once you have opened the bonnet, well what in the hell can you do. They only have to put the windscreen washer bottle in the boot or fill it from some outside point then 99 % of us will never need to find out what is under that smooth flash plastic cover that hides the real engine bits. Oh, and just one other small ish thing, unlike my Zephyr and the Zodiac where I can go to any shop to buy some real good replacement headlights, i.e., 7inch or 5 inch round ones, I have noticed that all the new cars have their own unique headlamps made out of polycarb which might be unbreakable but they go yellow and cloudy with age. I will bet that as the car gets older unless it is a very high volume seller there won't be replacement lights in stock, I already know of one very expensive top of the range Holden that cannot source a replacement headlight except for a second hand daggy one out of a wreck. And the wrecking yard blokes are pricing it accordingly.

Sorry Steve, I might have stolen a bit of your thunder, but as the modern technology is your favourite subject there are plenty of other things to vent your spleen upon. And while we are on the subject, the Old Skool 'N New Age Auto Show is again this year at the Morphett Vale Footy Oval on Sat 19<sup>th</sup> March. Apart from being just down the road from me this event is now very popular and attracts a wide variety of vehicles and trades. And don't forget the McLaren Vale Vintage and Classic on April 16<sup>th</sup>.

See you at the next meeting Dave Henley

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## Spanners Tech Tips (NOT)

# Cruising! (Sorry this has NOTHING to do with Zephyrs!)

by Pat Hobson

*Happy New Year everyone!* Hope you all had a relaxing, stress-free and happy Christmas season. Having neither children nor grandchildren and not being religious tends to make Ashley and me a little “Grinchy” around Christmas time. To us, it all seems like a load of commercial “Hoo Haa” aimed at parting as many people as possible with as much of their hard-earned as possible with little regard to the true meaning behind the season. Having said that, we still like to do our bit to stimulate the economies of both Australia and other lands and so decided to do this by going on yet another cruise.

As we are “Retirees in Training” we were glad to be accompanied by Ashley’s Mum, Chris & her husband, Terry. Now in their 70’s and with over 150 days cruising under their still-trim belts, we consider them to be our mentors in all things retirement (as well as damn good company). In fact, it was they who convinced us to go on yet another holiday only six weeks after returning from the Cook Islands for Ashley’s Brother’s wedding!



The best part of making this decision, of course, was not having to sell my soul to my previous employer to be able to take the leave required over the Christmas break. For those I haven’t already bored to bits with this, I quit my job of 28 years on 25<sup>th</sup> December. Recent workplace changes were not conducive to job satisfaction for those of us with considerable banking and life experience but lacking the speed and agility of mind and body to keep up with ever increasing targets, productivity & efficiency measures. As Dave Henley enjoys telling people, I was “Mrs 72%” which didn’t cut the mustard with the employer, so I sacked them before they had the pleasure of sacking me.

Back to cruising.....We left on a 13 night Dawn Princess cruise on December 21<sup>st</sup>. Our official wedding



anniversary is the 18<sup>th</sup> (which we always forget) and our “unofficial” one is the 22<sup>nd</sup> December. This cruise was revisiting Noumea where we had a commitment ceremony, in French, on Palm Beach, Noumea on a Princess Cruise in 2007. So this was an Anniversary present to ourselves, and gave us an opportunity to stand on the same beach, say a few (nice) words to each other and relive the experience (see photos).

First stop was Champagne Bay in Vanuatu. This would have to be the quintessential tropical island with crystal clear & warm turquoise water, pure white powder sand, palm trees in abundance and friendly happy people. We were very amused by the children who would pose for photos with bright green lizards on their heads for \$2! Next stop was Port Vila for snorkeling and a climb to a waterfall. The cool cascade & deep green pools at the top made the hot & sweaty climb all the more worth it. In Lifou we went on a rainforest nature walk.....in the RAIN. It was rather lovely actually and a kind of reverent hush came over the tour group as we walked deeper into the undergrowth, learning about native forest medicines, foods and the habits of the coconut crab! These are impressive creatures that climb palms, cut off the coconut with their pincers, then climb down and eat them! (Nobody explained how they break into the nuts & I forgot to ask...sorry). Mystery Island was a bit of a mystery as to why we went there. It is uninhabited, reputedly haunted, has few facilities, little shade but a rather nice beach. It was apparently used as an airstrip in WWII which was a surprise for the Japanese. But if you want to learn more about why it is uninhabited, visit <http://www.webwombat.com.au/travels/pages/travel/articles-travel-stories/vanuatu-mystery-island.htm> for stories of black-birding and cannibalism. Interesting.



Last stop was Noumea and it was refreshing to be in a civilized city with shops, restaurants, TRAFFIC and still be idyllic in its own way. We did a hop-on-hop-off bus tour of the city and easily found the beach where we were married. In hindsight, looking at our 2007 photos we were in slightly the wrong spot but it didn't matter. (See photos) We had lunch at a very French-inspired restaurant where we feasted on buckwheat crepes with various tasty fillings and a cheeky little bottle of Chilean Sav Blanc to wash it down. Very civilized! Ashley & I visited the Aquarium to try to identify some of the fish we had seen when snorkeling. Mum and Terry went back to the ship for a nice lie down....bless 'em.

New Year's Eve on a Cruise ship is always a hoot but made even more interesting by a 4 meter swell! This had been going on for over 24 hours and I was extremely grateful for the acupuncturist on board who treated me for sea sickness (amongst other things). Up on the pool deck a band was playing and people were dancing to both musical and nautical "Rock and Roll". Strangely, it was difficult to feel the motion of the ship whilst dancing.

As we continued home Ashley & I attended a series of lectures about fish, sharks and other sea life given by a funny American lady who must be the most entertaining marine biologist ever! She had some very upsetting news for fans of the movie "Finding Nemo" and if you want to know what she was talking about, Google "Life Cycle of a Clown Fish". You will discover that Nemo, instead of finding his father, ended up being the dominant male fish and having sex with his father who, upon loss of his dominant female, became – Nemo's mother?! Try explaining THAT to the grandkids! In addition to that, all the characters depicted as "Male" in the animation were actually drawn as females. The producers thought fishy genitalia would also be too hard to explain to kids. Oh! And if you are a dolphin fan because they are so intelligent and have lovely smiles? They can apparently be mean spirited, spiteful, vengeful and aggressive! [Ed: if you'd like to see some beautiful undersea video footage of fish in the pacific, use your computer – or better yet HD Internet TV to view <http://www.youtube.com/embed/mcbHKAWIk3I> ]

On the final day, the sea calmed and we mooched around, read books, ate food, drank alcohol and packed our bags ready for our arrival in Sydney. On previous cruises, sailing into Sydney Harbor at dawn with a beautiful sunrise as backdrop to the famous bridge is always a highlight. Unfortunately, it was grey and raining as it had been when we left and sort of matched the mood of having to return home after such a wonderful holiday.

Chris & Terry have already booked and paid for their next cruise around Papua New Guinea in May and are encouraging us and Ashley's brother and sister-in-law to book a cruise around the Whitsundays for his brother's 50<sup>th</sup> in September. They are insatiable and incorrigible! Hope we are just like them when we're in our 70s. That is all. See you at the beach day!

OXOXOXOXOXOXOXOX

## *December Meeting Notes / Upcoming Events*

Correspondence was tabled from FHMC Minutes; FHMC Letter for motion re Finances BTB; FOCCC Newsletter; Bank SA Statement; Cortina Capri Car Club Newsletter; Melbourne ZZOC Newsletter; Pit Stop Christmas Newsletter; Orange gathering Itinerary from Keith Geary; News on Twos Newsletter; McLaren Vale Vintage & Classic 17 April, 2016.

Treasurer's report showed the Club's finances to be healthy with the local account including petty cash having a balance of some \$668, with the Club's investment account having a balance of some \$8,493.

### **Dates to note:**

- January 26<sup>th</sup>, 2016 Beach Picnic – Silver Sands
- February 7<sup>th</sup>, 2016 – Victor Harbor Autojumble / Swapmeet / Show & Shine check [www.hmvc.org.au](http://www.hmvc.org.au)
- February 14<sup>th</sup>, 2016 All British Day Echunga Recreation Grounds
- March 25<sup>th</sup>-28<sup>th</sup>, 2016 Easter, Orange NSW ZZ 'Convention'
- April 16-17, 2016 McLaren Vale Classic

# CRANK TALES

Steve Dawson F.S.M.....zzzzzzzzzz

Happy New Year to all; our club's Christmas lunch at Mt. Osmond was well attended, beautiful views from our Z-club only booked front room, very posh, cool (air-con) and overlooking the city from high on the hill. Great food and refreshments, a chat and relax before saying merry x- mas to all!

I've since then put my "worked" Zephyr 6 back into my daily driver Mk.2 sedan: it certainly has more grunt, easily pulls 4<sup>th</sup> or 5<sup>th</sup> gears up long hills with light throttle, stays on the power/torque of the engine now without foot to carpet or need of down change to 3<sup>rd</sup> gear!! Went to Moonta over on York Peninsula after X-mas, air-con on, it maintains speed limits and conditions well, fuel economy is no worse it seems. Will get onto Ashley's Dyno soon for a rear wheel horsepower run, just to see what it's got ?.....

My V.8. 302 ute had a rattle that turned into a knocking noise in late November, I thought it was a con rod bearing, no coolant loss or oil issues at the time? Windsor V.8s aren't known for crank/oil issues (unlike clevelands that do) so when I had time over x-mas I got to disassemble it. Went to drain the coolant but it had dropped? (Uh-oh) drained the sump, sure enough, found the coolant!! 10 litres of it then 5 litres of oil !!! So out the engine came. Once on the engine stand I removed the rocker covers / inlet/ heads etc. Inspected parts and gaskets: all good. Found two Pistons had sides broken away above top ring grooves near the valve relief area? One was quite obviously not sitting tightly in the bore, sump off next, (remember first time engine builders NOT to turn engine upside down) sump was littered with broken Pistons!! Next extracted the timing cover and cam / lifters /oil pump etc., then windage tray; all Pistons / rods out; found one piston had been cracked for a while, until it let go. It was missing a complete side skirt up past the rings!! OOPS some of that piston had hit the windage tray and got thrown up damaging two other Pistons. On the "plus side" (yeh-right) the crank / rods, cam lifters and heads are all good, inspection of the bores found – yep - a crack that let the coolant into the sump. Next would have been a loud "Bang" with piston thrown out of block! (Bad) So a sleeve and new Pistons will fix it. Instead I have a fresh "302" that's ¾ built, all new parts, ready for blueprint / balance and assembly, with a decent cam, new extractors and a couple of "tweaks" it should be smoother with more power but still drive sensibly, ready for years of use in my ute..... Phew.....zzzzzzzzzz

## Humour Corner

### **FROZEN CARBURETTOR** (Courtesy of Gordon McPherson)

People often complain about the police, but you rarely hear about the positive things they do, such as this incident involving a biker and a frozen carburettor.

Last January on a bitterly cold winter's day, a North Dakota State Trooper on patrol came upon a motorcyclist who was stalled by the roadside. The biker was swathed in heavy protective clothing and wearing a full-face helmet to protect the face from the cold weather. "What's the matter?" asked the Trooper

"Carburettor's frozen," was the terse reply.

"Pee on it. That'll thaw it out."

"I can't," said the biker.

"OK, watch me closely and I'll show you." The Trooper unzipped and promptly warmed the carburettor. as promised.

Moments later the bike started and the rider drove off, waving.



