

The CRANKHANDLE

SEPTEMBER
2017

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

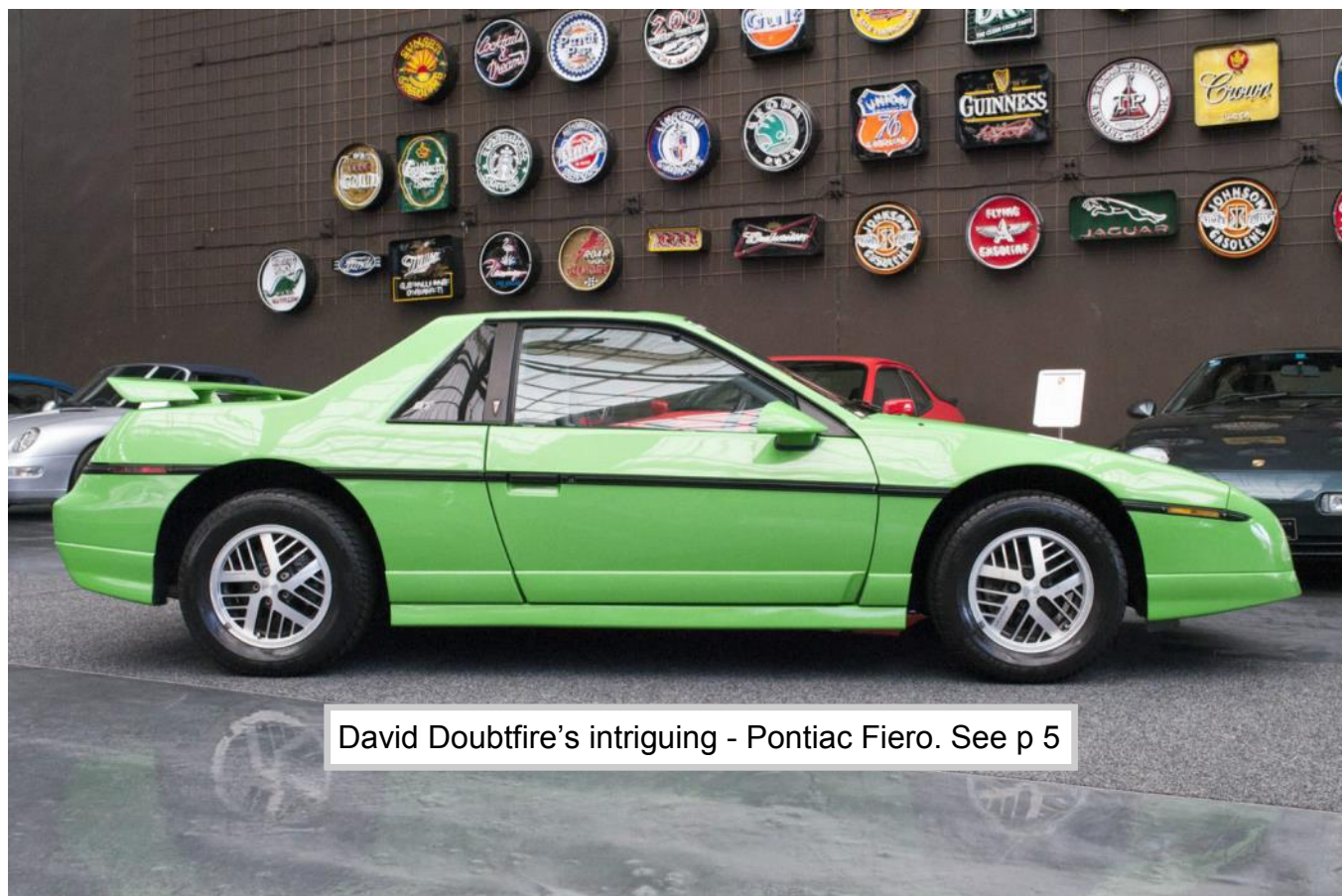
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The aim of the Club is to cater for people who have an interest in restoring, touring and displaying all types of Veteran, Vintage and Classic cars, motorcycles, trucks and stationary engines, etc. or any piece of machinery of historical interest.

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



David Doubtfire's intriguing - Pontiac Fiero. 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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Farewell Maryann Marten

Maryann Marten died on Monday 7th August, not long after returning home from a caravan trip with John to Queensland.

Family and friends of John and Maryann filled the Rosebud Funerals chapel on Tuesday 15th, before a burial service at the Dromana Cemetery. John and their daughters Sarah, Kate and Elizabeth

brought moving tributes to Maryann. We remember Maryann with her quick wit and willingness to be involved in club events – her skills and cheery smile were seen at various events behind the BBQ and serving table. For a while John and Maryann led the bagging team in preparing the Crankhandle to be sent out after the Briars picnic. Our thoughts and support go out to John after this sudden and sad personal loss.



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:

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John Becker 0411 202 911

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David Kisby 0427 049 829

Membership Officer:

Anne Kruger 0417 830 755

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**

COMMITTEE MEETING

The June Committee Meeting is to be held at
"The Library" Mornington Gardens,
98 Bungower Rd, Mornington.
2nd Tuesday each month at 1:30pm
Tel 0420 927 073 (Paul Lucas) .

A WORD FROM YOUR PRESIDENT

The 2017 club financial year is rapidly coming to an end with the AGM coming up in October, as always. So it is very timely to encourage members to consider putting up their hands to come on board the committee. I don't believe that too many of your committee members are stepping down, however, fresh faces and new ideas are always welcome to keep up the momentum and the activities rolling along. It is also time to renew your club subscriptions, prior to the AGM, as only financial members have the right to vote and be voted onto the committee. And on subscriptions, we are still offering a reduction to members who elect to receive the Crankhandle magazine via email as set up last year. Subscriptions are now due and can be paid via cash or cheque at the September meeting, remembering that the Membership renewable form must also be completed and handed in at the same time. This helps the committee to cross check all your details to ensure that you receive appropriate notices of events and club information as early as possible. We are maintaining the subscriptions at \$55.00 for a posted hard copy of the magazine and \$40.00 for an emailed copy. All members that have registered their email address with the club will automatically receive an email copy, and as I have mentioned in the past, this is in full colour from cover to cover.

Wednesday the 30th of August has been nominated as a lunch gathering at the Rye Hotel, Nepean Hwy Rye, from 12.00 noon on. Even if the weather is not the best, and you feel like a social chat with fellow members over a bite to eat and a drink, that's the place to be! Of course modern cars are acceptable at this time of the year, however I would like to think that we are all looking forward to bringing out our favourites in the not too distant future.

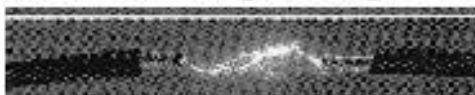
Our last General Meeting didn't quite go to plan as we were unable to fire up the projector to show the video as planned. The committee has spoken with the Shire and they are looking into the problem, so hopefully it will get sorted and we'll enjoy the videos that come up from time to time. However in spite of the problems encountered, we did have some interesting input by a few members concerning the "current state of their vehicles with work in progress" and of course the supper that was provided by Barry Osborne was enjoyed by one and all with many small groups in deep conversation, no doubt about the state of the nation.

That's it for now, so keep your eye on the Crankhandle, web site & emails to be up with the latest news.

Brian A. Evans

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COMING EVENTS

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

SEPT

- Tue 5th General Meeting:
Guest speaker: Michelle Pitcher - Fit2Drive presentation
- Tue 12th Committee Meeting
- Tue 19th Pensioners and RDO's Cruise to Phillip Island, lunch at San Remo Hotel and after, choice ,Churchill Island, Viet. Vets. Museum, P I Motor Museum
Convenor John Becker 0411 202 911
- Tue 26th Picnic , Briars BYO everything 11.30 am onwards

OCT

- Tue 3rd ANNUAL GENERAL MEETING
- Sun 8th Motorkhana further details TBA
- Tue 10th Committee Meeting
- Thu 12th Alowyn Garden Nursery
1210 Melba Hwy Yarra Glen
Convenor John Becker 0411 202 911
- Fri 20th Car Display Mt Martha Freemasons Retirement Village
Convenor Geoff Bartlett 0419 547 823
- Tue 24th Picnic, Briars BYO everything 11.30 am onwards

NOV

- Tue 7th General Meeting (cup day)
- Tue 14th Committee Meeting

T B A

IMPORTANT NOTICE

CLUB PERMIT SCHEME MANAGEMENT INFO

David Kisby is 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.

CLUB PERMIT HOLDER'S RESPONSIBILITY

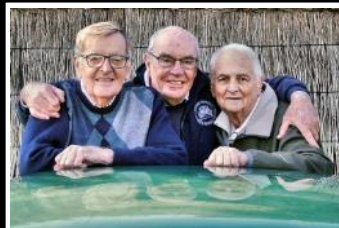
It is the club permit holder's responsibility to contact the club permit officer after disposal of a red plate vehicle

Things have just got dearer.

According to the 1957 April Edition of the English Autocar, founded in 1895, the price of a Ford Zephyr reconditioned engine fitted in the car would cost the reader 46 pounds and one could have a self assembled garage, all concrete with timber doors to keep your Zephyr out of the weather for 53 pounds 17 shillings. You could fit the car with a collapsible luggage rack for 59 shillings and sixpence and if you were unlucky enough to dent your boot lid of your Zephyr you could buy a new one for 3 pounds but if you wished to hire a car it would cost you 3 pounds 3 shilling for the week but do not bank on the car being the latest model as we enjoy these days.

Bill G





Caught in the Headlights

The Octogenarians

David Doubtfire Visit

The afternoon started as all afternoons should with a flat white and a latte from a beautifully restored 1957 genuine Italian espresso machine, completely rebuilt and piloted by our genial host David Doubtfire. Coffees in hand, the Octos were ushered into his "Aladdin's Cave" garage, its walls covered by photos of our host driving each one of 12 race cars he has owned, taken on various tracks around Australia over his 22 years of competition. The cars varied from the fearsome Elfin Formula 5000 with its bellowing exhaust and brutal horsepower driving enormous rear tyres, to a highly successful, modified MGC GT race car which was a crowd favourite down the straight at Phillip Island in its day. The F5000 nearly cost David his life, following a high speed collision at Phillip Island resulting in one side of the car being completely shorn off and David left with a broken back. The legacy of that crash is still with David today in the form of occasional chronic back pain. It took him a year to completely rebuild the car including a total engine rebuild, with most the work carried out by himself.



A glass cabinet display with a large collection of model cars of all sorts, provides an ongoing fascination to his young grandson who seems to be following in his grandfather's footsteps with a passion for all things car. Treasures can be found everywhere including a rare horizontally opposed twin boxer outboard motor and a beautifully restored wood band saw, an item which David saved from going to the local tip!

Surrounded by all these photos, sits the ex Brian Flormell 3.4 litre Mark 2 Jaguar, its white paint glistening, highly polished wooden dash and window cappings setting off an unmarked interior all resplendent in a dark red leather complete with a beautiful wood rim steering wheel. From new, this has always been a much desired car. Jaguar produced 17400 of this model which had a top speed of 117 mph and a 0 to 60mph time of 11.2 seconds. David McKay drove his 3.4 to victory in the 1960 Australian Touring Car Championships and Moss and Hawthorn scored many successes in European racing.



One could not help but be taken by David's latest acquisition. Yes! The man can't help himself! If you keep on browsing car websites, the chances are you are going to find a potential new toy to play with and that he has! A rare, wedge shaped green 2 seater sports car sitting beside the Jaguar. The Octos always try to give the impression of knowing a bit about cars, but here was a new one. It looked European, low and sleek with very clean crisp lines, Had to be European but no!. it had a discreet name on the pop up headlights, "Pontiac". A very un-American style Pontiac Fiero. Built for only 5 years, between 1983 and 1988 with a mid- positioned GM 2.8 V6 engine, mounted in an interesting chassis of tubular steel, using an independent rear suspension that emerged from the GM

parts bin as the front suspension of a Chevrolet and turned around 180 degrees. Some 80% of the car came from in-house parts bins. A pronounced raked windscreen and an almost vertical rear window combined with a swoopy bonnet set the shape of the car. David fired the Fiero up and it produced a very convincing and pleasing raspy note, but he commented that engine noise was very low inside the cabin despite the engine sitting behind the front seats. A rear luggage space was provided behind the engine capable of taking two reasonably large soft bags or the

Caught in the Headlights—continued

mandatory set of golf clubs! The spare tyre was located VW beetle-like under the front bonnet.

The car has a total plastic skinned body (not fibreglass), using four different plastics depending on the stresses involved, and the body is mounted very stiffly onto the tubular steel chassis. A clever network of hidden bracing keeps the plastic under control, so much that it scored very highly in safety testing.

Now here is another interesting twist. The car, being a low slung and a beautifully balanced drive, gave some bright sparks at a company called Corporate Concepts the idea they could easily adapt the plastic body of the Fiero to a new model along the lines of the Ferrari 308 by making subtle changes to the plastic panels, which they duly did! They gave the car the name “Mera.” In a period of two years they produced 247 of these absolute Ferrari look alike 308s and sold them through Pontiac dealerships as “turn key” models. That was until Ferrari sued Corporate Concepts, settling out of court, including the company ceasing all production of the Mera. Both Ferrari and GM claimed they had never sanctioned the car in the first place.

The third car in the “cave” is the shell of a 998cc Mini Cooper, a car originally produced before the advent of the 1275cc Cooper “S” This particular car is an Australian model, brought into the country in “knocked down” form and assembled in Sydney. David is carrying out a total restoration of the car including the engine. The body is ready for installing doors, boot, bonnet and glass and the final paint finish. The motor is highly polished, painted, fitted with all new parts and ready to fire up. The original motor and gearbox were missing and in the process of finding a new 998cc motor, David found a gem, complete with the original model specific gearbox and only 5 numbers away from the original! He has completely replaced all moving parts including boring the motor out 20 thou. Lucky there was plenty of metal between the cylinder walls! It's a truly magnificent looking engine, arguably better than new. The Octos cannot wait to see the finished product in action.

Time can get away from you when you get lost in David's world of racing and restoration but there was still more to his passion for collecting. We retired to his study and spent another half hour drooling over his exclusive collection of cameras and watches. It was an inspiring afternoon and would make an ideal Club garage visit sometime in the future.

The club is very fortunate to have David, with a comprehensive background in IT in addition to an amazing life around cars, set up and run the Club's website which now has a very complete picture of club life and is capturing new viewers every month.

Vale Maryann Marten

Bill Glover, Ray Gardini and Mick Daddo aka The Octogenarians, offer our sincere condolences to John Marten and his family on the sudden loss of Maryann after a devastating bout of cancer that ended her life just twelve days short of her 60th birthday.

A beautiful, moving service was held for her on Tuesday 15th August at which John gave an emotional address on the love of his life and his three daughters, Sarah, Kate and Elizabeth spoke of their Mum and her endless love, compassion and total support to them throughout her life and the wonderful holidays and fun time they had together.

We in the club will miss her cheeky wit and laughter along with her helping hand, at our social events, BBQ nights and picnic days. Rest in peace Maryann, close to your lovely seaside home.

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.

WARRICK AND PETRA'S KIMBERLY ADVENTURE

Petra and I are back from an 11-week, 16,000 km caravan adventure to the Kimberley. Hence our absence from club events.

We were amazed by the grand arid landscapes, the endless, treeless vistas, rugged scary coastlines, red rocky gorges, dry/wet seasons, 11-metre tides, huge starry night-skies, vivid sunsets, and l-o-n-g, s-t-r-a-i-g-h-t roads. Most of the above was very photogenic – except for the silence of the outback if you're away from any road.

Our rig was a Subaru Outback 2.5 litre petrol plus an Adria light-weight van made in Slovenia. Both vehicles gave no problems. On the road, the optimum was 5th gear, 2200 rpm and 90 kph but hills and/or head wind upset that fine balance. We "free-camped" often, with a cosy campfire. We stayed in caravan parks as well.

The weather was mostly fine which made WA grain farmers frustrated and unhappy. Crop germination badly needed moisture. As we went south, we got slowly used to cooler temperatures.

The bitumen highways were mostly good. We avoid the dusty gravel roads – they're always corrugated.

A puncture with a van tyre near Tom Price, was the only mishap. We were lucky. Local mechanic Jason and his wife Kim were very helpful.

We saw heaps of 3- and 4- trailer road trains. Some overtook us!!! Seen from our roadside rest-area at night, their lights looked like Luna Park on wheels. Also lots of grey nomads towing big vans. We met one serious 4x4 off-roader at Kalbarri who had driven the Canning Stock Route (2000 kms of rough track). Only a few modern Citroens were spotted - mostly around Perth.

My day-dreaming while driving, covered thoughts of - blistering summers, the scars/ravages of the Big Wet and floods, the struggle and isolation of outback life, the decline of many small towns (often only the wheat silos remain), the scale of the grain harvest when it's on, the courage of pioneers and explorers, the invasive nature of fine red dust, the unforgiving aspects of the outback (one mistake/omission and you're in trouble / lost / dead), the supply chain dwindling down by remoteness to the basics of water, food, shelter & fuel, and the openness / friendliness of country folk. These ideas all contrasted with our city life of comfort, rainfall, good roads, choices, facilities, certainty and prosperity.

Although we love our caravanning adventures, we're happy to be home – back to the everyday domestic routines - till next time. Sorry – no room for hitchhikers. There are free tickets to our Kimberley slides night in my shed.



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WARRICK AND PETRA'S KIMBERLY ADVENTURE

A few car-related stories with photos –

Near Mt Isa in Qld, the photo of the road-train's dust cloud explains why we avoid gravel roads



At Daly Waters NT, we bumped into a group of Volvo drivers from Holland who had shipped about 13 old Volvos to Perth for a trip around Australia. Their convoy was spread out so no group shot was possible. See www.oodnadattachallenge.nl



Later at a roadworks red-light near Kununurra WA, a BMW biker was waiting there. He was doing the Big Lap of Australia like he had done on other continents. The Mustang was his escort car. There was no time to get details. The light turned green.



Near Newman WA, huge mining machines rolling at 30 kph on w-i-d-e low-loaders, meant all traffic must keep well clear.



A forgotten 1950's Bedford van was sleeping at Nuttbush Retreat near Iron Knob SA



I love the art of Pro Hart. Outside his gallery at Broken Hill were 3 Rolls Royces – one had been re-painted by Pro.



A VISIT TO CHARLIE'S AUTO MUSEUM—Anne Kruger

Charlie's Auto Museum sits proudly between the two bays, Port Phillip and Western Port on Purves Road.

It was a cold and wet day as we drove towards Charlie's Auto Museum, it's reputation well known. Driving onto the property, we passed used Golden Fleece petrol bowlers alongside faded oil company signage. A thoughtful introduction to whatever lay before us as we entered the museum.

Many years ago, interest in cars for club member Charlie Schwerkolt began when he bought a Studebaker. Going one better, he started the Studebaker car club with other like-minded friends, in 1967.



Charlie's museum is like wandering through Aladdin's Cave. Along roped off passageways and showing displays and not in any particular sequence worked well. In the two buildings are a collection of cars and paraphernalia. You name it; it's on show. Charlie has about 80 cars most of which are his own. They range from a military Jeep, two Bricklin SV-1s, Studebakers of course, a V8 Tatra, a 1990 Avanti and various bikes, one being the well-known Ariel. There is a made-up pink limo, an Australian built Lightburn Zeta, and Goggomobil, Acedes Invalid Car, Royal Mail Vans, a Messerschmitt and a BMW Isetta Motocoupe. There were children's peddle cars; toys; large models of Titanic and Queen Mary; posters; paintings and planes 'flying' overhead. A Cord stood proudly, and we enjoyed John Denver's Greatest Hits which played on the remade Studebaker record player. Life as it was, safe and comfortable the way we wished it was today. To add to this mix was a well set up 1950-60s kitchen to conjure up more memories of that era and beyond. Box brownie cameras; sewing machines and radios placed in amongst other objects that are part and parcel of such a museum.



Many years ago, Charlie saw a bright red MG TD for sale on the road side in Dromana. He bought it although he didn't like it. It is a drawcard as it sits in pride of place in the museum.

Charlie's Museum is eclectic; classical; 'olde worlde' but above all, an escape into another time and era. Wandering the many passageways and considering today against yesterday, it is the past that guides us and is crucial as we consider the importance of our lives to the present day.

Unfortunately, the 1960s café was not open when we were there. Our visit to this unique museum concluded, and as we returned to the outside world, we pondered about the way it all fitted together. There was no need to have everything

in perfect position. What Charlie did was to place objects where he wanted them to be, and it turned out just right. Thank you, Charlie and Therese, for an excellent way to reminisce about times past.

For club members, it's well worth the outing regardless of the weather.



Photos: from the web site

What happened to the turbine powered cars ? Bill Glover

The 1939/45 war developed an intense interest in turbine engines, Frank Whittle of UK developed his very successful jet engine for fighters in the latter part of the war, subsequently changing the face of aviation. After the war a race developed between UK and USA to be first to develop a suitable turbine engine for a car, they both found that there were many difficult problems to solve. Rover worked with Whittle in the early days and actually improved on his engine design, which, according to sources at the time, upset him greatly.



Rover was first to show real interest in turbines, they produced turbine engines for tanks and marine applications. prior to 1949 They started to invest real time and money into a turbine powered car. They eventually produced a car that Rover claimed performed better than a conventional engine car. with 140 bhp on tap and a timed run from zero to 60 miles mph of 8 seconds, was, at the time far superior to most competitors. They designed an entirely new advanced sedan body but finally decided to put this performance into a convertible body. The turbine car crept up to 4 mph upon starting and had to be braked until ready, something like a modern automatic.

In 1953 and for the next 20 years Chrysler of USA experimented with a turbine car and some 70 cars were built and a million miles of testing was completed. The turbines were able to run on any flammable fuel, kerosene, peanut oil, perfume, diesel and if you got desperate, tequila. It was claimed that fifty cars were given to selected members of the public for monitored testing. The whole process was conducted in extreme secrecy, and certainly there was no public discussion on price. Ford were also working on a turbine engine but they concentrated on an engine for heavy trucks.



Few people have road tested both cars, but Bill Wilson writing in a 1962 Modern Motor said that the Rover accelerated smoothly and quickly whereas the Chrysler had one to two second delay on getting away. Rover did considerable work on developing an especially smooth transmission whereas the Chrysler used a normal off the shelf automatic transmission which when mated to turbine developed a thump and was jerky when accelerating.

The turbines differed between Chrysler and Rover, the Chrysler used a rotary regenerative type of heat exchanger whereas Rover used a static recuperative type, that resulted in Chrysler requiring three rotary elements against the (*claimed*) superior Rover design requiring only two. Rover solved the slow get away problem by designing variable vanes ahead of their compressor

The writer found it difficult to define the real reasons for the dropping of the project in both countries, but one suspects that the cost of turbine production was prominent as well as the rather complex starting up procedures not being conducive to the modern impatient way of living. Poor mileage did not help, plus problems associated with control of turbine heat probably all helped kill both projects.

It was interesting that the mood of the article in the 1962 Modern Motor was buoyant and confident that Rover had solved all the problems and the future for the turbine looked bright.

An engine claimed to be a Chrysler turbine engine is currently being offered on ebay, maybe, just maybe, giving lie to the fact that Chrysler maintained that all 70 turbine cars were crushed.

Here are some links that, if your not careful, will lead to more links. Before you know it half a day will have passed.
Ed

<https://www.youtube.com/watch?v=PWEv6JTl6S0>

<https://www.youtube.com/watch?v=6BIOVBZqKMI>

https://www.youtube.com/watch?v=p4QKPI_rypl

Minutes Summary – SPC&HCC – General Meeting – 1st AUGUST 2017

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

Present 76 as per attendance book. **Apologies:** Ken Burrows, Bruce Rogers, Peter Gregson, David Mason, John Becker, John Pollock, John Marten, Barry Tidd, Colin Jordan, Margaret Wiggins, Don Robinson, John Vogt, Philip Hill.

Welcome to all and to visitor Bob from Rosebud. No new members here for first time.

Minutes of the General Meeting July 4th, 2017, as printed in Crankhandle. Moved – Warwick Spinaze, Sec. Phil McFarlane, No business arising. Carried

Correspondence In/Out since last general meeting.

As detailed by secretary. Correspondence In/Out- Moved John Watson, Sec. Charlie Cassar. Carried. DVD “Murray Steamboats” will not be shown tonight due to Projector problem.

Treasurer’s Report - Balances available on request by members. Moved – Brian Florrimell, Sec. Tony Howard. Carried.

Membership Report 90 e-members, 20 new members Nov 16-July 17. Currently at 231

Past Events Christmas in July with the Bass Coast car club at Hastings went well. 45-48 attending.

Plan to make this an annual event with Bass Coast Club. Possible club run to Wonthaggi.

Future Events Rye Hotel lunch 30 August. Briars picnic – Aug 22. Run to San Remo and Phillip Island- Tuesday Sept 19th. October 3rd is club’s AGM.

General Business Bill Glover brought Shannons auction report – details in Crankhandle.

New car in the club – David Doubtfire, V6 Pontiac midengined sports car – circa 84-89.

No AOMC report. Delegates meeting August 26th.

Volunteers needed for Bendigo Swap in Nov – see Brian N if available – CPS books for sale.

Brian Evans reported on global push to eliminate fossil fuels. In GB all electric cars by 2040.

Club has a DVD “Who Killed the Electric Car?” available on request.

Series III Tesla due 2020 with 500 kms range per charge. Barry Osborne reported having a test drive in Tesla car – Amazing to drive. Go online to book a drive.

Max Caddy remembers a MG TF in Sale a few years back converted to electric power.

Charlie Cassar reported a Baker Electric in Maffra-Dargo run. – kept up with other cars.

Warwick Spinaze attended the AOMC “Car Restoration Seminar”. 100 attended – 4 hours of varied input – Well done.

Rob Lloyd – new regalia officer was introduced to the meeting.

Julie Ellis reported on the “Florence Thomson Tour” in the Yarra Valley – 300 kms run. This ladies only event – featured period costumes and included lunch at RACV Lilydale. Her MG Y saloon (Myrtle) went very well and is due to be repainted burgundy with black guards.

Brian Crocker informed us the Great Australia Rally in January will not be at Mornington Racecourse. Also “Fly the Flag” not to be sponsored by RACV.

Cars/Parts – Wanted/For Sale. Frank Little mentioned some cars for sale – will be in Crankhandle and on our website
Meeting closed for supper at 8.30pm.



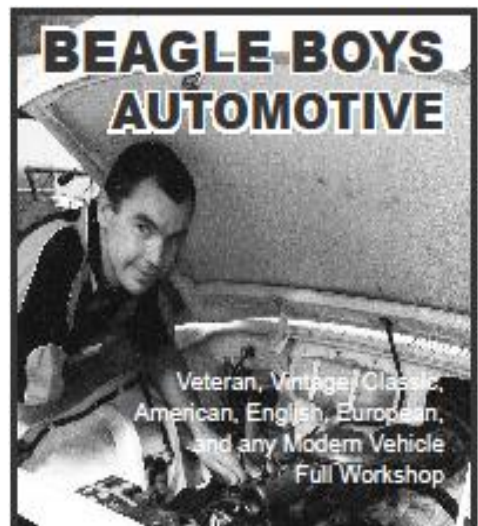
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A Program from the past. — Bill Glover

A friend, Ross Jackson, who spent extended time working in UK many years ago loaned me his treasured program of his visit to the 1961 Monza Grand Prix of Italy. Unfortunately, but not surprising, there is not a word of English in the program but the names of the drivers and their cars presented no problem. Ross described it as a very exciting weekend.

The drivers "Pilota" list contained names like Phil Hill, Wolf Van Tripps, (Ferrari), Jack Brabham, and Bruce McLaren, (Cooper), Graham Hill, and Tony Brooks (BRM), Jim Clark and Innis Ireland (Lotus). Appearing further down the list were the illustrious names of Roy Salvadori and John Surtees (Yeoman Cooper) and Dan Gurney (Porsche). A young Jack Brabham is listed as third at Monza in 1959, an indication of what was to come, the start of an illustrious career.

Dan Gurney came from a most interesting background, his father, a New Yorker, graduated from Harvard Business School and in his early 20's it was discovered that he had an exceptional singing voice and ended up starring at the Metropolitan Opera House. Dan, as a young man became interested in motor racing, starting racing his TR2, and progressed thru' the ranks winning the top US races. At the same time he established a very successful company to build racing cars to challenge the might of the Europeans. His racing career was interrupted by service in the US Army in Korea. On his return to civilian life he won at Le Mans, and became, by far, North America's most successful European driver, and went on to become one of only three drivers ever to win in Formula One, Sports Car Racing, Indy Car and Nascar. Gurney was first to introduce the angled wing to increase downforce. His car racing company flourished and he still lives in USA. aged eighty six.

Towards the back of the program there was a list of winners starting from the first Monza Grand Prix race in 1921. In the 1932 Monza race the idol of Italian race followers, Nuvolari makes his first winning appearance, (also winning in 1938) in his outclassed Alfa Romeo. He became a household name. In 1936 the great German driver Bernd Rosemeyer drives the newly developed and quite fearsome, almost uncontrollable rear engined Auto Union to its first victory. Dr Ferdinand Porsche's name appears as a designer for Auto Union. Caracciola drove one of the new Mercedes "Silver Arrows" to a resounding victory in 1937. After the war names like Alberto Ascari, three times a winner in Ferrari and of course the unforgettable Fangio winning three Monza's in succession from 1953. Stirling Moss won in a Maserati in 1956 and twice in a Vanwall. whilst another Englishman Grahame Hill won in 1960 in a Ferrari.

Vanwall only produced cars for 7 years, a most interesting and lovely looking car, was designed by Cooper's resident designer Owen Maddocks in Vanwall's own workshop. Colin Chapman assisted getting the finished product to perform., its space frame weighed in at 87.5 pounds Developed from scratch the Vanwall had an engine made up of four Manx (Norton) single cylinder engines with a common water jacket and head. Synchronizing the four amals proved a difficult proposition that was finally solved. The chassis was Ferrari that had to be vastly improved upon and the car was clothed in a very attractive body. Finally success came in 1958 with Moss at the wheel when he won the Italian Grand Prix. A regulation that banned alcohol fuels saw the beginning of the end for Vanwall.

.Ross' program features names from earlier days that reach the pinnacle of Grand Prix racing, powerful cars with suspect suspension, thin tyres and indifferent brakes that made the cars difficult and dangerous to drive. These cars were piloted by supermen. They were amongst the first of the professional drivers, only a few years away from the flamboyant, courageous amateur drivers of past years whose lives away from the track were, to say the least, "flamboyant and indulgent", The cars and lives of the drivers of today cannot be compared with those of yesteryear, but many of the qualities required of the drivers on the track remain the same. Ross' program was surely a bible of many of the greatest names in motor racing history.

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Editorial — Keith Morrison

Once again thank you to the regular contributors, we have some great reading again for the month.

I have had some adventures myself this month and I remember being told on many occasions that once you retire you will wonder how you ever had time to go to work.

During the my last week of work I sent this to some of the "octos" :

I got the head back on the Pathfinder and it running Wednesday night. Drove it to work Thursday as a test in case I needed it to attend a Funeral in Geelong Friday.

There is good news and bad news. You decide which is which.

- *My Falcon ute is on the road ready for the Geelong trip.*
- *The Kangaroo I hit along Boundary Road, Dromana driving the Pathfinder to work will probably survive.*
- *The only damage to the Riley is some displaced grill bars, easily fixed, thankfully nothing on the front was made of plastic or attached with plastic clips!*
- *I wasn't driving my son James' '63 Healy Sprite as I did the day before.*
- *I have probably written a draft of my next Editorial..*

Keith (call me lucky) Morrison

And what of these odds, in 35 years of travelling along Boundary Road to work, over 14,000 times, hitting a kangaroo was an accident waiting to happen. It is a pity it couldn't have waited another 4 days till that commute was over! Maybe that should be "*call me unlucky*"

I pass on a special thanks for Bill G for helping me with the count down and on my first day of unpaid work we had this email exchange::

Well the big day has arrived, I want to wish you a happy retirement .

Best wishes, Bill G.

Thanks Bill, it was a lovely sunny day too!

I got a couple of loads of washing done but more importantly had the Riley 9 running properly for the first time.

So I have started off happy and I can't see why that won't continue. Regards, Keith

That was Wednesday, I woke Thursday morning to the sound of Meggin gasping for air and by mid-morning I was following her ambulance to Frankston where she spent 3 days in ICU with influenza complications on top of her chronic asthma. While she was in hospital recovering I spent most of that week in bed recovering from flu symptoms as well. I am glad to report that we are both well on the mend and looking forward to our next big adventures.

Reflecting on a couple of points above, I have not yet got to wondering how I found the time to work, I am still wondering how I used to get out of bed. Finally, from my reply to Bill, you often don't see what is coming so make the most of what you have while you can

Enjoy your read!

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.



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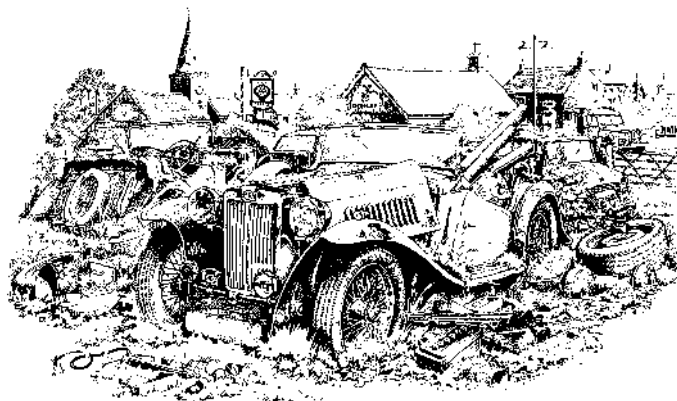
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