

The CRANKHANDLE

OCTOBER
2017

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: admin@crankhandle.com.au

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.



Patricia and Frank Little with their Studebaker Hawk Gran Turismo . See p 5

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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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MAD AS HELL!!

Monday 14th August 8.45AM: I'm cruising along Nepean Hwy travelling from Mt Eliza to Mornington and pass my usual BP filling station with unleaded fuel priced at 107.9 cents a litre. Glancing at the fuel gauge I see it's showing a quarter full. I should pull in and fill her up---- nah it's freezing cold and blowing hard, I'll "fill'er" up on the way back home!

Same day homeward bound 10.05 AM: There is my BP station looming up ahead. I take the slip road U-turn exit to swing into the service station, glance up at the price board. What the hell ?? The price is now 138.9 cents!! I roar through the station and out onto the highway again without filling the tank, thinking this can't be right but it is!! How does the price go up by 31cents (30%) in the short time lapse of 1hour 20mins?? Why can't we do something about it? More importantly why doesn't the ACCC do something about it? It's the same petrol in the tank storages that was there earlier on at 107.9. The dollar has not moved dramatically in the last 3 or 4 days, let alone the last 3 hours, trading in the range 79 to 80 cents. Maybe I'll give our great USA friend, Donald Trump a call. I'm sure he will know what to do! Our mob obviously don't or won't. Donald could send a small nuke head missile over this way to teach these service stations and refineries some sense. I for one, would be ever so grateful! Gee, I feel better now I have got that off my chest, but still mad as hell!!!
Mick Daddo

CLUB MEETINGS

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

From Oct 1st 2016 the joining fee is \$35. The Membership fee is \$55 pa or \$40 pa with an email only magazine

EXECUTIVE

President:

Brian Evans 0409 639 118

Vice President:

Geoff Bartlett 0419 547 823

Secretary:

Brian Niblock 0476 264 726

Treasurer:

Paul Lucas 0420 927 073

COMMITTEE

Anne Kruger 0417 830 755

John Marten 0418 531 774

Warwick Spinaze 0407 016 719

Alan Turner 0407 091 932

David Doubtfire 0409 603 749

John Becker 0411 202 911

OTHER OFFICERS

Editor:

Keith Morrison 0411 127 765

Events manager:

John Becker 0411 202 911

Club Permit Officer:

David Kisby 0427 049 829

Membership Officer: (Temporary)

Brian Evans 0409 639 118

Safety Check Officer:

Liam Fenney 5986 5454

Club Photographer

Anne Kruger 0417 830 755

Club Regalia:

Rob Lloyd 0407 833 878

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, Charlie Cassar, Steve Lloyd ** Eric Evans ** Peter Bradbury **

**** Deceased**

A WORD FROM YOUR PRESIDENT

Wednesday the 30th of August was listed in the events calendar as a club lunch at the Rye Hotel. Not too many club vehicles arrived, but the 25 people who attended the day had a social chat amongst themselves moving from table to table for a couple of hours. As the warmer months roll on there will be quite a bit of activity within the club, so make sure that you get the best out of your cars and of course these club events.

Charlie Cassar gave a brief run down on the Golden Oldies run held on the last week in August at the September general meeting, which took in Halls Gap and the surrounding areas. Our club was represented by 8 members who all had a great time without mishap. The word is that we, the SPC&HCC should look into running a rally on the Mornington Peninsula and surrounds, so I would like to have some feed back from our members over the next few months.

As a well established car club on the Mornington Peninsula with some 230 plus members, and with a majority of members aged 60 plus, who would have been driving for some 40 years or more, the road knowledge and driving experience that that represents does not come over night. So on that point, we invited a very interesting guest speaker to entertain the September general meeting with her presentation on promoting driving skills to the younger generation (our grand children). Michelle Pitcher, (Colin Pitcher's daughter in-law) is, and has been very passionate for some time about the road statistics and casualties on the Mornington Peninsula to the point where as a school teacher has been promoting the "Fit 2 Drive" program in schools on the peninsula. The point that was made which stuck in my mind, was that no matter how much driving practice and hours behind the wheel that one has under their belt, the component of "risk taking" in the course of these lessons had not been pressed home, and that alone was the probable cause of many serious accidents. Well done to Michelle and her team for taking on this challenge to keep our roads and younger generation as safe as possible.

Here's one for the Crossword buffs in our club. David Doubtfire has added another tab to our web site named "Crosswords" and if you open it up you will see a crossword layout. You then put your mouse pointer on an empty section, click the mouse and a question box will appear. Fill in the answer and then click on OK. This one has been labeled "easy" and is all about motor vehicles.

As you are all well aware, October is our Annual General Meeting whereby all committee members and office bearers stand down and a new committee will be elected to run and organise the club for the coming twelve months. Nominations closed on September the 19th for these positions and nominations cannot be accepted, as per our By-laws, after that date as previously noted at the September general meeting.

That's a wrap for now, see you on the road.

Brian A. Evans Your President

COMMITTEE MEETINGS are held at "The Library"
Mornington Gardens, 98 Bungower Rd, Mornington.
2nd Tuesday each month at 1:30pm
Tel 0420 927 073 (Paul Lucas) .

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COMING EVENTS

OCTOBER

- Tue 3rd ANNUAL GENERAL MEETING
- Sat 7th Motorkhana Barry Osborne's, 11AM 343 Browns Road Rye
Picnic lunch , BYO everything Come along and have some fun.
- Sun 8th BBQ Bass Car Club Rob & Jane Barbour's 6c
Carpenters Lane, Hastings 11/11.30 Lunch,
Food, tea/coffee provided, BYO drinks
Daryl Minter convenor 0418 133 161
- Tue 10th Committee Meeting
- Thu 12th Alowyn Garden Nursery 1210 Melba Hwy Yarra Glen
10 AM Bunnings Mornington Car park (Check this out on
the google machine) I am sure there will be something for
every one here.
- Sat/Sun 14th/15th Motor Classica, Exhibition Building,
great display of Historic and Classic cars
- Fri 20th Car Display The event is at Royal Freemasons - Mount
Martha Valley, 130 Country Club Drive in Safety Beach. It is
in sight on your left when you turn off Point Nepean Road
just about adjacent to the freeway. Friday afternoon will be a
novel time for a club outing, arrive at about 2.30 pm. The
residents will vote for the most popular car, and afternoon
tea will be provided. One of the men there has shown me a
picture of his beautiful Austin A40 Somerset which he gave
to his grandchildren when he was no longer able to drive. It
will be a buzz for many of the residents. Rock and Roll attire
invited. The staff are being asked to as well. Please advise if
attending for catering, Geoff Bartlett, 0419 547 823.

- Tue 22nd Picnic at Briars, BYO everything, meet from 11.30 onwards.

NOVEMBER

- Tue 7th General Meeting (cup day)
- Sat/Sun 11/12th Historic Sandown, plenty of action, sensational display of
Historic and Classic, sports, and Racing cars.
- Sun 12th "Fit To Drive" Fun Run at Seawinds National Park, Arthurs
Seat. VOLUNTEERS REQUIRED from 7.15—10.00 AM
Convenor Colin Pitcher 0427 818 363 / 97756690
- Sun 12th Pakenham Car Show - Toomuc Reserve (Footy Oval) on
old Prince Hwy, Pakenham
Convenor John Becker 0411 202 911
- Tue 14th Committee Meeting
- Thu 16th 8.30 AM Breakfast at "Boyz 4 Breky", bottom of MAIN
STREET, MORNINGTON.
Convenor John Becker 0411 202 911

- Sat/Sun 18/19th Bendigo National Swap Meet

- Tue 21st Picnic at Briars, BYO everything, meet from 11.30am on.

DECEMBER

- Tue 5th General Meeting
- Thu 7th SPC&HCC Christmas BBQ, DROMANA PARK, behind
Mornington Peninsula Visitor Information Centre, 359B, Point
Nepean Rd, Dromana (Melway Map Ref 159 F/7) from 4 PM
onwards, BYO Drinks
- Tue 12th Committee Meeting
- Thu 14th CHRISTMAS DINNER and Presentation Night
Rosebud Country Club, 207 Boneo Road Rosebud
Arrive 6.30pm - 7 pm Start

IMPORTANT NOTICE

CLUB PERMIT SCHEME MANAGEMENT INFO

David Kisby is the Club Permit
Officer and Brian Evans 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.

CLUB PERMIT HOLDER'S RESPONSIBILITY

It is the club permit holder's
responsibility to contact the club
permit officer after disposal of a red
plate vehicle



Caught in the Headlights

The Octogenarians

Patricia and Frank Little live on acreage midst an attractive well tended, treed garden in Somerville with appropriate garages and shed to contain a number of cars and a one very happy dog. They are long term members of the Studebaker Club, Patricia 47 years and Frank 40 years and have been in the Southern Peninsula Club for the past 8 years. Patricia is nearing the end of writing the history of the Studebaker Club, requiring reading every issue of every Club magazine over the past 50 years and putting it all together, a great feat.

Frank left school to become a panel beating apprentice and on completing his time moved to Western Australia to work in the mines where he learnt, to use Frank's words, "to become versatile" that has stood him in good stead for the rest of his life. He moved back to Victoria in 1979, married Patricia and set up a panel beating shop in West Heidelberg eventually employing eight people.

Frank suffered a life threatening illness in 1997 which necessitated a complete change of life style, so they sold the business, moved to Tyabb and Frank went to work at the Arthurs Seat Car Museum. In 2003/4, both Frank and Patricia suffered from bouts of cancer, requiring serious operations from which they have both now recovered. One has to admire their "get on with it" attitude.

The Octos visited on a calm, sunny "end of winter's" day and were greeted by an array of cars, all beautifully presented including a dark green 1964 Studebaker Champion Utility, a real and rare beauty. Frank bought it in Bathurst as a farm ute in 1984, trucked it home and there it sat until recuperating from his second illness in 2004, he used it as therapy by doing a complete ground up restoration, his target to complete it in time for the Nationals in Adelaide in Easter 2005. He accomplished the task. It is powered by a gas fuelled 289 V8 converted to automatic and displays his craft as a very accomplished panel beater. It is now almost his daily drive and is a very desirable and now a rare vehicle, especially in the condition it is in today. Only 600 came to Australia.

Patricia's birthday present in 2012 was a 1988 Avanti Convertible, purchased in Long Beach California from a deceased estate, the car being owned by the director of the dealership and his personal transport. The Avanti model was purchased out of the battling Studebaker Motor Company by two former employees and over time, passed through several hands before finally finishing production in a plant in Mexico. Patricia and Frank experienced much drama getting the car off the docks in Melbourne but that's another story! It is a very dramatic looking car with a full stylish fibreglass body, built on a Chev Caprice chassis with a convertible, electric powered, retractable hood. The car has a full sports pack and is one of only 5 convertibles of this model ever made and the only one in Australia. It has huge rear tyres to make full use of the 305 V8 fuel injected motor, four speed Turbo 700 box with overdrive, power seats, power windows, power boot opening and power fuel filler cap. Leather seats complete a unique and different car. There are 2000 Association members who own and promote the Avanti throughout the world.



The third car is a 1963 a two owner Studebaker Hawk Gran Turismo. A lovely car. Patricia purchased it from a car dealer in West Heidelberg in 1974. It has a 289 V8 cloverleaf motor now bored out to 302 CI with a 3 speed auto using mostly second and top gear. Patricia uses the car on a regular basis. Frank made a great job repainting it

Caught in the Headlights—continued

some years ago in an striking and unusual deep biscuit colour and today it still looks great, an indication of how it has been kept despite regular use. All reports indicate that this is a very smooth and pleasant car to drive. A well looked after motor car giving no indication of its 43 year ownership..

A spectacular early 70's Bedford van with dramatic paintwork was sitting beside the other cars. It was purchased in Tasmania by Patricia and Frank's next door neighbour as a wreck which Frank has rebuilt for them. It was a surprise present for the neighbours' special needs son who loved his Scoopy Doo dinky toy and the TV program. Frank added stylish cut away front guards and incorporated bumpers and flared back guards. The front bucket seats are finished in dramatic yellow and green vinyl matching the exterior. It is an amazing detailed replica of the TV Scoopy Doo vehicle. Frank has very cleverly and meticulously copied the dinky toy in full "street van" format even down to painted flowers on the hub caps and large sign written "The Mystery Machine" along the side panels. She is a beauty and a magnificent tribute to Frank's restoration and panel beater skills. It is a vehicle to touch the heart and now provides endless pleasure to father and son who love to go for local trips in the weekends. One can imagine the excitement it creates wherever it goes.

A Replacement Car in 1976—Geoff Bartlett

In about 1976 I was due for a new conveyance, and the family business had provided me with a couple of nice Holden Monaros, but I was looking for something a bit different. My Dad had recently acquired, second hand, a 1970 Pontiac GTO with a high performance 400 ci donk.

Knowing that early high quality cars were good from a resale value point of view I had a drive of a 1963 Bentley saloon, with V8 and Bentley's automatic transmission. It drove more like a truck than a car with very vague steering, terrible gear changes, and I decided that as an everyday drive it would bring me no pleasure.

A friend was selling a used, near new Statesman, but it was too ordinary for me by that time in my experience of car ownership.

Then I found this 1973 Pontiac Lemans with a snuffled version of the 400 V8. It drove beautifully, and had ample power despite the cleaner [maybe] exhaust emissions. At one stage I had 4 step children and 2 of my own, and we all squeezed in somehow- probably 4 in the front bench seat and 4 in the back. The gear selector was on the right hand side of the steering column – a fairly horrible concept.

One of the disappointments with American cars of that era was the quality of the RHD conversion. This one had its good and its bad points.



The resale value many years later had plummeted, and no doubt the Bentley would have appreciated in value. However ownership of the Pontiac was a very rewarding experience.

Interesting that David Doubtfire's Fiero would not be picked as an American styled vehicle, I didn't think this architecture fitted the image of USA either.

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 offence by failing to mention someone by name.

DELAGÉ TYPE –S: *The 103 year old grand prix car saved by a 3D printer*

The following article has been sourced by AOMC from the ABC website, following a story on the 7.30 report by John Faine.

Australia is home to the only surviving 1914 Delage Type-S grand prix car in the world, and thanks to a world-first feat of technology this much-loved centurion is still on the road. In 2014, when the engine block cracked and water pumped out of the exhaust system, the Delage ground to a halt and was consigned to a mechanic's workshop in Castlemaine, 130 kilometres north-east of Melbourne. With no replacement parts or original drawings to go by, and with few people having the traditional manufacturing skills, pre-war motorcar engineer Grant Cowie looked for alternative ways of rebuilding the complicated 16-valve engine.

"I knew that to use the traditional method, which involves a wooden pattern, would be prohibitively expensive and with such a complicated casting it was possible it would take several attempts to get it correct," Mr Cowie said.



THE HISTORY OF THE DELAGÉ:

- In 1914 just three Delage Type-S cars were made for a premier race in Lyon, France
 - World War I began a month after the race and racing in Europe came to a halt
 - The Delage Type-S cars were sold to the US, then in the 1920s one of them was brought to Australia to race
 - The car was driven by some of Australia's earliest race car drivers and was owned by motor racing legend Lex Davison
- He decided that using digital technology to clone the original block would be the most accurate, efficient and non-destructive method to get the car back up and running.

The trouble was, a repair this complex had never been attempted before.

RECREATING THE ENGINE BLOCK:

Using powerful lasers, the engine block was scanned inside and out, saving thousands of hours of pattern making, with months of work done in a few days.

The scan data was then used to digitally repair the cracked engine on a computer before a sand mould was created using a 3D printer.

A local iron foundry cast the engine using the 3D-printed mould, before it was finished with traditional manual machining. After the engine was installed, there was an enormous sense of relief when the Delage turned over successfully.....*continued next page.....*



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Smiling Faces at the Rye Hotel for Lunch

.....continued from page 7...

"It's one thing to finish machining it, then you've got to put it all together," Mr Cowie said.

"And just the relief when it first started — and it's been great since the moment we started it."

While many modern car parts are 3D printed, project manager Philip Guilfoyle said a repair of this scale was unique.

"To my understanding this hasn't been done before in car restoration in the world," he said.

Car owner Stuart Murdoch was determined that any repairs done remained true to the original, so when this unique restoration technique was suggested to him he responded: "Boldness, be my friend."

"I had faith in them and I wasn't disappointed," he said.

A FEAT OF ENGINEERING.

And now that the 103-year-old car is back up and running, Mr Murdoch is a very satisfied customer.

"It is a considerable achievement for all those involved and, might I say, quite an achievement for Australian engineering," he said.

Motoring historian Douglas Blain, meanwhile, marvelled at the fact that this one priceless S-Type still remains. "That it lives on in such a state of originality, and is maintained and used by its dedicated long-term owners rather than gathering dust in some sterile museum, is marvellous indeed," he said.

And Mr Guilfoyle thinks the digital repair technique may revolutionise restoration car repairs as mechanics like Mr Cowie become less dependent on dwindling car parts and fading skills



SOUTHERN PENINSULA CLASSIC & HISTORIC C.C.



CHRISTMAS DINNER

Thursday December 14th 2017

Santa's Back At The Rosebud Country Club

207 Boneo Road, Rosebud

Arrive 6.30pm for 7.00pm



Come and enjoy the company of
all your fellow members

- * 3 course dinner with drinks at bar prices and soft drinks on all tables
- * Table prizes for each table and door prizes
- * In the Shadows Band back by popular demand



XMAS Dinner Booking Form

Dec 14th 2017

For:- Member

Please reserve places for me

I enclose \$80.00 per Double or \$40.00 Single
(Each table will seat eight)

Methods of Payment:

1. By Direct Debit to BSB 633-000 Acc. 131808131 ref. Your name
2. Cheque or cash to Michael Hurd (9787 3181)
4 Woodlyn Mews, Mt. Eliza 3930
3. Cash Payment to Treasurer at Club Meetings.

Closing Date for booking **Nov.23rd**. Numbers are limited to an absolute maximum size of 130 people seated at 8 per table.

"FIRST IN BEST DRESSED"

Arrange your own table or let us help. Your choice.

My First Car - Brian Niblock

When I was 15 years old –the car I wanted the most was a P4 Rover 75 – the “bees knees” as far as I was concerned. A man around the corner in North Toronto had two – a blue one and a cream one. I used to just gaze in admiration when I went past on my bike. The next best thing was a P3 Rover 75. I began to look around in the spring of 1954 and found a 1948 example for \$400- a bargain. New they cost \$2600- and people postwar would buy anything with wheels to get around. With local production now in full swing – nobody wanted the early English cars which explains the drop in price over 6 years.



I managed to convince my father that this was what I needed and he bought it for me – had the valves done and drove it home where it stood proudly in the driveway. Yes I didn't have a driver's licence – would not be eligible until the summer. I was learning to drive on Dad's 1949 Mercury and soon had that coveted licence in my hand. Mind you, one didn't have to do a lot to get a licence in those days – parking, a drive around the block and answer a few verbal questions.

My first country venture was to the sports car races with my friend Paul who later raced a modified Morris Minor – and I was the pit attendant. He eventually built a formula junior car based on a DKW Sonderklasse – with the 2 stroke engine in the back.

Those races were held on disused airfields – and there were some exotic cars competing – Ferraris, Aston Martins, Austin Healeys, MGs and TR2s. The Volvo PV544 usually won the touring car events.

My car was needed as transport for my job in the summer – working in various grocery stores (Loblaws) as a relief checkout guy.

One of my workmates was brought to work in a Wolseley 6/80 –another great car. One Friday night we copped the tail end of Hurricane Hazel. Not so much wind but buckets of rain. When I went to drive home the head lining was touching the top of my head –filled with water from a leaking sunroof. Only the next day did we learn of the tragic results – 54 people drowned in the west of Toronto when the Humber river overflowed its banks and our local Don river washed houses away in the valley.

The car had a fierce clutch – lurching madly when engaging –much to the delight of my high school chums on the way home with me. The winter was a trial. The heater was barely adequate – the best heated car came 6 years later with an aircooled rear engined Corvair (Unsafe at Any Speed? – that was not my experience) The heater was fuelled by petrol and did a great job.



A year later I traded the Rover for a 1950 Plymouth which served me well until rust took over. The headlights were falling out of the fenders and I could push a gridiron football through the hole in the back seat floor. The Plymouth needed several concrete blocks in the boot to improve winter traction in snow, while the Corvair with its rear engine was amazing on snowy hills, though one time when freezing rain covered the road with ice –it failed to make the top of a hill and out came the chains. After 3 years –I found myself in a Triumph TR2 - a very early 1954 long-door model. One winter problem: entry could only be gained by reaching through the unzipped aperture in the sidecurtain. Big problem when frozen rain made unzipping impossible. The comfort of the next car, the Corvair, was welcome. The final car in Canada was a new Volvo PV544 – never had them in Australia, here they began with the 122 Amazon.

Fond memories – of days gone by.

Minutes Summary – SPC&HCC – General Meeting – 5th September 2017

Meeting opened at 7.35pm by Brian Evans. Emergency procedures read out.

Present: 66 from attendance book plus 3 visitors. **Apologies:** P. Lucas, M,H and I Grierson, N. Carpenter, P.Browne, K.Anderson, M.Wiggins, Ray Lonie, D. and R Monro.

Visitors – Michelle Pitcher, our speaker tonight, George and Danetza Stathopoulos from Tootgarook, have a Valiant Charger and MG. No members for the first time.

Minutes of the General Meeting August 1st, 2017. As printed in Crankhandle.

Moved Greg Cripps, Sec. Lawrie Turner, No business arising. Carried,

Correspondence In/Out since last general meeting. As detailed by secretary.

Correspondence In/Out – Moved Mick Daddo, Sec. Warwick Spinaze. Carried

Treasurer's Report Balances available upon request by members. Moved Charlie Cassar, Sec. Bill Glover. Carried.

Membership Report Direct Deposit payees need to return their completed renewal forms indicating payment of \$40 or \$55

Past Events Last Wed – Rye Hotel Lunch 25 attended – good to see Hibberts.

Future Events Tues. 19 Sept – John Becker spoke about Phillip Island run.

Sat 7th Oct – Motorkhana at Barry Osborne's property- details TBA

Thurs 12 Oct – Alowyn Garden Nursery – Yarra Glen – contact John Becker

Fri Oct 20 – Car Display – at Mt Martha Freemasons Retirement Village (Safety Beach)

Contact Geoff Bartlett

General Business

Charlie Cassar reported on Golden Oldies Tour – Halls Gap etc. COLD - 1500kms. 54 total 8 from our club. Charlie to have flyers for next year's tour – book early.

Note AGM nominations close on Sept 19th.

AOMC report – Ray Beagley – Proposed get together with Bass Coast Club at Rob and Jane Barber's in Hastings on Sun 8 Oct, BYO alcohol.

Delegates meeting Darnum 26 August,. Speakers John Lewis and Bruce Stephenson from VicRoads. Focus on CPS transfer problems. Andrew George spoke about modifying cars. Information re this can be found on VicRoads, SAE and VASS websites. Changes could be put on our website for members info.

Speaker Michelle Pitcher presented history and current work of Fit2Drive with video input. We shall be providing volunteers for the run early Nov at Arthur's Seat. Michelle was duly thanked for her input - a vital community concern.

Raffle results- 2 garments and a cloth club badge were won.

Mick Daddo mentioned death of Don Kinsey - motoring commentator. Also the sale of George Hetrel's collection.

Terry Opie has 2 car ramps for sale -\$10 as donation to club.

Keith Morrison needs Crankhandle material by Sept 15 before he leaves for vacation.

Keith also asked the name of an auto trimmer. Chris Higgins looking for an SU carburettor rebuilder- David Doubtfire was suggested.

Colin Pitcher offering limes tonight

Next meeting is AGM - Meeting closed at 8.40pm



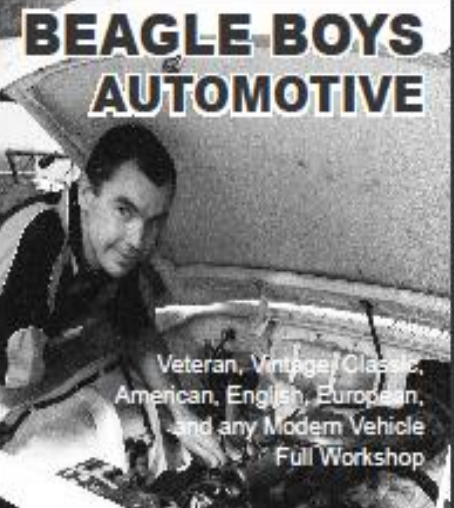
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What Fuel Additive to use?

At a Riley club meeting late last year a question was asked about what the best fuel additive was to use in our old Rileys. Ian Ruffley, a renown historic engine builder and tuner, was emphatic that there was only one additive that should be used. Tetra Ethyl Lead. He sent me a brochure, from the supplier, with information about their product. Here is my summary of the information presented in the brochure:

Historically the lead additive, tetra ethyl lead (TEL) was added to petrol to improve octane rating and prevent "pinging" (knocking) as compression ratios increased to make engines more powerful and efficient.

Of equal importance to anti-knocking is the wear protection afforded by lead oxides and lead sulfates on valve seat surfaces. These protective deposits (solid lubricants) are only formed through the use of leaded fuels with adequate lead content

Without such protection, microscopic particles of cast iron melt and deposit themselves on the (harder) exhaust valve face. Over a period of time, the valve seat erodes (termed "Valve Seat Recession") and the head is progressively damaged with subsequent loss in power

Older engines particularly with cast iron cylinder heads need protection from Valve Seat Recession

With the mandatory introduction of catalytic converters (in an endeavour to lower engine emissions) leaded fuel was withdrawn from the market

Owners of pre '86 cars were advised to use Lead Replacement Petrol (LRP) - basically regular unleaded fuel with VSR additive

Mobil and Caltex used Manganese, Shell used Phosphorous, and BP used Potassium

Overseas and local tests have shown:

Manganese additives - resulted in fouled spark plugs in less than 1,000 kms.

Phosphorous additives at the levels required to prevent valve seat recession would cause corrosion problems.

Potassium based additive at four times the recommended level, valve adjustments were required at only 2,000 kms and some cylinder heads were worn out at 10,000 kms.

Sodium based LRP, experienced serious valve wear at only 1,000 kms.

One oil company spokesman openly stated that LRP was **not** suitable for highway use!

In 2005 LRP was phased out, thankfully, according to many engine builders. This phase destroyed many engines.

In the USA their EPA was made to test older engines on unleaded fuel.

The tests were based on 200 hours of running, equivalent to about 10,000miles driving.

- Induction hardened valve seats showed VSR varying from .007" to .032".
- A second test was run with low lead fuel, (0.10 gm/gal.US), pump fuel. At the end of 200 hours of testing there was essentially no recession of the exhaust valve seats

- Next a test was run with unleaded fuel, heads were fitted with hard valve-seat inserts, - after 200 hours of testing, valve seat recession was fairly consistent across all valves with a maximum of 0.017"

A test on a head with cast iron seats a test was discontinued after 88 hours when one of the valve seats showed a recession of .099"

Conclusions drawn from the testing were:

- Engines designed for leaded fuel are at RISK when running unleaded fuels.
- Engines fitted with either induction hardened seats or hardened seat inserts can survive on a low lead diet of 0.10 gm/gal. US (0.026 gm/litre).

.... continued next page....

Metal Car Badges 		CLUB MERCHANDISE For Sale to Members		
 <p style="margin: 0;">Reversible Vest</p>	 <p style="margin: 0;">Floppy Hat</p>	 <p style="margin: 0;">Windcheater</p>	Reversible Vests	\$40.00
			Floppy Hats	\$15.00
			Lapel Badges	\$ 7.00
			New Name Tags	\$15.00
			Replacement Name Tags	\$10.00
			Cloth Badges	\$ 3.50
			Windcheaters	\$30.00
			Metal Car Badge	\$30.00
			Polo Shirts	\$25 .00
			<p style="margin: 0;">All these items may be purchased from Rob Lloyd – Tel.: 0407 833 878</p>	

Even engines with induction hardened seats can suffer damage when subjected to unleaded fuel.

More Advantages of lead additive in fuel:

TEL's biocidal properties help prevent fuel contamination and degradation from bacterial growth which is common in unleaded fuel left sit for extended periods.

The lead in leaded fuel helped to catalyse carbon burn off during engine warm-up. Now that lead has been removed from the fuel, carbon burn off (self cleaning) requires a higher temperature. Without lead, the spark plugs can suffer fouling more quickly, especially if the engine is running rich, **often this fouling cannot be cleared and spark plug replacement is the only solution**

A TEL additive is now made in Australia

With the following provisions it is legally available:

NOT to be used in engines designed to operate on UNLEADED fuel.

Maximum inclusion rate MUST NOT EXCEED 125mls/10 litres fuel (200mgm/litre Pb)

Can only be sold to members of recognised motor / water sport associations or clubs

Copy of current club membership card or proof of membership required.

Recognised by the Australian Government under the Fuel Quality Standards Act 2000

HP High Performance Products

3A Thornton Crescent

Mitcham Vic 3131

See website: <http://www.hi-flow.com/>

Letter to the Editor –Car Badge Restoration

At Chit-Chat Tuesday (a monthly coffee meeting of Citroenians), I saw some exquisite Citroen badges from a 1920's model. These had been restored by an enterprising jeweller near Murray Bridge S.A. The silver plating was complemented with brilliant glazed blue "enamel" made by melting powdered blue glass. The enamel was inlaid into the badge's recesses.

The jeweller's details are :

Marlene Hagger from Mypolonga

Ph: (08) 8535 4077

email - hagar11@internode.on.net

Warrick Spinaze

Editorial

Thanks to all who responded magnificently to my call for prompt magazine inclusions.

Winter will soon be over. I can't wait for the warmer weather to come and make motoring and outdoor activities less onerous. That's right, I can't wait, we are heading off to Queensland's Sunshine Coast for few weeks to thaw out and rejuvenate the body and soul.

One disadvantage of wishing the cold weather away is that it seems to accelerate us toward the end of another year, and look, the notices of the annual Christmas BBQ and Dinner have appeared.

Christmas will be here before we know it!

Somebody, please, send me some photos and words from the Motokhana and anything else you get up to while I am away.

See you all next Month, Keith Morrison

CLUB PERMIT HANDBOOK

The AOMC Club Permit handbook has been updated to reflect the latest changes to the club permit scheme.

A revised version of the handbook was released in October 2015 and the club now has copies for \$5.00

The AOMC's website is: www.aomc.asn.au This latest handbook and Frequently Asked Questions (FAQ's) can be downloaded from the AOMC website to keep you up to date.



**This Club is a member of the
FEDERATION of VINTAGE, VETERAN & CLASSIC VEHICLE CLUBS Inc. (Vic)
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THE ASSOCIATION OF MOTORING CLUBS Inc.**

BUY, SWAP OR SELL

Members may submit notices of items they wish to *BUY, SWAP or SELL* at no charge (2 issues only).

Non Members (not commercial) shall be charged \$10.00 for seven lines, max. two issues only. Club Permit eligible vehicles only.

Commercial advertising enquiries should be addressed to: The Treasurer, S.P.C. & H.C.C., PO Box 12, Dromana, Vic., 3936. *Government regulations require that the registration, engine or chassis number of the vehicle MUST be included in all "FOR SALE" advertisements.*

NOTIFY THE EDITOR ONCE YOUR ARTICLE HAS BEEN SOLD OR THE ADVERT. IS NO LONGER REQUIRED.

FOR SALE: -

1974 Corvette Convertible, 454 Manual, Air conditioned. Very good condition, on club permit plates: \$55,000



1981 Zimmer Fox body Mustang, 289 Ford V8, Red in colour, Air conditioned, on club permit plates. \$45,000

1981 Rolls Royce Silver Spur, Good mechanically, very clean, not registered, would be roadworthy. \$30,000

Please contact – Victor Porteous 0408 359 145 B/H
Frank Little 0407 547 330 B/H



1968/69 Pontiac. Pillarless 4 door, RHD. Fair amount of rust, needs a full rebuild
Most parts but no motor or gear box.
\$2,000 ONO Frank Little 0407 547 330 B/H

BOOKS FOR SALE:

"Ultimate History of Mercedes Benz" by Trevor Legate 2008

"Easy Auto Repairs" by Richard Nunn & Robert Tews

Two folders of "On The Road" magazines Pert 29-56, as new condition, collectors collection.

"The Great Planes" by James Gilbert

W/S Manual for 1936-55 sidevalve Hillman Minx Mk1-MkVIII

W/S Manual for Valiant VG-VH hemi 6 cyl.

W/S Manual for Mk3 Cortina '70-'76, 1300,1600,2000

Prices at variable rates.

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AFDA Member

CPS REMINDER

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

OCTOBER: A BEAGLEY, T BLACK, K BUCKLAND, L COUSINS, G CRIPPS, C DICKIN, M GAGLIARDI, V GALLICHIO, J HARTNETT, J HEHIR, R HUDSON, M HURD, J KLEIN, P KRUEGER, R LLOYD, P LUCAS, N MEATES, J PEEL, F PIETERSON, V PORTEOUS, R ROLLINGS, D TURNER.

NOVEMBER: I. WHITEHEAD, J. POLLOCK, C. HIGGINS, J. CHIDGZEY, D. PAYNE, J. HARLEY, S. KNIGHTLEY, S. ZOIS, G. CLIFFORD, V. GALLICHIO, K. HILLS, A. WILSON, G. ODGERS, P. CRIPPS, R. BEAGLEY, N. ARMSTRONG, G. CLIFFORD, R. COLUMBINE, J. PALMER, R. INNES, F. SANDERS, P. ANDREWS, B. NUTBEAN, B. NUTBEAN, C. CASSAR, C. HIGGINS, J. DICKIN, R. MEATES

URGENT NOTE:

If sending renewal notices by mail please send them with a self addressed envelope, ONLY to the club mailbox:

**PO BOX 12
DROMANA VIC. 3936**

Wanted to buy

A 1946 Owners Handbook for a MG TC.
Contact: Bill Glover 03 9787 2322.or
email: billglover78@gmail.com



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