

The CRANKHANDLE

**MAY
2021**

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.



The Grierson's Prized .1973 Ford Wagon–Genuine One OwnerSee Page 6....

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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:
crankeyeditor@gmail.com***

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5986 5454 / 0407 290 434

liam@hutchinsonautomotive.com.au

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

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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
Brian Niblock
Steve Lloyd **
Eric Evans **
Peter Bradbury **

** Deceased

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

All's Soap box



All's soapbox.

Hello everyone.

There is not a great deal of news since the last issue of the Crankhandle except news on past events and there are reports later in this issue.

Cars and coffee is very well attended and is enjoyable for everyone. Come along and join in we would love to see you.

We hope you are enjoying the outings that have been held and once again I thank the events co-ordinators John and Chrissy, for their tireless efforts in organising these outings.

We are getting closer to being able to hold general meetings at the hall.

We will keep you informed as things develop and we are hopeful that it will be in the near future.

Please keep an eye on your emails and the newsletter for upcoming events.

When any of our members is not enjoying the best of health it seems the natural thing is to wish them well here in the crankhandle. Members are not named for privacy reasons and also we do not want to cause offence by failing to mention someone by name. However we wish all our members who are not well a speedy recovery and hope to see them out and about at club activities.

Trivia.

Around the traps you see a lot of people upgrading braking systems. One of these is fitting dual circuit master cylinders for safety reasons. While this comes under modifications requiring engineering certification, it is more often done without. While this seems like an easy thing to do, it is not that straight forward. I am not suggesting you do this but here is an explanation of the functions of master cylinders so that you know how they function. Here is the second part of my article.

The Master cylinder PART TWO

Last month we looked at the general function of a master cylinder.

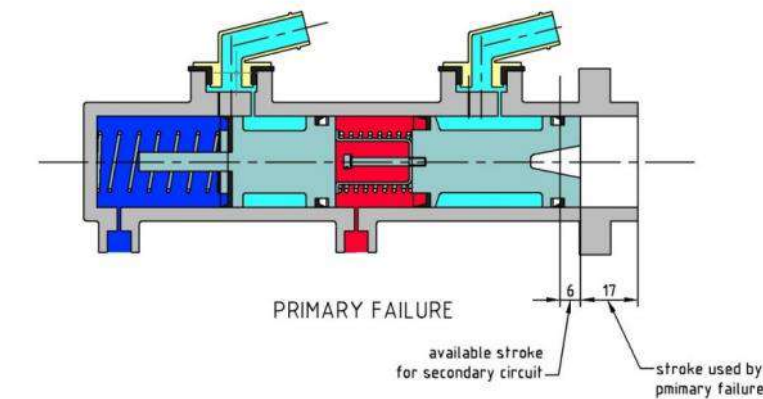
Now let's look at a simplistic explanation of what a dual circuit master cylinder does in a failure.

Ignoring the effect of the springs which are not of interest here.

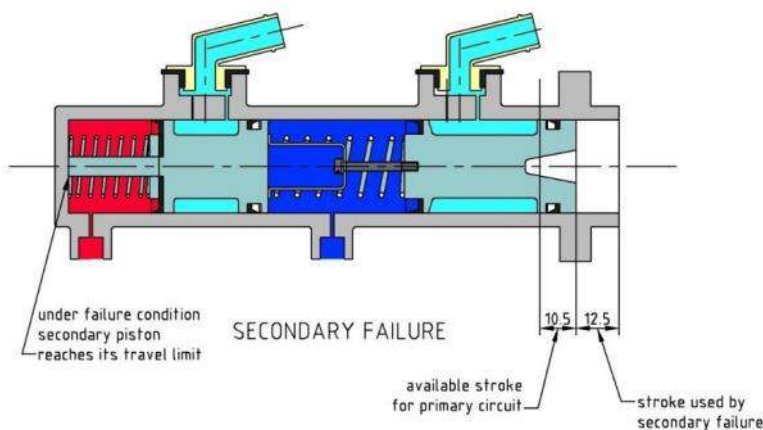
From the diagrams you can see that both pistons can only travel a certain distance before they hit a stop.

The amount of travel in either (front or rear) circuit must be sufficient to fill their cylinders before they hit their respective stops. This includes an allowance for badly adjusted brake shoes etc. Now consider the front brakes have lost a hose or some other failure. As the

pedal is pushed the piston assembly pushes fluid into the rear wheel cylinders, when they are full the pressure in the master cylinder rises and the primary piston pushes fluid into a broken hose. As there is no resistance the primary spring compresses until the piston hits its stop.



The hydraulic coupling has failed but the mechanical backup now takes over and applies the rear brakes with the remaining 20% of pedal left. The point at which the primary piston hits the secondary must coincide with a maximum of 80% pedal travel. This is OK because the rear wheel cylinders do not require much fluid to activate them.



A similar scenario happens if the rears are lost.

As the pedal is pushed the primary piston pushes fluid into the rear brakes, but there is a leak so the piston assembly moves forward until the secondary piston hits its stop. At this point the pressure increases in the primary circuit and the front brakes are applied. The amount of travel in the primary (front) circuit must be sufficient to fill the front calipers before it hits the piston in front. The point at which the primary piston hits the secondary piston must coincide with a maximum of 60% pedal travel. So in a rear hose failure the front brakes are applied with the remaining 40% of pedal travel.

So you can see all of these characteristics are very important.

Some M/C's have the primary and secondary circuits reversed but the principles are the same.

You need to dismantle the M/C and measure these parameters to confirm your selection.

They are all different.

The stroke lengths can be altered to a particular application. The bore and stroke needs to be adequate to fill and activate each circuit and have about 20% travel in reserve in case of a circuit failure.

Allan Tyler.

COMING EVENTS



SUBJECT TO VICTORIAN COVID RESTRICTIONS

MAY

- Tues 4th Monthly General Meeting, **TEMPORARY NEW LOCATION**. Rosebud Memorial Hall. 994 Point Nepean Road, Rosebud. Beach side of the Road opposite 6th Ave. This month the hall is occupied by others till 7:30pm. **Please don't enter the Hall till after 7:45 for an 8:00pm**. QR code attendance recording will be implemented. Committee members will be on hand to assist if you have difficulty with this
- Tues 11th Committee Meeting, Mornington Caravan Park as usual
- Tue 18th Carsn'Coffee Mornington Golf Club 9.30 onwards
- Thur 20th Visit to Cranbourne Botanical Gardens Cnr Ballarto road and Botanic Dr., Cranbourne. Meet at Bunnings Mornington Carpark 10.30 am OR meet at Main entrance of Gardens at 11am. There is a Kiosk there for eat in or Takeaway, Or BYO your picnic lunch. Any Queries John Becker 0411 202 911

Past Event - Club Run to Fort Nepean Thursday 25th March 2021

We were running a bit late on the way to Bunnings to meet up with everyone. We noticed all the cars going in the opposite direction, so a u-turn and some "loud pedal" saw us at the tail end of the group.

We continued on to the Sorrento reserve where we regrouped with more members waiting to go onto Fort Nepean. Julie had a bit of trouble with her car, but looking under the bonnet by one of the members and a quick fix it was all good to go. So we left for Fort Nepean and arrived in the lovely sunshine and found the car park and a great picnic spot.

We all set up our chairs, and some used the tables provided and everyone had their lunch and chatted. The sixteen cars that arrived were lined up in the sun, shining away and we had the usual admirers. After lunch some members went for a walk around the old buildings reading about the history, and down to the beach to look at the view. It was just perfect.

We had a great day, the last to leave was around 3pm. Thanks to the thirty members who attended.

Thanks to John and Chrissy for organising the event, and Charlie Cassar for taking over the reins at the last minute as John was unwell.

Christine Tyler.





Caught in the Headlights

The Octogenarians

The Grierson Family.



Unfortunately, our esteemed leader Mick Daddo, was unable to lead us at the last moment, so Octo Bill and Octo Ray had to bumble on as best they could. Here is the result.

We arrived at the Griersons's, a tranquil three acre property close by the Mornington Race Course. What was once an estate of domestic homes, is now surrounded by encroaching horse stables.

Twin brothers, Murray and Ian, are descendants of a father and three sons who departed from England arriving in 1840, and settled in Mornington, making them amongst the first settlers on the Mornington Peninsula. They expanded their holdings across the Peninsula including Hastings and Moorooduc, and in later years, blocks of land in Main St Mornington, where Mornington Bush Nursing Hospital / The Bays Hospital now stands. Murray and Ian, were the first babies to be born when it became the Bush Nursing Hospital.

Murray and Helen were married in 1970, and have two daughters and four grandchildren. They see a lot of them. One gets the impression they are very close family. Helen is a keen historian.

The homestead is impressive, and even more so when one realizes that the twin brothers, Murray and Ian, built it themselves. A feature interior wall of patterned bricks, carefully selected by Helen., and the western red cedar vaulted ceiling. A remarkable achievement that is something to behold... This home took the brothers two years to build.

On arrival at the homestead we were greeted by a green, with black top 1973 Ford Wagon, purchased new out of the showrooms by the brothers. It still looks new. A remarkable achievement, this is a desirable car, but as Murray remarked the lack of air con and power steering tends to take its toll. There is a very nice white B series Range Rover two door, an unusual model, in great condition. And a newer addition is an immaculate also Silver 1981 Mercedes Benz SE previously owned by members John and Shirley Steele, plus a modern Honda.

One had the feeling that the three current Giesons comprise a very formidable team. Their father Bert established a very successful Joinery business in Main Street Mornington. The business built many utility and truck bodies on T and A Model Ford chassis, and was an important cog in the development of Mornington and later, together with his sons built many homes in Frankston including some very prominent public buildings.

Murray and Ian continued the business, Ian holding the Builders Licence. Following the building boom, Murray and

Ian branched into designing and building “en suites” which were then becoming popular. The brothers went first to state school in Mornington then to high school in Frankston travelling each day in the big semi trailer Reo bus. Upon leaving school they joined their father in the Joinery and building business. Their father was a great traveller, he built one of the earliest fifth wheelers, powered by a with a 4 cylinder Humber Hawk engine prime mover. The cab was extended to accommodate Murray and Ian. In 1955 their adventures led them first to Perth and then far outback where mud and water proved almost impossible obstacles. During this first trip they were away for three months.

Other adventures with the Turners (Joyce Turners in-laws) in the outback are legendary, on bush tracks, pulling caravans with inadequate tow vehicles. They were pioneers in this form of travel. The current Grierson family, Murray, Helen and Ian, continued this love of travel; Ian travelled extensively overseas as did Murray and Helen including many trips into the interior.. They continued the family tradition by designing and building a motor home themselves based upon a MAN coach, which demonstrated their renowned skills and it contained every comfort, and lined with exotic timbers.

Murray and Ian were great sportsman, both on the tennis courts reaching regional champions at long Island and later they had success at the squash courts, both in Frankston and Mornington , where they built Squash Courts in Main Street containing three courts, quality change rooms, a Pro shop’ and leisure areas, which were acknowledged as the best in the state.

They operated the courts from its opening in 1966 until they were redeveloped in 1989.

The brothers spoke fondly of Club member Roger Howes, having known him for almost a lifetime. They had many adventures and projects together, and rate his mechanical abilities very highly. They were also friends of the late respected Life Member Laurie and Joyce Turner, both families being original business people in Mornington.

The family have owned a number of cars thru’ the years. Their father bought an FX Holden, (number 9 off the production line) in 1949 , followed by a six light Rover 75, a 1962 Nash Rambler, which Laurie Turner converted to RHD, quite a feat at the time.

Octo Bill asked Murray his view on life and his reply was not surprising .

“Make the most of each day”wise words indeed... in other words “get on with it” as the famil have done since 1840. Ian’s recent illness with Facial Cancer has shaken the trio, but as one would expect of a Grierson , he will not let it beat him. ...

The Grierson family history, and their contribution to the settlement of the Mornington Peninsula, should be formally recorded for posterity. Helen is doing her upmost to achieve this end. The story of this remarkable family is too important to be lost.

SUGGEST A CAPTION COMPETITION

Readers would have seen a photo on page 7 of April’s edition. It showed my 2CV Citroen (2HP, 600 cc motor and weighing 600 kgs) hitched to our caravan (loaded wt 1300 kgs).

Noting that “the camera never lies” (?), it’s not a good towing set-up. One might ask – “ Is le tail wagging le dog?” The angle of my photo makes the 2CV look bigger than it is.

Anyway I’m glad no smarty-pants sent a caption in French.

From the small number of entrants, Ron Townley won for his words - “ Glory without power.” Ron won a bottle of French wine which will be presented next meeting, hopefully on Tuesday 4th May.

Thanks to all who emailed me their entries. Naturally, no correspondence will be entered into nor are bribes allowed.

In this issue, another photo – possibly of a Citroen’s FWD under-carriage. Please email your witty, funny captions to my email (petandwozspin@bigpond.com) by 15th May (Ed’s deadline for the magazine each month).

A bottle of fine French wine will be presented to the winner at June’s meeting – with much fanfare.

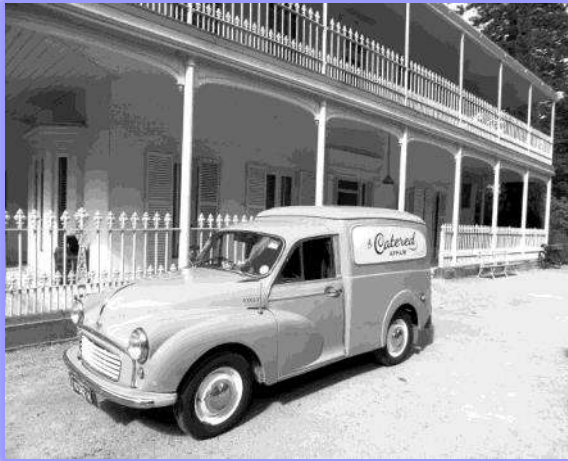
Warwick Spinaze

P S Please email me any odd / weird car photos for future editions of this caption competition



Back to the 60's - Paul Lucas

In early December “Molly” The Lucas Lunchbox was transported back to her youth in the 60's and renamed ‘The Catered Affair’ on the film set of The Modern Miss Fisher Murder Mystery's, at Como House in Melbourne. It was a very interesting day seeing what goes on behind the scenes to make these programs, as well as the \$\$\$\$ remuneration. I was told there are going to be lots of filming in the coming year requiring vehicles from all era's as props and street scenes etc so if you are interested I can put you in touch with Molly Morrison (no relation to editor Keith) who sources vehicles for the film companies, to put your / car details on her database



Singer Le Mans wins an OLYMPIC GOLD MEDAL at the 1936 Berlin Games.

On the 1st of August 1936, Adolf Hitler officially opened the Berlin Olympic games. Hitler had ordered a motoring event into the Berlin Olympics and was thus named, "The German Olympic Rally". It was intended to showcase to the world the German automobile superiority of Mercedes and Auto Union entered in the rally. The Berlin Olympics heavily promoted the Nazi Party and the stadium was draped in Nazi flags and symbols with Hitler watching nervously and irritated as Jessie Owens wins his 4th Gold medal.

Hitler's motoring event would showcase to the world the very best of the German countryside starting at the Cologne control under banners of Swastikas and Olympic rings.

The event attracted 125 competitors from all over Europe, England and America. The rally commenced on the 22nd of July in Cologne and would end in Berlin with the triumphant driver being presented with the gold medal at the Olympic stadium. There were ten checkpoints on the route, some more than 200 miles apart along the 2000 mile event, with points accumulating for cars completing each section each day and arriving on time at the checkpoints. The event would finish at the Avus track in Berlin.

The sole entry from Britain in this event was Miss Betty Haig driving her 6 cylinder 1.5lt Singer Le Mans, her navigator was Barbara Marshal, Miss Haig's flatmate. Miss Haig was the daughter of Field Marshall Haig in WW1. Miss Haig had been rallying for only one year before entering the 2000 mile Olympic Rally. Starting out from Birmingham UK, 500 points were credited to her rally logbook having come from outside Europe. European and German entries were credited 400 points for entering. Miss Haig later reports, "we travelled along the banks of the Rhine to our next control in Heidelberg then for more than 160 miles we followed the twisting winding road to the new Reichstauobahn, one of the finest new motorways in the world set amongst the gently undulating country, this new road has been designed to harmonise in a pleasing manner with the countryside through which it passes".

From Heidelberg and Stuttgart then south to Friedrichshafen, Lake Contance and through the Bavarian Alps on narrow roads through German villages. Miss Haig and her navigator endured heavy rain at times but still pressed on and it was not till they headed north did the weather improve. Arriving at the Annaberge control, where, apparently the people had not seen a car like the Singer in their lives, crowds swelled to such proportions the Police had to be called. The Singer pushed on hard to Berlin where the atmosphere was even thicker with Olympic symbols and in brilliant sunshine, Miss Haig in the Singer Le Mans arrived at the Avus Track amidst the dashing uniforms which surrounded the final control and being the first car to finish with a total of 2,162 points taking out the Olympic Gold Medal. Another embarrassment for Hitler, so the medal ceremony was quickly rescheduled from the Olympic stadium to the Avus track.

The Singer Le Mans maintained a high average speed, without mechanical trouble of any kind throughout the event to win the first and only Olympic Gold Medal for motorsport. [shades of Cliff Young, Melbourne to Sydney marathon, don't stop! keep going on to the finish line.]

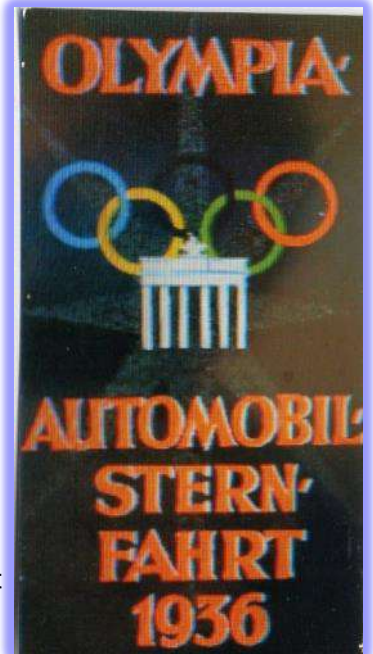
Betty Haigs Singer is shown here in the foyer of the Savoy Hotel in the UK having been restored from a box of parts and bits. I am indeed lucky to drive my Brothers Singer Le Mans in Historic Winton each year, great fun to drive. It was found as a rolling chassis in a paddock in Tasmania and given another life, albeit with a grey Holden engine, as has the Singer race car Nedloh 1.

Allan Lowe.

(See "Women in motorsport from 1897 to the present day".

<http://speedqueens.blogspot.com/>

ed)



Past Event - Peter Bradbury Mystery Tour 2021 .

This years "Peter Bradbury Mystery Tour" was held on Friday the 19th March with 9 club cars (19 members) meeting up at the Mornington Bunnings car park including 3 new members. Paperwork was handed out to all participants with the route directions only, no questions, but with a comment to be observant around the circuit as there will be a number of formal questions to be answered at the Rye hotel prior to lunch.

The weather was fine and the vehicles rolled out at 10.30 am for a 2 hour jaunt to Rye. Not having to stop on the side of the road to find answers to questions, the drive was quite relaxing, while still keeping your eyes peeled for notable signs, objects and places of interest on the way that may come up as questions later.

Arriving at the Rye hotel, we met up with another 9 club members who joined in for a very nice lunch held in the Blue Water Room which made a total of 28 members sitting around and having a good chat. When all were seated, organiser Geoff Bartlett produced a sheet containing 15 questions that really got the old grey matter into action. Great questions, some obvious others quite clever and challenging. On the final count, our Pres Allan and wife Christine came out on top with 10 correct answers and another trophy to take home.

Well done Geoff for a very good and safe event that has set a high standard, and I am sure that the formula will be copied for future similar events. Allan & Chris as the winners, it's your turn next year to organise this event, and I believe a good precedent has been set for such an event.

Brian Evans





Musings from
MAX
with
Max Caddy

It is wet, cold, and not a day for outside activities. My cars are clean inside and out, NO to gardening so if I do venture out it will be between showers and with a degree of reluctance.

I thought it might be a good day to jot down a few thoughts that may be of interest to you.

Member, Michael Hurd, found a nice Mercedes advertised by club members Hugh and Anne Webster. I went along

with Mike to view a very nice original 1981 Mercedes 2020 sedan. A good price, a good car that presented well. A few odd and ends that required attention, but nothing major. After a test drive, a no haggle deal was completed.

The car is to stay in the Hurd family and to be used as a regular vehicle necessitating transferring the club plates to full registration.

Hugh and Anne also own a nice red MG-B which to my knowledge has never had the hood down. Interestingly, I received a positive comment from member Clive Watkins who was travelling with me to Balnarring, the sun was out and I pushed back the soft top of my MGB-GT and he saw that as being very favourable.

Whilst I'm on MG's, Mick and Ruth Daddo are still awaiting delivery of their new SUV MG. The initial delivery time of 4 weeks has blown out, such is the demand for these vogue MG's. On a recent coffee run across to Balnarring beach with Rob Lloyd, Greg Knox and Clive Watkins, we parked our red MG's parallel to a new 2021 MG SUV. The proprietor of the coffee shop was very willing and proud to show us over her new example of her MG - Very impressive, NICE!

Now a little nostalgia.

Do you remember the Vauxhall Vagabond? Back in my Coburg days I would regularly see a red Vagabond convertible driving along Sydney Road in all its splendour. Apparently Wally Alan owned one in his youth. Another car of similar vintage was the Mark II Ford Zephyr convertible. At the time, a fantastic looking vehicle and considered a girl magnet. These cars were way ahead of my humble ownership of a 52' Morris Minor convertible. The girls did like the wind in their hair experience. My hair just blew away.

One final classic vehicle not readily sighted these days is the Austin Atlantic, not sure of their year of manufacture, however they were quite unique and advanced. Members Bill and Carol Vaughan owned a black one. They also owned a white Austin Healey, still do, and as the Atlantic had the same motor there was a degree of attraction.

They did not keep it long term, although it was a smart looking car. Long time members Bruce and Elaine Bone had a lovely white model in their fleet. Sadly both have now moved on to that great garage in the sky.

Another day, the sun's out and I have just enjoyed a nice run across to the western port side of the bay in my MG.

To those members attending the Run up the hill and down the hill. My best wishes, to all other members, drive safely, good health and happiness.

xxoo for the girls Max

Bon jour Warwick Spinaze

Over 150 franco-auto-philes turned up for a long weekend of renewed Citroenian friendships, some of which span half a century. There were many gorgeous cars to admire.

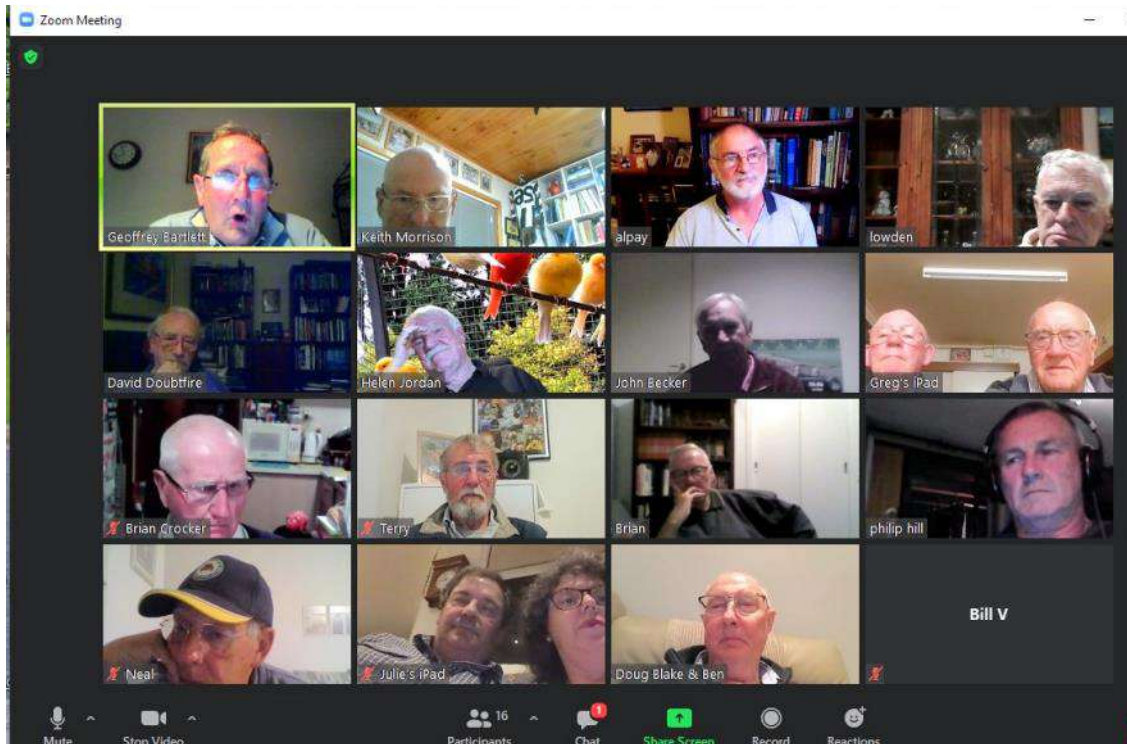
Several members made the trek from interstate. A well-organised program included a show 'n' shine, a 140 kms observation run, a BBQ and 2 dinners.

Peter Robinson, a world-class motoring journalist, was a rivetting guest speaker. He is a Citroen enthusiast as well.

Many members later joined a 10-day guided tour of S W Victoria after the Cit-In.



Minutes Summary – SPC&HCC – ZOOM General Meeting – Tuesday 6nd April 2021



Meeting opened at 7.36 pm by President, Allan Tyler.

Attendance: 21 participants were recorded during the Zoom session.

Apologies: Rosemarie Thiele Paul Lucas Rob Lloyd

Minutes of the previous meeting published in the Crankhandle

No business arising Moved to be accepted- Col
Jordan Sec-Greg Cripps

Correspondence In/Out since last general meeting

In- Emails re Incorporation which has been paid and up to date Magazines from clubs which the editor has forwarded to members

Moved to be accepted - Doug Blake Sec- Keith Morrison

Treasurer: Paul reported that we currently have a total of \$27370.06

Moved to be accepted-Brian Evans Sec – Geoff Bartlett

Membership: David reported that that we have a total of 252 financial members

Past Events: Picnic at Point Nepean enjoyed by all that took part

Coming Events: Over the top 19th April, 21 cars taking part

General Business: Discussion took place re Red Plate MY GOV site and continued mistakes on registration up loads at Vic Roads. The removal of the Palm Tree in front of our meeting hall has taken place. President Allen notified members that Frank Little had a major stroke and was being treated at Monash Hospital . We wish Frank a full and fast recovery

Meeting closed- Allan closed the meeting at 8.25pm

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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

MAY

T HOWARD	S ROSENHAIN	C WATKINS
R HUDSON	M JAGEURS	D McPHERSON
B TIDD	G CLIFFORD	J VOGT
B OSBORNE	G BONNIFACE	J PEEL
G BOWMAN	R RICE	K SAYERS
L STAMPTON	J WATSON	P WELLWOOD
F LEES	D NASH	

JUNE

C JORDAN	S KNIGHTLEY	B LESLIE
C SCHWERKOLT	L STAMPTON	B CROCKER
E NEILL	R BARTON	M GALLICHIO
J JONES	J MASON	D MASON
B NIBLOCK	T OPIE	F PYE
I PYE	J SMITH	R NASH

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**



DARREN McGRATH
Proprietor

Factory 2/5 Newington Ave

**MUFFLER AND EXHAUST
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Whilst spending a few days with a mate and his wife, he gave me a copy of the ' **Antique Automobile Club America** ' magazine, 1963, Vol. 27. No. 5., to read in bed. The magazine was damaged and there wasn't any reference to contact to seek permission to publish the story featured below.

After reading the article I began to think about life in general, and thought of the odds that this car of such significant historical value, survived at all, let alone in original condition, when everything surrounding was wantonly destroyed. "What is meant to be, is meant to be."

'Sir Talbot's Ford'

The tale of a 1915 Ford Couplet
by Ken Stauffer.

In 1915, Sir Talbot Ewart, a nobleman who lived in Ossining, New York, purchased a new Ford Model T Couplet from Jackson Ford in Ossining, and he and his new bride almost immediately departed on their honeymoon in the car. Two years later, Sir Talbot's wife died quite suddenly and the Ford, a family favourite, was put up on blocks never to run again.

Sir Talbot had Rolls Royce, Marmons, Cadillacs, etc. through the twenties and thirties. All came and went, but the Ford still remained on blocks. In the late 1950's Sir Talbot passed away, leaving no heirs. The estate fell into the hands of the public Administrator of New York State.

The local youngsters vandalised and wrecked the mansion but never destroyed the little Ford sitting in an open garage. Not even so much as a broken window.

AACA member Albert d. Nippert, who lived nearby and had known of the automobile for several years, pursued the search to find a way to purchase this automobile in haste. He finally found the right man in the New York City office of the Public Administrator and negotiations for purchase were made with the usual red tape.

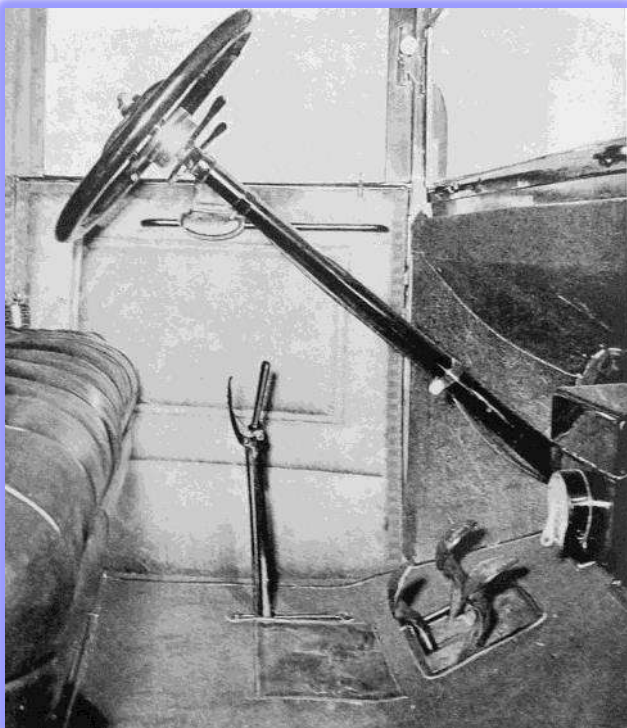
When he finally purchased the car and went to pick it up, he found the original 1915-16-17 plates and registrations in the garage.

Two weeks after Mr. Nippert had purchased the Ford, the mansion and all out buildings were demolished to make way for housing development on the estate. The original site now contains some 52 houses.

After getting the automobile home, research on its history and details for an authentic restoration began. It was in fine condition due to its having had so little use. Under the varnish, the original blue and black color scheme was still visible. All upholstery and the top were leather, contrary to other Fords of this year with the exception of the Town Car. Restoration was done by Wilkinson and Sharp, Feasterville, Pennsylvania.

Mechanics of this 1915 rarity are as follows: two passenger convertible-type body, the top capable of being raised or lowered in two minutes. Engine is the standard Model T version for that year – four cylinder cast enbloc with a 3¼ X 4 inch bore and stroke; Thermo-syphon circulation and vertical tube radiator; Ford flywheel magneto ignition and planetary transmission with multiple steel disc clutch for high; 100 inch wheel base, traverse springs and 30 X 3 inch tires in front and 30 X 3½ inch in the rear; Headlights were 9 to 18 volt Magneto bulbs, while the side lights and tail lights were still kerosene.

The car featured full leather interior, a floor rug instead of the usual rubber mat, a full leather top with headlining, a collapsible turtle deck which opens from the rear rather than the top and windows that raise and lower on leather straps with folding arms to cover openings after the window is down.



Octo Bill happened upon an old copy of Crankhandle dated June 2002 and enjoyed the names from the past. Don Robinson was Pres., Greg Cripps was VP, Ray Beagley was Secretary and Noel Meates was Treasurer and a couple of old Octos were on the committee.

One interesting article featured "Toowoomba or Bust" the story of the Model A rally, Shirley and Tony Howard's epic trip to Toowoomba ... at some stage things got a bit hot until Tony released the handbrake but the rest of the journey was almost uneventful, except for a blown head gasket and a cracked head, otherwise almost completely trouble free! That was before their next year's trip to Perth.....and nearly 20 years later they are still doing it. They must be as tough as the Model A!

The committee were obviously trying new ideas, one known as the TIDG.... The Technical Information Discussion Group" who proposed that a meeting would be held in the "small room adjoining the main hall during supper time so that members could partake in something hot!" The first discussion presented by Ray Wageningen would be on "the use of multimeters in an automotive environment."

Testing the Vanguard Mark 111 "Estate Car"

Bill Glover

In the February edition of 1957 "The Autocar" the newly released Vanguard Estate Car was tested at great length, nearly ten years after the Vanguard Sedan was first announced to a growing motoring public. Few Estate Cars were imported into Australia. The flexible and reliable engine which also found its way into the Ferguson Tractor, powered the Vanguard giving it a very good top gear performance. The vehicle had a three speed box with synchromesh on all gears and as an extra, a prospective buyer could order a factory fitted Laycock-de Normanville overdrive. The tester was critical of clutch judder when taking off in first, and mentioned "windup" between the front wheels and the steering wheel.

A 14 gallon petrol tank was unusually large for its day, and the tester remarked that the "estate" body gave rise to considerable wing noise but an unlikely inclusion for its day was an efficient heater and demister. The glove box lid came in for criticism, having to open and close with a key (like earlier MG's B's and a its real pain...BG)). Like all "The Autocar" road tests it reported fully, the weather was 50/55 degrees, with a strong crosswind and dry tarmac surface.

In the mid 50's the writer helped a friend who had a Standard franchise to drive two brand new Vanguard sedans on trade plates from Melbourne to Maffra. One car was a petrol model and the other a diesel powered car, the first to be delivered, and it was specially ordered and purchased by the driver of the local diesel rail motor. The diesel car's performance was "diesel like" and very sluggish, compared to its petrol counterpart.



A bulbous race car from the 1930s was expected to be the most expensive car with the Porsche name ever sold at auction. But the sale was marred by a confusing mix-up on the auction stage.

Technically speaking, the Type 64 isn't really a Porsche because the company didn't yet exist when Ferdinand Porsche created the car in Nazi Germany. But its role as the ancestor of today's Porsche sports cars is clear, and it was expected to sell on Saturday for as much as \$29 million (US \$20m).

But the California auction, with bidding that went as high as \$25 million, ended with the car remaining unsold. Auction sellers often have an undisclosed minimum price below which the car will not be sold. That figure, called the reserve price, was not reached.

The Type 64 was based on one of Ferdinand Porsche's earlier designs, the KdF-Wagen. The Kraft-durch-Freude-Wagen (which translates to "strength through joy car") was supposed to be an inexpensive automobile for German families, something the Nazi government could celebrate as an achievement for its people (RM Sotheby's)

The trouble started at the RM Sotheby's Monterey auction as soon as bidding on the Type 64 started.

In videos posted online of the event, the auctioneer called out an opening bid of US \$14 million but the large screen behind, which showed the current bid price, showed US \$30 million.



Many in the audience gasped and others laughed. It was unclear from the auctioneer's voice that he was, in fact, saying "-teen" and not "-ty." The problem continued right through US \$14 million, which was displayed as US \$40 million then US \$15 million was shown on the screen as US \$50 million. The board read US \$70 million before the auctioneer realised the trouble just behind him and asked for it to be corrected.

Some in the audience booed as the price was corrected. After that, the bids stopped coming and the sale was hammered to a close at US \$17 million dollars.

It was an honest mistake, RM Sotheby's said in a statement, and it wasn't staged. "We take pride in conducting our world-class auctions with integrity and we take our responsibility to our clients very seriously. This was in no way a joke or stunt on behalf of anyone at RM Sotheby's, rather an unfortunate misunderstanding amplified by excitement in the room."

The first Type 64 was built to compete in a Berlin to Rome road race scheduled for September 1939. (RM Sotheby's)

If the car had been allowed to sell for US \$17 million, that would have been the highest price ever paid for a car with the Porsche name. Had it sold for US \$70 million, the price mistakenly shown on the screen, it would have been the most valuable car of any kind ever sold at auction by a wide margin.

The Type 64 looks a little like a child's clay model of a modern Porsche. It was Ferdinand Porsche's early attempt at designing a sports car with the engine in the back. This was the same basic idea the Porsche car company would use in its first car, the 356, and later in the 911.



"If you put anybody with passing knowledge of automobiles in front of that car and asked them what it was, they would probably say 'Porsche,' because it's really pretty obvious," Leslie Kendall, curator at the Petersen Automotive Museum in Los Angeles, said in the weeks leading up to the auction.

The Type 64 was based on one of Ferdinand Porsche's earlier designs, the KdF-Wagen. The Kraft-durch-Freude-

Wagen (which translates to "strength through joy car") was supposed to be an inexpensive automobile for German families, something the Nazi government could celebrate as an achievement for its people. It never went into large scale production during the Nazi era but, after the war, it would become known as the Volkswagen Beetle.

The Porsche family was allowed to keep this particular Type 64 and it was driven extensively by both Ferdinand and his son Ferry, who would later create the 356. Ferry applied the family name to the front of the car. In 1947, this Type 64 was restored by the Turin, Italy, auto design and manufacturing firm known today as Pininfarina.

The Type 64 looks a little like a child's clay model of a modern Porsche. It was Ferdinand Porsche's early attempt at designing a sports car with the engine in the back. (RM Sotheby's)

Porsche saw the potential for a racing car based on the KdF-Wagen's rear-engined design. Having the engine in the back put weight over the wheels that propelled the car, helping with traction when on slippery roads and while accelerating. In the hands of a skilled driver, a rear-engined car could also take tight turns without the weight of an engine up front pulling the car's nose outwards. Of course, it did tend to pull the tail outwards and could make the car spin around, one of the inherent hazards of this type of design.

The first Type 64 was built to compete in a Berlin to Rome road race scheduled for September 1939. Its chassis and engine were borrowed from the KdF-Wagen, but the engine was altered slightly, boosting its output to 32 horsepower. That was a respectable figure for a car of its size and weight at the time. Aircraft construction technologies were used to make the lightweight alloy body

On September 1, 1939, German armed forces invaded Poland, sparking World War II. The Berlin-Rome race never happened. The factories that were to have built KdF-Wagens for German families were given over to producing Porsche-designed military vehicles instead. Only one Type 64 had been built by this time, but a second was completed later.

The fuel tank protruded into the passenger footwell, which necessitated the passenger seat being mounted 30 cm back and closer to the centre of the vehicle in a staggered configuration.

The Type 64 shares the same flat-four-cylinder air-cooled engine from the Type 1 Volkswagen, but was tuned to 32 horsepower through the use of larger valves, dual carburetors, and a higher compression ratio in preparation for the 1,500-kilometer Berlin-Rome endurance race. (RM Sotheby's)

The one sold in Monterey was, technically, the third car, but it was built on the frame of the first after it had been crashed by a Nazi-era Volkswagen executive. The second Type 64 was confiscated by Allied forces after the war and crashed soon after. It was later rebuilt and is now on exhibit at a museum in Hamburg, Germany, after spending some time at the Petersen Museum.

RM Sotheby's said that it is continuing to try to close a sale on the car.

With CNN

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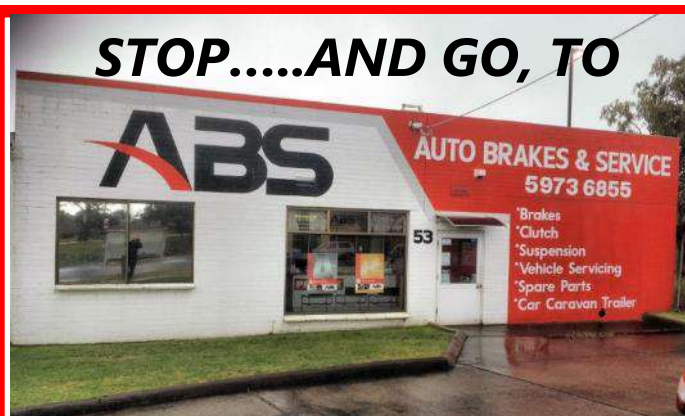


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