

The CRANKHANDLE

July 2020

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

Print Post Publication PP100002657

The Crankhandle is sponsored by the Bendigo Bank

Postal Address: S.P.C.& H.C.C. Inc., P.O. BOX 12, DROMANA, VIC., 3936

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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 BUCHANAN AND HIS INSPIRATIONAL BUY--THE 1971 RR SILVER SHADOW

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inside*

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Rye Dromana Rosebud

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:

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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

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LIFE MEMBERS

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Ray Beagley

Greg Cripps

Ray Gardini

Tony Howard

Noel Meates

Lawrie Turner**

Don Robinson

John Watson

Max Caddy

Bill Glover

Charlie Cassar

Brian Niblock

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



When coming to the job of President, I was dreading writing something interesting for this spot each month. Everything seems to centre around CoVid 19 these days, and I don't want to go there all the time.

In 1949 Mum and Dad took delivery of one of the very first Holdens, having placed the order some years earlier - Mum having worked for Preston Motors.

I don't think Dad owned more than perhaps 2 cars prior to this, but from its acquisition in 1938 and up until the arrival of the Holden, our family car was a 1935 12 hp Standard Tourer. Despite the fact that it went before I was 4 years old, I remember getting in some trouble for fiddling with the loose offside Lucas King of the Road parking lamp. The other one didn't rotate - curious, but by now the car was 13 or 14 years old! Was that old then?

Dad's deliveries of product, typically trailers well over 2 Tonnes mass had to be done using the Standard, in the earliest years of his business. He said that the first gear was so low it would drag the Queen Mary up a gum tree (I think it was something polite like that) but fast it certainly was not.

Suicide doors on many cars were known to sometimes come open on the run, and my older brother fell from the Standard at "speed", probably in 1946, nearly dragging me off Mum's knee. Us kids were tough in those days, had to be really.

The Standard, particularly in this guise, 2 door convertible with dicky seat, was apparently extremely rare, and I can find very little information on the brand with good reliable detail. I have looked on the net, but of course I have numerous books, the like of which the Internet material is derived from anyway, and even Georgano, hugely comprehensive though it is, has detail which doesn't acknowledge the existence of a 12 hp, as such, in 1935. There is reference to a 10/12 hp, maybe 2 different engines available, or they forgot how to calculate RAC hp? Dad would have been proud to own the more powerful version, so would easily put the 10 out of his mind. The Standard Owners' Club in GB shows a '38 flying 12 in Tourer body by James Flood Melbourne, claiming only 4 were made. I wonder whether Floods made one in '35? Makes some sense. I knew Harold Paynting well, wish he was still around to ask.

The marque has some perceived prestige in its connection with Jaguar's heritage (Standard Swallow, SS Jaguar), and also for about 3 years it made a unique overhead valve engine for Morgan, 9 hp. In another un-

usual instance, I remember my brother's mate buying a new Standard 8 in about 1962 with a clutchless gearshift – not sure how that worked, but you pushed the gear knob down if the car was stationary to get out of neutral, or to go from forward to reverse and vice-versa – I think. Unique to Standard?

Dad saved copious amounts of information of interest to him, and we have a newspaper clipping relating to the St Kilda Junction bypass project, the article being written in October 1974, and including a 1938 photograph looking from Fitzroy Street across the junction and towards Wellington Street. It was kept because his vehicle appears, and Dad was confident it must have been him, since he had never seen another example of the car, and he was known to be in the area.



The best photo we have includes Dad's other precious possession,



his only ever girlfriend – they started courting about when Mum finished Intermediate Certificate studies, year 10. They must have courted for at least 6 years, and were married 64 years before Dad's passing, in August '06.

At the time of writing, I am looking forward to our first outing as a Club on Thursday 25th June. Because we are starting from 2 different points, Mornington and Rosebud, we can legally have 100 people, but if we have up to 50 we can freely mingle the 2 groups. If the weather is anything but abysmal, I think we will have a very big attendance.

Vale - Peter Turner

For those who knew him, I'm sad to announce the tragic passing of Peter Turner. I know he was close to Allan Lowe, and known to John Becker. I didn't see the news include names, but he was unfortunately killed when a 4WD driver transgressed, sufficiently to be on charge, near Wangaratta Airport on Saturday 13th June. He had been testing a modified early Holden for certification, and the owner who was with him was also killed. Peter was a truly lovely man, and sadness is mixed with some anger at the premature end to a great life. He was a regular at historic racing. Peter was an engineering grad of Caulfield tech, and was about 3 years ahead of me, but we met quite often. .



COMING EVENTS



Hi Everyone, along with many we were very disappointed we had to postpone our Flinders outing, however Victorian COVID19 numbers don't look good, so it is the sensible thing to do. Brings you back to reality when AFL footballers are contracting the Virus and they are a couple of years younger than us and living in such a protected environment We are unable to plan outings at this stage as future restrictions are unknown, so we will have to cool our heels for a while longer and as soon as we get the OK, it will be all systems go.

Stay Safe. Warm Regards to all. John and Chrissy

Welcome to the Committee!

In case you haven't noticed, our newest committee member, David Jones, is now Membership Officer. Anne K., the outgoing Membership Officer would appreciate all Membership enquiries being directed to David. His club email address is still being sorted out and his phone number is listed on p3 of this Crankhandle. We should all thank David for taking on this role that is so important to our club's operations.

Stirling Moss. They don't make them like that any more

The recent death of the great Stirling Moss and the nice article about his wins in his earlier racing success moved this Octo to reread his first book describing his start in 1948 and subsequent success in the Motor Racing world. We are now talking about the Octos era. How times have change. The Octos thought we should try and cover some of his first ten years in the competitive world of car racing.

Its rather interesting to compare the rather pampered life of current drivers and their enormous team and money and compare it with Stirling's life, he was at the end of the English boy Racer... with their sportsmanship, almost chivalry type behavior, loyalty to on another etc. To compare todays scene to that of Stirling's era and that of past years when drivers climbed out of the cockpit after a race and caught a lift to the nearest airport to enable them to race next day in another car in another country....Hill Climbs, Rallies, Grand Prix ... the lot! and depending on the winnings to stay afloat.

Stirling Moss was destined to become a Grand Prix driver, he had a little Austin 7 driving around paddocks on their farm at the age of 7. His father was a dentist and helped him every inch of the way. There is a lovely picture of Moss in his first Cooper with his sister Pat kneeling beside him. Pat went on to become one of the world's great rally drivers. Both children received encouragement from their parents. Stirling's first race car was in a new Cooper 500 constructed by John Cooper and his first hill climb was at Prescott. He broke the record on his second climb of the day. He finished the year with eleven wins from 15 starts.

His first big race was at Goodwood before 130 000 people, by this time he had sold his 500 and bought another Cooper that had the ability to change from a 500cc to 1000cc car with a simple change of the highly tuned JAP V twin racing engine. He went to Italy for the first time competing at Lake Garda before a very noisy and passionate crowd who laughed out loud at their first sight of a little Cooper up against the might of Ferrari and Maserati. He came third behind two of the great Italian cars driven by household names and first home by far in his 1100 cc class. He learnt the art of the four-wheel drift and that was the beginning. They stopped laughing.

He was a thoughtful and talented young man and rather than joining a team as a driver low in the pecking order he bought a late model Maserati and together with the Cooper 1000 he showed what he could do - The art of a relaxed driving position demonstrated by his idol Fangio which he adopted. Stirling's ability was apparent at Silverton in 1950 when Tommy Wisdom asked him would he like to drive his new XK 120 in the Tourist Trophy and he did and went on to win the prestigious event. He also drove the rather glamorous Mercedes 300 SLR to victory with partner Dennis Jenkinson in 1955, winning in record time.

As mentioned in the earlier article when he won the Mille Migila, just what a significant victory it was in his motor racing career which ended in 1960. Stirling Moss won 16 Grand Prix races and drove for 7 seasons in Formula 1 and continued to contribute his knowledge and skills. This Octo clearly recalls standing in the back of our ute, we were down from the farm for the day, parked about 7 metres from the track. With a couple of straw bales to keep us safe., Moss won along with Jean Behra in second place at Albert Park in 1956 and staggered just how fast they cornered. Stirling's proudest moment was being the first Englishman to win the English Grand Prix and he continued to take part in Hill Climbs and rallies in the British Isles.

He desperately wanted to succeed in an English car and stuck with them even when there was little hope of a win, but there were some great English cars, Jaguar gave him many wins, as did the Coopers in their many guises, Vanwall, Keift and the Monte Carlo win in the Sunbeam Talbot was a high point. As a matter of interest Octo compiled, an incomplete list, of the cars he drove in his first 10 years of competition.

Aston Martin (numerous models)	
Cooper 1000 (Many wins)	Maserati (numerous models & wins.)
Cooper Climax 500	ERA G Type
Jaguar Mark 7	BRM
Cooper Alta 2.5 (Won many races)	Bristol Cooper
Jaguar XK 120	
Jaguar C Type (Many wins)	Osca (Won Sebring 1956)
Jaguar D Type (Many wins)	Mercedes (numerous models and wins)
Porsche (numerous models)	Vanwall (Won the Daily Express Trophy 1955)
Austin Healey 100 S	Keift (Won a number of races)
Frazer Nash	Sunbeam Talbot 90 (2nd Monte Carlo)

Bill Glover



Caught in the Headlights

The Octogenarians

David Buchanan

A genuine collector ... Cars, Boats, you name it!

Regular meeting attendees will know David Buchanan. He is the one who always seem to have a spare microphone in his pocket whenever our President drops the malfunctioning one onto the table in despair. You might further recall when Rob Lloyd reported to the meeting in November 2018, that he had a friend with a very sound Rolls Royce for sale for a mere \$5000. David bought it!



On a pleasant, sunny winter morning, the Octos called on David and Anne, (who was rushing out to perform a good deed), to have a talk with David about his life and cars. Whilst he does not compare in numbers of cars with a Peter Hibbert or a John Watson, he confesses to at least 30 over the years and that is probably well short of the real total. Throw in 3 caravans and numerous boats, power and sail (and he still has one of them, a ski boat with 110 HP OB), he has been a fairly busy person and that doesn't include his love of collecting anything resembling memorabilia and owning a Vespa that took him on some distant travels in his youth.

David, who started life in Balwyn, was born at St Georges Hospital Kew and has two older brothers. One lives in the UK and the other in Seymour. David and Anne's home is on the Dromana water front, on the same family block that his father bought in the early 1940's, and built a holiday house. They had their first family holiday in 1943 and David's grandmother used to take his hand when he was just eighteen months old, to cross the road to the beach in the then, very light traffic. It is unusual and interesting that David and Anne are now living on that the same block kept by the family all

these years, notwithstanding a much newer house was built in 2002 following David's retirement.

After leaving Scotch College he started a course at Swinburne Technical College for a Diploma in Applied Chemistry before deciding that wasn't for him and left to join the Commonwealth Bank and later the ANZ where he developed his accounting skills and then onto a series of roles, mostly in private enterprise, in cost accounting at places like Red Tulip Chocolates and Bowater Scott before settling into the Public service..

Anne and David were married in 1969 and lived most of their married life in Blackburn for 34 years. They have two daughters and four grandchildren. Their daughters when young, started off in Brownies and Guides but changed to the more adventurous Scouts, which culminated in involving David assisting in the activities at Box Hill, as a leader and committee man including the 2007 Jamboree, not to mention his involvement in School committees etc. He has also been member of first Apex then Rotary for many years, serving in several roles.

David has owned eight VWs including two 1600s one of which was the now very collectable fastback. He has had a long love affair with Toyota Corollas as daily drivers for Anne and himself and through the years has made a speciality of collecting Morris Minors (he calls them his hobby cars) all eight of them. All but one were Morris 1000's, two were utes. He does all his own maintenance and in many cases substantial rebuilding.

The Octos were met at the driveway by the well preserved, gleaming white 1971 Rolls Royce Silver Shadow which David has now owned for 18 months and has found himself to be quite in tune with the problems of English cars after a life with the eight Morris Minors and three Land Rovers. He says the RR bears similarities in mechanicals and electronics to the more humble cousins, although slightly different in power with its thumping 6.8 litre V8 that starts first touch and settles into a gentle low rumble.

The RR has fluid rear suspension (similar to the Citroen,) operating at 2000 PSI and coil front suspension. (David suggested a bomb shelter might be appropriate when working on the rear suspension) The Rolls sports a 108 litre petrol tank to use 100 octane fuel but seems very happy with 98. The car has all the usual

RR adornments including Spirit of Ecstasy atop of a gleaming tall vertical radiator grill. It is a big car giving the impression of solidarity, grace and power.

David had some "tidying up" to do when he purchased the car. A new set of fitted carpets from Sydney after the old lot had experienced a drowning from window and windscreen leaks, which he fixed. The electrics were working intermittently but that was only due to faulty connections. One door mysteriously locked itself, but using the complete set of workshop manuals he found in the boot, he was able to insert a wire into the right place and unlock the door and as yet, there has been no repeat of the problem. The boot also contained a complete set of light globes and other spares which no doubt will come in handy.



Sitting behind the Rolls on the driveway, was a very desirable 1955 Morris Minor 1000 grey in colour with a black convertible top, in very good order, both inside and outside. A very nice car which, if you can find one in good order, are becoming very sought after. The Octos didn't make it into the back yard, the lure of coffee/tea, cake and biscuits upstairs over-looking the bay had too strong an appeal, but we understand there is another Morris Minor [just needing tidying up] and a MM parts car and two utes, both non-goers, one of which will be off to a family friend for restoration. There are also several other less-than-complete MMs which at various times, have come from an old mate of David's. The Octos suspect there is probably plenty else in the backyard but that is for another day and a discovery exercise in itself!

As usual the Octos had a very pleasant morning with a Club member who obviously has a special knowledge and skill with cars that he has learnt over a long period of time, and someone who has given a lot back to the community he has lived in... Many thanks for your hospitality David and the good "chin wag"!



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RECENT REVILLATIONS – Bill Revill

I Hate my Nuts!!

I got sick of my nuts! They take up miles of space in half – empty jars on the shelf, the new ones and old greasy ones were all mixed together and I never knew exactly how many of what I've got. At the last rebuild of the GT 6 I had to waste time making several dashes to the shops buy a handful of nuts and bolts due to unpredicted shortages. So afterwards, a cold Saturday afternoon in the shed set me thinking. I had some scrap timber; some old wheel spokes and I actually bought some 3 mm bar from OneSteel – about 3/4 metre length. Construction is straightforward – drill holes, stick sticks in, use liquid nails or similar on the sticks or they wobble. Construction time is 2.5 to 3 cans of VB (savoured not slurped!)

See the pix – I now have space for sizes from 3/16 " to 'large' in seven rows - old nuts, new plain, new nylon, half height nyloc, plain washers and spring washers. A quick visual check shows how many are available for each job. It has a thread test bolt on the end so you can quickly check what size nut you're holding. Of course there are three boards, one each for UNF, UNC and Metric although quite a few washer sizes are interchangeable.

So the world is at peace again and I'm back in a nut – friendly relationship. Now the bolts come next....!



Easy to read manuals and wallcharts

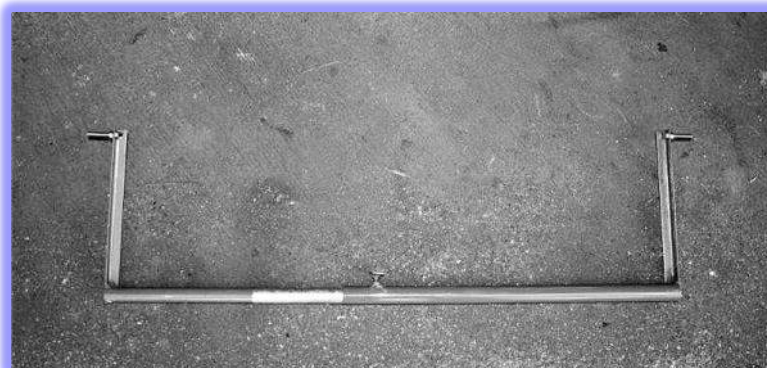
It's worth remembering that OFFICEWORKS have an excellent printing service which can be very useful to those of us who are optically challenged. They can print enlarged copies of documents for very reasonable prices: I recently got a copy of the TR 2 Part Manual (over 200 pages) printed in A3 size – much larger and easier to read than normal – for the price of a good bottle of Scotch. Similarly if a major component rebuild is taking place, OFFICEWORKS offer an A0 plan printing service. This can blow a normal A4 page up to over a meter square and can be used as a wall chart. For a cutaway diagram or assembly chart, this provides a giant drawing for easy reference – and they look good as well!!! For example, I was rebuilding my Weber carbs... lots of tiny gaskets and seals. So I got an A0 wall chart printed – and then everything became clear! A line drawing such as a cutaway can be printed for less than \$3. A poster with pictures included (see photo) is less than \$10. The photo shows a page of Motor Sport magazine in original size, A3 and A0.



Toucan Toe- in Gauge

Checking toe is a standard job but needs to be done carefully. This needs a gauge to do it right. This one was easy to build – see the photo. Key is one piece of tube that fits in another, both about a meter long. Weld on two pieces of angle or square to allow the top bolts to be half wheel height above the ground (300 mm). Drill a hole, weld a nut on, stick a bolt in the nut and weld a bit of scrap on top as a handle.

Use is easy – straighten the steering wheel, rest the tubes on the ground and touch the top bolts on the wheel rims – first the front, then the back, measure it up and fiddle the front links as needed. Toucan? That's because you'll drink about two cans of Fosters in the time it takes to make it!



150 YEARS OF NEWS FROM THE HERALD -- 1840 to 1990

Mike Hurd lent me his "coffee table" book with the above title. One needs a magnifying glass to cope with the broadsheet print size reduced to fit the book. It makes for fascinating reading and something one can pore over for hours of front page local and world headline stories of the day, including two world wars with associated stories of our "Diggers" in areas of combat, the Depression and the trail of ruin that was felt by millions around the world, Federal and State politics, [nothing seems to change!] major events of celebration, especially visits of Royalty over the years, the 1956 Olympics, Sputnik in 1957, the assassination of John Kennedy in 1963, the Vietnam marches—you can go on for ever! Remember where you were for these events? The book is full of photos of the day including the success or otherwise, of our touring cricket teams especially in the Bradman era.

I have pulled out an advertisement I thought pertinent to us as car enthusiasts and of particular appeal to our "Studebaker boys." Note the style of the advert.

Mick Daddo

Taken from the Melbourne HERALD newspaper Thursday August 23rd 1934

STUDEBAKER --- A wonderful performance!

"The Union Oil Company of America desiring to test a new oil, selected a new 1934 Studebaker, with a relay of drivers and a schedule of 1000 miles per day for 60 days, was fixed to the 60 days. The 1934 Studebaker covered 60,183 miles at an average speed of well over 40 MPH including all stops, in itself an astonishing performance. Even more astonishing is that when the cylinders at the end of the 60,183 miles were examined at the Californian Institute of Technology, the wear in fact was so negligible that the car could have done another 60,000 miles without reborring."

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OF 1934

Duty and tax laws in Australia meant many cars from England and Europe were imported into Australia in rolling chassis form with a scuttle, bodies were then made and fitted by local body builders. Designs used were often copies of the factory cars.

Research identifies there were more than 20 such body builders across Australia, some quite large and some just one skilled tradesman.

Riley cars were one of the English manufacturers who used this system. Bodies were constructed with a timber frame and then skinned in Steel, Aluminium or Fabric, Open and Closed body styles featured and as such because the bodies were hand built they all have differences. ie no two bodies are exactly the same.

Club member Keith Morrison's car is an excellent example of cars from this era.

The car is based on a 1932 Plus Ultra 9 series chassis no: 6015966 from the factory, the body was built by J W Downing of Fiveways, Woolloongabba, Queensland. It is understood that Bertie Beatson, Riley's representative in Australia at that time took a Factory Plus Ultra 9 Tourer to the Brisbane Agricultural Show in 1932 which Downing secretly measured and copied details to build the local car.

Downings were the Riley agents in Queensland and as well as body building operated a major motoring organization until sometime in the 1970s. They were also regular participants in motor sport as the attached photos show.



Riley 9 Plus Ultra Tourer Chassis No 6015966 back in Queensland for Riley National Rally 2018



6015966 at Whites Hill in December 1950.



6015966 at Lowood (Qld) in 1950-51

Acknowledgements. Some of the text and both the Historic Racing Photos from the Collection of Matthew French of Queensland are from the recently published book *Australian Coach-Built Riley Cars* by David Trunfull

Drag racing, hot rods, boats, motorbikes, and cars. Part one.

As a hot rodder, David Kisby became Australia's National and Victorian Champion in 1971, but before that, let's look at drag racing in the 1960s. Over the years saw David, his drag racer on a trailer, driving to championships along the east coast of Australia.

David's determination strengthened as he built the racer, transporting, and generally showing it at various events. Availability of equipment and motors was limited to what was available in Australia. An unusual aspect of racing but because most other racers contended with what they could find in Australia wasn't good enough hence importing whatever David needed to continue his career. He was game enough, and his resolve saw him import what he needed from the U.S.A., which was the Chevrolet Corvette engine.

Finally realising his folly in this sport, he began another journey, this time with hot rods which led David to take the engine from the dragster and put it into the Hot Rod.

In those days, drag racing and hot rodding were fledgling sports.

As part of the challenge of constructing his hot rod, David built the chassis and suspension. He was involved in the design and building of the wheels also modifying a Dodge Torque Flite transmission. The Ford sign on the front of the hot rod took a day as he traced and cut it to shape.

Due to family commitments, and further education, the hot rodding came to an abrupt halt but not his love of cars.

In more recent years, in 2004, David bought a basket case of an Austin Healey. That love has remained as he spent a lot of time, effort, and energy, rebuilding it from a shell to the car it is today.

Apart from these sports, in particular, were adventures in boating with his family; and motorbikes whereby he rode within most states of Australia, and adventures in Tasmania.

David has enjoyed a varied range of racing cars, bikes, boats, but today, it is a Mini Cooper S, and the Healey that keep him entertained.

Since he was 16 to the present day, David Kisby owned 24 motorbikes, 41 motor cars, and still counting.



Letter to the Editor

I'm a new member and haven't had the chance to attend a meeting yet due to Corona.

I have a 1965 Holden HD that has been resprayed and reupholstered. Need assistance or contacts for completing the rest. Will use Darren's exhausts for the exhaust. Will need engine put back in, but it has copped a bit of rain on it from where it has been stored. And then brakes would be handy lol. Also the doors are not on properly as I have big gaps etc.

Know anyone who could assist me to complete this project I have been working on for the last 7 years? I took it all apart myself when I first bought it. But the fun part is getting it back together lol

Please see pictures attached of what I'm dealing with. Ps. Please don't judge me for letting the brand new spray paint job get this dusty! Had new seals put around doors but when I wash it water leaks into the doors.

Kind regards,

Alyce Fogarty Email: alycejenna@hotmail.com



CLUB MERCHANDISE For Sale

POLO T SHIRT	\$30
RUGBY TOP	\$40
JACKET (Sleeveless)	\$45
CAP	\$15
BEANIE	\$15
GRILLE BADGE (Metal)	\$30
CAR STICKERS	\$1-

All these items may be purchased at monthly meetings or ring Rob Lloyd on: 0407 833 878 to Arrange purchase at McCrae



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 RENEWAL REMINDER



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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**

Bugatti an Italian born French citizen produced many cars in his lifetime but never received the Government support that Ferrari, Maserati nor French and German car makers received. And there are endless stories about this extraordinary man. One of his most interesting but little known cars was the Type 59 Sports. It started life as a racing car built to challenge the might of the two Italian manufactures as well as the rest of the world. The car was raced in 1934/ 35 and was of 3257 cc capacity with twin Zenith carbies and Roots Supercharger putting out 250 BHP at 5000 revs. He used a 4 speed dry sump manual gearbox and 4 wheel mechanical brakes.

The car was raced extensively for twelve months winning the Belgian Grand Prix and a third place in the Monaco Grand Prix. Bugatti, as was his want, retired the car from racing and commenced work on turning it into a sports car with what has been described as “the ultimate sports car with a magnificent looking body.” He removed the supercharger reducing the power output and shortened the chassis and restyled the body. The car sported the famous piano spoke wheels, a wooden dash, a rounded tail that covered the spare wheel, very shallow side doors and aero screens, The car when first presented at the Grand Prix du Cummings a race for sports cars caused a tirade of complaints. In the eyes of some officials it was a barely converted racing car. It passed the rules but in some official circles it did not adhere to the spirit of the rules, but it finally was accepted and raced as a sports car in 1937 mostly in the hands of Jean Pierre Wimille winning many races including wins in Algeria and Rheims.

One of Bugatti’s personal friends was King Leopold 111 of Belgium , the King owned many Bugattis and in 1938 the Type 59 there were only 6 racing cars built, it is known that 4 were converted to Sports cars. The car was passed to the King, the circumstances of the exchange is unknown, whether the king purchased the car or it was given as a gift is lost in the mists of time. The car was now painted a beautiful black with gold pin striping.

A young Belgian named Stephene Falise owned a Type 37 Bugatti and hankered after one of the very rare Type 59 Sports, like that owned by King Leopold. The story has it that he plucked up courage and wrote to the King asking if he could buy the car. The king agreed to sell the car but unknown to Stephene the King had him checked out by his security people before agreeing to sell. He became the proud owner of one of four Type 57 Sports.



Unbeknown to me until recently is Formula SAE, derived from the 'Society of Automotive Engineers'. This is a University motor sport competition started in 1980 by the SAE student branch of the University of Texas.

The competition is open for University students to design, build and compete in organized motor sport. It is intended to encourage and promote engineering expertise in automotive engineering.

The original SAE Formula restricted engine capacity to 600cc with an inlet manifold diameter of 20mm to reduce the maximum speed to 85 mph. This motor sport event includes motor kana through various markers with handling, breaking and accelerating tests along with driver ability. Circuit racing is very close and competitive albeit with the maximum speed reduction imposed. One American manufacturer built a SAE Formula car with a \$30,000 budget and achieved 0-60 mph in 3 seconds and the driver experienced 1.5G's under acceleration with the top speed at 85 mph. This 600cc engine with a 20mm inlet manifold was super charged and ran on ethenol.

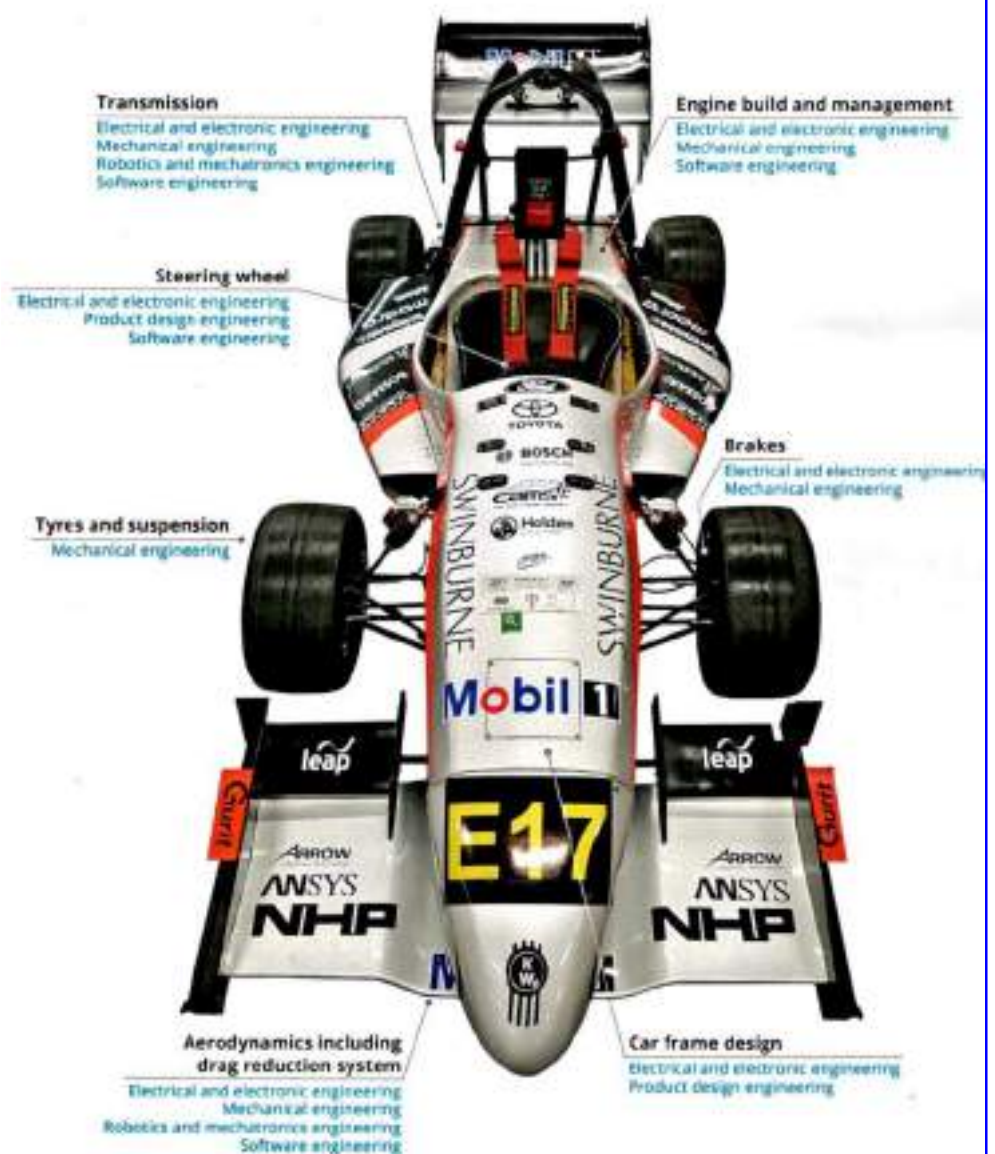
There are now 2 classes of SAE, one for internal combustion engines and one for electrical motor driven cars.

Electric motor driven race cars were introduced in 2008. Melbourne University students had one of the first electric driven cars entered in the annual SAE competition. SAE competition is held at Winton Raceway each year. The last event at Winton Raceway had 34 cars entered from 28 Universities including Australia, New Zealand, India, Japan, Pakistan and Poland.

I had a very long and interesting conversation at the 2019 Winton Historic meeting with the Swinburne student SAE team at their marqne and greatly admired this beautiful race car as shown here. I was completely blown away by their presentation and passion in their formula race car. It is a 4 wheel electric drive car with all the very latest technology from aero dynamics. anti lock braking, traction control, kevlar body construction and on and on it was told to me the redeeming features of this very attractive race car.

What really impressed me is that every faculty at Swinburne University is represented, from mechanical and electrical engineering to advertising, marketing, aero dynamics, computer science, electric battery systems design, communications, race strategy, management and so on and so on. What a new world we are living in.

I very much enjoyed the old world but this new world is very exciting for the young. My Grandfather had a motor engineering business in Richmond, he saw the first motor car and then man land on the moon.



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.

WANTED

A Club member moving house is seeking temporary storage for a beautiful Cadillac, obviously in a more generous than usual space. The car obviously justifies adequate protection and security. He is prepared to pay a reasonable price, and flexible fairly much anywhere in our most usual membership area. Please contact me, and I will connect you with the owner.

Geoff Bartlett, 0419 547 823 or helen-geoff@bigpond.com



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1963 Rover 95 - white with red interior, currently fully registered and in very good condition. This car has been well maintained and has a new interior and many new parts. The car is for sale for \$7,500.00 with a RWC. Please call Peter Browne on 9787 1473



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.

1949 Mercury Convertible Coupe.

There is something about this rare 1949 Mercury convertible!

Maybe it is the sleek shape with a menacing stare. Maybe it's the voluptuous curves and lashings of chrome that have attracted so many customizers and hot rodders to this model. Maybe it's the liberating experience of driving with the top-down and the summer breeze in your hair. Maybe it's the sonorous tones that emanate from its flathead V-8. Whatever it is, this Mercury has the quintessential elements that make cruising in a classic automobile so enjoyable. The 1949 Mercury convertible was added to our fleet in 2013.



The search for the Mercury would have to come from the USA as so few exist in Australia & I wanted a car that did not require a major restoration. I advertised in various American publications for a convertible in complete condition and only requiring a refurbishment. The advertisements drew a number of enquiries and led to the car eventually being bought.

It was rust free, had been dry-stored in Arizona having done 61,336 miles, a new tan convertible top, all the parts and chrome work in place.

It still has its original 255 cubic inch (4.2 litre) flat head V8 and gearbox with electric overdrive. They were in fine condition and only required cleaning. The drive train & steering components were in great condition too.

The restorative work was ensuring the car was properly rust proofed, having the exterior repainted as well as completely stripping and redoing the interior. A reproduction fuel tank was also installed.

The car has retained its left-hand drive configuration.

Out on the road the big car just purrs along. It is a great cruiser, especially with the top down and has proved reliable and safe.

The big Merc was also a draw card at the 2015 Motoclassica event.

FOR SALE.

1949 Mercury Convertible restored LHD in good stock running condition.

255 Cu" flat head engine & 3 speed manual gearbox with electric overdrive. Interior stripped & renewed with authentic fabrics & colours. A reliable touring car that has been enjoyed by our families!

Chassis # 9CM-24506 VIN # 9M76-1030 48 01. Selling unregistered, Club Permit not transferable.

Price: Offers around AU\$95K. More photos can be e-mailed.

Peter Hibbert Victoria Australia MOB: 0419 800 122.

E-mail: peter_hibbert@bigpond.com



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