

The CRANKHANDLE

**JULY
2021**

Newsletter of the Southern Peninsula Classic and Historic Car Club Inc. A00011676Y
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The Crankhandle is sponsored by the Bendigo Bank

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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.



After 5 Years these legendary Octos' are hanging up their Pens and Cameras

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inside*

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Bendigo Bank

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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Contact: *Liam Fenney*

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

COMMITTEE OFFICERS

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LIFE MEMBERS

- | | |
|-----------------|-------------------|
| Geoff Anderson | John Watson |
| Ray Beagley | Max Caddy |
| Greg Cripps | Bill Glover |
| Ray Gardini | Charlie Cassar |
| Tony Howard | Brian Niblock |
| Noel Meates | Steve Lloyd ** |
| Lawrie Turner** | Eric Evans ** |
| Don Robinson | 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



Hello everyone.

Well what can one say other than "when will it all end". We are only a car club and it's impossible to plan anything with certainty. How hard it must be for someone trying to run a business. But this is not the right forum for me to stand up on the soapbox and rant, although the temptation is there.

We can only hope that things improve.

The committee continue to plan events and keep the affairs of the club in order regardless.

Some of our events have been cancelled or rescheduled so please keep an eye on your emails.

AOMC/VicRoads

There are some proposed small changes to the Club permit scheme as listed below.

1. *Change the eligible age of permitted vehicles to 30 years, with some concessions for buses and military vehicles.*
2. *Requiring evidence to accompany applications for club permits (incomplete application and renewal forms) In some cases clubs are not providing correctly completed forms to the authority.*
3. *Providing for new penalties for offences of the operating conditions of the club permit and penalties for specific offences for logbook obligations*
4. *Introduce a definition for a replica vehicle for the purpose of vehicle eligibility for the CPS to mean a light motor vehicle that is an individually constructed vehicle that resembles, as close as practicable, the appearance and dimensions of the equivalent production vehicle*
5. *Adjust permit fees to see parity with full registration fees.*

These changes will not affect our club except the last one. The permit fees would be brought back into line with full registration on a pro rata basis probably in the order of \$100 for 45 days and \$190 for 90 days.

This run is worthy of a mention.

Echuca Hub run in October this year.

If you are interested in participating in this event please contact the coordinators

Stuart and Ann West.

Ph. 0409700904

I look forward to seeing you at the next outing be that at our next meeting or the next outing.

Allan Tyler

More Trivia. (From AJ)

Here is a most interesting article about a custom car.

Credit for the article to The Studebaker drivers club: Turning Wheels • January 2005

A Noble Vision - 1959 Stude-Benz SL Prototype The Hybrid Studebaker / Mercedes Project

Part 1

EDITOR'S NOTE: A few years ago Richard Oehrli, former Studebaker designer (1956-1958) and living in the Czech Republic, wrote and asked if we knew anything about a car designed by Jack Ryan a car combining styling cues from Studebaker and Mercedes Benz. I recalled reading an article about this car in Car Collector January 1981 and I sent him some details from the article from that magazine. Mr. Oehrli was fascinated by this unusual custom and he wanted to know more. Two years ago he visited Los Angeles and managed to find the name and address of Jack Ryan's partner in the project. He forwarded that information to us and asked if we might write an article on the car for 7W. Not living close to Los Angeles, I phoned Paul McKeenan and asked if he could find out more since the present owner of the car. Nick Gutsue resides not far from Paul. The story behind the car follows Please note that this project was not company sponsored or initiated, but a private individual's creation. Art Unger

By the middle of the 1960s, the upstart Mattel Company's new and innovative genre of toys had elevated them to prominence in their field. Brilliant product engineering based on cutting-edge technology was at the foundation of their success. This became recognized and acknowledged throughout the engineering world, and widely beyond their own industry. It was so innovative that "How would Mattel do this?" became a common spur for problem solving as well as a means of expressing peer admiration. Mattel was the ideal of R&D creativity, resulting from rethinking basic design methodology. This attracted an influx of eager engineers from many other industries, and aerospace was notable among them. The tongue-in-cheek reason of why we are not yet vacationing on the moon - is because the rocket engineers went to work for Mattel! Indeed. Mattel resembled a NASA field laboratory.

Taken from an interview with Nick Gutsue

Jack Ryan, the charismatic Vice President and director of Research and Development for the Mattel Toy Company, purchased a Packard Hawk for his wife in 1958. Mr. Ryan was so impressed with the car that he shortly added its mate, a Golden Hawk, to their stable for his own driving pleasure. In addition to his talent in electronics and mechanical design, Ryan had been an automobile tinkerer from his early youth. By the time he retired, he had been awarded a mountain of patents spread throughout many fields. But one of his greatest desires to design a production automobile - was still eluding him when he gave Barbie her cotillion in 1959.

At that same time he met some Packard executives at one of his own extravagant social events ("gatherings" as he liked to refer to them) at his estate, which was the second largest of that sort in Los Angeles. In getting acquainted, he learned of their concern for their continuing employment.

A redundancy in executive positions at Studebaker-Packard would certainly result if Packard would have to be retired. This possibility was being rumored as it was dire financial times for the company. A shot in the arm to boost corporate image and perk interest in their products would certainly be beneficial. S-P had recently acquired the exclusive rights to import, distribute, and sell Mercedes-Benz automobiles in North America. But beneficial public recognition of this combined association, and meaningful profits from it would not be instant. It would take time for market establishment and prestige to trickle down. The M-B association alone, it would seem, had no way to effect either S-P's image or the bottom line in time to be of help in retaining their positions. Might there be a more timely solution?



FUTURE EVENTS



JULY

- Tues 6th **Monthly General Meeting** (zoom)
Tues 13th **Committee Meeting**
Tues 20th **Cars'n'Coffee** at Mornington Golf Club 9:30am onwards.
Frid 30th **Christmas in July** Lunch at Kirkpatricks Hotel Esplanade Mornington. 12 noon. To be held in a separate function room. So far, bookings have been quite slow but we need numbers for this event to go ahead.

To confirm your intention to attend, please contact Allan and Janet Lowe awlowe1@bigpond.com
or 0468 411 083

AUGUST

- Tues 3rd **Monthly General Meeting** venue or zoom to be advised.
Tues 10th **Committee Meeting**
Tues 17th **Cars'n'Coffee** at Mornington Golf Club 9:30am onwards.

NB: If we have a run of fine days, we may organize a coffee run to Flinders, details will be emailed.

SEPTEMBER

- Tues 7th **Monthly General Meeting** to be advised.
Wed 8th **Visit to Joe Caleja's car collection.** (Apex Steel) A magnificent collection of cars and bikes
4 Cojo Place Dandenong South.
Meet at Bunnings Mornington carpark for car pooling. 9:15am for 10am at Dandenong South.
Tues 14th **Committee Meeting**
Tues 21st **Cars'n'Coffee** at Mornington Golf Club 9:30am onwards.

Future Event - Hub Run at Echuca Monday 18th to Friday 22nd October 2021.



We are currently asking for **expressions of interest** for a club Hub run to Echuca from Monday 18th to Friday 22nd October 2021.

On the banks of the Murray River and only two and a half hours from Melbourne Echuca and the surrounding area has beautiful weather at this time of the year and offers plenty of activities both day and night.

Some of the activities we are hoping to organize are the Great Aussie Beer Shed, Lockington and District Living Heritage Museum, a Wharf Heritage Walk, an ecological boat trip of the Murray River, the Holden museum and the Billabong Ranch live show. Of course no trip to Echuca would be complete without some sort of wine tasting. For those wishing to stay longer other activities include paddle steamer rides, fishing and golf. There is some beautiful silo art in the area.

Some of us have decided we will be towing our caravans and staying in the NRMA Holiday Park (1800555640) @\$45 a night per site. 7 nights for \$270. There are also self-contained cabins available (some sleeping 4 people). Each price is different for the cabins and they are filling up fast so get in quick if you choose to go this way.

For those driving either a classic or their registered cars and wishing to stay at a motel, The Nirebo Motel (03 54822033) is from \$110 a night for a double, \$130 for queen and \$155 for a Queen and single room . Breakfast is not available.

Both the caravan park and the hotel are within walking distance of town and only a 15 minute walk over the bridge from town to the Moama Bowling Club.

Please contact Stuart West on 0409700904 or Ann West 0428882540 for further information or to put your name on the list.

Future Event - "Christmas in July" Friday 30th July

At 12.00 noon on Friday 30th July the Christmas Luncheon is to be held in the upstairs Function Room at Kirks Hotel on the esplanade Mornington enjoying panoramic views of Port Phillip Bay.

The Function Room is accessed off Canterbury St. and via the 16 steps of the original grand staircase to the Function Room which has full amenities to serve private functions.

A classic Christmas lunch is planned, serving roast vegetables with the meat of your choice such as roast pork with crackling or chicken with gravy or vegetarian if preferred. There will be a menu to choose from on the day.

Desert will be individual Christmas Plum Pudding served with Brandy Source.

Tea or Coffee will be served at the table following the meal, with maybe a chocolate or two.

The cost per head is \$30 with drinks at bar prices. Kirks are going to Christmas dress the Function Room to add atmosphere to the occasion.

Please reply with your intention of attendance to Allan Lowe awlowe1@bigpond.com

or Janet on 0468411083

I would appreciate your booking at the earliest possible date, so that we can inform Kirks of sufficient numbers to ensure the luncheon date with them is to happen.

Allan & Janet Lowe.



SUGGEST A CAPTION COMPETITION

I've had only a few entries despite my magnetic charisma, persuasive speeches, riveting articles, global advertising, reminders, bribes, unforgettable reputation, and political savvy.

June's photo was the inside of a car's front suspension with an "embedded" rusty ratchet spanner.

The winner of a bottle of French wine is Barry Osborne "I knew it was there. I just couldn't remember where I'd left it."

With some covid luck, the presentation will be at 6th July general meeting.

Competition no 4's photo is a futuristic sculpture from the 2016 Goodwood Festival of Speed in the UK. Thanks Geoff. The race cars on those steel spikes are full-size replicas.



Please send your brief witty funny captions by email to Warwick before 14 July (petandwozspin@bigpond.com)




Some Joy and Wisdom from Joyce

A Point Of Interest

An article in last month's Crankhandle inspired my interest—the Swastika on the hubcap of the Krit.

Knowing that it was an ancient symbol I thought I would check it out..

This symbol has been found on Byzantine buildings, Buddhist inscriptions, Celtic monuments and Greek coins. The symbol was widely used by North and South American Indians.

It was adopted in 1920 by the National Socialist Party of Germany. They changed it from being a religious ornamental sign to becoming the most hated symbol of evil known to man. The Germans or Nazis tipped the symbol from  to . Who Noticed? Oriental and American Indians  used the anti-clockwise version.

Joyce Turner



Jokes:

My Living Will

Last night my kids and I were sitting in the living room and I said to them: "I never want to live in a vegetative state, dependant on some machine and fluids from a bottle. If that ever happens just pull the plug"

They got up, unplugged the computer and threw out my wine. The Little Beggars!!



Still groggy after an operation, the patient was in an agitated state, "Nurse" he moaned, "I heard the surgeon use a four-letter word and it caused me great distress."

"What did the surgeon say?" asked the nurse, "OOPS."



AS I GET OLDER, I REALISE:

- #1 - I talk to myself, because there are times I need expert advice.
- #2 - I consider "In Style" to be the clothes that still fit.
- #3 - I don't need anger management. I need people to stop ticking me off.
- #4 - My people skills are just fine. It's my tolerance for idiot's that needs work.
- #5 - The biggest lie I tell myself is, "I don't need to write that down. I'll remember it."
- #6 - I have days when my life is just a tent away from a circus.
- #7 - These days, "on time" is when I get there.
- #8 - Even duct tape can't fix stupid - but it sure does muffle the sound.
- #9 - Wouldn't it be wonderful if we could put ourselves in the dryer for ten minutes, then come out wrinkle-free and three sizes smaller?
- #10 - Lately, I've noticed people my age are so much older than I am.
- #11 - "Getting lucky" means walking into a room and remembering why I'm there.
- #12 - When I was a child, I thought nap time was punishment. Now it feels like a mini vacation.
- #13 - Some days I have no idea what I'm doing out of bed.
- #14 - I thought growing old would take longer.
- #15 - Aging sure has slowed me down, but it hasn't shut me up.
- #16 - I still haven't learned to act my age.

LAUGHTER IS GOOD.



Caught in the Headlights

The Octogenarians

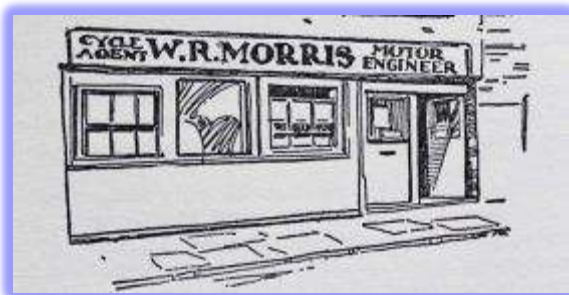
The Octos are finding it worrying that they cannot keep up with their monthly contribution partly due to the ever-ongoing Virus restrictions not helped by aging bodies. They are suggesting they go on to an ad hoc contribution... when we find a member who is willing to be interviewed, we will gladly fill our obligations. but if any member or group in the Club would care to take over the monthly segment the Octos would be delighted.

The MG Story.....Part 1

During the lockdown the writer finished all the library books he had to hand, so resorted to the bookcase and picked out a small, but well written book by Kenneth Ulyett and published in 1960 by Stanley Paul of London. Kenneth wrote a series of books on Jaguar, Porsche/Volkswagen, Triumph and Mercedes Benz, all titled "The Companion Series" and made to fit into a glove box. It is the "MG Companion" that the writer is reviewing.

Kenneth Ulyett covers the earlier years of MG and the influence of both Arthur William Morris (Viscount then later Lord Nuffield) and Cecil Kimber had on the whole English car manufacturing business. Of course we all know that MG stands for Morris Garages, and rivals say that the first MG "Old No 1" as it was known, was nothing better than a "hepped up" Morris, but this was far from the truth.

Morris was born in 1877 into fairly modest circumstances, despite descending from a very long line of the gentry, and went to the local village school. He left school to be apprentice to a cycle maker. He completed his time as an apprentice but when he asked for a pay rise, was promptly dismissed, so he opened his own cycle business in Oxford.



As a young man, Morris successfully raced bikes at all distances. To save money he rolled his own cigarettes and much to peoples concern, continued the practice

into his seventies.

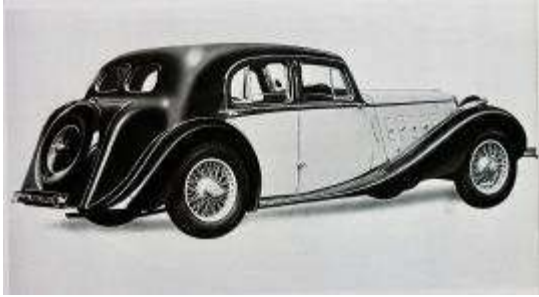
He ventured into making cars with reasonable success and in 1922 was joined by Cecil Kimber who stayed for 24 years and went on to become General Manager. He was very influential in the progress of Morris Garages in the creation of the MG name and its subsequent success. Morris used Hotchkiss engines in his successful Morris Oxford and ended up buying this progressive engine builder. Morris had a gift of picking the best of young designers and engineers. He prospered.

Cecil Kimber (Kim) used a French designed engine to power what became the first MG. He first developed the Chummy by increasing power and using specialist body works to produce a lower profile and people began to notice how well the Chummy sold.. More sporty looking cars evolved until he developed a new car with modified chassis and lively engine, thus the MG was born. He was the driving force behind the establishment of the MG as a world brand. Between 1961 and 1971 they sold half a million MGs, the majority going to the USA. Kimber personally designed the famous symbol of the octagon badge which adorned the MG. The author Ulyett, lists some of Kim's friends including Malcolm Campbell, Captain G.E.T.Easton and Freddie Dixon, all top drivers, and the list goes on. Kim was famously known as a game fisherman, a renowned yachtsman, trial driver and of course, as a motor racing driver and a great story teller.

Mr L F Pratt who supplied bodies for Morris cars, supplied a sporting body for Mr Morris's own private Morris which he loved and only then did he relent and allow sporting bodies to be fitted to his cars. This success really forced Morris into the sports car business. Kimber continued to push the MG brand using an OHV engine which first appeared in 1925 and two special trials cars were built in the following year. "Old no 1" appeared in 1929. It was the first MG. He



created a series of different models but the real success came with the MG sports cars. The largest MG built



was the WA 2.6 Saloon, built at the works in Abingdon and featured in the 1938 London Motor Show. Some of the traditionalists did not take to it but the general public loved it however, WW2 hindered its development. The MG midgets using 850cc engines, broke a record when Capt. Euston reached 103 mph in 1928. MG sports cars became very popular with RAF and USAF flyers stationed on English air bases during WW2 and following the cessation of the war, many US personnel took them back home to USA, establishing a strong market for the marque.

As early as 1930 six MG J2s were supplied to the



Lancashire Police Force and later in 1936, specially modified bored out MGs were built for various UK police forces and as late as 1967 when the writer was in UK, MGB GTs were used by police as interceptors on their new motorways, but always found the Aston Martins a bit of a problem! The writer can recall one Friday late afternoon, en-route to London, sitting on a steady 75 mph plus in the GT on the motorway, overdrive engaged, seeing flashing lights behind me, only to be overtaken by at least 25 mph by David Brown himself, happily sitting beside his peaked cap chauffeur.



The MG went through a golden period with the creation of the K3 Magnette in 1933, the first foreign car to win their

class, being 1st and 2nd in the under 1100 cc class in the Mille Miglia beating 80 plus competitors, driven by Capt. Easton and Count Lurini, A K3 also won the Isle of Mann trophy the same year. Many great cars followed, including the supercharged PB of the "Cream Cracker team" in 1938. In 1951 Stirling Moss drove the EX 181 to a world record of 245mph, a beautifully streamlined car and Phil Hill repeated the feat the following year by taking all short distance records at 250 mph.

Lord Nuffield was a most remarkable man. He did not make friends easily but always maintained a wide variety of interests and in his lifetime gave 27 million pounds sterling (1960 value) to various chosen charities and guided many charitable institutions throughout his life as well as creating a motoring empire. In 1938 during the Polio epidemic, he visited a hospital using an iron lung as part of the treatment and thought he could do better, so he built one then went on and produced 1700 which he donated to hospitals throughout UK.

Between the three Octos, the MG was our car of choice. Bill and Ray both had MGB GTs and Mick owned a well restored MGA which was almost the writer's favourite car of all MG.s. The K3 was the best and at Rob Roy, the only two the writer knew, shone. Ray purchased a very dilapidated car painted a terrible two tone and completely restored it, and I mean "completely" I recall hundreds of little plastic bags, all carefully labelled, each one containing a screw or bolt. The car was finished with professional paintwork in dark blue, a credit to the art. The motor was really worked over, fully balanced with lightened flywheel, reworked electrics, quality sunroof and was a delight to drive and a beautiful restoration. No MG should ever be painted two tone! Mick's car which completed a number of RACV rallies, had undergone a complete restoration and was amongst the top A's in the state. Octo Bill's family B GT (Barbara's school bus) was purchased new out of the London Showrooms whilst working in UK, returned home with us and only went to middle son Guy in Darwin two years ago, having lived its life in Mt Eliza for over fifty years and effectively, still a one owner car!



I have in my vehicle advertising playing card collection the above two playing cards which at first glance look to be the same. Another look and it is obvious the brand names are different. However, a closer look reveals that the spark plugs depicted are quite different!

This got my curiosity going, as in the past I go for the Doctor(s), Google and Wikipedia. However, what I found did not prove the supposed connection between these two Company Brand Names.

KLG Spark Plugs

Kenelm Edward Lee Guinness MBE (14 August 1887 – 10 April 1937) was an Irish-born racing driver of the 1910s and 1920s mostly associated with Sunbeam racing cars. He set a new Land Speed Record in 1922. Also an automotive engineer, he invented and manufactured the KLG spark plug.

A member of the Guinness brewing family, and a director of the company, he lived and died in Putney Vale, and was buried at the nearby cemetery, bordering Putney Heath.

Beginnings in motor racing

Guinness's interest in motor racing began whilst at Cambridge University, as riding mechanic to his elder brother Sir Algernon Guinness.

His first major race as a driver was the 1907 Isle of Man Tourist Trophy. His Darracq retired early, owing to axle failure. This involvement with the closely related Sunbeam, Talbot and Darracq marques continued throughout his career. In the same year he also took part in the Belgian Grand Prix at the Circuit des Ardennes. Around this time he acquired space in a disused pub, 'The Bald Faced Stag' in Putney, London as a base for his motor-racing exploits.

From 1913 he was an official driver for Sunbeam, along with Henry Segrave. Sunbeam's engine designer, Louis Coatalen, became a friend and assisted his motor-racing career, driving Sunbeam or Talbot cars. This continued in 1914, 1921, 1922, 1923 and 1924 alongside such famous drivers as Jean Chassagne. As for many racing motorists of this era, he had commercial interests in automotive engineering; in this case being the inventor of the KLG spark plug, a brand name surviving today.

His experience in the 1912 Manx Tourist Trophy led him to develop a more reliable spark plug. The innovation of the KLG spark plug was its use of mica as an insulator. This mica was stacked in sheets and compressed by the centre electrode being tightened on a thread. These insulators gave more reliable performance than the porcelain ceramics used by others. Production of these plugs began in a small way at 'The Bald Faced Stag', supplying other racers including Segrave and Campbell.

KLG plugs developed a particular reputation for reliability in aircraft use and were in great demand during the First World War. At the outbreak of war he joined the Royal Navy, but his work on spark plugs was considered to be more valuable to the war effort and he was asked to resign.

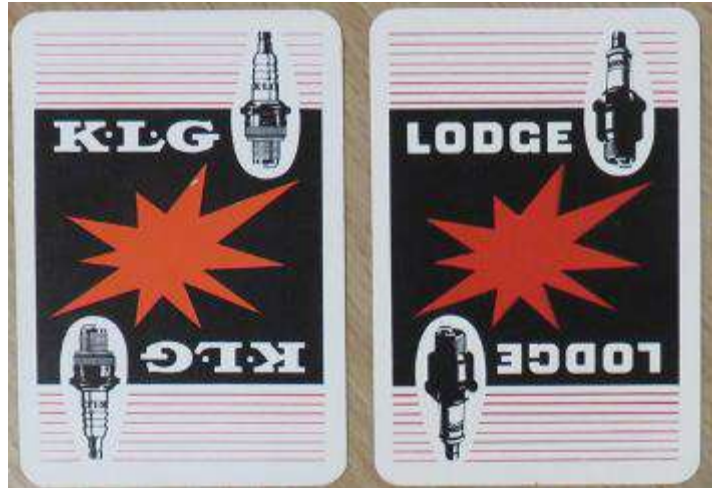
In 1919 he sold world distribution rights to Smiths, then sold up completely in 1927. He remained as a consultant. KLG's reliability was particularly attractive to the land speed record contenders and their many-cylindered aero-engines, often with dual ignition systems. Segrave's 1,000 HP Sunbeam required 48 spark plugs, a mis-fire amongst which could be very difficult to detect and replace on a windswept beach.

Lodge Plugs

The Lodge brothers were the sons of Sir Oliver Lodge, the famous scientist. Brodie Lodge was twenty-three, and had served five years in the office of a shipping line in Liverpool. Alec Lodge was a year younger, and was working in the drawing office of the Lanchester Motor Co at Birmingham. In 1903, they took out a patent for an improved system of high-tension ignition, which their father had discovered during his experimental work on electric condenser discharges. It was a "B" spark igniter using a Leyden jar. Alec looked after the technical side, while Brodie dealt with letters and accounts, doing the typing on his bed in his father's house at Edgbaston.

In 1904 They went into official partnership as Lodge Brothers, renting a one-room office at 14 New Street, Birmingham.

In 1907, they built a new workshop and offices in Wrentham Street, Birmingham, and took a stand at the Motor Show at Olympia (the second to be held). Alec Lodge's original mind was soon busily devising unheard-of ways of drawing attention to his products. At their first Show the brothers were content to stand on a soapbox in the gallery and shout themselves hoarse in praise of their ignition system, but in the following year Alec went one better and fixed an enormous plug on their stand which sparked continually and caused an immense sensation. Less inventive



exhibitors were furious, and the fact that the plug had secretly been connected with the mains was also against it. A ban was issued, but Alec Lodge was undeterred. He arranged a battery of ordinary plugs which sparked the words LODGE PLUGS, and when this in turn was vetoed, he spelled out the same proud message in lamps.

The firm had turned to selling plugs when the introduction of the Bosch magneto made their heavy coil system obsolete. This new departure was suggested by H. G. Longford, of the Sphinx Sparking Plug Co at Birmingham, who urged that Lodge should design their own plugs and let him make them under their name. At first reluctant, the partners finally agreed, and Alec Lodge's designs soon proved their superiority to the ramshackle plugs of the day. Gas tightness and insulation were his two main difficulties. To begin with he used porcelain insulators, made by French peasants, which sounds strangely amateur today. A single shoulder was seated on a soft copper asbestos washer, its top being wrapped with several turns of asbestos string secured-and, it was hoped, made gas-tight - with a brass gland nut. When plugs were returned to the factory as defective they were given a bench test on a 3 h.p. motor cycle engine, for in those days nobody expected them to stand up to the stresses of high compression.

In 1860 Etienne Lenoir used an electric spark plug in his gas engine, the first internal combustion piston engine. Lenoir is generally credited with the invention of the spark plug. Some sources credit Edmond Berger, an immigrant from Togo, with creating a spark plug in early 1839, though records show he did not receive a patent for his device. Unfortunately, Berger failed to patent his spark plug invention, so documented history points to Sir Oliver Lodge of England, whose sons parlayed the "Lodge Igniter" into a profitable company founded in 1903.

Whilst not finding any connection between the two companies, however, I did learn about the history behind the spark plug involving two companies. The power and benefit of research!

A wet trip to Licola 1954

Bill Glover



When we were first married Barbara and I bought a farm in Gippsland, 450 kms from our roots in the Wimmera and I had only one local friend when we arrived, a nice, very funny man, we had attended the same school. One night he called me and said he needed help to deliver a Ferguson tractor up to a farmer at Licola, a small timber town in the mountains. My friend and his father and later brother ran a very successful business selling Standard products, Vanguards etc. including Ferguson tractors. "Can you help me deliver a tractor, it has to be the weekend cos the timber trucks use the road during the week and that could get very hairy."

The tractor was towed by his three quarter ton Dodge ute, painted Ferguson grey with appropriate signage, a very smart outfit, but now showing signs of heavy use. My mate was very proud of the fact that he had done 100,000 miles and never changed a spark plug. The tractor was joined to the Ute, which already had 2 implements in the bed, by a heavy triangular tow bar bolted into the existing holes in the front axle of the tractor and its wheels tracked the ute perfectly; a very clever and efficient method of delivering tractors. "Pick you up down at your front gate at 7 o'clock Sunday morning. Better bring a coat!"

We owned a Fergie so was familiar with the breed and after all what could go wrong, it was not a timber jinker day and no chance of it getting "hairy"

We got half way up the mountain the weather steadily got worse and the climb out of the steep right angle bends on the narrow road was proving difficult, not helped by slushy gravel and the ute was losing both traction and power. So my mate, the driver said "I have given this a lot of thought and have a plan" "You" ... meaning me, "step out on to the road 30 yards from the bend, we will be going very slowly, stand still, don't fall over the edge of the road into the valley and keep your toes away from those big back wheels and from the back, step on to the draw bar as the tractor passes you, up into the seat and start her up.... It's all good!" - "BUT not too much throttle!"

"Got that", said co-pilot opening his door and stepping out, meanwhile the ute was really struggling, he watched as the big wheels just missed his toes and looking down into the valley below, it all seemed a little unnerving. Whilst the outfit crawled past co-pilot stepped on to the drawbar, grabbed the seat and climbed in. Hand immediately went under the dash to turn the key, foot on to the clutch, hand on the gear stick which activated the starter, selected top gear and gave it a very small amount of throttle and released the clutch.

The effect was really dramatic to say the least, the ute got an almighty shove from behind and flew around the turn and bounded up the hill. My mate shouted, "Good work Remember not too much throttle, now stay there we have about twenty more of these bends coming up" said he, now sitting in a nice dry cabin whilst tractor driver was exposed to a cloud burst..

The tractor was duly delivered and we did a number of these trips, I did not die of cold and the ute got a new set of plugs.

Barbara came with us, only once!, "You are both stark staring mad" she was usually right

Minutes Summary – SPC&HCC (ZOOM) General Meeting – Tuesday 1st June 2021



Present – number 21

Apologies – Stewart West

Minutes of the previous meeting published in the Crankhandle.

No business arising Moved to be accepted- Ray Beagley Sec-Keith Morrison

Correspondence In/Out since last general meeting

In- Emails re Hall Hire Letter from Dromana Rotary re plaque for David Buchanan (Ray Beagley to represent SPCHCC) Letter from Federation re annual fees. Brochure from Retrosound offering vintage radios.

Moved to be accepted- Brian Evans Sec- Brian Niblock

Treasurers Report – Paul reported that we currently have a balance similar to last year. A full report is available to members on request.

Paul also reported that \$804.10 was raised for the Cancer Council at Cars & Coffee.

Moved to be accepted-Richard Pye Sec – Greg Cripps

Membership Report – David reported that that we have a total of 255 financial members and 1 for approval

Regalia- Rob has sold more Jackets (must be the weather to buy, good range of sizes available)

General Business- Discussion took place re Red Plate MY – VicRoads site and continued mistakes with registration up loads at Vic Roads. Brian Crocker has personally raised this at a Ministerial Level.

Richard Pye asked about a club Facebook page.

Ray Beagley asked about club History

Coming Events AS per Crankhandle if COVID allows.

Past Event Over the top 19th April 21 cars taking part was extremely successful thanks to all involved.

AOMC Report- 21st May CPS managed by VIC Roads and Department of Transport who have amalgamated, CPS to be privatised as in the UK, AOMC looking to establish the worth or value of historic, classic and vintage car industry to the economy.

Meeting Closed – 8.55pm

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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

JULY

R CONNELL	C DICKIN	B JONES
C WATKINS	D SMILLIE	P LUCAS
S ROSE	D TURNER	C WILTON
P BOULTON	P WARREN	S WOOLLEY

AUGUST

G BARTLETT	A BUCKLAND	P KRUEGER
S PIETERSON	J WATSON	D ASKER
G BRASHER	C BEAGLEY	P McFARLANE
R HUGHES	E McPHERSON	M JAGEURS
B LANGTON		

SEPTEMBER

C HIGGINS	T HOWARD	D JONES
M JAGEURS	S ROSE	C SCHWERKOLT
J WATSON	R HUDSON	T MULVOGUE
R NASH	D PITMAN	D McPHERSON
R BEAGLEY	C CASSAR	P DONNELLY
B EVANS	D KISBY	S ROSENHAIN
D MONRO	C PITCHER	J TURNER
S COOMBS	P BECKMAN	T GUY

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**



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

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

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

FOR SALE

I recently imported a "CLOCKS4CLASSICS" Clock Repair Kit for a Smiths or Jaeger car clock.

It cost me close to \$150 to have it posted from the UK. They have a very good Website if anyone is interested.

After ordering the kit I learned that my Jupiter's Smiths Clock had already been altered by the previous owner and thus the kit is of no use to me.

I would like to offer it For Sale in "Crankhandle" and asking \$100.

It includes the optional clock oil and has not been opened. Cheers, Neil Hussey. 5975 7003

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Head gaskets for "B" series BMC that are for 1500 1600 engines Austin A50 I guess 2 Wolseley 6 cylinder head gaskets marked as 6/80 but I am not 100% sure of that and a bunch of 300 Bedford diesel head gaskets These are free to a good home and can be picked up at my factory

7/12 Trehwitt Crt, Dromana

0419511984

Regards Ray Hudson

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