

The CRANKHANDLE

**JULY
2016**

Newsletter of the Southern Peninsula Classic and Historic Car Club Inc. A00011676Y

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The Crankhandle is sponsored by the Bendigo Bank

Postal Address: S.P.C. & H.C.C. Inc., P.O. BOX 12, DROMANA, VIC., 3936
Website: www.crankhandle.com.au Email: niblockbl@bigpond.com

The aim of the Club is to cater for people who have an interest in restoring, touring and displaying all types of Veteran, Vintage and Classic cars, motorcycles, trucks and stationary engines, etc. or any piece of machinery of historical interest.

The views and/or opinions expressed in CRANKHANDLE are not necessarily those held by the Committee of the SPC&HCC.



On the way to Terry Dowel's Museum

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All at the SPC&HCC wish to thank the Bendigo Bank for their ongoing financial support in the production of The Crankhandle

The deadline for articles and advertisements in the next edition of The Crankhandle is 15th of the Month. Items received after then may be held over till the next edition.
Please email copy or information to:
Keith Morrison: crankeyeditor@gmail.com

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MOTORCLASSICA

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21-23 October 2016 ROYAL EXHIBITION BUILDING MELBOURNE

Motorclassica are inviting
People to enter their Veteran
Vintage or Classic cars for the
Annual show at
The Exhibition Building
9 Nicholson Street Carlton
See Brian Evans
For application information or
Phone him on 0409 639 118

The CRANKHANDLE

MEETINGS

General meetings are held on the first Tuesday of each month at Dromana Community Hall, Hodgkinson St, Dromana at 7.30 pm. Melway Ref 159 G7

**From Oct 1st 2015 the joining fee is \$35.
The Membership fee is \$55 pa.**

EXECUTIVE

President:

Mick Daddo 0419 879 004

Vice President:

Brian Evans 0409 639 118

Secretary:

Brian Niblock 0476 264 726

Treasurer:

Paul Lucas 0420 927 073

COMMITTEE

Anne Kruger 0417 830 755

John Marten 0418 513 774

Warwick Spinaze 0407 016 719

Alan Turner 0407 091 932

David Doubtfire 0409 603 749

John Becker 0411 202 911

OTHER OFFICERS

Editor:

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John Becker 0411 202 911

Club Permit Officer:

David Kisby 0427 049 829

Membership Officer:

Anne Kruger 0417 830 755

Safety Check Officer:

Tim O'Leary 59868628

Club Photographer

Anne Kruger 0417 830 755

Club Regalia:

Michael Hurd 97 873 181

AOMC Representative:

Ray Beagley 0414 598 614

Federation Representative:

Peter Greening 0408 039 311

Web Master:

David Doubtfire 0409 603 749

Library, Property & Dispatch:

TBA

LIFE MEMBERS

**Geoff Anderson, Ray Beagley, Greg Cripps, Ray Gardini,
Tony Howard, Noel Meates, Lawrie Turner, Don Robinson,
John Watson, Max Caddy, Bill Glover
Steve Lloyd** Eric Evans** Peter Bradbury****

**** Deceased**

NEXT COMMITTEE MEETING

The April Committee Meeting will be held at
"The Library" Mornington Gardens,
98 Bungower Rd, Mornington.
Tuesday June 14th at 1:30pm
Tel 0420 927 073 (Paul Lucas) .

A WORD FROM YOUR PRESIDENT

Just a short burst this month. _____!!

I mentioned at the June General Meeting that the committee has reviewed our by-laws to keep them relevant to today's needs and, as a result, instigated two major changes.

We have removed the cap of 250 members as laid out in By-law 6. The wave of applications for membership that threatened to engulf most car clubs following changes to the Club Permit Scheme, has now receded enabling us to remove the cap.

We have also changed By-law 7 stating "that the Club will not nominate any vehicle manufactured after 31st December 1980 for the Club Permit Scheme,"

The new By-law reads inter alia: "The Club may nominate a members vehicle of Classic, Historical or other special significance, for the Club Permit Scheme. There will be a rolling thirty [30] year cut-off from the year of manufacture." This means effective immediately, we move from the 31st December 1980 cut-off to 31st December 1986 cut-off and next year to 31st December 1987 and so on.

The Club committee still has the discretion to approve vehicles of Classic, Historic or other special significance that are under the thirty year cut-off but within the Statutory twenty-five [25] year rolling cut-off as decreed by VicRoads Statutory Rule relating to the Club Permit Scheme.

These changes will be available to members in a new booklet of our Constitution and By-laws and printed in time for our October AGM.

On a lighter note _____:

The trip to Terry and Kaye Dowel's museum in May was another great day and well covered in this edition by Anne Kruger, who has given us a perspective of one of our major outings through a woman's eyes. We need more contributions along these lines from our "better halves." to keep the Crankhandle and the Club for that matter, relevant to us all.

Again, our thanks to Terry and Kaye for giving us the chance to view their amazing collection of cars and memorabilia. It never fails to leave us with warm memories of a past era.

Nepean Picnic Trip _____??

Only six club cars and our modern turned up for what was



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just a superb day out in perfect weather. Sorry about the rest of you many of whom I suspect clean forgot it was on! Better luck next time. Seriously though, we need to have a better communication line to our members for this type of event. Result? We have, through Anne Kruger, put together an email list of our membership so that we can at short notice, send you all a reminder or notice of a forth coming event. This way we can all be better informed. It is almost a done deal so watch for some trial runs in the weeks to come.

See you all at the next meeting and until then.

Safe and happy motoring.

Mick Daddo President

Federation Report - Peter Greening

Federation Meeting at Warrnambool 21st of May

Consumer Affairs: Recent notification is that Clubs carrying out fundraising have to register that with Consumer Affairs. These are events where the Club receives no commercial benefit and is a not for profit organization.

Australian Historic Motoring Federation: The AHMF annual meeting will be held in Alice Springs on 19th to 21st August. John Kennett and Neville Launer are attending on our behalf and for Robert Shannon Trust. Don't forget please if you have an application for the Trust to consider then it has to be sent to John real soon please.

There is a Rally at Wangaratta on the 10th to 11th September. Contact P Greening for an Entry form.

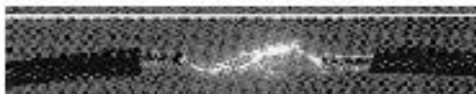
CPS form for Committee to sign has been changed. Form Number 04/15 GOS 11392, email to come from Federation.

Marong and we are all arranged now for the 28th August: Clubs have been sent the letter in relation to the free entry for Federation Club Members and the need for non-affiliated people to pay \$20 per vehicle. Can we please ask Delegates to stress that we have to be in and parked by 10:30AM and no leaving till 2:30PM. If a simple insert can go into your club's calendar in the newsletter and then members bring that along it will do as proof of belonging to a Federation Member Club.

.....continued next page

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We wish all of our members and their families who have not been enjoying the best of health lately, a speedy recovery and return to good health. Members are not named for privacy reasons and also we do not want to cause offense by failing to mention someone by name.

COMING EVENTS

Please advise Conveners if you are going to attend their event. If you need further details, times, etc., please phone the Convener. If you've already said you would attend and at the last minute cannot, please advise the convener so they can finalize numbers

JULY 2016

- Tue 5th General Meeting
- Sun 10th "Christmas in July" with the Bass Coast Historical Automobile Club at the Hastings Marina from 12 noon
Cost \$23.50 per person
Convenor:- Brian Evans 0409 639 118
- Tue 12th Committee Meeting
- Wed 20th Run to Flinders Bakery for coffee and chat with club members, meet at the bakery from 2.00 pm onwards.
- Tue 26th Picnic at the Briars, BYO everything meet from 11.30 am onwards

AUGUST 2016

- Tue 2nd General Meeting
- Tue 9th Committee Meeting
- Tue 23th Picnic at the Briars, BYO everything meet from 11.30 am onwards
- Sun 28th – Sun 4th Sep :- Marong Picnic to Mildura Federation Tour
Entry Fee \$160 per person
for further information contact
Charlie Cassar on 5975 3242

SEPTEMBER 2016

- Tue 6th General Meeting
- Tue 13th Committee Meeting
- Tue 27th Picnic at the Briars, BYO everything meet from 11.30 am onwards

.....continued from p 4

AGM: Next meeting will be followed by our Annual General Meeting. There will be some Committee members considering if they will continue so we ask that all Clubs consider whom they would like from their Club to be nominated for a position on Committee. We have commented at the last few delegates meetings for the need for Clubs to please send your younger Delegates so as they can take over control of federation and secure its future.
Next Meeting: This will be held on the 6th August at Swan Hill.

Modified Vehicles Doing Burnouts on CPS

Plates: If you have evidence that a CPS vehicle is involved in illegal drag racing or burnouts give the Rego to the Police

Committee members who sign CPS Renewals:

Make sure that you are not signing from another Club that you are in.

Open Rally from Bendigo to Mildura: On the 28th August to 4th September, the Club will have entry forms.

There will be a National Hub Rally in Bendigo for up to 1500 people at Easter in **2020**. Bookings have been made in Bendigo and Echuca.

Please keep in mind the Federation Picnic on the 16th October at the Maffra Shed.

The Bendigo Swap Meet is on 12-13th November. More volunteers are required, see Brian Niblock. The feature for 2016 will be Grey Fergie Tractor



1960's Café seats at Terry Dowel's museum



Behind the Scenes with Max Caddy

I have had my ups and downs this month.

Cars with their enjoyment and at times their frustration, have paled into insignificance. I decided to renovate our two bathrooms and right in the middle of the project, sadly my Mother passed away. Mum lived in Torquay and I needed to drop everything to ferry over there to support my Sister who had just been released from hospital. Together we got things organised. Mum never quite made the 'ton'. Not waking from a sleep, 8 days short of reaching 100 years old. At the gravesite, the Celebrant made a meaningful statement that we could all give consideration to. Jesse's life span of 1916 ----- 2016 was a great achievement. However he stated that the ----- (dash) between birth and death was representative of our lives and all of the experiences over the years. This statement caused me to consider all of the emotions that travel along this 'dash' through time. Love, happiness, excitement, births, marriages and of course sorrow makes what we are.

We must always take time to reflect, be proud of our achievements and keep planning ahead so as to keep this 'dash' full and as long possible.

Enough, you might say, yes however it felt good to write it down and share it with you and I hope you too can continue to extend your ----- to the fullest.

Back to 'auto stuff'

I enjoyed Terry Opie's article on Singer Motors Limited featured in last months' magazine. It brought back some memories. The Singer came into my young life on two separate occasions. On a visit to my Father at the Repco Head Office in the City, I was 'gob smacked' when I viewed a brand new early '50s Singer Roadster featured in their showroom. Top down, bright red and magnificent. I remember being allowed to sit behind the wheel. A great memory for a youngster.

My second experience with a Singer was around 1956. At the age of 16, I purchased a 1934 Model Singer for 10 Quid.

I have mentioned this vehicle in previous articles. Initially excited at the purchase and a long year working on its repairs, was quite an experience. The Singer just never lived up to my expectations. Two broken axles, a cracked engine block and all sorts of other dramas. The car finished up at the wreckers - returning my 10 Quid. On reflection, this car was a rocket with a hopeless, gutless motor and a costly lesson for a 16 year old. What I did gain was the 'mateship' and mechanical knowledge working with my Dad. This car would have been around 22 years old at the time of my purchase, so it should have had a lot of life left in it. Not so. Consider a more modern car of today 20 or so years old and you could be purchasing a '94 Commodore or Falcon. Cars with plenty of good life left in them. The saying "they don't make them like they used to" in my opinion is nonsense. Of course there are many exceptions.

Continuing on old cars. What about Tony and Shirley Howard undertaking a trip to Darwin to attend an A Model car rally. To contemplate such a journey in their A Model Wagon says a lot for the condition of the car. A 'woody' created and maintained by Tony and of course it's reliability over the years has been remarkable. I believe they intend to return the 'woody' and themselves on the Ghan. A nice way to unwind after such an adventure. At the time of writing, I have been unable to contact them. Maybe Tony can give us an account of their journey in the near future.

At our most recent General Meeting, President Mick made mention of a Ser. III Jaguar for sale. Apparently a top car. Well, over the next 24 hours or so, the vehicle was visited by many members of the Club, all very impressed I believe, but you have to be quick, Fred Peterson got in first and purchased the Leaper the following morning. 'He who hesitates is lost'. I look forward to viewing the car. As you know, I have a very big soft spot for Jaguars and in fact most British Classics.

On a final note, Confucius say "*man who dream about being a muffler will wake up exhausted*"

Happy Days
Max
xx00 (for the girls)

Club Visit to Terry and Kaye Dowel's Museum

From a female point of view!

As with most things – male inspired – the visit to the Dowel Museum was also enjoyed by the females who attended. There were so many extraordinary and varying ranges of cars it would take more than one article to put it together and give them the accolades they so rightly deserved. Put simply; it consisted of awe-inspiring transport of long ago, and those we remembered driving in the past.

The museum itself was spotless. A nightmare to clean but someone did a great job!

As we moved around the displays, bonnets raised and the appeal to see more engines!

Upstairs, past the gorgeous 1950-60s inspired kitchen, and the chef preparing the family's lunch, we stepped into an excellent library consisting of recent and rare editions. A reader's dream-time to enjoy the solitude and disappear into another world of words.

The movie theatre had many sitting and imagining a film of long ago.

When renovations completed, as a working theatre to have a 'running series of car events' would accomplish the effect.

Passageways of nick knacks from yesteryear brought back memories which conjured up the fact we had, indeed, been around for a long time!

The memories were wonderful.

Thank you, Mick Daddo, for the opportunity to enjoy these gorgeous cars and other time-lapse displays applicable to us all.

Words by Anne Kruger





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Club Visit to Terry and Kaye Dowel's Museum — May 2016



The CRANKHANDLE



Photos: Anne Kruger and Ray Gardini

EDITORIAL Keith Morrison

Did I mention the good weather last month. There is a snowy feeling in the air as this edition comes together. The ground is getting wet but the magazine articles are drying up. I did mention that if I had trouble filling the spaces you may end up reading about Riley cars. I was a bit short this month.

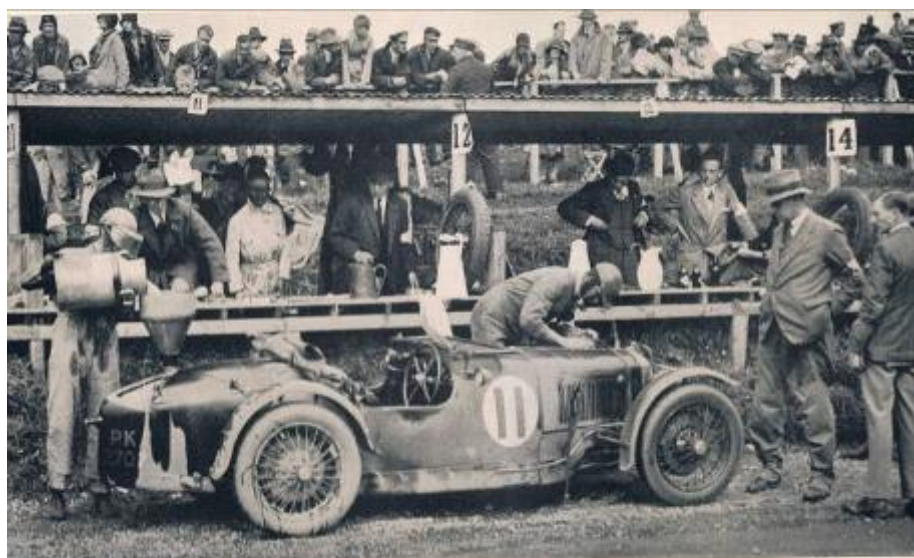
Typing Brian Flormell's hand written notes is a bit onerous but the story is building and should be worth the wait. While checking on the spelling of 'Terry Dowel' I did an internet search and found myself watching the video, the link below takes you to. It is about Terry's love of cars and the Museum, some of you may have seen it already on the Channel 31.— "Man and Machine" series.

<http://www.shannons.com.au/club/video/terry-dowel-collection-episode-13-series-3-man-and-machine>

Enjoy your reading.

Please note the email address: **crankeyeditor@gmail.com**

MOTOR RACING IN THE 1920s Alister Sholl



Here is a photo I found in the autobiography of Sammy Davis, a legendary English driver in major European sports car races of the 1920s. He drove everything from Bentleys (winning at Le Mans) to Austin 7s, and as this photo shows, he drove Rileys. It is interesting that he always refers to them as "Riley sportscar".

I thought that the photo shows how different things were in the 1920s, almost incomprehensible to those of us who first became interested in motor sport after the second war. So I will try to explain.

Firstly, the two men attending to the car are not pit crew, they are the driver and the riding mechanic.

Filling up the Riley in the 1929 Tourist Trophy. The driver's vizor is kept on to prevent fuel splashing in his face.

Now the term "riding mechanic" has long gone, but apparently was mandatory in the 20s. Judging by the stories in the book, it was in any case essential in the endurance races on long circuits of the time. For instance, the

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mechanic had to regularly pump oil from the reserve tank to the engine, and if the car went off the road, help to push it back. What is more, the staff behind the pit counter could not provide any help, they just put everything on the counter. The next thing to notice is the muddy wheel and bodywork, which suggests that at least part of the circuit was unsealed. In his description of overtaking a slower car in the rain, he describes his visor as "a mask of opaque yellow mess", not likely if the road was bitumen. The mechanic's job was to keep wiping the visor! Reference to road surface is rare in the book, but one race was held on a circuit where the corners had been sealed with tar, but the day was hot and the tar melted, making cornering harder not easier.

The wheels look very like the 19inch ones on ordinary Nines, and who knows what 1929 tyres and tubes were like. Treads flying off are mentioned in many places in the book

Notice also the hood, folded up behind the cockpit. These were mandatory in sports car racing at the time, which leads to a description of the "Le Mans start". This required the cars lined up, angle parked on one side of the track, pointing out, and the drivers on the other. At the start flag, drivers ran across the road to their cars, put up the hood, then start the engine and take off. Hoods came down after a given period. The rule changed for this race, so the cars were lined up with raised hoods, which were put down before starting.

The reason for all these rules was probably to prove that the cars were genuinely sports cars, and that the manufacturers could produce reliable and usable sports cars for the public. The main races were all long, 500 miles, or six hour, and the classic Le Mans at 24 hours, with good results essential for marketing. The Tourist Trophy was a major event, on a 13 mile circuit in Ulster, 30 laps and hardly a straight section. The closest modern analogy would be the early post war Armstrong 500 sedan car races here, standard models, complete with various classes, different makes, and an overall winner.

Sammy Davis reported that his Riley happily maintained the limit of 5500 rpm for the whole race, the only problem was the clutch, which could not be disengaged at one pit stop, so the car had to be started in gear on the starter. It later came good, but meanwhile, it was gear changes without the clutch. In the end, he came 12th, and easily won the 1100 class at a speed of 61.97mph (99Km/hour), compared to the winner Caracciola on 7 litre Mercedes at 72.82 mph. Remember that half the race was in rain on an unsealed track. . Those drivers were brave.

Information and Photo from "Motor Racing", by S.C.H. Davis, published 1932, by Iliffe and Sons, London.

(Alister is a fellow member of the Riley Car Club of Vic, this articles is reproduced from the Riley Club's Blue Diamond magazine June 2016 with Alister's permission. Ed.)

The Australian Mille 18 to 21/9/1997.(part 1). . Brian Florrymell

History:- Italy's Mile Miglia has long been acknowledged as one of the greatest tests in motoring, both for man and machine. From 1927 until the final Mille Miglia in 1957 this event was legendary. The traditions and recollections of those great Mille Miglia events, the fabulous 1000 mile race around Italy are not forgotten.

In the early 1980's a group of enthusiasts in Modena resurrected the event as Mille Respective and the response was enormous with pre 1957 cars coming from all parts of the world to take part, in what was no longer a race but a test of reliability.

Since then the tradition has been extended to other countries with the conducting of the California Mille – USA, the Mille Miglia Retrospective – Italy, Mil Millas Sport – Argentina and in keeping with this tradition, the inaugural running of the Australian Mille in 1997.

Commencing at 8AM Thursday 18th September the first car left the Novatel Motel car Park from the Esplanade St Kilda, Melbourne

Professional motor sport photographers followed the event for the four Days, taking great shots of the cars at speed and static shots whilst at overnight stops.

What was the event like?

"Fabulous, very professional, magnificent".

The cars ranged from 1920's speed 6 Bentleys to 1950's Ferrari 195 Coupe. 72 Cars in all, including 2 entrants from the sunbeam Car Club of Victoria inc. continued next page..

CLUB PERMIT HANDBOOK

The AOMC Club Permit handbook is currently being updated to reflect the latest changes to the club permit scheme.

The latest Frequently Asked Questions (FAQ's) can be downloaded from the AOMC website, printed off and placed as an insert into the existing handbook (yellow cover 2011 edition).

A revised version of the handbook will be published as soon as details are confirmed. AOMC's website is www.aomc.asn.au

ie. B FLORIMELL and R NUTT 1954 Sunbeam MkIII and M KNOCHE with L KNOCHE 1953 Sunbeam Alpine.
 All cars were sporting Australian Mille colours and numbers, lined up for the 8AM start, what a splendid sight as the cars took off one after the other.
 Pre' the start the Mille officials asked that the cars leave the controls later than the slower cars and passing so as not to clog the roads with a procession.
 The first control stop was at Queenscliffe where we had a sumptuous feast of gourmet cakes, tea and coffee at The Ozone Hotel before starting for the lunch control at Apollo Bay.
 Bearing in mind the Mille officials wishes we let most of the competitors leave before starting the 'rally bred' Sunbeam, putting into gear and speeding off for some serious driving.
 Driving through the magnificent Otway Ranges at speed was a sheer delight, Richard (my excellent navigator) was pretty impressed with the road holding and long legs of the MkIII, we passed many Mille cars as the sunbeam effortlessly ate up the miles. We arrived at Apollo Bay control to find surprised officials and one other entrant. (No surprise to a Sunbeam driver!)
 We had plenty of time to admire the other cars after they arrived. The one I fancied was a magnificent C type Jaguar.
 After lunch at Greenacres By The Sea Hotel we again watched the cars leave before setting off on the spectacular, scenic coastal drive, through Port Campbell, to our overnight stop control at Warrnambool.
 The Sunbeam required fuel at Port Campbell and on leaving we somehow turned right instead of left, having to do a fast 12 mile detour to get back on track. Ho Hum!!!
 Richard is a wonderful navigator, he just says nice things about the car and my driving, we got on famously.
 Dinner that night was at Warrnambool's Mahogany Ship Restaurant overlooking the Flagstaff Hill Maritime Village complex which had recently been built to authenticate architecture in this town of the 1800's.
 The excellent food, a first class restaurant and convivial company led to new friendships in this "August Body", the Australian Mille band of motorists.
 During dinner John Emery and another official from South Australia gave a very entertaining commentary of the first day's events. High in the order of this frivolity, due, no doubt, to us catching and passing the new Ford loan Falcon 'S' (rally officials car) somewhere in the Otways, (and they thought they were going fast).
 They wanted to know who owned the silver missile that suddenly appeared out of nowhere behind them then disappeared past them around the next bend. "It must have a 351GT motor, it's indecently fast, stand up and tell us".....

.....to be continued next month

**Commercial Advertising Rates
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ENGINEERING INNOVATION WITH A MOTORING CONNECTION— Discovered on a tour in England

The Anderton Boat Lift is a two caisson lift lock near the village of Anderton, Cheshire, in north-west England., a spectacular engineering installation of the 1870s. There was a need to raise canal boats, (mainly transporting salt), from the River Weaver to the Trent and Mersey Canal, a height difference of around 50 feet.

Initially this brilliant idea incorporated 2 caissons supported by hydraulic cylinders coupled using water so that when one caisson rose, the other lowered. This was achieved without any external power source, simply by raising and lowering the water levels in the caissons so that the difference of weights was as much as 15 tons. A brilliant concept and for such an early date, quite extraordinary.

It was very successful and operated in this form for some 20 years until corrosion of the cast iron cylinders and geological conditions under the lift caused it to be taken out of service.

By 1908 it had been converted to electrical operation with 18 cast iron counter weights, each of 14 tons. A number of helical gears, as shown in an early photo, were acquired from a French company, Citroen, and it is this development that is behind the well known **Citroen** logo.

Helical gears as we all well understand them, are smoother than straight cut gears but there is a side thrust developed. Making a double gear like these produced by Citroen cancels out the side thrust problem.

Eventually corrosion of the steel structure to an unsafe condition took it out of service again.

A major restoration was undertaken around 2000 and the lift reopened in 2003. The lift was restored to hydraulic operation as original in 1875, but using up to date materials to minimise further corrosion problems, with the 1908 structural elements being retained as a static monument. The double helical gears can still be seen on the top of the structure as the photo shows.

There is a tour canal boat that takes visitors up and down in the caissons with very knowledgeable guide which is well worth taking.

Google Anderton Boat Lift for more information.



Image of the restored Boat lift.



Part of the gear train on the top of the structure. This was powered by 2 x 30HP electric motors, one for each caisson. The lift took 4 minutes to raise or lower a caisson the required 50 feet. The relation between the **Citroen** logo and the gear design is obvious

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The Committee wishes to advise the members of the following permits becoming due in the next months:

JULY:

P. Lucas, P. Greening, D. Turner, E. Bone, P. Boulton, S. Rose(2), G. Anderson, B. Jones, K. Buckland, D. Meates, S. Gillard, C. Schwerkolt

August:


P. Krueger, E. McPherson, I. Davies, D. Asker, B. Wilson, C. Beagley, D. Marsh, B. Glover, P. McFarlane, F. Pieterse, S. Pieterse

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Club Permit Scheme Management Info

David Kisby is now the Club Permit Officer and Ray Beagley is deputy officer for emergency only

Driver Responsibility

It is the responsibility of the driver of a club red plated vehicle being driven to ensure the vehicle is in a current roadworthy condition

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