

The CRANKHANDLE

NOVEMBER
2016

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: niblockbl@bigpond.com

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.

Mystery Tour Winner Michael Hurd



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All at the SPC&HCC wish to thank the Bendigo Bank for their ongoing financial support in the production of The Crankhandle

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.

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Don, Andrew, Glenn

SPC Christmas dinner, Thursday 15th December 2016

The Dromana Hotel (Stella's) had a chequered life. Positioned on a ten-acre plot, it remains in the same area. A racetrack and football ground lay behind the hotel where a car park currently stands. Various owners over the years have improved the property. The Stella family purchased the hotel in 1986, and they continue as proud owners. Upon arrival and walking into the vast area that is the atrium provided the best impression of the area where we are having our Christmas dinner on Thursday 15th December 2016. It is huge. It is cosy. It is magical at night. It has a dance floor (take notice, Max Caddy) and will have fairy lights and various Christmas decorations throughout the area. The owners are more than obliging about any of our requirements. The band *In the Shadows* can but raise the very aspects of what is going to be an evening of entertainment, camaraderie, and great food. A fitting way to end our club year, and presentation of various awards. I am looking forward to our Christmas dinner, I hope you are, too. (Anne Kruger)



The CRANKHANDLE

MEETINGS

General meetings are held on the first Tuesday of each month at Dromana Community Hall, Hodgkinson St, Dromana at 7.30 pm. Melway Ref 159 G7

From Oct 1st 2016 the joining fee is \$35. The Membership fee is \$55 pa or \$40 pa with an email only magazine

EXECUTIVE

President:

Brian Evans 0409 639 118

Vice President:

Geoff Bartlett 0419 547 823

Secretary:

Brian Niblock 0476 264 726

Treasurer:

Paul Lucas 0420 927 073

COMMITTEE

Anne Kruger 0417 830 755

John Marten 0418 531 774

Warwick Spinaze 0407 016 719

Alan Turner 0407 091 932

David Doubtfire 0409 603 749

John Becker 0411 202 911

OTHER OFFICERS

Editor:

Keith Morrison 0411 127 765

Events managers:

John Becker 0411 202 911

Club Permit Officer:

David Kisby 0427 049 829

Membership Officer:

Anne Kruger 0417 830 755

Safety Check Officer:

Tim O'Leary 5986 8628

Club Photographer

Anne Kruger 0417 830 755

Club Regalia:

Michael Hurd 97 873 181

AOMC Representative:

Ray Beagley 0414 598 614

Federation Representative:

Peter Greening 0408 039 311

Web Master:

David Doubtfire 0409 603 749

Library, Property & Dispatch:

TBA

LIFE MEMBERS

Geoff Anderson, Ray Beagley, Greg Cripps, Ray Gardini, Tony Howard, Noel Meates, Lawrie Turner, Don Robinson, John Watson, Max Caddy, Bill Glover, Steve Lloyd Eric Evans** Peter Bradbury****

**** Deceased**

COMMITTEE MEETING

The Committee Meeting is be held at
"The Library" Mornington Gardens,
98 Bungower Rd, Mornington.
2nd Tuesday each month at 1:30pm
Tel 0420 927 073 (Paul Lucas) .

A WORD FROM YOUR PRESIDENT

Well, the AGM has come and gone and the "new" committee is in place and has held its first meeting. You will not see or feel any significant changes in the operation of our club as all members were in place prior to the AGM, many thanks to Mick Daddo in preparing his departure well before the event. To that end, all the committee extend a big thank you to Mick for all the work he has done over the past three years in moving the club forward and expanding the numbers to make it a very vibrant and active club for all members.

The November 2016 Crankhandle is bringing in a new era for our club in that all members having a registered email address with the club will now receive a copy every month, except January, via email. This will appear approximately 1 to 2 weeks prior to the hard copy hitting the mail box so you are able to plan your activities for the months ahead a little earlier. This situation comes about because there is no printing, assembling of the Crankhandle and of course no postage. A hard copy of the Crankhandle will be mailed out to all members who have elected to go that way. As a bonus, those of us that like to travel throughout the year and keep connected via email will get their copy no matter where they are on this earth!

The festive season, along with the good weather is coming upon us quickly, and we are planning the usual activities over the next few months as well as other outings for our cars to be out and about on the road. As club members you should all be well aware that the committee is open to any suggestions regarding activities, guest speakers for our meetings and interesting places to visit, keeping in mind that the ladies of our club should also come forward with ideas.

Talking of using our vehicles and touring, please be aware that if you change your residential address you are obliged to notify VicRoads to have your license and car, boat and trailer registration details amended. However, if you have a car on CPS plates (Club Permit Scheme) you must also bring that to the attention of VicRoads, as another item, as the details for these vehicles are kept on a separate data base with no cross reference between the two, and come



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renewal time you will not receive the appropriate paper work to renew your permit. It has happened!

Our Christmas dinner is well and truly locked in and seats are now starting to fill fast with 92 paid up at the time of writing this message, with only 130 seats available on the night. Presentations, live music and great company all promise to provide a thoroughly entertaining night, so don't miss out

Safe and Happy Motoring

Brian Evans, President

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CHRISTMAS DINNER



Thursday December 15th 2016

Arrive 6.30pm for 7.00pm

Come and enjoy the company of

all your fellow members at the

"Stellas - Dromana Hotel"

(151 Point Nepean Road)

3 course dinner with wine and soft drinks on all tables

Table prizes for each table

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Dec 15th 2016

For:- Member
Please reserve places for me

I enclose \$75.00 per Double or \$38.00 Single
(Each table will seat ten)

Methods of Payment:

1. By Direct Debit to BSB 633-000 Acc. 131808131 ref. Your name
2. Cheque or cash to Michael Hurd (9787 3181)
4 Woodlyn Mews, Mt. Eliza 3930
3. Cash Payment to Treasurer at Club Meetings.

Closing Date for booking **Nov.23rd**. Numbers are limited to an absolute maximum size of 130 people seated at 10 per table.

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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 offense by failing to mention someone by name.

COMING EVENTS

Please advise Convenors if you are going to attend their event. If you need further details, times, etc., please phone the Convenor. If you've already said you would attend and at the last minute cannot, please advise the convenor so they can finalize numbers

NOVEMBER 2016

- Tue 1st General Meeting
- Sun 6th "Fit to Drive" fun run at Seawinds National Park, Arthurs Seat. Volunteers required from 7.15 – 10.00 am
Convenor:- Colin Pitcher 0427 818 363 / 9775 6690
- Sun 6th Alternun Property, Hosts Stewart & Candice Rose picnic lunch, steam traction engine & cars on display, meet at Mornington Bunnings car park at 11.00am.
Convenor:- Mick Daddo 0419 879 004
- Tue 8th Committee Meeting
- Wed 9th Caple Sound Nursing Home, Car Display
Convenor:- Phil McFarlane
- Sat- Sun 12th & 13th Bendigo National Swap Meet.
Gates open 7.00 am,
Entry Sat \$15, Sun \$5
- Tue 22nd Picnic at the Briars, BYO everything meet from 11.30 am onwards
Convenor:-
- Fri-Sun 25th /27th Rosebud Foreshore Rockfest
See web site for further details


DECEMBER 2016

- Tue 6th General Meeting
DVD presentation: Brian Florrimell
"The history of Cobra at Le Mans"
- Thur 8th SPC&HCC Christmas BBQ
Mornington Information Centre Park
(Mel Map Ref 159 F/7)
from 4.00 pm onwards, BYO drinks.
- Tue 13th Committee Meeting
- Thur 15th Christmas Dinner and Presentation Night
"Stellas – Dromana Hotel"
151 Nepean Highway, Dromana
Arrive 6.30 pm for 7.00 pm start.
- Tue 20th Picnic at the Briars, BYO everything meet from 11.30 am onwards

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IMPORTANT NOTICE

CLUB PERMIT SCHEME MANAGEMENT INFO

David Kisby is the Club Permit Officer and Ray Beagley 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 contact the club permit officer after disposal of a red plate vehicle



Behind the Scenes with Max Caddy

Reading through an old classic car magazine, (I keep a small selection of 'mags' which have meaningful articles related to vehicles that have interested me). I came across an article featuring the Aston Martin Marque. A prestigious vehicle that, for me only came to my attention in recent years.

On one of my many ferry trips across to Queenscliff, I came across one such vehicle parked at the curb. I had never seen an Aston Martin in the flesh previously. The owner came along as I was checking it out and after a little discussion, he invited me to have a sit behind the wheel. I can remember a large cluster of gauges behind the steering wheel and the sleek shape of the body, but little else. A nice gesture by the owner, and something we could all consider when you meet an enthusiast who seems genuinely interested in your car. These days I would take the keys out first! Some years later, a member of our club owned a silver Aston Martin convertible, which he displayed at one of our annual show and shine events. With the top down, and the bonnet up, the car was 'full on whammy'. I do not believe it won the coveted trophy though.

A little history

The original Aston Martin was founded in 1913 by Lionel **Martin** and Robert Bainford. Their first car with the name Aston Martin had a 4 cylinder Coventry Simplex engine fitted to the Chasis of a 1908 Isotta Franchini. Around 70 years ago, an engineer names David Brown, also named **Chief Flying Son** paid 20,000 pounds for Aston Martin Limited of Feltham, Middlesex. Being an honorary elder of the Mohawk Nations, Iroquios Tribe was just one of David Brown's many distinctions. He was also into racing both cars and motorcycles and held a pilot's license.

Under David Brown's management, the silver winged badge with David Brown and Aston Martin in black, became a popular road and racing car winning many races, most notably, Le Mans in 1959. David died in Monte Carlo in 1993. His beautiful cars live on.

My Cars

I loaned the Mazda 6 to my son for a week or so, much to my surprise, he returned it lovely and shiny, vacuumed etc. after a professional detail. When I jumped into the saddle, the driving position and the mirrors etc. were all 'out of wack'. The driving position of a vehicle is so personal and important to both safety and comfort. The car looked good though.

The Madza MX5 developed a bad knock in the rear end and on inspection found the drivers' side rear shocker smeared with oil. Disappointing at only 36,000kms. I have had two new ones fitted, even though one was still ok, advice given was to put a matching pair on. Interesting that oil was spread all over the outside of the offending shocker yet the new ones state gas filled!

The MGB has been booked in to have some cosmetic work done on the paintwork and a hole welded up on the drivers' side wing where a rear view mirror had been fitted in its past life.

Club Cars

Ray Beagley is working on a joint project with his son, Colin restoring a 1929 Whippet. I dropped in recently whilst he was fitting a new floor in waterproof plywood. A very neat job, too I might say. Ray gave me a viewing of four attractive little flasher assemblies he has acquired on EBay which will be effective and unobtrusive on the 'old girl'.

New Acquisition

Brian Evans our illustrious 'El Presidente' has acquired a red MG Magnette Saloon and is tinkering with it at the time of writing.

I called into **Chris Higgins** to view his new toy, a 1936 Alvis Firebird Sedan 4 cylinder 13.2ltr. The car was in the garage with a heap of spanners under it with Chris attending to the shockers. To make room for the new toy, Chris has sold his 1932 Alvis Roadster to Club Member, Bru Jones.

David Doubtfire has also got back into the swing of things purchasing a MG TF fitted with a MGB engine and I think, gear box. (Should fly). David, I believe has some car racing background, more later and ... wait for it ... I have heard a whisper that David also has a green MGB GT, probably the same green as **Bill Glover's**.

Finally, I got the bug again recently and organised the viewing of a lovely 1999 model XJ8 Jaguar at Lour Guthrys Jaguar Showrooms in Moorabbin. A magnificent car. Lorraine and I took the beast for a test drive – smoooooth. Lorraine didn't like the colour ... I did. She felt it was too big and 'fuddy duddy' ... I didn't. We thought the car was a bit expensive ... we agreed. We measured the length at 5.0 mtrs. Added the length of the MG or MX5 and found it was too long for our humble car storage. I still keep looking at it on the Ipad though. Looks like I should settle for the fleet I have and ready myself for some external painting of the house, thus keeping my mind off motoring temptations.

That's all folks

Now, tell the kids this one

"Respect your elders. They made it through school without Google or Wikipedia"

Keep rolling along while singing a song.

Bye Max

xx oo (for the girls)

THE PETER BRADBURY MYSTERY TOUR

With anticipation, on Sunday 16th October, we watched the weather forecast change, and change again. However it turned out to be a very pleasant spring day with the wind dropping off and the sun filtering through.

We drove the course late Saturday 15th just to be sure, and yes there was one alteration. The big koala outside the Ashcomb maze had disappeared. As that was the answer to one of the questions, "the amazing site on the left", the answer was changed to the Maze itself or anything similar.

We started the event with 24 entries, with participants perusing tour details and heading off at 10am. There was also an envelope containing a map just in case anyone got lost.

After leaving Bunnings Mornington car park, the tour went up Bungower Road, turning right into Racecourse Rd, around Mornington to Craigie Rd Moorooduc Rd and generally toward Red Hill, Frankston-Flinders Road and winding our way to Devilbend Reserve. A few cryptic clues were missed by some, such as Queens swim centre, New White Hill Road, and Sharp Lion Road, but I'm sure there were quite a few laughs at these too.

Chris and Jaqui in the Charger with their smart club polo shirts, certainly looked like a team and finished quite early with a score well into the 60s and we thought we had our winners already. However not to be, as the scores kept getting higher.

1st place Michael Hurd with 80 points but then we found out he also had Ruth Daddo in the car helping out with the hard work. Lets see how he goes next year. I'm sure Ruth enjoyed being involved and a great gesture, thanks Michael. Michael received the Peter Bradbury Mystery Tour perpetual trophy which he will have on the mantle piece for the next 12 months and a personal winning trophy. Well done Michael.

2nd place Keith and Chris Smith in their magnificent MGB with 76 points. Chris works in Point Leo Road and completely missed Sharp Lion Road.

3rd place John Hehir with 75 points, a very close finish. (yes we double checked the scores)

Well done everyone and enjoy your spend-up at Bunnings.

Its not a surprise that no-one had to open their envelopes as it was all on home territory. (Did the threat of loosing 15 points scare everyone off?)

It was very gratifying that there were no divorce counsellors required on the day as everyone appeared to be in a jovial mood. It was great to hear the positive feedback and the amount of enjoyment people had and the fact that they will all be back next year.

Please note: this is not a day exclusively for MGs (there were lots of them and they looked great) other makes of cars are most welcome.

I was glad you enjoyed the day, thank you for your participation and the buzz around the whole day was infectious.

To finish, I must thank Chrissy for her invaluable assistance and we both certainly enjoyed organizing the event.

And fellas...yes, I have a wife who is a rev-head.

Event co-ordinator: John Becker.



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THE PETER BRADBURY MYSTERY TOUR - Photos from Mike Goethel





A letter to the editor

Keith,

By now you may have already been made aware that there are two old Rovers featured on the brochure for the Great Australian Rally. The cars featured belong to August and Asun Langenegger, their red Rover P2 and Steven Young's white Rover P3. The red Rover P2 is one of our Club Members. The photo was taken at the January 2011 Rally when the Rover Car Club had a full display of Rover cars including Arthur Garthorn's 1905 6 HP Rover. I knew Arthur when he worked in Hurstville NSW and now lives in Wagga. We should note this in our next magazine.

Regards, Ken Burrows

Bio- "In the Shadows": Providing music at our SPC Christmas dinner



Gavin and I both worked at John Paul College – he as Sports Master and I was the Business Manager. Our paths were quite divergent until the staff formed a band for a concert for our departing principal. I had not played for many years but thought I would have a go at it. The group played a few college staff functions after that, however Gavin and I shared a common love of 50's, 60's and 70's music – especially Cliff Richard and the Shadows. We started practicing regularly together in 2000 and we called ourselves "In The Shadows" in recognition of our favourite artists.

We started playing professionally about ten years ago, catering for Senior Citizens Clubs, Retirement Villages, RSL clubs, parties etc. and we are usually re-booked by many of our satisfied audiences.

For many years the two of us worked as a pair, however two years ago Franc Noordhoorn joined us as our base player. Interestingly, Franc also plays for a well-known band called the Missing Links as a drummer. Franc was interested in playing another instrument and took up the base. He currently plays for both bands. We very much appreciate Franc's involvement with us as he in fact was the "missing link" in our band and gives us the depth that rounded our performance.

Gavin is our lead singer and rhythm guitarist, I play lead guitar and back many vocals with Gavin. As mentioned, Franc plays base and also backs us on a number of songs.

We all love to play and we get considerable enjoyment in seeing our audience enjoy listening and dancing to our music.

  		<p>CLUB MERCHANDISE For Sale to Members</p> <table border="0"> <tr> <td>Reversible Vests*</td> <td>\$35.00</td> </tr> <tr> <td>Floppy Hats</td> <td>\$15.00</td> </tr> <tr> <td>Lapel Badges</td> <td>\$ 7.00</td> </tr> <tr> <td>New Name Tags</td> <td>\$15.00</td> </tr> <tr> <td>Replacement Name Tags</td> <td>\$10.00</td> </tr> <tr> <td>Cloth Badges</td> <td>\$ 3.50</td> </tr> <tr> <td>Windcheaters*</td> <td>\$30.00</td> </tr> <tr> <td>Metal Car Badge</td> <td>\$30.00</td> </tr> </table> <p>* Special Price Items</p> <p>All these items may be purchased from Michael Hurd – Tel.: 97873181</p>	Reversible Vests*	\$35.00	Floppy Hats	\$15.00	Lapel Badges	\$ 7.00	New Name Tags	\$15.00	Replacement Name Tags	\$10.00	Cloth Badges	\$ 3.50	Windcheaters*	\$30.00	Metal Car Badge	\$30.00
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Minutes Summary—SPC&HCC General Meeting—October 4th 2016

Meeting opened at 7.35 pm by the president Mick Daddo.

Safety and Emergency procedures read out in accordance with hall hire requirements.

Welcome extended to all, visitor named in attendance book did not respond to invitation to introduce himself. New member [re-joining] Peter Gregson welcomed, Peter owns stationary engines.

Present, Attendance Book

Apologies: Brian Niblock, Alan Turner, Warwick Spinaze, David Buchanan, Graeme Love, Bernie Addems, Barry Osborne, Colin Jordan, Len Stampton, Margaret Higgins, Bob Rollings, Barry Tidd, Ross Chilianis, Jeff Palmer, Richard Pye, Keith Smith, Phillip Hill, Bob Hill.

Acceptance of minutes of general meeting September 6th 2016, as printed in the Crankhandle

Moved, John Watson,

Seconded, Charlie Cassar that they be accepted CARRIED

Correspondence: read by acting Secretary Geoff Bartlett

Moved, John Becker, Seconded Bill Glover CARRIED

Treasurer's Report :balances read out and available on request

Moved, John Marten, Seconded, Phil McFarlane CARRIED

Membership Report, Anne Kruger

....14 days grace from the October AGM date means that 18th October is the date after which the club must report to Vicroads the owners of vehicles on CPS who are no longer members of our club. 13 members are in such jeopardy. 58 members haven't renewed.

Past Events

Baxter Tavern - great turnout, 34 people. As late as 3-30pm things were drawing to a close.

Coming Events

Visit to Stuart Rose's place – now not on the 6th November because of clash with Arthurs Seat Challenge event. Re-scheduled to be on Thursday November 17th

Arthurs Seat Challenge, Colin Pitcher. Colin sought names of 8 volunteers. SUCCESSFUL.

Peter Bradbury Memorial Mystery Tour. John Becker – Bathurst race caused re-scheduling this event to Sunday October 16th. Meet at 9.45 am at Bunnings Mornington.

HMAS Cerberus.Sunday October 23

Capel Sound Nursing Home request for vehicles fulfilled.

Rye Foreshore will see a big turnout of Studebakers on the same day as Peter Bradbury Memorial day

Christmas Dinner, Stellas Hotel, Dromana – Mick Daddo 4 tables of 10 persons each already booked, maximum of 13 tables. Mike Hurd is taking bookings again this year. There will be a super band, 60's and 70's music.

General Business.

Website is looking good, thanks to David Doubtfire.

AOMC report in Crankhandle.

Federation report in Crankhandle.

Retiring President Mick Daddo thanked the membership for their support during his 3 years' presidency, and said, in particular the help and support given by Bill Glover, Ray Beagley, Max Caddy, Michael Hurd and Charlie Cassar, was hugely appreciated.

Meeting closed at 8.35 pm

Next meeting Tuesday 1st November at 7.30 pm.



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Touring Car Racing in the early 1960's

Graeme Love

I know many of our members were around and some were participating in various forms of motor sport in the '60's, but for those who weren't (and as our editor was desperate for some input), I thought my own experiences of this time may be of interest.

Our recent visit to Terry Dowel's fabulous collection of cars and memorabilia was, I'm sure you'll agree, fantastic.

Seeing the 48/215 Holden which the late, great Peter Brock raced at the Goodwood Festival of Speed in the UK, brought back many fond memories for me as I raced an almost identical car back in the early to mid '60's under Appendix J rules. Under these rules the block and cylinder head had to be original, modifications such as larger valves, larger bore (only up to 2,600 cc capacity), multiple carbies, extractor exhaust, etc. were allowed. Gear box and gear shift had to be standard, brakes original but modified (competition linings, power booster, etc.), suspension standard but mods. allowed like lowering, stiffer shocks and springs, etc.

Although the Brock car did not have to comply with Appendix J rules, many of its features are the same.

In those days, the challenge was to take a car with a rated power of 68bhp and top speed of 70mph and which was not renowned for its handling or stopping power and turn it into something which produced about 140bhp and a top speed north of 125mph and which stopped and handled reasonably well. As an indication of just how far engine development has come in the last fifty-five years, consider that the average 4 cyl', 2.4 litre family sedan today develops roughly the same amount of power!

The competition was fierce, particularly in the 'up to 2,600cc class' which comprised mainly "humpy Holden's", 48/215's FJ's and the occasional FE and FC, all sporting the old "grey" motor.



I was fortunate enough to have competed at the inaugural meetings of both Calder Park Raceway and Sandown Park. Both circuits were still pretty raw, lots of mud and unfinished pit areas, etc. My very first race was at Calder Park in my road car/everyday drive. It was basically standard, the only mods. were triple Stromberg carbies., extractor exhaust and a mild cam, I guess today (look at the photo) I would be labelled a 'hoon'. It was never going to be very competitive but it gave me the itch to go and buy another car and build a purpose built race car.

We went through many trials and tribulations in developing the cars in the early years, broken crankshafts, pistons, conrods, etc. We were nearly all in the same boat and although competition was

fierce camaraderie was high. I remember one meeting at the old Hume Weir circuit which was very rough and badly corrugated in sections, I was exiting the chicane, one of the corrugated sections, and the rear end of my car was bouncing around all over the place, Norm Beechey in old "Black Bess" passed me, his car was quite stable. After the race he said to me, "Go and have a look under the back of my car and you'll see what you have to do to tie it down." Such was the spirit and camaraderie which existed then. I doubt such sharing would exist today.

As the car developed, the performance increased. I was timed electronically down the short straight past the grandstands at Sandown at 121.7 mph and still accelerating when I had to brake for Shell corner.

What made it go... Like most of the 48/215's, I used triple 1.5 inch SU's, full extractor exhaust system, 3.25 inch plus 40 thousands bore, 12:1 comp. pistons, fully machined cyl' head with larger valves, larger chambers and ports all polished to a mirror finish, double valve springs and a full race camshaft giving higher lift and increased dwell. There were many other minor, but very important modifications, too many to list here.

What made it stop...(or at least slow down)... I ran Repco finned steel brake drums on the front, standard drums on the rear, competition linings and the backing plates were cut away leaving just enough to secure the brake shoes, large scoops were fitted to the leading edge of the backing plates and four inch Kopec tubing ducted cooling air to the brakes. A PBR power brake unit was fitted.

What helped to make it go even better... To maximise the engine power to the rear wheels it was necessary to take as much load off the motor as possible, anything that the motor "drove" was eliminated as much as possible. We gutted the generator, it was just a free spinning shaft, looked OK and fooled the scrutineers. We ran auto trans' fluid in the gearbox and SAE30 in the diff. which was fully locked. I modified a shock absorber so with the up and down action oil from the diff' was pumped through a VW oil cooler and then back into the diff', it worked well.

The flywheel, rocker arms and every moving part was lightened and balanced. In hindsight and knowing what I now do, I would have fitted electric pumps for the oil and water circulation taking more load still off the motor. ...more next month

Shannons September Classic Auction 2016 - Bill Glover

A very sound sale, well attended as always, and a number of very desirable cars were offered. 27 vehicles were offered without a reserve price out of a total of 39 cars offered for sale. After counting those cars passed in the overall figure of cars actually sold without reserve against the total of sales was 79%, probably highest ever... Thus continuing the recent rising trend. Buyers on line need to respond faster with their bids. they are currently getting a time advantage. The car sale started slower than usual but livened up considerably with the top cars reaching great heights., altogether a very good night.

1975 Chrysler Centura 3.6 Saloon Some rust, panel defects excessive body filler.....	4000.
1967 Fiat 850 2 door coupe Pretty original on 4 new tyres "Needed work"	3200
1959 Jaguar Mark 1 2.4 Saloon. 20000 made 3 speed auto. A number of problems poor paintwork	3000
1974 MG B Mark 2 Roadster Number faults. Some rust Bright yellow paintwork. Tested OK	9000
1980 Bolwell / Suzuki Mini Truck . Never seen one before Bolwell only made 20. Vigorous bidding	11250
1959 Borgward Isabella TS Sedan A Rare car. Only 202000 cars ever made. Clean .Seemed a good buy	6000.
1955 Austin Champ Jeep 4x4 2800cc RR "Army engine."13700 made ..400 to Aus Army. Interesting spools on wheels to allow jeep to cross rivers on cables. Expensive to maintain.	12600
1970 Fiat Bambino 500F Sedan Showing some rust Bearings noisy. But drove OK . Nice little car	14000
1968 Volkswagen Country Buggy Aust designed and built Rare and desirable. well restored	27000
1993 Daimler Double Six V12 Saloon. Only 6 imported Costing \$190 950. 318 BHP Rare. Good condition	17000
1964 Jaguar Mk 2 3.8 Saloon 90000 made of this successful sports saloon. Some rust. Steering wanders	13500
1981 Audi Quattro Turbo Coupe. 4WD sensation when introduced. Rare in Aus Few faults. Sold strongly	37000
1959 Austin Healey Bug Eye Sprite 50000 made of this successful model. well restored . strong bids. Nice	26000
1959 Ausca Roadster. Developed and driven by Paul England. Possibly best of Aus specials. Rare and desirable and well presented.....	37000
1967 Austin Healey 3000 BJ8 Mk 3 Coupe .16300 made 144 BHP Seemed a good buying	47000
1991 Trans Am Pontiac GTA Coupe Rare in Aus and popular (RHD). 308 ci. V8.	18000
1975 Pontiac Catalina Coupe (LHD) 4 wheel coil suspension. 400ci V8.	16000
1963 Ford Galaxie Country Sedan Wagon (RHD) 390 ci V8 300 BHP 40 years one lady owner Well kept.	26500
1960 Cadillac Coupe De Ville (RHD) Rare in Aus. Gifted to Geo Moore by Aga Khan. A "gynomous" car	24000.
1973 Cadillac Eldorado Convert. (RHD) 500ci V8 (8.2 litres) Hood inoperative No rust Sold Strongly	22000
1950 Bentley Mark 6 "Freestone and Webb Saloon Of 5000 produced in UK only 18 in this style. Minor rust but appeared in good order. Very English and desirable	32000
1950 Daimler Special Sports Drophead. Only 500 dropheads built. Minor faults. Dramatic looking car.....	38500
1960 Rolls Royce Cloud 2 Saloon. 6250 cc V8. Very good condition. Nice car. Sold well above valuation.	53000
1947 Jaguar Mk 1V 2.5 Saloon This black and white car's history is well known. Minor oil leaks One bid	50000
1955 Jaguar XK140 SE Fixed Head Coupe Older restor. Very very desirable car. Outstand. mech. report	115000
1976 Ford P5 LTD Sedan Ford's real entry into luxury market 351ci V8 One owner from new. Some rust	7000
1977 Holden HX V8 Ute. 308 ci V8 Upgraded to HX . Very good / few problems. Buyers went mad.	37000
1969 Ford Mustang Mach 1 Fastback (LHD) 351 ci V8 . Gold painted very spectacular and much desired	58000.
1954 Chev Corvette Roadster (LHD)Some minor problems. but unusual model rarely seen strong price.	122000
1972 Mercedes Benz 350 SL Convertible 3500cc V8 200BHP 126mph car. Popular . Some rust.....	24000
1995 Mazda RX 7 SP Coupe.Twin rotor and twin turbo 1300cc First time ever that testers said "BRILLIANT" Strongest bidding for the night. sleek and very rare. Buyers from all over Aus.	88000
1970 Ford Falcon XY GT Sedan regarded as Aust. greatest muscle cars 2 owners. Very well presented Top sale of night. Real bidding warfare (not an HO) Extrordinary !! wait for it !!	176000.
1978 Ford P6 LTD Sedan A big sedan. Running LPG , a 36 gallon fuel tank. Some rust and cracking filler.	10500

CLUB PERMIT HANDBOOK

The AOMC Club Permit handbook has been updated to reflect the latest changes to the club permit scheme. A revised version of the handbook was released in October 2015 and the club now has copies for \$5.00. The AOMC's website is: www.aomc.asn.au This latest handbook and Frequently Asked Questions (FAQ's) can be downloaded from the AOMC website to keep you up to date.



This Club is a member of the
**FEDERATION of VINTAGE, VETERAN & CLASSIC VEHICLE CLUBS Inc. (Vic) and
THE ASSOCIATION OF MOTORING CLUBS Inc.**

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:

1972 Rover 3500 - 62735H colour Burgundy – full body restoration in 2002 with mechanicals refurbished, replaced or overhauled as required full details available, recent RWC and cold a/c, excellent club and show presentation as well as a reliable long distance cruiser. \$18,500 Call Steve 0458 984 164



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2 x Cooper Classic white wall tyres - 205/70 x 15 inch 90% tread - \$150.00 pair

FE - FC Holden oil bath air cleaner - \$50.00

XR - XT GT Falcon hubcaps x 4 - \$480.00

1957 Chevrolet grille bar with light assemblies - \$180.00

1957 Chevrolet new roof lining to suit 4 door sedan (red) - \$70.00

Small block Chev exhaust manifolds, various types from \$50.00 each

Steve Coombs 0418 583 420

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Austin A30 or A35 van, restored or project.
Barry Cooper. Ph: 03 6250 3640



FOR SALE 1

1975 Mercedes 4 door sedan. Reg: 11743H Club Car Engine No 11098122023174



FOR SALE 2

1985 Nissan Bluebird 4 door sedan. Full electrics inc. rear radio controls with original head phones. Only 2 owners, Low kms 102,000 in original condition with all books. Club Reg: 04757H Engine No. CA20102799A
If interested contact Phil M^cFarlane on: 59 862 136 POA



FOR SALE:

MAZDA 3, 2012, 35,000 k's., one lady owner/driver since new, sold and serviced by Mornington Mazda. Sheepskin seat covers on front seats, reverse camera, sat.nav./GPS and daytime running lights. Car in excellent condition. Reg. till May '17, YZZ 677. Aluminium silver in colour. Sold with RWC. \$13,750. Graeme Love 0409 087 157.

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Club Permit Scheme Management Info

David Kisby is now the Club Permit Officer and Ray Beagley 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

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AFDA Member

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

November: P ANDREWS, N ARMSTRONG, R BEAGLEY, M BELL, C CASSAR, J CHIDGZEY, G CLIFFORD, R COLUMBINE, P CRIPPS, J DICKIN, V GALLICCHIO, J HARLEY, C HIGGINS, K HILLS, R INNES, S KNIGHTLEY, R MEATES, B NUTBEAN, G ODGERS, J PALMER, J POLLOCK, F SANDERS, I WHITEHEAD, A WILSON, S ZOIS

December: R. DALTON, M. CROW, P. McFARLANE, B. WHITE, M. GRIERSON, H. BILL, C. CASSAR, R. CHILIANIS, R. INNES, B. LESLIE, R. HILL, K. HALLAM, B. MASON, M. GAGLIARDI, A. BOLT, P. KRUEGER, G. HOCKING, R. CONNELL



This is where Max's car sleeps