



## RUNNING AMOC

Newsletter of AMOC Vic Area & AMOC Vic Register Inc

Reg No A0030655W

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### Contributors Please Note

Inclusions for next edition should be **emailed** to the Editor by the **second Monday** of the month (March, June, September and December) at the email address [vk3ylz@bigpond.net.au](mailto:vk3ylz@bigpond.net.au) to ensure publication. Articles preferred in MS Word, or text format. The articles & views published in Running AMOC are of the authors & are not those necessarily of the Editor or Committee of Aston Martin Owners Club. Permission to reproduce any of the contents of this magazine should be sought through the Editor as a courtesy to the authors and artists.



# DIARY OF EVENTS

**October 14<sup>th</sup>**

Tony, and Heather's run to Ruffy store.  
Meet at the Yan Yean Public Cemetry. This is Just on the Melbourne side of Whittlesea at 1015 HRS. We intend to drive in some sort of convoy, and will be leaving on time. So arrive in time! A superb lunch will be held at the Ruffy Produce Store. The store is accessed by a superb country drive. The booking is for 1300 HRS, and 25 places have been reserved The trip home is a quick run down the Hume. If you miss the departure (Phil. M.), the address is 26 Nolans Rd. Ruffy. (Inland from Yea.) Phone number is 0357904387.

**November 13<sup>Th</sup>**

Monthly Meeting

Venue. Trivett Classic showrooms. Ground floor, Eureka tower. City Rd South Melb. 6.30 pm

**December 2<sup>nd</sup>**

Club concours day. To be held at the RACV Cape Schank Resort golf club. Boneo Rd, Rosebud. Melways map Ref 259 / D3.

Drive down main entrance road until you reach the golf club, clubhouse.

Display will be set up on the practice fairway tee area adjacent to the clubhouse. A sit down meal will be available. (Fully licensed) Start time will be 1030 HRS.

**December 4<sup>Th</sup>**

Dinner Meeting

Venue. Bells Hotel. Cnr, Moray St, and Coventry St. Sth Melb. 6.30 pm

**January 20<sup>Th</sup>**

RACV Great Australian Rally. Preferred starting point Brandon Park Shopping centre. Cnr Ferntreegully, and Springvale Rds.8.30 am. See Neil Boothroyd for entry forms.

**January 26<sup>Th</sup>**

RACV Great Australian Picnic. Royal Domain Gardens. Contact Mike Bindon for entry forms.

**February 5<sup>Th</sup>**

Dinner Meeting

Venue. Bells Hotel. Cnr, Moray St, and Coventry St. Sth Melb. 6.30 pm



## EDITORIAL COMMENT

Well the AGM is over, with little change in the line up of the committee. The big change I suppose, is we now sport a new president, so welcome Neil Boothroyd. I would like to thank Mike Bindon as outgoing secretary, and Richard Shenfield for his past work as president. Richard has been an absolute pleasure to work with during his tenure as president, and has been very supportive of my job as editor. Jason Vochala remains as our trusty treasurer, with Tony Smith staying on as the club events co-ordinator. I hear back from the group who dropped by the RACV Healesville country club on a recent run, that our usual venue for the club concours has well and truly been lost now, which necessitates the finding of a new venue. If anyone knows of a suitable spot, please make the committee aware of it, as it isn't long to go before we will be needing it! Talking to Phil Westbrook, it appears the organization for the 2008 National is well under way, with a large number of participants already placing deposits to secure a spot. It sounds like this event could be even larger than the Tassie national some years back. I will try and keep everyone posted as news is fed south.

## PRES SAYS

Our chief scribe, Richard Counsel, seems to be pumping out "Running AMOC"s every five minutes, and it's great to see everyone pitching in with stories, and articles, although I think there may be everything from gentle persuasion, bribery, and the ever threat of physical violence to get them at times.

As a result of our AGM in July we have a couple of changes in our Committee. As I'm writing this article, you have probably figured out that I am the new President, and Area rep, and Richard Counsel has accepted the additional role of Secretary.

I am sure you will all join me in a big THANK YOU to our former President, Richard Shenfield, and our former Secretary, Mike Bindon. Both gentlemen have worked long and hard as Committee members, and I am sure their experience will be called upon many times in the future.

The nightmare that is Club Insurance has raised its ugly head again. Richard Shenfield, and, I have done a bit of homework on the matter, including discussions with anyone we thought might be able to help. We also attended an AOMC Seminar that included discussions on the clubs exposure to litigation .... At the end of it all, I think we were probably more confused that when we started. To this end, we have decided to set up a sub committee to investigate the issue. Barry Watchorn and Mike Bindon have agreed to wade into the murky waters (Beware of the sharks guys), and advise us of our requirements.

During our recent club run organized by Vyvian and Deb (great run guys), we had a chance to look at our usual Concourse venue, the RACV Club at Healesville. To say it looks like a bomb had hit it, would be an understatement.



Their current renovations will definitely exclude it from being the venue this year. We are currently looking at a few alternatives, and will advise the outcome as soon as we can.

See you all at Bells next month, Cheers Neil.

**Vyvian and Deb's Magical Mystery Tour  
OR  
National Park Aston Martin Car Run  
Sunday 29<sup>th</sup> July, 2007**

Words by Sally Boothroyd. Pictures courtesy of Bronwyn Ballantyne.

At 9.00am. on a cold but fortunately fine day, we met at the Art on Wheels Factory in Ringwood. As Vyvian opened the roller door to the factory, we were greeted by his chief security guard – **George** the "killer budgie".



*The fearsome budgie George.*

We were then treated to tea and coffee and Deb's amazing yo-yo biscuits. It was a good turnout considering it was the middle of Winter – 13 members attended, with 4 Astons and 2 other cars (Barry was exercising his other car).





We all headed off in convoy via Warrandyte and were treated to the most beautiful views of the Yarra Valley. It was then onto Panton Hill, Kinglake and on to Healsville via the Tolangi State Forest. It was suggested that we stop off at the RACV club to assess the viability of using it once again for our

end of year concours. On arrival it was very obvious that this was not going to be the venue for the December function. There was no grass, no rotunda and a car park so far away that a golf buggy was required to take guests up to the club house. Needless to say alternative arrangements need to be made. Planning for this is now in progress.

After a short stop we headed off to Woori Yallock, Seville and finally on towards Yea on the Melba Highway. Turning off the Highway we reached our final destination – Helen’s Hill Estate Winery, and on top of the hill, with a magnificent view of the surrounding vineyards was The Vines Restaurant.



Here we were treated to a delicious lunch comprising two courses, although some of us did team up to taste entrée, main course and dessert. The meal was accompanied by some delightful Helen’s Hill wines followed by coffee.



Feeling totally relaxed and with very satisfied stomachs we all headed off home.

It was wonderful to see Wendy back on her feet again, and although we missed Richard Counsel, he did phone in from his location deep in the Southern NSW desert to see where we were and that we were taking lots photos and making notes.

Congratulations Vyvian and Deb on an extremely well planned day – the run, the views, the lunch venue and the company were all fantastic.

Thank you both.

## **Report on Neil, and Sal's Mountain Meandering.**

Words by Frank Miles. Pictures courtesy of Bronwyn Ballantyne.

This appears to be another installment in the "Neil, and Sal's" do the club run series...

A slightly overcast day greeted us as we all turned up to the car park of the Manhattan Hotel on the corner of Heatherdale, and Canterbury Rd's in Ringwood.

Present were the Watchorns, Yolaine and myself, Richard and Bronwyn, the Fraser's who had rocked up in their 400I Ferrari, and the Bindon's minus the DB5 (Some lame excuse about it being too hard to extract the Aston from the garage.).

This must have been a common meeting place for club runs, as the lads from the local Harley bikers club also turned up, rolling into the car park very quietly.

It was a bit like the showdown at the OK Carrale, as we eyed one another off across the car park. I suspect they packed more firepower than we did!

It appears the Fraser's had come to Melbourne for a Ferrari club run, but rightly decided our run was a better option, hence the brand of car they had chosen to bring along.

After being handed a very comprehensive set of course notes, and a brief wait, we all headed off down Canterbury Rd.

The route took us along Canterbury Rd till the Mt Dandenong Tourist road.



This provided a nice drive through the mountains, and unfortunately into wet conditions. There was plenty of meandering happening, and I could see Richard was being distracted by the piles of junk on the roadside junk throwout in the area. We traveled through Olinda, and eventually ended up in Belgrave. Another "Eye-off" as we passed the boys from the Monaro club parked up on the side of the road. Next, we headed toward Emerald to finally end up at the morning tea stop at Emerald Lake. I had no idea how we actually got to this place, we just followed everyone else!



The Lake area was very pleasant in spite of the somewhat cool, and damp conditions. Various groups wandered off around the reserve, but we all eventually ended up at the kiosk for some morning tea. The place was pretty deserted. I suppose due to the weather, and the fact that “Puffing Billy” had not arrived yet.

After morning tea was over, we all slowly made our way back to the cars. At this point, we could hear the train coming, so decided to wait for it to arrive, and move off. Yolaine thought Puffing Billy would be a nice idea for a club outing some time in the future!



*Everyone waits expectantly for Puffing Billy to depart.*

Train gone, we were off....

Next stop was our final destination, the pub at Warburton. After leaving the Lake, we headed toward Gembrook. Something strange occurred after passing through Gembrook. For some reason, there appeared to be an undocumented route change that was not marked on our course notes??? Maybe Neil’s new satnav had taken a dump? And he didn’t even think we noticed! Whatever route we finally took, we did get to the Warburton Hwy. Off through Launching Place, and on to Warburton. Our convoy managed to stay pretty much in tact for the trip, as we all parked up opposite the pub.



*The cars parked up outside the Alpine Retreat Hotel.*



The remainder of the day was spent eating, and socializing over a nice meal. The Alpine Retreat Hotel looked after us well, with poor little Neil made to consume the biggest steak I have ever seen. It was so large, it completely covered the plate, and some!



*Little does Neil know what he is about to take on!*



*Group photo on steps of Alpine Retreat Hotel. (Absent, Pen, and Andy Fraser.)*



I didn't think he would ever finish it, but well done Neil!  
It was another great run, and I am sure all would like to thank Neil, and Sally Boothroyd for their efforts in organizing it.  
What will be their next destination in the "Neil, and Sal's" series?  
(Stay tuned, Neil and Sal will be back - shaken not stirred! Ed.)

2007 Concour  
SUNDAY 2nd Of DECEMBER  
NEW LOCATION,

due to renovations of our usual venue we have decided to hold the  
concour at:

[RACV Cape Schanck Resort,](#)  
[Trent Jones Drive](#)  
[Via Boneo Road](#)  
[Cape Schanck](#)

The resort have provided an excellent area to display our cars with  
magnificent views over Bass Strait, coupled with good food, wine and  
company it promises to be a great day.

Mark it in your Diary

**A message from VICPOL....**

The theft of Aston Martin DB4 GT VIC Reg # RQD910 chassis # DB4 180/R engine # 370975. This vehicle was stolen in May 2007 from Box Hill in Melbourne. Could you notify all Aston Martin Clubs that if anyone has an enquiry about this vehicle or a similar vehicle please contact me. Also if anyone is selling parts to this type of vehicle also contact me. As you are aware, the rarity of this vehicle means it may be sold over sea's. Could you please contact the international clubs including Aston Martins Historic Register to ensue that they are aware of the theft and keep a look out for the vehicle. With hope this might lead to the vehicles recovery and a prosecution of the offenders. If you have any further enquiries please don't hesitate in contacting me on 03 9865 2544.

Regards

**Brett FLORENCE**  
**Detective Senior Constable 27598**  
**Organised Motor Vehicle Theft Squad**  
**8/412 St Kilda Road, Melbourne**  
**Ph: (03) 9865 2544**  
**Fax: (03) 9865 2466**

**Technical:**

The thorny subject of spark plugs.

I have always just fitted the plugs that are specified by the manufacturer without any real question. Although I have a reasonable understanding of "Heat range", and the reasons behind the effects of different "Temperature" plugs, I have never been in the position where I have needed to differ from what was originally specified. It's one of those subjects that aren't really discussed greatly amongst car enthusiasts, and not one of those riveting discussions you are likely to have with your mate over a beer at the pub either!





Maybe I am different. .... I tend to mix, and talk with some very technically minded people on the radio travelling to and from work, one of whom works for Robert Bosch, and has had 25, or more years experience in auto electrics industry. (He spent his earlier years working for the “Prince of Darkness”)

Anyhow, one morning we got onto the subject of automotive ignition systems, and thus spark plugs. We discussed the pros, and cons of the various technologies that are currently available, and their merits. I am normally not one for being convinced by new fangled ideas, or any form of black magic, but when he told me the

theory behind what they call “Surface / Air Gap Technology”, it seemed to have some credence about it. All this started me thinking, so I followed it up with some research on the web. It appears a number of manufacturers produce products utilising this technology. All of them make great claims as to the benefits over conventional spark plugs, most of which sounds like sales blurb. The technical advantages of “Surface / Air Gap Technology” are, that due to the electrode design, the plug has the ability to choose the best path for the spark from the centre electrode to ground depending on combustion chamber conditions. It can either travel as a direct spark, from centre to earth electrode, or as what they call a surface path that travels over the charged carriers of the insulator nose, then jumps to the earth electrode. This has the added benefit of burning off deposits on the insulator, thus keeping it clean. In the case of 4 electrode types, this increases the chance of having an earth electrode / current path in exactly the right spot. Sounds pretty good, doesn't it??? Not convinced??? Black magic??? I thought so too! I was then offered a set of plugs to try out, and in the case of Bosch, theirs are called WR78's. These are direct replacements for the normally specified W7DC's that would normally be used. Well, to cut to the chase, what did I notice? I have had them fitted now for about 18 months, and can report there are noticeable improvements. The most obvious ones are smoother idle and running. Engine is much easier to start, especially when cold. The engine generally felt “Sweeter” after fitment, and I suspect all this has improved fuel economy, but can't quantify this! These plugs are dearer than conventional units at around the \$11.00 EA mark. Yes, I am now convinced, and wouldn't hesitate buying more. Even the “Guzzbox” has now got a set fitted!

