

The CRANKHANDLE

DECEMBER
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

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

Website: www.crankhandle.com.au Email: admin@crankhandle.com.au

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

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



Slowly but Surely and Safely we are getting back to Club Business, Just in time for a Merry Christmas!

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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

COMMITTEE OFFICERS

President:

Allan Tyler 0409406690

Vice President:

Brian Evans 0409 639 118

Secretary:

Colin Jordan 0417 527 812

Treasurer:

Paul Lucas 0420 927 073

Membership Officer:

David Jones 0416 287 797

Events manager:

John Becker 0411 202 911

Editor

Keith Morrison 0411 127 765

Club Permit Officer:

David Doubtfire 0409 603 749

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Rob Lloyd 0407 833 878

AOMC Representative:

Ray Beagley 0414 598 614

Federation Representative:

Geoff Bartlett 0419 547 823

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Warwick Spinaze 0407 016 719

Web Master:

David Doubtfire 0409 603 749

Club Librarian

Roger Howes 0429 142 464

OTHER MEMBERS

Julie Jones 0418 144 554

Christine Tyler 0424 096 393

Geoff Bartlett 0419 547 823

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"
Morningside Gardens, 98 Bungower Rd, Morningside.
2nd Tuesday each month at 1:15pm
Tel 0420 927 073 (Paul Lucas) .

All's Soap box

Hi everyone.

At last we have been able to get out and about.

Three really nice picnics which were enjoyed by all who attended.

A few outings have been organised and held over the past month and there are more to come.

Please see the events calendar below for these upcoming events.

Our first general meeting for a while will be the December meeting at the Rosebud hall.

I hope to see everyone there.

To anyone who has a birthday coming up, "Happy birthday"

And anyone who is not feeling well "Get well soon"

Merry Christmas to all. I hope you all enjoy the festive season catching up with family and friends.

Allan Tyler



FUTURE EVENTS



NOTE: All club activities listed are planned, subject to COVID-19 restrictions & rules applicable at that time: Any changes will be advised by email

December

Sun 5 th	Bathurst 1000 Supercars
Tue 7 th	Christmas BBQ at 'Temporary Location' Rosebud Memorial Hall, 994 Point Nepean Road, Rosebud. This is Beach side, entry opposite 6th Ave. BYO: Salad, Drinks, Plates, Cutlery, Chair and Table from 5:00 pm onwards
Thu 9 th	Phillip Island Run, Lunch TBA, Further details by email
Tue 14 th	Committee Meeting
Thu 16 th	Christmas Dinner Hastings Marina 6.30pm for 7pm Start
Tue 21 st	Cars'n'Coffee Mornington Golf Club "Christmas theme", Ladies Welcome

January 2022

Sat 1 st	New Year's Day Picnic at The Briars Mount Martha 11.30am onwards .BYO everything
Tue 4 th	General meeting Back at Dromana
Tue 11 th	Committee Meeting
Thu 20 th	Breakfast - To be announced by email due to uncertain regulations
Tue 25 st	Cars'n'Coffee Mornington Golf Club
Wed 26 th	Australia Day Car Display and Picnic at Rye Pier from 11am

A Big Thank You from The Editor

Thinking back I sometimes wonder where the last year (*or two*) has gone. With the drag of a good old Lockdown routine the 15th of each month seemed so long away but then it would come around soon and often and there it was, another Crankhandle to put together.

So here we are with the final edition for the year completed and the hope of a more 'normal' year to come.

In the past the Crankhandle has been 16 pages with lots of photos of past events to fill up the space. This year it has regularly had 20 pages and I think one edition had 24.

This is only possible because of the efforts and dedication of the members who have stepped up and provided lots of interesting and varied material to be shared with the membership.

I went back through the 2021 editions and found these names (in no particular order):

Allan & Christine Tyler, Warwick Spinaze, John and Chrissy Becker, Mick Daddo, Ray Gardini, Bill Glover, Geoff Bartell, Helen Crouch, Marie Turner, Allan & Janet Lowe, Mike Hurd, Peter Hiibbert, Roger Howes, Gary Brasher, Anne Kruger, Brian Evans, Colin Jordan, Stuart & Anne West, Terrie Opie, Paul Lucas, Max Caddy, David Jones, Ken Burrows, Greg Cripps and Brian Graham.

To these 29 contributors I say, thank you, give yourself a pat on the back. You have made my job much easier and the Crankhandle all the better for because of your effort.

I hope everyone has a great Christmas season and look forward next year, to returning to the great SPC&HCC activities.

Regards, Keith Morrison .



SOUTHERN PENINSULA CLASSIC & HISTORIC CAR CLUB CHRISTMAS DINNER



Thursday December 16th 2021

The Hastings Marina Bar & Restaurant

"Lady Nelson Room"

Muller & Skinner Streets, Hastings.

Arrive 6.30pm for 7.00pm start

Come and enjoy the company of all your fellow members

3 course Christmas Dinner

Drinks at bar prices.

There will be no allocated seating

**The restaurant requires ALL attendees to be
double vaccinated and show proof before
entering.**



Christmas Dinner Booking Details Thursday Dec 16th 2021

COST \$30 Per person.

Payment as below.

By Direct Debit to BSB 633-000 Acc. 131808131 Ref. YOUR NAME

Cash Payment to above account at any Bendigo Bank branch.

Cheque to: PO Box 12 DROMANA VIC 3936

Please advise Brian or Paul of your booking as below.

Email Brian Evans brian.evans14@bigpond.com

Ph.0409 639 118

Email Paul Lucas. lucasp14798@gmail.com

Ph0420 927 073

Closing Date for booking Sun. December 5th.

120 people seated at 8 to 10 per table.

"So Book Early"



Background image: "The Lady Nelson"



Past Events - Midweek Picnics October 26,27 & 28

Tooradin, Briars and Capel Sound Picnic's

26th, 27th, 28 October, 2021.

As the covid restrictions were eased, it was decided that we would have 3 separate picnics as the numbers were capped at 15, for outside gatherings. This gave members a wider choice of attending and having some much awaited contact with other club members.

They were all attended to and we had the maximum numbers allowed. Everyone had a good time catching up.

We were very lucky to have good weather for all of the three days, and some of us even got a bit too much sun.

The line-up of cars seems to attract a lot of attention also.

This could become a regular event, having a couple of runs a week, so members can have an option of days which suits them better.

Thanks to all the members that came, and keep an eye on the social calendar for future events.

Thanks also to John and Chrissy Becker for organising these events.

Christine Tyler.







Caught in the Headlights

The Octogenarians

The Le Mans 24 hour race.

This writer came across an incomplete list of Le Mans winners, ending in 1981, a couple of days ago and found it interesting. It listed those who actually drove the cars, the distance they travelled and the make of car stretching from 1923 for the next 50 years. It is a race that requires elements of luck including favourable weather, combined with huge amounts of skill and the right car. Even that supreme driver Stirling Moss never won Le Mans, although he went close on a number of occasions.

The first winners in 1923 were Lagache and Leonard driving a Chenard-Walker which covered 2208 kms at a speed of 92 kph per hour. In the late 20s the famous Bentleys made an appearance, driver Benarto winning three years in succession. In 1928 Englishman Tim Birken's co-driver was Australian Rubin, our first representative in the race. A winning streak by Alfa Romeo saw the great Nuvolari's name appear as driver for Alfa Romeo in 1933, in the winning circle at 131.kph covering a distance of 3143 km.

Over the next few years new names appear. In 1935 Lagonda makes an appearance, followed in successive years by Bugatti, Ferrari and Talbot Lago. In 1958 the win by Ferrari at Le Mans was only its second appearance in the winning circle covering 4060 kms at a speed of 169kph. In 1959 Aston Martin name appears with their only win, driven by two very famous drivers, Salvadori and the American, Shelby, who covered 4347 kms at a speed of 181 kph. The following year, Mercedes records its second win at Le Mans at a speed of 155 kph. In 1951 the new Jaguar C Type driven by Peter Walker and Peter Whitehead has a win at its first start and again in 1953, an improved C Type driven by Duncan Hamilton and Tony Rolt have a second win for Jaguar. Then in 1954 Ferrari wins followed in 1955 by an extraordinary three year winning run by the fabulous D Type Jaguar with Mike Hawthorn making his first appearance as a winning driver for the team. The distance covered varied each year, the second longest Le Mans was 5335 kms in 1967 which saw Ford recording a second win in a run of four victories driven by the famous pair Dan Gurney and the American champion A J Foyt at a speed of 208 KPH, the first time an all American team had won the trace.

In the final ten years listed, some different makes of car appear, names like Matra-Simca with three wins, but in the following year 1975, the winner was a Mirage Gulf GR8 Ford driven the extraordinary Jacky Ickx, whose name appears in the following years driving for Porsche winning four times, three in succession. It should be remembered that the speeds quoted are average speed per lap of 13 kilometers, twice that of Bathurst, and the roads were by no means straight, nor surfaces conducive to high speed driving.

There have been 25 Australians who have competed in the great race. An outstanding effort by Vern Schuppen who won in 1983 and Geoff Brabham won for Peugeot in 1993. Greg Murphy came second in a Class division in 1996 and the list of those Australians who have appeared at Le Mans includes, Mark Webber, Lex Davidson, Larry Perkins, Greg Murphy, Peter Brock, Alan Moffat and local Rusty French plus many other well-known drivers..... It takes a lot of everything to challenge at Le Mans and to win is exceptional!

Octos

DRIVERLESS CARS---HEAVEN FOREBID!

Or so we say! But I was staggered by the number of vehicles mentioned here in some interesting figures from a generally reliable source. I had no idea there were so many cars driving around on the roads today with so called "driverless technology" which doesn't mean they are zooming around with nobody at the wheel nor what advanced level of technology meets every case included in these statistics. I have no idea what forms the basis for the definition of a "driverless car" so I find the following statistics quite incredible. Is it just "hands off" the wheel driving technology with all the other electronic controlled stuff that's on top models these days? Even if it is, the number of cars mentioned here is still simply mind blowing.

It is estimated globally, there are 39 million cars on the road today that have the technology available to be termed a "driverless car"

It is estimated that figure will reach 71 Million by 2030.

It is estimated the present level of investment already spent by major automobile companies world-wide in developing this technology to date, is approx. US\$800 Billion and that figure will rise to US\$1.3 Trillion by 2025.

Disclosed names at the forefront of this technology and investment, include Tesla [hardly surprising] Audi, BMW, GM, Honda, Mercedes Benz, Toyota and Volvo. No mention was made of other major car manufacturers such as Ford and Nissan, nor for instance, Chinese manufacturers or French companies like Renault and Citroen but clearly, all major global manufacturers carrying out research and investment in this area must be included in the above statistics.

Three companies mentioned with specific expenditure allocations for research and investment are: BMW US\$1.1 Billion, Amazon \$1.2 Billion and Google \$2.5 Billion.

I do emphasise again, this information comes from a generally reliable source, but I simply can't get my head around the sheer number of cars we are talking about in these figures. Maybe it needs to be coupled with the development of specialized electric vehicles, for use in urban and inner city living hence the mention above of names like Amazon and Google.



One of the industries watching this development closely is the global insurance industry who can see huge benefits in safety and lives, not to mention saving billions in claims, from cheap driverless cars in more controlled environments around city living. Then there is whole environmental question of this technology helping to "green" our city living and meet our zero emission targets!

Selfishly, I'm not really sad to be "moving on" before cars become mere transport. Things made of plastics with soundless electric motors, top speed 40KPH, controlled remotely and totally driverless. Just "hop-on-hop-off" transport coming to city and suburb near you. The sounds of your beautifully tuned sports car or the burble of the V8 gone forever. Nobody mentioned that at COP26!

Ah well! Half the world will probably be living on the moon by the end of this century and the Internal Combustion Engine will be just another dinosaur!

Mick Daddo



POETRY IN MOTION

Maestro Juan Manuel Fangio on his way to winning the Monaco Grand Prix in 1957 aboard his favourite racing car the Maserati 250/F. The best driver with the best car of the era.

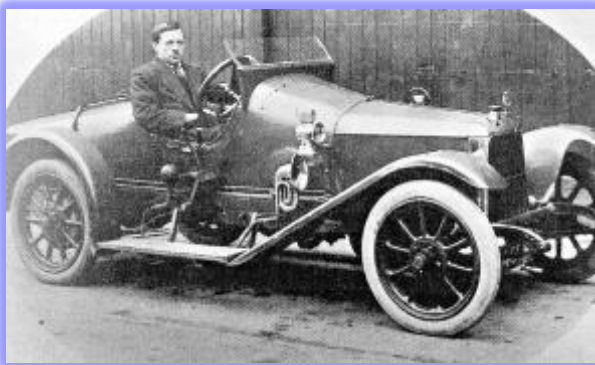
EVs and driverless cars –seriously!

Mick



Aston Martin, the very name is enough to start hearts racing. Was it the International, the Le Mans, the Ulster or the DB series that have become household names? and from a company that was always teetering on the edge of extinction.

Robert Bamford and Lionel Martin were incorporated in 1913. As Singer car agents they had established a reputation for modifying Singer cars for competition in speed trials and hill climbs. One such hill climb was Aston Hill at Aston Clinton in Buckinghamshire where the Aston name was conceived. A production Singer could achieve 50 mph in standard form, but modified and tuned by Bamford & Martin for an extra 35 pounds could lap Brooklands at 70 mph. The Singers were collected by Bamford & Martin from the Singer works in Coventry. The first reference to Aston Martin was in 1914 after Bamford & Martin planned to construct a British built fast touring car. The engine was manufactured by Coventry Simplex with a capacity of 1398cc, being a four cylinder side valve, with a bore of 66mm and a stroke of 100mm.



In March 1915 a dark grey two seater called an Aston Martin was recorded in the Wiltshire Councils Register of Motor Cars as AM 4656. With the outbreak of War, all workshop tooling went to Sopwith's aeroplane factory in Kingston upon Thames. Lionel Martin joined the Admiralty and Robert Bamford a Reservist joined the Army as a flight engineer. The ungainly Aston Martin 4656 nickname "Coal Scuttle" did not publicly appear until 1919 but had by then clocked up 15,000 miles on the road undergoing testing! On the 6th of June 1919, AM 4656 won a gold medal in the London to Edinburgh trial and by year end in 1920 the car had travelled 40,000 miles! At this time a second Aston Martin had been built and registered AM 270 had a three-seater touring body. Later on, a 16 valve twin cam engine was fitted to AM 270 and the car created many speed records at Brooklands, including a 2nd in the 200 mile race there at an average speed of 86

mph. Astons competed internationally with great success including the GP of Boulogne in 1923. With Lionel Martins focus on motor racing and endurance events, very few production models were built. Robert Bamford no longer wanted to invest money in Aston Martin and resigned from the company. His half share was then taken up by Lionel's wife Kate Martin.



The Aston AM 270 was the prototype design of other cars produced by Bamford & Martin Ltd. Number plates were regularly swapped between cars! Lionel Martin was neither an Engineer nor a businessman. He like many others was an ideas man employing the skills required to build motor cars. Many wealthy potential clients injected money into Lionel Martins company to keep it afloat while awaiting the delivery of their order for an Aston to race. Aston Martins had considerable success in these events but the lack of finance was a serious impediment for Lionel Martin.

In one year alone Lionel Martin spent more than 1000 pounds on entry fees for events.

Lionel Martin wanted to be the first car manufacturer to achieve 100 miles in one hour and a special Aston was built to be later named Razer Blade due to its very narrow body.



The car was powered by the Aston designed 2 litre double overhead cam 16 valve engine.



Razer Blade had the speed required but coming off the banked curves at Brooklands would roll a front tyre and hence did not become the first car to travel 100 miles in one hour. Lionel Martins attention to racing led to the inevitable financial collapse of Bamford & Martin Ltd.

The company purchaser in 1924 was the Charnwood family and the company was to be run by their son the Hon. John Benson, later to become Lord Charnwood. However, very few cars were made and in the following year Bamford & Martin Ltd. was put into receivership. A lot of money had been injected into the company over the years with just 60 vehicles being produced. Litigation followed public slander by Benson over Martins incompetence. Benson versus Martin was heard in the High Court before a jury came down in favour of Lionel Martin and he was awarded typical of the day, one farthing for each of the five issues of litigation. All costs were to be paid by John Benson. This spelt the end of Lionel Martins time with Aston Martin having sunk more than 33,000 pounds of his own money into the company. Although some early Lionel Martin Aston racers are still seen in events today, not one of Lionel Martins Tourer Sedans has survived, as all were later re-bodied into sports racing Astons.

Enter Augustus Cesare Bertelli later to be called 'Mr Aston Martin'. He was a brilliant and determined engineer who would build the Aston Martin Company through the most difficult times and give the world his masterpieces in the form of the AM Internationals and AM Speed model, the beautiful AM Ulsters and many very attractive sports sedans and convertibles.

Born in Northern Italy in 1890 his family moved to Cardiff four years later. On leaving school he took up a general engineering apprenticeship in Cardiff. He wanted to get into motor cars and returned to Italy to work for Fiat in Turin. In that year he found himself riding mechanic with the great Felice Nazzaro in a Fiat for the Coppa Floria

and was bitter with both motorsport and the industry. With the 1st World War looming he returned to Britain. He had at this time designed a radial engine for a flying machine and mentioned this to Major C.W. Jordon who got in touch with Graeme-White who manufactured French aircraft. Bertelli was in his early twenties, was on a roll and had taken out British citizenship. Having now a reputation for auto design he was offered a position with the Birmingham company of Alldays & Onions. This company had produced several cars. Prior to this, Bertelli had purchased the Enfield Auto Car company and built an Enfield-Alldays car that sold in hundreds. Bertelli raced the Enfield-Alldays with great success and knew Lionel Martin very well. Bertelli had met a Mr.W.S. Renwick who had been left a lot of money and was looking to set about designing cars so the two teamed up with a capital of 3000 pounds. Renwick and Bertelli heard that the Aston Martin Company was for sale after the Charnwood ownership collapsed. Renwick paid 4000 pounds for the goodwill, as there was not much else but goodwill, but they had gained a company known for building high quality racing and touring cars. They moved to a factory in Feltham where a young Claude Hill was employed into the draughting office. Within a year of moving to Feltham they had designed a whole new car including engine, gearbox, steering, back axle and suspension.

By early 1930 Bertelli & Renwick had produced the beautiful 1.5 litre sports International, the LeMans, the Ulster and later the 2 litre Speed model race cars. These glamorous sports/racers were later produced as series 2 cars in 1932-1933 and the third series in 1934-1935.



Bertelli now known as Bert had a brother called Enrico, or Harry as he was known then who joined Bert at Feltham in an adjoining factory where he built car bodies. Bert said his brother Harry was an artist, building beautiful car bodies far in advance of their time.

After some time, with the usual difficulties of partnerships, Renwick left Aston Martin. There was

always the problem of insufficient money to run the factory and pay wages.

Some 46 cars were made each year at about 650 pounds each. It was a begging bowl existence for Bert who approached many people who were customers to put money into keeping Aston Martin afloat. Claude Hill left the company on two occasions due to the inability to find his wages before Bert called him back. In 1932 Bertelli sought a financial backer and the company was purchased by Sir Arthur Sutherland whose son Gordon became joint managing director with Bert who against all odds had run Aston Martin on his own for a considerable period of time. In 1936 with the introduction of the new 2 litre cars and the struggle for Bert to work with the Sutherlands, proved too much for him and he decided to leave the company. Bert took on some consulting work with Coventry Climax and worked with his brother Harry in the body shop in Feltham. With another war pending Bert designed a small trailer with a Coventry Climax engined fire fighting pump that would not only later fight the fires of London but would provide the featherweight series [FW] Climax engines for many a race car.

Claude Hill had endured the ups and downs with Bertelli at AM in Feltham, having to leave on two occasions did stints with Morris & Vauxhall before being called back by Bert in 1934. Claude was a master draughtsman and engine designer and was very much involved with the development of a new 2 litre engine. Gordon Sutherland's influence was being felt with a more determined commercial attitude for the Aston Martin company.



Claude was promoted to chief designer and engineer at AM and designed the very attractive sports car referred to as the 15/98 and with a production run of 150 was considered a success. Sutherland wanted Claude to design a car with a steel chassis and welded on body for rigidity. Sutherland commissioned Claude to continue with this car's development that included an independent torsion bar front end on coil springs as

was the rear end, having good steering and excellent handling, it was later called the Atom by Sutherland due to its performance. In 1939 Aston Martin became a contractor for the War effort with Claude designing the tooling to produce the Spitfire joy-stick. Claude having been promoted to technical director at AM turned his mind when time permitted to the new 2 litre engine and it was not long before one was fitted into the Atom. After the War Claude set about redesigning the body shape of the Atom but cash flow was again an issue. An advertisement in 'The Times' for a financial backer caught the eye of David Brown which resulted in the change of ownership again of Aston Martin. With this came an injection of cash that allowed Claude to develop his new car and the 2 litre engine. A lone stripped down racing sports version of the Atom was prepared for the 24 hour race at Spa in 1948. Driven by Jock Horsfall and Leslie Johnson went on to win this endurance race, the first 24 hr race won by Aston Martin. Claude had travelled to Belgium for the race and was sick with excitement after winning as he had no time prior to this endurance race to fully test the new car or the new engine.



The car made its debut at the 1948 motor show as a 2 litre sports that was later called the DB1.

Only 15 of these Aston Martin DB1 cars were produced before the first DB2 in 1950.

Claude was designing a 6 cylinder engine for the DB2 when David Brown purchased Lagonda for very little money, and to have the Lagonda W.O.Bentley designed 6 cylinder 2.6 litre double overhead camshaft engine for the DB2.

This caused a huge argument between Claude Hill and David Brown over the use of the Lagonda engine for the DB2. Claude was furious over the use of the Lagonda engine and left Aston Martin. He was quickly engaged by Harry Ferguson of tractor fame. Claude Hill went on to design the F1 Ferguson 4 wheel drive race car, [that later raced at Sandown] had been appointed

Chief Engineer at Ferguson Research where he stayed until his retirement in 1971.

I owned and restored a 1950 DB2 and a 1952 DB2 MK1 Aston and the cars handled extremely well having



independent torsion bar coil spring front suspension, the rear end on coil springs with trailing arms and panhard rod. Claude Hill designed the DB2 from the prototype Atom Aston. Claude had said DB2's were the finest sports cars manufactured in Europe at that time. My thought is the Claude Hill 6 cylinder engine would have been superior to the 1948 W.O.Bentley designed engine. The Lagonda crankshaft was located in stepped diameter aluminium cheeses inserted into tunnels within the engine block. Having built a few of these engines I soon realised the only way to slide the crank with the cheeses assembled was to place it into a freezer shrinking the aluminium cheese diameter, then quickly feed the stepped cheeses into the case and line up the oil gallery ports as required. The AM service book suggested, drift the cheeses into the block with a hammer! [predated home freezers]

I would have liked to have seen Claude Hills 6 cylinder engine design. It would have had a conventional crankshaft location and produced more bhp making the DB2 more competitive at the time. The DB2's were truly a very beautiful looking car and very expensive with a purchase price of 2,724 pounds, more than 1,000 pounds than a Jaguar XK 120. DB2's finished 5th & 6th at Le Mans in 1950 and 3rd in 1951. When I flew to Adelaide to buy WUU2, I was picked up in a factory works Le Mans DB2 that later came to live in Melbourne and raced at Sandown and I became

interested in early Astons and their history. My 1952 DB2/4 was Australian delivered and owned by Tom Luxton who came to my home to inspect his restored DB2/4 mk1. My 1950 DB2 came from England. I had a great deal of pleasure from driving them in my 20 years of ownership at Historic Sandown, Arthurs Seat Hillclimb, Geelong Sprints and Simmonds Plains in Tasmania and AMOC events and national meetings.



Allan Lowe and Neil Hussey at Geelong Sprints

The DB2 was voted by the commentators as the best sounding car at its last Historic meeting at Sandown having its unmuffled exhaust extractors exiting under the driver's door reverberating into the grandstand while pulling 6000 revs out of the Lagonda engine, it was the most beautiful sound!

Allan Lowe.

References:

Aston Martin 1913 - 1947 by Inham Hunter with Alan Archer.

The Power Behind Aston Martin by Geoff Courtney, Photo's by Roger Stowers.



Guess Who? Is that 'Pierre' enjoying a break in the sunshine?

A few days ago I was on my weekly visit to see my good friend Charley at his car museum, 'Charlies Auto Museum', where we spend some time talking about cars. Charley asked me did I know about a car which should only be driven by a cigarette smoker? Stunned I said, "what are you talking about".

I will not try and explain his answer, rather, let the Car Owners Manual, page 2 explain for me.

Under normal driving conditions (engine) seizures do not occur. In almost every case the cause is high speed being held for a long time. It is also possible even after many miles have been covered, for a seizure to occur due to the engine overheating because of cylinder fins being clogged with dirt.

In order that you may know exactly how to stop a seizure and how to avoid it, we write the following section:-

A seizure during a journey occurs as follows:

The engine no longer pulls well and responds only slightly, or not at all, to the accelerator. The sound of the engine is different to usual and mounts to intense scrapping noise which increases within the next two or three seconds until finally and usually with a light screech, the engine stops.

The immediate danger of such a seizure is that the rear wheel becomes locked, which causes immediate skidding and the vehicle to turn sideways, and it is possible that it will also turn over.

However, this dangerous outcome can be avoided. It is only necessary upon noticing the fall in power and the scrapping noise of the engine, to immediately disengage the clutch and take the foot off the accelerator. By doing so the rear wheel is allowed to turn freely, and the engine immediately idles and thereby cools.

Should skidding occur, due to the clutch not being disengaged in time, then immediately declutch and continue to steer in the original direction of travel in order to check the skid. Let the vehicle roll to the side of the road, switch of the ignition, and wait until you have smoked a cigarette. You can then continue your drive, take care not to let the engine pull too hard at first. It is better to travel in a low gear at higher revs.

But, seizure has been avoided by timely declutching, it is not necessary to stop: it is possible to continue driving but do so with extreme care. Perhaps, however you will not begrudge the engine a 'breather', and thereafter avoid overheating when continuing the journey.

Messerschmitt Three Wheel Car



Footnote; visit Charlies Auto Museum at; 175 Purves Rd, Arthurs Seat VIC 3936. A visit I can whole heartedly recommend to all our readers!

Minutes Summary – SPC&HCC (ZOOM) General Meeting – Tuesday 2nd November 2021

Meeting Opened – Allan opened at 8:38pm following the AGM

Meeting - Zoom 18 attended

Apologies – nine listed

Minutes of the General Meeting– 5th October 2021

Moved Keith Morrison, Sec. Noel Meates

Correspondence

In – Several email re Hall and a number from AOMC many letters of renewal and CPS requests
Bendigo Bank notification of \$500 grant. Marsh Sport re Indemnity Insurance. VHRR information
Re Sandown Historic Races.

Out– Email to MPS re Hall ,

Moved. Paul Lucas, Sec. David Kisby

Treasurer's Report: Noted the membership renewals were at 227 (32unpaid 2CPS) Total asset \$33611.73

Moved. Colin Jordan Sec Keith Morrison

Membership Report– No Report

Regalia – No Report

Web Site – No Report

AOMC- No Report

Events: 3 Picnic Lunch During one week with 15 attended at each were successful.

General Business: Email to be sent to Just Cars to update contact details. Future events as per Crankhandle

Meeting closed – Allan closed the meeting at 8:16pm



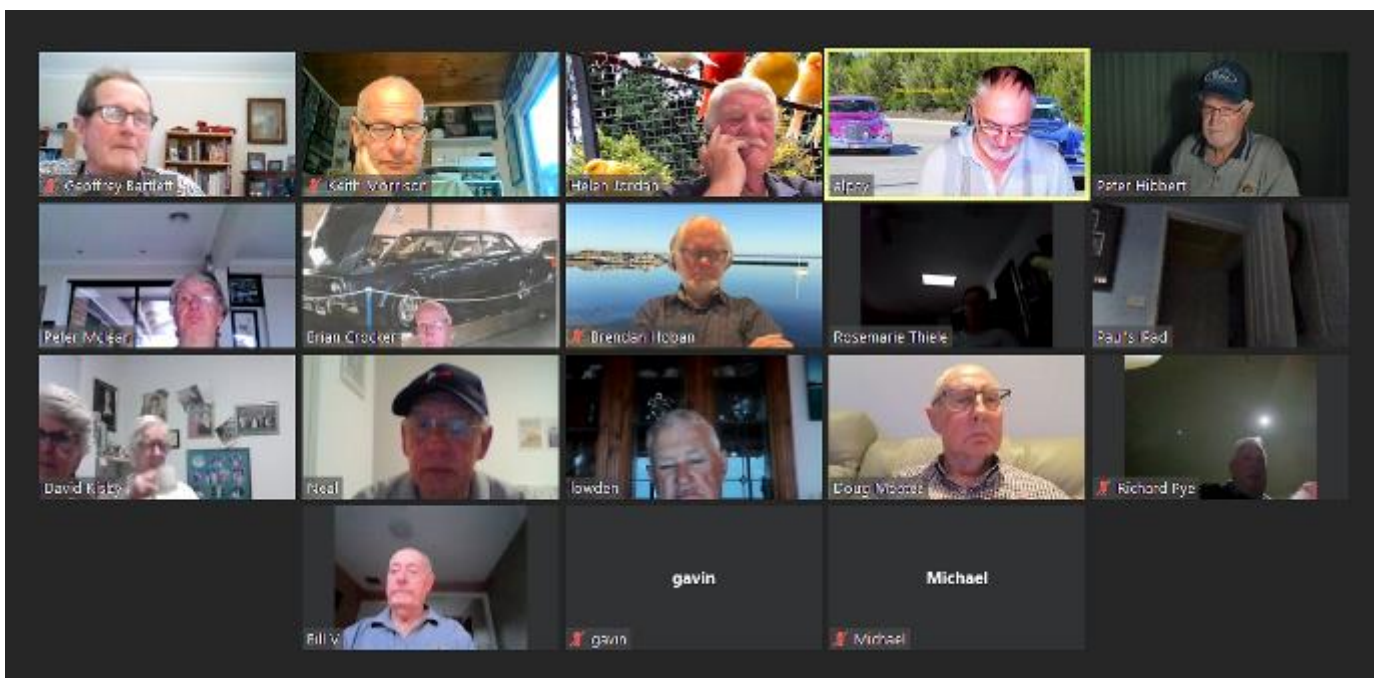
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CLUB MERCHANDISE For Sale

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

DECEMBER

G HOCKING	R CHILIANIS	D NASH
P McFARLANE	V PORTEOUS	W INNES
C WATKINS	M JAGEURS	R NASH
B MASON	K O'REILLY	B JONES
M CROW	M GAGLIARDI	W HALL
K HALLAM	J ELLIS-JONES	A BOLT
B LESLIE	M GRIERSON	R HILL
P KRUEGER		

JANUARY

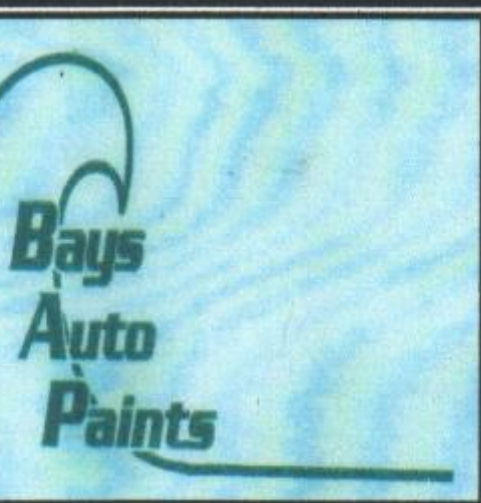
J BEARD/SPENCE	R ROLLINGS	J MARTEN
S KNIGHTLEY	D ROBINSON	G CLARKE
N ARMSTRONG	M LEONARD	J MASON
H WEBSTER	D TRUEMAN	R HOWES

FEBRUARY

C CASSAR	R CHILIANIS	B ROGERS
C HIGGINS	P LITTLE	C WATKINS
A WEBSTER	J KLEIN	G ANDERSON
G CASTLE	K BEARD	M CADDY
R CONNELL	I DAVIS	G DUNKERLY
T HOWARD	F LITTLE	T MULVOGUE
G OTTAWAY	K POULTON	B SCOTT-HOWARTH
K SMITH	D MORICE	D DONALDSON

NOTE: If sending renewal notices by mail please send them with a self addressed envelope, ONLY to the club mailbox:

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Email: mornington@absauto.com.au
OR check the ABS website: www.absauto.com.au
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Web: MLAUTOMOTIVE.COM.AU

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.

FOR SALE

1928 Oakland 'G Cab' Restored and working, big 6, 4 wheel brakes.

A known club car Eng No: RL18923

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Eng No's: RL94303 and RL15524

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All this including a spare gear box and engine, Buy the lot for \$20,000



Also Morris 8/40 'E' Tourer, factory convertible. Burgundy body, an older extensive restoration but driven little. Also a known club car. Ready to drive.

Club permit No: 04898H \$20,000

Contact Greg Hocking: 0406703303 or 03 59750934



FOR SALE

Car trailer for sale. It was designed for an MGB but would suit any vehicle up to 1 tonne. It has ramps and a hydraulic tilt mechanism plus a winch. It has excellent tyres and has had little use.

I would like \$2500 ONO. It is located in Mornington.

Regards, Bob Armstrong 0417 524 093



FOR SALE - BICYCLE

I am selling my Malvern Star Vector 3.0 Flat Bar road bike.

This bike has not seen a lot of use in the 4 years that I have owned it.

I am looking at buying an ebike so that I can ride with a group around Mornington.

The bike is a medium size alloy frame, fitted with disc brakes and Shimano 24 speed Acera gear set.

Asking price \$450 or best offer.

Brian Evans 0409 639 118



FOR SALE

1975 HOLDEN PREMIER HJ SEDAN - EX HOLDEN EMPLOYEE CAR

One owner car bought new by former GMH employee as staff purchase. Now deceased it has been taken over by son.

- Excellent original condition both internal and external
- Colour: External. Chamois Internal. Brown /Tan
- Straight six 202 motor with Yella Terra head for superior performance
- Battery. new. Tyres. 3yo little wear. Mileage. 185000ks
- Owned by enthusiast Holden Car Club member
- Club plates. RWC. negotiable



A very rare chance to buy a one family owned Holden bought new off the production line by a GMH Staff member. Superbly maintained car in original condition with nothing to do but enjoy driving it.

Sale includes original papers and invoices plus photo of the car taken on the assembly line being built for an employee of long standing.

Engine No. QL663312

Chassis. BHJ 33256 A

Reg No. 63278-H

PRICE - \$30,000 FIRM

For further details and to arrange inspection. CALL MICK DADD0 0407 325 267



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.



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