

The CRANKHANDLE

DECEMBER
2018

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.



Chris and Allan Tyler with their Magnificent Studebakers

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The deadline for articles and advertisements in the next edition of The Crankhandle is 15th of the January. Items received after then may be held over till the next edition.

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CLUB MEETINGS

General meetings are held on the first Tuesday of each month at Dromana Community Hall, cnr of Hodgkinson St and Verdon 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

COMMITTEE OFFICERS

President:

Geoff Bartlett 0419 547 823

Vice President:

Brian Evans 0409 639 118

Secretary:

Brian Niblock 0476 264 726

Treasurer:

Paul Lucas 0420 927 073

Membership Officer:

Anne Kruger 0417 830 755

Club Permit Officer:

David Doubtfire 0409 603 749

Editor:

Keith Morrison 0411 127 765

Events manager:

John Becker 0411 202 911

Safety Check Officer:

Liam Fenney 5986 5454

Club Regalia:

Rob Lloyd 0407 833 878

AOMC Representative:

Ray Beagley 0414 598 614

Federation Representative:

Allan Tyler 0409406690

Web Master:

David Doubtfire 0409 603 749

OTHER MEMBERS

Julie Jones 59864202

Colin Jordan 0417 527 812

Warwick Spinaze 0407 016 719

Allan Tyler 0409406690

Christine Tyler 0424096393

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 MEETINGS are held at "The Library"
Mornington Gardens, 98 Bungower Rd, Mornington.
2nd Tuesday each month at 1:15pm
Tel 0420 927 073 (Paul Lucas) .

PRESIDENTIAL JOTTINGS



The Club's year is off to a brisk start, with a number of events already held since the November General, and AGM.

Although some attention is probably paid to a new team in the named roles, it has been ordinary members to the fore - and there is nothing ordinary about our members. For instance, Frank and Tricia Little opened their property on Bathurst day to a barbeque to which, regrettably, Helen and I were unable to go, but at which a good number of members were able to enjoy great company at a fabulous venue, with entertainment included. There was also the initiative of Frank and Tricia's of raising funds for the Farmers' Drought Relief Fund, and with the collected amount topped up 1 for 1 from club coffers, \$1,300.00 was donated.

Then there was the outstanding effort put in by Jamie Mason in running the Club Fun Team Challenge Day, with the help of Peter Krueger, Frank Little and David and Bev Mason, which of course was hosted by Barry and Nancy Osborne in their amphitheatre rear paddock. Jamie is not off the hook yet, and has a healthy list of participants lined up to go to Walhalla on the 17th and 18th November, and the thoroughness of his preparation is already evident there too.

Jamie seems to be flavour of the month, because I pondered about an idea he suggested to me, and its merit grew on me to such an extent, I was excited to try it at the first meeting with myself in the chair. The open forum after our formal club meeting in November was the outcome. There were many quality speakers on the night, and the cars represented were 2 litre Camira - which I suddenly realised would now be club eligible, 1971 VG Valiant, 10 hp Trojan, Velorex - a Czechoslovakian brand which you could buy if you were denied access to a Skoda - 3 wheeler with a 350 cc Jawa motorcycle engine, Goggomobile Dart, and Studebaker Gran Turismo. [I should have taken notes, but I hope I haven't left anyone out]. What a diversity of 2 strokes!

I invite members to register an interest in presenting a 3 minute talk at a future open forum, and it might come to fruition quite soon with a small amount of support. One member has already made a suitable offer. Let me know, preferably by e-mail or snail mail, and I will keep a record. Dit dit dah dah dah - make that 2 members - another offer since I started this jotting.

I have been told that Lawrie Turner is far from well, and our thoughts are with Joyce and Lawrie at this very trying time. Car clubs are typically populated by persons in their senior years, and we need to be concerned about the needs of fellow members. A bit of a hand with small chores, or even a chat is probably of enormous assistance.

Thanks for many expressions of support after that first meeting,
Geoff Bartlett.

COMING EVENTS



DECEMBER

- Tue 4th GENERAL MEETING - CHRISTMAS BBQ food supplied BYO plates, drinks and chairs
Then a shortened meeting inside, followed by a DVD and a cuppa.
- Sat 8th Visit BRIAN GRAHAM'S Factory: Unit 4, Number 5, Satu Way, Mornington,
Brian has a number of very interesting Riley cars, one featuring a very early overhead
valve motor. Meet at the factory 10 am .
PLENTY OF PARKING
- Tue 11th COMMITTEE MEETING
- Thur 13th CHRISTMAS DINNER HASTINGS MARINA 6:30pm for 7pm start
NOTE CHANGE OF VENUE
HAVE YOU BOOKED YET ? MUST BE BOOKED AND PAID FOR,
BRIAN EVANS WILL SET A TABLE UP AT NOVEMBER GENERAL
MEETING FOR YOU TO BOOK IN AND PAY FOR CHRISTMAS DINNER

JANUARY 2019

- Tue 1st NEW YEARS DAY PICNIC AT BRIARS inc. car display 11:30am onwards
INCORPORATING GENERAL MEETING
NOTE: THERE WILL NOT BE A GENERAL MEETING IN THE EVENING.
- Tue 8th COMMITTEE MEETING
- Sun 20th GREAT AUSTRALIAN RALLY Meet at Hastings Marina 8am and cars will be displayed at
Cruden Farm, LANGWARRIN
PLEASE SEND YOUR ENTRY TO ALL BRITISH CAR CLUB. IF YOU DO NOT HAVE AN
ENTRY FORM GO TO THE 'EASTLINK GREAT AUSTRALIAN 2019 RALLY' WEBSITE.
AFTER YOU HAVE ENTERED PLEASE ADVISE CONVENOR OF YOUR INTENTION TO
ATTEND, WE NEED TO SELECT 8 CARS FOR A SPECIAL CLUB DISPLAY.
CONVENOR: JOHN BECKER johnbecker@westnet.com.au 0411 202 911
- Sat 26th AUSTRALIA DAY DISPLAY at Rye Pier. Lunch from 12 noon at Fingal Picnic area
Cape Schanck Road Mel ref 259 B9. Then travel In convoy to Rye Pier at 2pm
BYO everything.
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From the Editor



As a Christmas treat this Crankhandle has more pages than usual. This should give you a bit of variety, it includes some technical information as well.

Thank you to all who have made contributions to the magazine and your encouragement throughout the year, it has made my task much easier. Remember that there is no January edition of the Crankhandle, I am looking forward to having a month off.

I wish you all the best for the coming festive season and look forward to catching up with you all again for next year's Magazine.

Merry Christmas wishes from editor Keith Morrison



Caught in the Headlights

The Octogenarians

Allan and Chris Tyler ... People with real skills !

The Octos spent a very pleasant morning with Chris and Allan Tyler at their home, decorated with Allan's skills. This husband and wife combination are our newly elected members of the Club committee, and we are convinced that they will make a great contribution to our club. They both have had extensive experience in the Studebaker Club. Chris in the past has held positions of V President, Secretary and Treasurer. Allan has held the positions of Editor, Librarian and Webmaster. A very accomplished couple. How lucky are we to have both taking on committee work with our Club. We arrived at the home on a pleasant sunny morning and sitting on the nature strip awaiting photographer Octo Ray to work his magic were two beautifully presented Studebakers side by side An impressive sight.

Down their driveway we passed two MR2s one only awaiting a paint job, the other a completely intact donor car, both owned by their son Jared now living in Auckland. On entering Allan's garage there covered in a proactive sheet was a magnificently restored red Datsun 240 Z with triple carbs, a very full restoration finished in red two-pak paint, the combined work of father and son. This car is destined to live in Auckland with Jared and wife. Their daughter Adele, married with a little boy is involved in the Studebaker Club.



The well equipped garage has a small annex at the rear which contains Allan's wood working equipment, where he creates beautiful model tall ships, completely hand made. A feature of the workshop, thanks to a dentist friend, is a flexible movable arm enabling Allan

to work at any angle, any height...(its; the little tray you put your glasses on before the dentist attacks you) and sitting on the stand on the end was the hull of a tall ship, awaiting rigging, measuring around 600 mm in length. The white hull finish was superb with extraordinary attention to detail Allan's passion for ship model building has led him to holding the position of President of the Ship Model Society of Victoria , a small but illustrious group of dedicated people dedicated to building these astonishing intricate models of ships past and present.

We moved into their home for a very pleasant morning tea, the house is a reflection of their skills, Allan appears to have a man cave type "sound den", with surround sound where he can listen to his music, . Against a wall there is a large fish tank filled with tropical South African fish reflecting Allan and Chris ownership of an aquarium business in Frankston, now sold.

Both Allan and Chris were born in the same hospital in East Malvern (Chris made it clear, that it was at different times) Allan's father was a skillful mechanic and he followed in his footsteps by acquiring advanced engineering qualifications and commenced work with the Furness Group moving thru' the organization to senior positions. He moved on to several other companies, never missing a day's work in his life.

They purchased an aquarium in Frankston which they ran very successfully for many years, now sold and this accounts for the large fish tank filled with tropical South African fish. There are two examples of Allan's fine woodworking skills (and patience) in the form of two tall ships the Saltana and the Gladen. both with standing rigging... perfect replicas. Together with a friend Allan built a tall ship, the Danmark, typical of the clippers that ran around the world, taking seven years to complete. It was over two metres in length, all and made including the actual making of the very fine rope which held up the standing rigging. He set up a miniature rope walk to achieve realistic rigging. This ship is destined to go into the Immigration museum when renovations are complete..

We moved outside to inspect the two Studebaker Hawks and for photographer Octo Ray to record them for posterity, The 1962 blue Hawk is a lovely car, unmarked paint work sprayed by Allan. It does sport 100 chrome spoked "knock on American Racing car wheels" which complement the

whole car. The interior is very well done making the whole car a very accomplished piece of work.

The other Hawk, a 1960 model has quite dramatic paint work, and a combination works very well. The body is painted in a very pleasant shade of purple and the fins are a pink colour, the effect is very striking. Allan has made some alterations to the mechanics of the steering geometry amending the camber of the kingpins vastly improve the steering weight making it easier for Chris to drive .He has replaced the original engine which completely filled the entire engine bay and fitted a 308 V8 allowing him the room to fit power steering The result of change of engine reduced the weight by 100 kgs .

When purchasing his car from a previous owner Allan had to buy his other Studebaker, a shell, which has subsequently been used as prop is the ABC production of Jack Irish That information is rather disturbing, is it not ?.

The Octos fully resplendent with morning tea, had a most illuminating and informative morning on model ships and cars midst treed surrounding on a glorious spring day What more could we ask? Well, maybe another round of Chris' delicious rock buns.!

Letter to the Editor

I would like to advise club members of a service which might be of interest. Having just met Tim, the owner and experienced his excellent workmanship waterblasting all metal parts to a high standard of finish. Tim is also a keen classic car collector with seven BMW 2002s.

Mike Hurd



IMPORTANT NOTICES

CLUB PERMIT SCHEME MANAGEMENT INFO

David Doubtfire 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 remain a financial member of the club and contact the club permit officer after disposal of a red plate vehicle

CPS REMINDER

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

DECEMBER

A BOLT, R CHILIANIS, R CONNELL, M CROW, R DALTON, M GAGLIARDI, M GRIERSON, W HALL, K HALLAM, R HILL, G HOCKING, W INNES, J JONES, P KRUEGER, J LAMBIE, B LESLIE, B MASON

JANUARY

E BONE, G CLARKE, R HOWES, M LEONARD, R LONIE, C LUCAS, J MARTEN, J MASON, D ROBINSON, R ROLLINGS, J SPENCE, D TRUEMAN, H WEBSTER

FEBRUARY

G ANDERSON, K BEARD, M CADDY, C CASSAR, G CASTLE, R CONNELL, G DUNKERLY, C HIGGINS, T HOWARD, F LITTLE, P LITTLE, T MULVOGUE, G OTTAWAY, K POULTON, B SCOTT-HOWARTH, K SMITH, C WATKINS, A WEBSTER

NOTE: Permit Renewal by Mail

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**

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.

Visit to Rosebud Retirement Village.

This was a very wet morning, but we still had a good turnout. We were very well catered for, a big thank you to the Village manager Debra Riedel, who made us most welcome.

The fortunate winners were:

Peoples Choice Geoff Bartlett a magnificent Graeme Paige
Members Choice Terry Opie a superb A Model Ford
Managers Choice Keith Morrison a beautiful Riley 9

A huge thank you to the following members who brought their cars out

Ray Lonie	EH Holden 1964
Barry Tidd	Vauxhall Wyvern 1950
John Becker	Porsche 924 Turbo
Bill Hall	Ford Crown Victoria 1988
Geoff Bartlett	Graeme Paige 1926
Terry Opie	A model Ford
Murray & Ian Grierson	Range Rover
Philip Hill	Holden 1979
Gary Brasher	MG B
Brian Leslie	Ford Capri
Keith Morrison	Riley '9 1932
Max (Dry Weather)	Caddy MGB GT (too late for the photos)

A Big Thank you to AUTOBARN Mornington who donated the prizes to the fortunate winners. MEMBERS present your club membership card to AUTOBARN MORNINGTON AND receive 10% discount. An enjoyable morning was had by all and we were very much appreciated by the residents and visitors. John Becker





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Team Challenge Fun Day - Sunday 28th October 2018

After a friendly cuppa and lunch at Seawinds the competitors were ready. Ladies and gentlemen start your engines! we set off for the first challenge of the day, to move your car the distance of two rotations of your tyre, easy you say, well perhaps for some. We then travelled in convoy to Barry and Nancy Osborne's property Alpha Downs. There had been much talk around the group at lunch about the treacherous track through the sand dunes we had to navigate to reach our destination where the carkana events would be held. I was concerned for the welfare of Myrtle but Jamie had reassured us all that it was quite safe as long as we stayed on the well marked track and didn't venture off course. Half way along the track our next challenge to parallel park in 30 seconds. This proved very easy for the little Morris. Up over the hill to our final stop, a lovely natural amphitheatre, where a course had been set for the afternoon activities. The competitive nature of those in attendance saw some great times achieved around the slalom course which proved such fun for participants and spectators. Points were awarded for all activities and the winners of the day were

1st. John and John Hehir

2nd. David & Julie Jones

3rd. Geoff Bartlett

We are indebted to Repco Hastings who generously donated the prizes for the day, Barry & Nancy Osborne for the use of their property, and Jamie Mason and his team for all their effort in organising such a great event.

Words by Julie Jones

Photos Anne Kruger





Earlier this year, Leanne and I visited South Africa, a country that is beautiful and diverse with most outgoing and friendly locals, spectacular scenery and amazing animals.

While we were also fortunate to get very close to the native animals, spending some time on a safari and living in a game reserve, our visit to that beautiful country would not have been complete without visiting the wine growing region in the Cape Province.

There, nestled amongst the wineries, is the Franschhoek Motor Museum with a collection of cars, motorcycles and bicycles, some dating back over 120 years and portraying the evolution of the automobile. It is a private collection of Johann Rupert and can normally only be seen by appointment.

The collection curates in excess of 220 vehicles, ranging from 1898, with examples covering the antique, veteran, vintage, post-vintage, post 1945, post 1960 eras and right up to the modern super cars, including significant racing machines as well as experimental designs.

Normally, around eighty cars are presented and rotated on display in four magnificent de-humidified halls of more than 2700 square meters. It is a chronological representation of motoring in that country and tribute to the owner's late brother.

Included in the collection are these:



South Africa, being a large and arid country, not dissimilar to Australia, has a rich and colourful motoring history, dating back to the late 1800s, when the first car, Benz Velo "horseless carriage", arrived in Port Elizabeth in 1896, imported by John Hess, who then went on to becoming the sole agent for Benz in South Africa. That first Velo, after its arrival, was transported by train to Pretoria (the capital) and displayed to the then President, Paul Kruger and hailed as "here to stay, craze of the century". We now all know, that it was not only the craze of the century, but opened many regions there, similarly to what it did here, in Australia. The lack of significant public transport alternatives has led the country being reliant on vehicles for personal transport.

Readers may recall a recent article in September about the Harley Davidson promoted one of our well known members, Ken Burrows to contact me with some very interesting information from one of his ex colleagues who is a Specialist Noise , Vibration and Harshness Engineer (NVH). He commented on my article where I declared that Harley Davidson did try to patent the exhaust note of the Harley. Ken's friend Tom, (a US citizen) actually met the chief sound engineer of the Harley Davidson some 30 years ago who surprised him by saying they employed 30 engineers in the noise and vibration department. They had a lot of sway in the design of engines and transmissions and of course intake and exhaust systems. Tom noted the first thing most buyers did was remove the carefully designed exhaust system and fit a straight pipe.

Tom corrected my silly oversight when I said Harleys went to court in 1952 when it was actually 1992 . He then went on to say the distinctive sound is actually produced by the V twin bank angle and the use of a common crank pin for both cylinders. The reason that Harley lost the Trade Mark application was because there were other brands of "cruiser" type motor cycles using the same configuration and produce the same sound .In 2000 Harley Davidson dropped efforts to federally register the sound as a Harley Trademark.

In my article I mentioned my ignorance of what they called the "Super Tuner". Tom went on to explain that the Super Tuner is an engine calibration tool, made for bikes with electronic ignition, but allowing owners to almost change anything they wanted in engine calibration. This resulted in Harley Davidson having to pay US\$12 million penalty to the EPA and also restrict the types changes users could make with the Tuner Tool.

Tom made some telling points about the current President Trump tariff war and its effect on Harley Davidson that I will quote because it is most interesting.

"After Trump put tariffs on European steel and aluminium, the EU responded with a tariff on

Harleys, amongst other things, Harley's plan to build bikes in Europe is their way of getting around the European tariff which made it very hard to sell bikes in Europe. Trump was not happy with this move by Harley and has actually pushed Americans to boycott

Harley here in the USA".

Tom went on to comment further about the doubtful future for big bikes , pointing out that the average age of big bike buyers in USA today is ten years older than the average buyer in 1998. Food for thought!.

I am most grateful to both Ken and Tom for their interest in giving us a much fuller, more accurate and interesting story of the Harley Davidsonit is much appreciated.



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The Graham was found by accident.

About five years ago, I saw an ad for a car, placed by a fellow enthusiast, in Riddells Creek. So, one Saturday morning I made a trip to see him and the car.

As it turned out, the car - although a very nice start to a restoration - would have needed much more work than I had time for. However, we started chatting; he was really a nice bloke and I learned that he was trying to get rid of all the things he acquired over the years, as they were contemplating to move from the farm to the city for their retirement years.

As we were walking back from the shed where he showed me the car that I originally came to see, I spotted what looked like a large old car under a dirty tarp in another shed. I asked him what it was, and he replied "An old Graham that has now not been used for about three or four years, but..... it ran really well before it was driven to its rest. You interested?"

Well, as they say..... the rest is history, and very quickly we shook hands (I think we both had big smiles on our dials too)!!

Few weeks later, my wife and I, armed with the trusty old trailer and trusty Land Rover went to pick up the Graham and to rescue it from its "jail".

When Leanne saw it, she loved it!! (Phew, I thought, approval by the Minister of Home Affairs, - a very good start indeed!!!!)

After many attempts to kick some life into the old girl (the car), she still refused to wake up from her slumber and so a decision was made to push her out.

However, as there was no concrete floor in the shed and water must have occasionally gone through it, the wheels were firmly stuck in the dirt and not relenting. Decision was made that a four-wheel drive was the only option, to drag the car out. Eventually, with lot of groaning and with the 4 by 4 in low range, it slowly moved. With one of its wheels dragging, firmly locked on through ravages of time, the beautiful old girl saw the blue sky!!



Despite the grime, and its reluctance to move, the Graham looked being complete with only light dusting of dirt.



The owner assured me that she had ran beautifully, and that was good enough for me!! He restored the car sympathetically about fifteen years before. Indeed, under the dust and dirt the car still appeared to have some of its original nickel work. The interior had been re-trimmed at some stage (in a blue period cloth with gold markings). A very nice period feature.

Having sat for all these years unloved, it needed all the braking system renewed, starter motor rewound, water pump redone, battery replaced and carburettor rebuilt as well as the front wheel bearings replaced.

I understand that the engine and gearbox have been rebuilt at some stage and the car has not done many miles since then.



**This Club is a member of the
FEDERATION of VINTAGE, VETERAN & CLASSIC VEHICLE CLUBS Inc. (Vic)
and
THE ASSOCIATION OF MOTORING CLUBS Inc. (see <http://www.aomc.asn.au/>)**

When we got the car, the tyres appeared to sit up, but I could see that they were very "slippery and hard" looking. And so, soon after its acquisition a brand-new set of six tyres, tubes and rust bands was sourced (it has two spares).

Here is where the fun started!! There was no way that I could get the old tyres off, so I took them to my friendly tyre place around the corner. Shortly after dropping them off I got a call from them saying "pop over, we have something to show you". It turned out that the tyres were sitting up, but..... not because they held air, but because they went so hard that they managed to support the weight of a nearly two-tonnes car!!! Assistance of a grinder was sought. The "gentle persuader" soon had them off.

With new brakes, tyres (and cleaned and resprayed wheels), cleaned radiator, fresh oil, coolant, petrol, rebuilt starter motor and carburettor as well as new ignition leads we were getting very excited and thinking..... "Test drive, here we come!!"

Oh, what a disappointment, "no cigar" The Graham would not fire!!

A bit of cursing, head scratching (scratching also other body parts) and few more hours had the problem licked!! Obviously when the car was driven into the shed, someone fiddled with the distributor when it would not start previously, it was out by 180°; not surprising it would not come alive!!!

Once the distributor was reset, with a bit more persuasion of "Start you Bastard", the Graham woke up slowly and settled into a gentle rumble, running beautifully.

On the road, it is tight (surprising for a car nearly 90 years of age) and it also has a very sweet gearbox. Plenty of torque. First gear can be used for climbing stairs!!

After that, a few hours with various potions and lots of elbow grease has taken away many years of its tired look. Its old sparkle has returned!!

More recently, it had a bit of a tune up and some more love spread over it.

Not a "Pebble Beach" restored automobile, but overall a very original and reliable vehicle. It still needs a few more things to be done and a bit more fettling. Indicators are presently being installed, as till now the car survived purely on hand signals, which in the modern traffic is becoming a bit difficult. A complete re-wire is also on the drawing board.

Leanne and I are always looking forward to wearing our Gangster Gear and taking Sapphire (Graham, that is) for a spin, terrorising the neighbourhood!!!

PANIC!

Graham Glanville

(Reprinted with permission from The Riley Club Vic)

I pulled up at the closed railway gates in Carnegie and waited for the train to go through. After sitting there for a few minutes I noticed idly in the rear-view mirror that a few cars had stopped behind me.

I glanced at the oil gauge, reset the clock and noted that the fuel gauge was getting close to empty. Must get some petrol soon. The gentle throb of 1 ½ litres waiting to be unleashed could just be heard inside the car, but the idle was just a little too slow, so a few winds on the hand throttle were tried until it was just right. Looking outside I could see the signal box but there was no sign of any action inside so I figured it would be a little longer before the train went through. Looking in the rear-view mirror again, I could see that quite a lot of cars were now banked up behind, some of them obviously impatient to get going again. I adjusted the rear-view mirror, it wasn't just right either, "Ah, that's better", train can't be much longer. Have to vacuum the carpet when I get home, she's getting a bit grubby inside.

Train had better come soon, the temperature gauge is getting pretty close to 200 degrees. The oil change sticker on the windscreen shows only 237 miles to go before she needs servicing again, it can't be that soon. It was only 3 weeks ago since it was done - or was it 4! Where is that damn train? The car is going to boil any minute. There must be a better system than this, we've been sitting here for 10 minutes already.

I took out a cigarette, lit it and flicked the match out the closed window. It hit the glass and fell down inside the door between the window and the weather strip, still alight and burning like a very healthy blow torch.

Have you ever looked inside the door of a Riley to see the fire-proof measures that were built in during their construction. All that fire-proof wood and felt, fire-proof rubber and fire-proof rubberised door linings.

Very soon after the match disappeared, smoke began to appear. Lots of smoke! I wound the window down

Continued on page 16.....

Electrolysis, which involves using the passage of an electric current in an alkaline solution, or electrolyte, to do the job of trying to convert some of the corrosion products into a more stable form, whilst loosening the remaining corrosion by converting it into a loosely bound, easily removed deposit.

Electrolytic cleaning is not suitable for non-ferrous metals such as copper, bronze, brass, pewter, tin or aluminium.

AN EXAMPLE OF WHAT CAN BE ACHIEVED



A Little On The Chemistry Of Rust and the Chemistry Of Iron.

When an iron object is exposed to the air and a little moisture it undergoes a process known as rusting or oxidation. This process is essentially an electrolytic process. So, what exactly is rust? The chemistry involved in the formation of rust is rather complex and outside the scope of this page and my complete understanding.

However a little basic information on the process may be of interest, though, so I'll outline it here. This rust is the result of some of the iron combining with oxygen from the air to form new compounds, the exact nature of which depends on environmental conditions. In the simple case of a steel tool which has slowly rusted in a shed for example, there will probably be two forms of corrosion present which interest us:

1.) The outer layer of red rust is the surface we see and consists primarily of a compound with the chemical formula Fe_2O_3 known as ferric oxide. This material takes up rather more volume than the metal it replaces and as a result it tends to flake away from the surface and if it occurs in mechanical devices, can seize up moving parts. The loss of this loose layer of rust represents a total loss of metal from the component which cannot be recovered.

2.) Underneath this outer layer of red rust may be found a harder, darker layer of material having an almost purple-grey appearance when freshly exposed. This layer is often in direct contact with the surface of the metal and is able to conduct electricity. It has the chemical formula Fe_3O_4 and is known as Iron oxide which is the same chemical composition as the mineral magnetite and is therefore sometimes referred to as such, although it is more commonly referred to simply as 'Black Rust'. As this material occupies the same volume as the original iron, surface features on the metal can sometimes be preserved in it with little distortion and as it tends to remain strongly bonded to the underlying metal, is fairly resistant to becoming detached and subsequently flaking off.

As the reaction involved in producing rust is an electrochemical one, it follows that it should be possible to somehow reverse the process using electricity, and this is indeed the case. As long as the polarity is correct with the subject matter connected as cathode, it is possible to chemically reduce some of the black rust back to metallic iron with a good bond to the original metal. During this process, much of the red rust is converted to Iron Oxide Fe_3O_4 and becomes detached from the surface, aiding its removal when the conversion is complete.

The iron anode, or positive electrode is expendable and can be expected to corrode away. Do not use stainless steel as an anode. Chromium present in stainless steel will produce poisonous chromium compounds in the electrolyte as it erodes which are considered dangerous. It is a good idea to avoid galvanised steel too, as it is important that no zinc, nickel, copper or similar metals get into the solution, as otherwise some plating of the cathode may occur.

During the reduction process, the iron is deposited in a manner which renders it highly reactive and it will develop a coating of rust surprisingly quickly if left wet - in a matter of minutes in fact, so rapid drying and the application of a protective layer is important. Finally, it is worth mentioning that the electrolyte itself is not involved in the reaction other than to conduct electricity and to provide an alkaline environment, although the level may drop slightly because of losses due to evaporation and the break down of the water into its component gasses. If this happens to any degree, plain water should be added to bring the level back up. The electrolyte may also become somewhat discoloured due to the rust products in suspension especially if higher currents are used, although this doesn't affect the process at all and there is no need to change the solution unless you wish to for aesthetic reasons.

Method

Firstly, a suitable container for the electrolyte must be located which is large enough to totally immerse the item to be cleaned, and I recommend one made of plastic, as this is entirely inert and non-conductive.

Suitable material for the anodes must be found, and 0.5mm - 1mm steel plate as used for car repairs is a good choice as it can easily be cut and shaped and is inexpensive, although it must not be galvanised or otherwise plated as this can cause the metal used for the plating, typically zinc, to form compounds in the electrolyte which could effect the final outcome. Metal plate is often coated in a film of oil and this protective layer should be removed with a solvent or detergent before use. These anodes should then be shaped to fit around the interior of the container ensuring part of each plate protrudes above the water level to enable a connection to be made. They should present a large surface area relative to that of the piece being cleaned and be able to 'see' most of the surface of the piece from all around to minimise areas of non-cleaning due to shadowing effects, as the current in the electrolyte tends to travel in direct lines rather than around corners. An anode made from a small piece of steel rod, for example, will work to a degree, but is less than satisfactory. It must be remembered that all the anode sections, if more than one are used, must be electrically linked to each other using clips and wire and it will be beneficial to include a plate

THIS DIAGRAM ILLUSTRATES THE COMPONENTS REQUIRED AND THE METHOD OF CONNECTION.



Anodes

DC power supply

1" angle iron with a bolt welded to the end.

About 25A continuous supply

Hole drilled thru container and +ve wire attached to all of the anodes as shown.

across the bottom of the tub and ideally a gauze anode across the top as well to ensure the piece is completely surrounded by anode material. An alternative would be to simply turn the piece part way through the process to make sure any surfaces which had suffered shadowing effects are treated.

An alkaline electrolyte must then be made up, and I consider the best all-round option to be one to be a solution of sodium carbonate, Na_2CO_3 , (washing soda) as it is reasonably safe and also readily available at many supermarkets under various brand names. Be prepared for a slight precipitation of white calcium carbonate to be produced as the sodium carbonate reacts with the calcium ions present in tap water, especially in hard water regions, this having a tendency to first make the solution appear milky, then to coat the piece and electrodes with a snowy deposit as it settles out. If wished, the solution can be allowed to stand for a day or two first to give this precipitated chemical time to settle to the bottom, and the clear solution decanted off, but it is unnecessary.

Suggested strengths for the solutions vary and any reasonable amount consistent with conducting electricity should provide adequate results..



Caution — Hydrogen embrittlement

Hydrogen from the electrolysis solution can be forced between the surface molecules of the item you are cleaning. This in effect can destabilize the surface and introduce cracks that may not be visible without considerable magnification. It is more likely to happen during long periods in the electrolysis bath or high current and rapid cleaning. Steel with an ultimate tensile strength of less than 1000 MPa (~145,000 psi) or hardness of less than 30 HRC are not generally considered susceptible to hydrogen embrittlement. So: Do not use this method on high strength components.

It is for this reason that plating of steering and suspension parts is not legal. It is possible to remove hydrogen embrittlement post plating but that is no guarantee that it IS done.

.....Continued from page 13

frantically and tried to have a look inside the door. It looked like the inside of a Port Kembla blast furnace, only hotter. My car, my beautiful car, was burning itself out around me. I've got to get it to some water quick.

The engine was still running, so I threw it into gear and got ready to move out quick smart and find a tap. Then I realised that the railway gates were in front of me about a foot away and all those cars were roughly the same distance away behind.

I couldn't go anywhere, except up, (in smoke!!). By now the flames were actually appearing out the top of the door. There was only one thing to do - panic - this I did perfectly!

Sitting there, looking all around in search of spare fire engines, long hoses, fire buckets or any other means of salvation, I wondered what on earth I was going to do. Should I, like a ship's captain, stay with my car to the very end, or jump while I had the chance? I decided to try to do something - but what? I needed some water, there must be some way to put out the fire.

Turning my wide open panic stricken eyes across the

street I realised there was a florist shop sitting there.

Diving out of the car, I tore across the road, threw open the door of the shop and burst in like a mad-man. The poor woman behind the counter nearly dropped her chrysanthemums. I grabbed the biggest vase of flowers I could see, pulled the flowers out, threw them on the counter and tore back out of the shop again in the direction of my bonfire.

Just as I burst out of the shop the train went through the crossing and the gates began to open.

Rushing up to the car I poured the contents of the vase down inside the door. There were a lot of fizzing noises, steam and lots of smoke, but when I peered inside again the flames had all disappeared.

Looking back up the road now the drama had subsided, there could be seen at least 500 cars all held up by this ratbag rushing in and out of shops and pouring water carefully into the door of his car.

I returned the vase to the shop, paid for the flowers, and finally drove off, with a little wisp of smoke still drifting from the door, to the strains of all their tooting horns! They wouldn't forget me in a hurry.

Minutes Summary – SPC&HCC – General Meeting – 6th November 2018

Meeting opened at 7.32pm by president Geoff Bartlett. Emergency procedures read out.
No visitors. Trish McKeown – new member at her first meeting.

Present: 75 as per attendance book.

Apologies: Keith Anderson, Peter Gregson, Barry Osborne, Colin Jordan, Neal Carpenter, Peter Browne, Geoff Meaney, Leon Cousins, Charlie Cassar, Lawrie Turner, Max Caddy, Gary Brasher, Graeme Hind, John Becker.

Minutes of the General Meeting of Oct. 2nd, 2018. As printed in Crankhandle. No business arising. Moved- Mick Daddo, Sec. Phil McFarlane, Carried.

Correspondence In/Out since Oct 2nd, 2018.

As detailed by secretary. Moved –Bill Glover, Sec. Greg Cripps. Carried.

Treasurer's Report – Financial details available to members on request. Report Moved- Chris Higgins, Sec. Jamie Mason. Carried.

Membership Report – 245 – 206 paid, 39 unpaid. Anne thanked members who have returned renewal forms.

Past Events – Jamie Mason gave an account of the Fun Team Challenge Day. Thanks to helpers: Frank Little, Peter Krueger, Bev and David Mason and Barry Osborne.

Alan Tyler gave a report of the BBQ plus at Littles on Oct 7th.

Royal Freemasons display – 30 cars entered. Winner – Bob Hill's 1959 Chev Bel-air sedan.

Rosebud retirement village. Car display. Autobarn supplied prizes. Favourite cars : Graeme Paige of Geoff Bartlett, Model A Ford of Terry Opie, and Riley 9 of Keith Morrison.

Gippsland Holden Museum. Geoff Bartlett reported – raved about the Holden EFIJY one-off.

Future Events –Briars New Years Day – Barriers are in place and parking confined to entry side of cattle grid. This needs to be checked re Jan 1st picnic.

Richard Bendell visit 15 Nov. Race Car Preparation. Attendance sheet circulating.

Opal by the Bay – display - Thursday 22 Nov. 16 cars only – Mick Daddo – 9.45 to noon.

General Meeting Dec 4 – BBQ at club room – 5pm arrival. Short business meeting after.

Brian Evans reported on Christmas Dinner. 90 booked. Hastings marina –venue. Background music and slide show of members' cars.

Great Australian Rally – Cruden Farm - \$35 entry per car payable to ABCC Room for 40 cars.

Australia Day – as usual – Fingal Park picnic and run to Rye Pier at 2pm.

General Business David Buchanan said air-con to be installed in our hall.

For Sale- 1971 Rolls-Royce Silver Shadow for \$5000

Ray Beagley AOMC report – Some cps renewals not arriving to holders. Have battery isolator – old cars are catching fire.

Julie Jones conducted the door prize – Brian Crocker the winner.

Two winners for the Mintie competition. One on each side of the actual minties count.

Members were invited to speak about their cars –those they loved, hated or unusual.

Very entertaining – should have a repeat. More details in Crankhandle.

Meeting closed at 9pm for supper.

CLUB MERCHANDISE

For Sale to Members—New lines coming soon

New Vest	\$45.00
New Rugby Top	\$40.00
Floppy Hats	\$15.00
Lapel Badges	\$ 7.00
New Name Tags	\$15.00
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Thursday December 13th 2018

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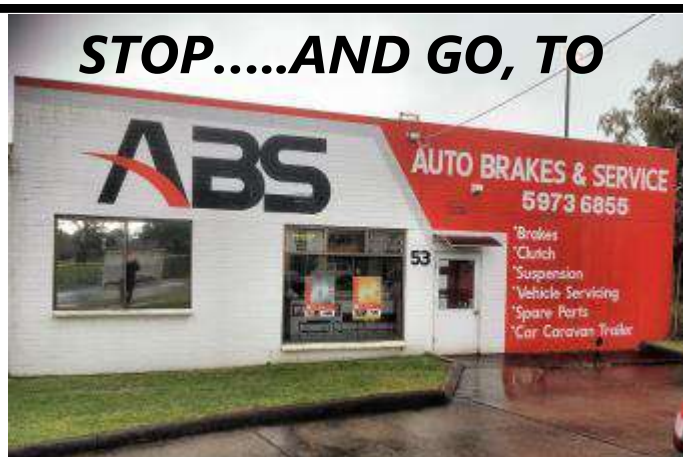
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A policeman pulls over an old man in a ute because the back of his ute is full of ducks. The officer says, "Sir, it is unacceptable to have this flock of ducks in the town, take them to the Zoo this instant!"
The old man confirms that he will and drives off. The next day the officer sees the same man in the same ute still full of ducks. Only this time all the ducks are wearing sunglasses. The officer pulls him over again and yells, "I told you to take these ducks to the Zoo!"
The old man replies, "I did! But now the little buggers want to go to the beach!"



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