

The CRANKHANDLE

**AUGUST
2017**

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

Print Post Publication PP100002657

The Crankhandle is sponsored by the Bendigo Bank

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



Rob Lloyd and Max Caddy with their newly acquired Jaguars.(more p5)

What's inside

Page 3	Presidents Report
Page 4	Coming Events
Page 5	Caught in the Headlights
Page 6	HQ 350 Monaro
Page 7	Auction Night Report
Page 8	Flinders Bakery — June 22
Page 9	Christmas in July

Page 10	Shannons Winter Sale
Page 11	Meeting Minutes
Page 12	Letter to Editor — Stag at Maffra
Page 12-13	New British Sports Cars (1959)
Page 13	Editorial
Page 14-15	Buy, Swap or Sell
Page 16	CPS Renewal Reminder

Rye and Dromana
Community Bank® branches



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.
Please email copy or information to:
Keith Morrison: crankeyeditor@gmail.com

**“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”**



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



**SPECIAL PURPOSE
OPTICAL**

- **Quality European frames at realistic prices**
- **Testing available, phone for appointment**
- **Direct to public**
- **All work guaranteed**

*Monday to Friday, 8:30am to 4:30pm
Factory 14/1140 Nepean Highway
Mornington Ph:59759037
(MIP Industrial Park)
Don, Andrew, Glenn*

The Hillman Husky.

Again thanks to the April edition of the Wheels to remind us what an interesting little car the Hillman Husky proved to be. In 1959, Wheels road tested the improved Husky when Rootes Group reintroduced it, giving it a new 1300 cc OHV engine and entirely new body.

The little van cum car came in two versions, the basic one costing 890 pounds and the “fully equipped” deluxe at 978 pounds. It appeared from the front to be a current Hillman, but has a slightly shortened van type body featuring a single long side window. Gear lever is floor mounted instead of steering wheel mounted like the sedan.

One large door at the back opened with a push of the button “and it flies open” and the back seat folds to allow for large objects to be carried. They gave the car an abbreviated road test, remarking that the car handled well and was good value. Your scribe always thought the Husky looked a smart little outfit.

Bill G.



MEETINGS

General meetings are held on the first Tuesday of each month at Dromana Community Hall, cnr of Hodgkinson St and Verdun 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 manager:

John Becker 0411 202 911

Club Permit Officer:

David Kisby 0427 049 829

Membership Officer:

Anne Kruger 0417 830 755

Safety Check Officer:

Liam Fenney 5986 5454

Club Photographer

Anne Kruger 0417 830 755

Club Regalia:

Rob Lloyd 0407 863 878

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, Charlie Cassar, Steve Lloyd ** Eric Evans ** Peter Bradbury **

**** Deceased**

COMMITTEE MEETING

The June Committee Meeting is to 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

We are all well aware that winter is here, so our club activities have dropped off a little, but that doesn't stop us getting out and about and having a chat. Thursday the 22nd of June was no exception, John B had pencilled in a coffee run to Flinders Bakery and we packed it out! 54 of our members ventured across the peninsula in what turned out to be a fine driving day. Once again new cars to the club were on display which you will read more about.

Our July GM was also promoted as our auction night and a turnout of around 100 members and friends filled the seats for a very quick formal meeting before Mick Daddo got the auction underway. A great night with the time going quickly saw the bidding strong throughout, with very few items left unsold. The top selling item was a 4 cylinder magneto from around the mid 1920's and the hammer fell at \$155.00. Thanks to all those members that contributed and of course bid on items of interest, it will certainly help offset our Christmas dinner costs later in the year.

The next event that has come and gone was the Christmas in July held at the Hastings Marina Complex along with the Bass Coast Historical Automobile Club. This is the second year that we have got together, and over a conversation with their President, Jack Moyle, it was decided to make this an annual event on both club calendars. We also look forward, in the better weather, to a drive down to Wonthaggi as a club and join them on their own turf and explore the area.

We now have a new "Club Regalia" person to take over from the long standing Mike Hurd. Rob Lloyd has come forward and with the assistance of Mike will pick up the pace and familiarise himself with the purchasing and selling of our clothing and badges to members as required. A big thank you, once again to Mike for passing on his skills in the clothing retail and purchasing business, along with the time and effort he has put into this position.

As noted at the last general meeting, the club now has a new "Safety Check Officer" in Liam Fenney of Hutchinson Automotive, Factory 7/9 Newington Ave, Rosebud. Liam also has a license to issue VICRoads Road Worthy certificates and has completed several for members over the last few weeks. At this point I must thank Tim O'Leary for his assistance to club members over the last 4 years or so, and remind you that he is still open for business, so if you have been using Tim's expertise over that time I'm sure he will be only too happy to help in the future.

Well that's enough for now, enjoy the rest of your Crankhandle, keep warm, and we'll meet up out on the road some time, some where.

Brian A. Evans

Your President

WIRE & BOOST

Peninsula Auto Electrical And Air
Conditioning Servicing



Adrian
Proprietor

**Automotive Electrical &
Air Conditioning
Specialist**

Fact. 2/10 Colchester Road.,
Rosebud 3939
Phone: 0429 033 356

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

AUG

- Tue 1st General Meeting
- Tue 8th Committee Meeting
- Tue 22nd Picnic at the Briars BYO everything
Meet from 11:30 onwards
- Wed 30th Rye Hotel 12 noon for lunch
Convenor Brian Evans 0409 639 118

SEPT

- Tue 5th General Meeting
- Tue 12th Committee Meeting
- Tue 19th Pensioners and RDO's Cruise to Phillip Island, lunch at
San Remo Hotel and after, choice Churchill Island,
Viet. Vets. Museum, P I Motor Museum
Convenor John Becker 0411 202 911

- Tue 26th Picnic , Briars BYO everything 11.30 am onwards

OCT

- Tue 3rd General Meeting
- Tue 10th Committee Meeting
- Thu 12th Alowyn Garden Nursery
1210 Melba Hwy Yarra Glen
Convenor John Becker 0411 202 911
- Fri 20th Car Display Royal Freemasons Mt Martha Valley
Convenor Geoff Bartlett 0419 547 823
- Tue 24th Picnic, Briars BYO everything 11.30 am onwards

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

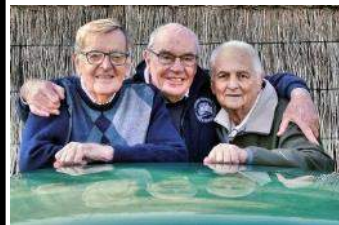
It is the responsibility of the driver of
a club red plated vehicle being
driven to ensure the vehicle is in a
current roadworthy condition.

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



Driver distraction and safety was an issue in the '60's too!



Caught in the Headlights *The Octogenarians*

On a cold but sunny winters' day the "Octos," plus associate Michael Hurd, arrived at the Rosebud Yacht Club forecourt where we had arranged to meet Rob Lloyd and Max Caddy with their newly acquired Jaguars. Max drove in first, making a stunning entrance in the big Jag followed a few moments later by Rob in his striking bright red car.

The occasional passer-by could but wonder at these two magnificent cars, lined up together for photographs. The Octo's natural leader, Mick, thoughtfully supplied a chair so that the "Photographic Octo" could sit whilst issuing orders about cars, reflection, light and human placement whilst the third Octo oversaw the project.

Before buying the red Jaguar, Rob, who owns a beautiful MGB, bought and sold an MG ZT 180 sedan, a MG ZT 190 sedan, an Alfa Romeo 147, an Audi A3, and a John Cooper Works Mini, all whilst seeking another car of his dreams. The dream resided in Perth. Following some phone calls Rob took a plane across the



Nullabour and purchased the car and had it trucked home. The Jag is a very low mileage, 2002 X Type AWD (all wheel drive) sedan and its condition reflects the care and attention that has been lavished upon it over its lifetime. The X type was manufactured during Ford ownership time and is based on the Mondeo platform. This AWD model is fitted with the very smooth V6 motor with 4 valves per cylinder and sophisticated suspension. Its brilliant red paintwork and graceful lines all contributed to a very dramatic motor car.

Max's 2001 highly polished dark green XJ8 Jaguar Sport was purchased in Melbourne and is proving to be the car he has been seeking for so long. It is an imposing car, a V8 of 3248 cc putting out 240 BHP and an impressive top speed of 140 MPH. Its perfect paintwork with black window surrounds and grill, all contribute to make a striking car. The interior of Max's car is in a parchment leather in contrast to Lloyd's car which has form fitting charcoal coloured seats. These are genuine high performance motor cars that demand attention. In a subsequent conversation with Max, I queried the 140MPH top speed but Max merely mused what it might feel like at that speed. Watch out Lorraine! The boy is going to give it a burst some time!

The Octos acknowledge these two cars do not qualify as a red platers but we are confident they are both future classics and collectables and certainly eligible red platers as they hit the bench marks. Max and Rob are real classic car lovers who know and admire a huge variety of motor cars and we thought our members would be interested to hear about their latest purchases. Meanwhile, Rob and Janet intend the Jag to be their daily drive.

Following this intense activity and concentration the "Octos" required nourishment and perhaps a Bex and a lie down, so we retired to the Caddys' for a very pleasant afternoon tea with Lorraine and the proud Jag boys and a little surprise! Max had bought a leaping Jaguar chrome bonnet mascot for his new toy because that model Jag was never fitted with one and rightly so! It just doesn't look right on that model. Not to be outdone, Max has shaped a timber base to suit the mascot, painted it black and "voila" there it is taking pride of place on the coffee table in the living room! If he fusses much more on the finish of his car we will see that in the lounge as well!

On a different note, the Octos were saddened to hear the Beagley woes continue. Just as Ray is recovering from an operation and hospital time, Vanetta has had a fall resulting in a broken left wrist, now wired up and in plaster. Thank goodness Ray is back to near good health because he can now fill in as chief bottle washer and cook while Vanetta takes it easy. Vanetta, we all wish you a speedy recovery but please, no the hand stands for a while!

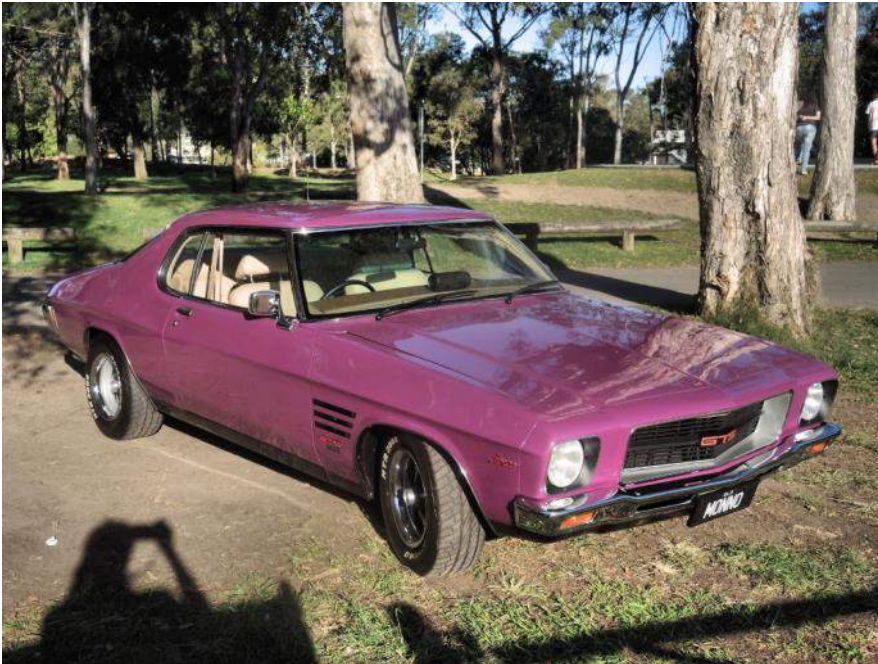
**The Octos extend to our good mates Geoff and Pearl Anderson our best wishes on their 68th wedding Anniversary on July 9th, a very real accomplishment.... congratulations from us all.

B.R.M

Error: In the description of Greg Cripp's new Rover in the June Crankhandle.I made a cardinal error. I am indebted to one of our most acknowledgeable members for gently pointing out that I described the dash and cappings as being in walnut. I should have described them as being made of cherry wood. I encourage and appreciate corrections. Bill G

HQ 350 auto 2-door Monaro — Geoff Bartlett.

HQ 350 auto 2-door Monaro, delivery taken in November 1973, restored by Andrew Bartlett and hit the road in November 2016, Bilinga Queensland.



This car was my family conveyance when my son, Andrew was 4, and his sister younger.

Holden's name for the body colour was pur-pull. Wouldn't know whether it was good for pulling birds, I was married. I believe the colour combination might make this car unique. When placing the order I was told that there was no colour option in regard to upholstery – it was black or nothing. My HT Monaro had off white, and I preferred it, so I told the salesman to insist. My brother ordered a tangerine Monaro, liked black upholstery, no towing gear on his, and 3.08 diff ratio, whereas I specified 2.96. Ironically, when my car turned up in November 73, and his didn't, it was because they ran out of black upholstery.

We towed a 4 berth aluminium and rescoat Roma caravan to the Gold Coast

during its first Christmas. That was typical recreation.

I have to admit that performance was disappointing, plenty of giddyup, but inadequate fuel delivery at high speed. I could get about 105 mph downhill in ideal conditions, whereas the humble HT, 253 with the same tall diff ratio easily did 115. Urban myth has it that people at Holden believed that a Holden should not be too potent, and specified a 5/16 inch fuel line. Also, Holden and Ford, and I suppose Chrysler, could sell more cars at that time than they could produce, so quality control was terrible by today's standards.

Years later, when it came time to move on, I acquired ownership of the Monaro from my family company at depreciated value, and tried in vain [fortunately] to sell it for \$10,000.00. [My everyday conveyance then was a second hand 1974 Pontiac Lemans with a 400. Lots of antipollution gear, but very quick despite a 2 barrel carby, the only car I've ever driven at 200 kph.]

Ultimately my son showed an interest in the Monaro which was languishing in my garage here, no doubt the sea air saying yum yum as it ate away at the bodywork. Andrew had form, as he had restored a Datsun Fairlady when he was only about 19 years old, so I knew he could do it.

I convinced Andrew to address the fuel supply issue, which I had never gotten around to – 3/8 inch fuel line. In many ways it is better than new, because a restorer is not going to accept anything NQR.

Whilst Helen had a brief holiday in Phuket, I decided I needed to go for a spin, so flew to Coolangatta airport on Saturday 1st July. On the Sunday, I had a lovely drive out the back of Tweed Heads to Tumbulgun – a very popular collector vehicle haunt.

Andrew's wide rear wheels and 'fast' tyres aren't my favourite livery, but I am immensely proud of what he has achieved, and it was a real blast for the old man to drive one of the old favourites many years down the track. The original rear wheels are still where the car lives.

That \$10,000.00 price tag. It is probably worth in the vicinity of \$150,000.00, unless I am right about that uniqueness, and more than one buyer likes that about it.

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.

WHAT AN AUCTION NIGHT!

As organiser for the night, I want offer a big "THANK YOU" to our club volunteers, Mike Hurd, Max Caddy and David Kisby for the hard task of cataloguing lots, Brian Evans, Geoff Bartlett and Rob Lloyd as the "Bag Men" running around collecting the proceeds of each lot. Anne Kruger for a great job in recording the sale price of each lot, John Becker for his assistance in spotting bids and helping the boys organising the lots for sale as well as assisting in displaying the items. There was some confusion with lot numbers as the night wore on but it was a tough gig to organise and the team did well under difficult circumstances.

Whatever! The "crowd" was in a bon vivant mood with much fun and laughter and that just made the night go so well!

My thanks also go to Alan Turner and Bill Glover who kept coffee and tea going all night. By the end they were pretty well "sold out" out of everything but a great initiative in serving supper from "go to whoa" so well done to you both.

A very big "THANK YOU" goes to all the members who brought magazines, books, pictures, model car kits and all sorts of garage equipment and paraphernalia. An amazing assortment on the night including some very generous donations of brand new goods including a very good new car cover, a new battery charger and a new single burner camping stove with a pack of spare gas containers plus the Caddy's very good vintage trailer which was passed in at auction but later sold. And there was the magneto! Made the top price on the night of \$155. Rumour says it was from a 1920s Vauxhall, with the "true experts" saying it was a cheap buy. All you had to do was bid for it! Our thanks go to the generous donor.

Then there were the bidders who made it all happen on the night. Your purchases gave the club its best result ever! A total in excess of \$1400 which speaks volumes for all our club members who helped make it such a great night. Thanks to you all!

Mick Daddo Convener





**Bays
Auto
Paints**

*for a full range of auto paints
and finishes, sanding, polishing
and spray painting equipment*

10% discount on presentation of this advert.

29-31 Yuilles Road, Mornington, 3931
Phone: (03)5976 3881 Fax: (03)5976 3882

\$110

TAX RETURNS*

- ✓ **FAST TURNAROUND**
- ✓ **FEE FROM REFUND AVAILABLE**
- ✓ **EVENING & WEEKEND APPT AVAILABLE**
- ✓ **ESTABLISHED IN MORNINGTON SINCE 1997**
- ✓ **REGISTERED TAX AGENTS**
- ✓ **GOOD OLD FASHIONED SERVICE**



ECONOMIC
— MANAGEMENT —
SERVICE

Factory 1/34 Watt Road Mornington VIC 3931 | T (03) 5975 3908

*Conditions Apply: \$110 applies to standard individual tax return and does not include businesses or rental property owners etc.

FLINDERS BAKERY 22ND JUNE 2017

What a turn out! Over 50 club members travelled far and wide to join others at the Flinders Bakery.

Although there had been some rain, the day was chilly but calm made more enjoyable in a classic car. A few members didn't have their special cars on the road, however, in no way did this dampen (excuse the pun) the enjoyment in the café.

A few members went early for lunch and waited for the remainder to arrive. The club had three tables booked, however, with such a large number attending we almost took over the whole café.

Thank you, John and Chrissy Becker for another successful day with like-minded car enthusiasts'.

Words and photos Anne Kruger



Xmas in July



Xmas in July has come and gone, and if you missed it you missed out on a very enjoyable 3 course lunch with new and old friends. The Bass Coast Historical Automobile Club invited the SPC&HCC club to join them at the Hastings Marina venue for a get together and chat. John Becker was given the task, on short notice, to put the message out to our members. The room swelled to 72 people (46 from SPC&HCC) and was a buzz with conversation about any topic that came up, cars being on top. John and Chrissy organised a raffle and did the rounds selling tickets which raised a few more dollars for our club. A number of Bass Coast members arrived in their club cars as did a number of SPC&HCC members, a little bit cold to wander around the car park, but all happy to have a quick look and appreciate the vehicles.



Shannons Winter Sale Report. 2017 — Bill Glover

A cold night, crowds getting bigger each sale, More Aus. built cars offered than ever before, most reaching big money. Because of the number of Aus builds we felt that there would not be the "interest" factor but that proved to be wrong. Once again on line bidding influenced the result, buyers from Perth, Darwin, Sydney and Singapore. One has to admire Auctioneer Ross in the manner that buyers are intergrated into a very smooth auction operation. Improvements have been made to the on-stage presentation. There are still buyers who prefer telephone bidding.

Lot 1.	1979 Mercedes Benz 450 SEL 6.9. A big motor (NR) High performance car 286 bhp AC-US.. Big competition on line	66000.
Lot 2.	1989 Jaguar Sovereign XJ 40 Saloon (NR) 221 bhp 182000 kms.AC- US. About the right price	6500
Lot 3	1973 Yamaha SC500 YZ. Unrestored Priv.Collect. 498cc Famous Motocross bike. Nice bike needs some work	5500
Lot 4.	1981 Yamaha YZ250 Motor cycle Very successful dirt bike. Very rare in Aus. Private Collection	5250.
Lot 5.	1999 Rover 800 5 door hatchback.(NR). FWD 4 cyl. Tested well AC-US. Seemed a very sound, "buy of the night"	3000
Lot 6.	1996 Ford Mustang "Saleen enhanced" convert.(NR) 4.6 V8 215 BHP 5 speed box. A bit rough.	15000
Lot 7	1985 SSK "Replica" Roadster Built Florida from Cortina parts. Copy famous Mercedes .Surprisingly strong bidding	38500
Lot 8	1974 Triumph Stag 2.5 Modified Convert.(NR). Has 2.5 engine not normal V8 No Test. Share of problems	9500
Lot 9	1970 Puch Steyr Haflinger 700AP Utility (NR) Rare. Aus army had 50. Current owner past 34 years.Wide bidding	16500
Lot 12	1972 Volkswagen Beetle S sedan (NR) One lady owner. 59000 kms. Very Good cond. Price reflected same.	15500
Lot 14	1965 Holden HD Station Wagon. Considerable work done 12 volt seal.beams, radio heater, slight paint defects.	25000
Lot 15	1970 Holden HT Belmont Panel Van. Ex museum car Rt Hand rail rusted. Looked good. Strong bidding	33500
Lot 16	1974 Ford XB Futura 250 Sedan (NR) Same family since new. 78000 kms. Some rust. Rough. Bidding spasmodic.	12000
Lot 17	1952 Ford Customline V8 Sedan (NR) Very rare barn Find. Last reg. 1978 engine runs. Lifetime of work required .	9000.
Lot 18	1978 Ford XC Falcon 500 V8 Sedan Owned by same family since new Some paint fading and some rust	17000.
Lot 21	1965 Ford Falcon Futura "Gasser Coupe" (NR) LHD Built as straight line racer, in fact would only go in straight line.	14000
Lot 22	1971 Ford ZC Fairlane V8 Sedan (NR) 426 CID.V8.Powerful fast car 7.6 sec to 100kph, limited slip diff. Well done	22000
Lot 23	2007 RMC Cobra (Replica) 5.0 V8 Convertible. 5 speed manual. .Tested well 12400km Very strong bidding.	50000
Lot 24	1948 Packard Deluxe 8 Sedan (NR) 288CID LHD Rare in Aus. Straight 8 Some rust. Not a lot of interest Weak bidding	13000
Lot 25	1941 Plymouth P12 Special Deluxe Coupe (LHD) (NR) 288 CID. Straight 8.Some rust. Good looking - seemed low.	24000
Lot 26	1951 Diamond T 522 Truck "Texeco Delivery car carrier. Diamond started building trucks in 1905.Very strong biding	60000
Lot 27	1927 Indian Chief 1200cc V Twin Motor Cycle. Beautifully restored. Indian bikes are rare in Aus. Strong bidding	35000
Lot 29	1919 Indian Power Plus 1000 cc V Twin motor cycle. Very rare in Aus. (Similar Steve Mc Queen).Strong bidding	50000
Lot 30	1926 Rolls Royce 20HP Bryden & Mc Kay saloon. Very successful model. Bodied in Aus 1926 as tourer, re-bodied in 1931 as Sedan. Tested very well. Lovely looking car. Sold very strongly	89000.
Lot 31	1974 Yamaha RO 350 Solo Motor cycle (NR) A rare bike in Aus, complete restoration. Bidding a bit weak.	6000
Lot 32	1974 Yamaha YZ 250 B 250cc Motor cycle Virtually works replica Wonderful reputation expensive explosive power. In USA the bike was only sold to approved buyers	6500
Lot 33	1971 Holden HQ Monaro 253 GTS Coupe (NR) 4 speed box Barn Find. Shabby cond. Needs major work. Surprise!	42500
Lot 34	1969 Holden HT Monaro 253 GTS Coupe (NR) . Brock Commodore 213000 kms. Ac -us Some rust, strong bidding.	52000
Lot 35	1969 Holden HT Monaro 350 V8 "Enhanced" Coupe. Early Monaro. Upgraded Chev 350 V8 . Extra strong bidding	64000
Lot 36	1959 Cadillac Series 62 Convertible (LHD) Restor. over 25 years. Over 150000 spent. Looked good Unbelievable bids	120000
Lot 37	1969 Chevrolet Camaro Z28 Coupe (LHD) 302 ci 290 BHP Complete rebuild in USA. Same again Unbelievable	101000
Lot 38	1979 CR250 R Elsinore motor cycle. First Honda successful dirt bike. Imported unrestored	7500
Lot 39	1972 Honda X250 Motorsport motorcycle .Fully restor. never ridden since. Classic enduro bike.	9250
Lot 40	Mercedes Benz 280E Saloon. (NR) Has the lot. Smooth luxury car. Few defects tested well.	12000
Lot 41	1965 Honda S600 Roadster. 606 cc. 4 Cyl. 4 Carbys. Off road since 1980. Looked great. Very Strong bidding	28000
Lot 42	1973 BMW 3.0 CSi Coupe. (NR) Few RHD made Rare in Aus. Very rare desirable car. Looked good.	54000
Lot 43.	1988. Mercedes Benz 500 SL Convertible .Powerful car looked good, one of untouched ones, rare. Bidding went mad	95000
Lot 44	1967 Mercedes Benz 500 SL Convertible Updated with rare ZF gearbox. Panel defects.but didn't matter. Ultra bidding	175000
Lot 45	1990 Maserati 541 Bi Turbo Coupe. Last RHD 228 made. Rare in Aus.Panel defects. Tested well. Not much interest	16000
Lot 46	1974 Citroen DS23 Station Wagon Rare factory fitted 5 speed box, minor faults Tested OK. Looked good strong bidding	30500
Lot 48	1959 Jensen 541 R Coupe 3993 cc 6 cyl. Austin 129 top speed (fastest 4 seater made at time) 193 made. Oil leak.	95000
Lot 49	1972 Holden LJ Torana XU1 2 Dr Coupe. (NR) Top speed 220 kms. 58000 kms Body filler defects. V Strong bidding	102000
Lot 50	1976 Ford XB Falcon GT Coupe. 4 wheel discs. 300 BHP 200 kms top speed . Bidding war	134000.
Lot 51	1973 Ford XA Fairmont GS 351 V8 Sedan (NR) Tested very well. Limited slip diff. Few faults Very good sale	63000
Lot 52	1973 Chrysler VH Valiant Charger XL Coupe. (NR) 245CID 165 BHP 56500 kms Some rust & one owner.	37000.

Minutes Summary – SPC&HCC – General Meeting – 4th JULY 2017

Meeting opened at 7.29 pm by the president Brian Evans, **Safety and Emergency procedures** read out.

Present, Attendance Book, 88 members, 5 visitors, Apologies: Bruce Rogers, John Vogt, Margaret Wiggins, Laurie Minogue, Neal Carpenter, Brian Nibloc, Ray Beagley, John Klein, John Pollock, Graeme Bonniface.

Welcome extended to all, visitors:

Geoff Comber has '56 "roundy" Mercedes Benz, and '83 280C Coupe

Ian Janney has Rolls Royce

Jeff Suggars has MGA 1600, member of MG Car Club

Greg Knox

Robert Frankton [Tasmania] has Rolls Royce and Lancia

Brett Humphries has Messerschmitt and Morgan

Tony Delgrosso has Studebakers, '58 Scotsman and '63 Hawk

Acceptance of minutes of general meeting June 6th 2017, as printed in the Crank Handle, Moved, John Watson, Seconded, John Becker, no business arising, **CARRIED**

Correspondence in/out: -since June general meeting, as detailed by acting secretary, Geoff Bartlett.

Moved, Charlie Cassar, Seconded Ken Burrows that report be accepted
CARRIED

Treasurer's Report to end of June [Brian Evans] : -Balances available on request by members.

Moved Brian Evans, Seconded Don Robinson, report be accepted, **CARRIED**

Membership Report, Anne Kruger

231 members, 2 new, 2 enquiries and 2 enquiry packs issued tonight, 81 e-magazine subscriptions.

Past Events

Flinders Bakery Thursday June 22, 54 attendees.

Coming Events

Christmas in July, Sunday July 09, Hastings Marina – joint event with Bass Coast club. 45 booked. Midday start \$24.50 per person cost, pay on the day.

General Business.

New Safety Check Officer. Liam Fenney at Hutchinson Automotive 7/9 Newington Avenue Rosebud. One stop shop because he is a licensed roadworthy tester also.

Brian Crocker reported that a long standing annual event, "Last of the chrome bumpers" latterly held in Lardner Road at cattle yards site, formerly at Cora Lynn, is ceasing. Also, sadly, BMC Experience magazine is discontinued.

Meeting closed at 7.46 pm

The auction was then conducted after a 15 minute break for viewing.

Next meeting Tuesday 1st August at 7.30 pm.



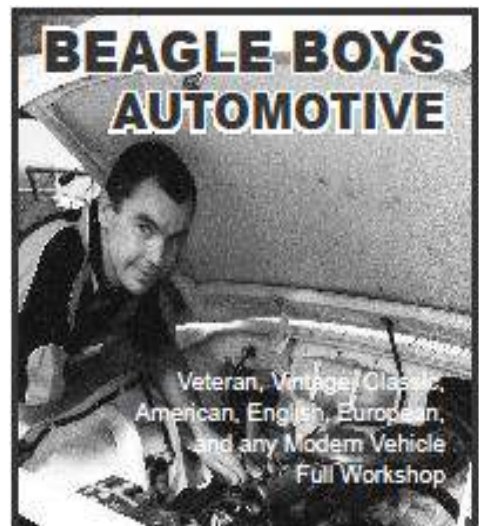
DARREN McGRATH
Proprietor

**MUFFLER AND EXHAUST
SYSTEMS**

TOWBARS AND SHOCKERS

Fact. 2/5 Newington Ave., Rosebud 3939

Phone: (03) 5981 2299



**Automotive repairs and
servicing to all makes
and models**

Tim O'Leary, Proprietor

*1/1 Newington Avenue,
Rosebud, 3939*

Tel: 5986 8628

Letter to the Editor – Triumph Stag on display at Maffra

Hi Keith

I have put one of my Stags in the Maffra Museum as part of the British Theme for the next four months. It has a blown head gasket and I wasn't planning on doing anything with it for the next while :o(

I installed a header tank which made the car behave a lot better with the head gasket issue. I drove the car up on 24 Jun 17 and it purred on the trip. I put a container of Nulon in and I didn't lose any water on the trip. It's still not quite right, but seems fine on a coolish day... I am even thinking of putting it on Club Plates.

I left at 8am with the roof down as I didn't want the roof to be damp and put away for 4 months...It had just been raining and managed to be covered in mucky spray. Not me as it goes over the top when the car is moving.

I got to Traralgon and the temp was sitting mid way, but possibly rising. I decided to stop and let it cool down and check the water. First thing I noticed was the battery clamp had fallen down. I managed to find a helpful mechanic that let me use his vice to make some adjustments! I then checked the water and it was full. I then drove on to Maffra, washed the car and drove it inside the museum.

I managed to get a lot done in a week. A fair bit of painting which brightened up the front and back. I was however disappointed that the detailer I had booked pulled out on Thu afternoon, all in all, it is quite presentable. Richard Pye



New British Sports Cars (1959) - Bill Glover

In September 1957 that great Australian car magazine "Wheels" wrote an interesting article on the a number of mass produced British Sports cars , that announced modifications to their cars ie MG, Austin Healey, Morgan and Sunbeam and a newly announced Triumph, Also on the market, especially in the UK, there was a host of great sports cars built by specialist builders in smallish numbers that did not get a mention.

BMC produced a new Healey with more power and disc brakes on the front, a very popular car, a real performance machine, and they further enhanced the car by enlarging the engine from 2.6 litres to 2.9.improving an already impressive performance. The body retained its classic shape unchanged.. Prices for Healeys continue to rise in the classic market. reflecting their desirability.

Rootes Group produced the Sunbeam Alpine, a completely new car, using a worked over engine from the Rapier, developing 83 BHP that was an 18% improvement on the original.. As was the standard practice, discs were now fitted to the front brakes.. A rather smart, well designed body complemented the car.

The MG A had discs fitted to the front brakes, and a new twin cam motor was introduced whose capacity was enlarged by 100 cc. The "A", despite moving away from its traditional classic shape was an attractive car and becoming very desirable. The newly introduced twin cam motor proved to be somewhat troublesome.cont' p13

Metal Car Badges



Reversible Vest



Floppy Hat



Windcheater

CLUB MERCHANDISE For Sale to Members

Reversible Vests	\$40.00
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
Polo Shirts	\$25 .00

All these items may be purchased from
Rob Lloyd – Tel.: 0407 863 878

Editorial — Keith Morrison

Winter is here but so what. I have heard the comedian Billy Connolly recommend not to buy into the “cold and rain is bad weather, woe is us”. He said: “There is no such thing as bad weather, just wrong clothes”.

Applying that to motoring activities I guess it equates to “Rug up and put up the hood”. With all the reports of SPC&HCC activities this month it seems that that is what the club has done.

Thanks again to all our contributors, keep up the good work!

Here is some more about my new acquisition:

As I sit here typing this I can glance over to the other side of the breakfast bar and see 4 exhaust valves, refaced and waiting to be lapped in. No, they are not from the new '32 tourer but from my '55 Pathfinder which had burned a valve. I need to get it going so that I can put my '08 Ute in to get an LPG problem sorted out.

To make a place on the bench for the Pathfinder head I had to sit the '32 tourer head in right place ready to bolt down. The '32 head was off because I found that the rough running and lack of power I mentioned last month was not because of stale petrol but two gummed up inlet valves that had opened and closed so slowly that their pushrods dropped out of place and were rattling away on their own. In the process of freeing up the valves I removed all of them and lapped them in just in case.

I hope to get the Pathfinder running again this weekend as the magazine is being printed. Imagine that, two head jobs in one week. I hope the Pathfinder job lasts longer than the 12,000 miles since its last, mainly my fault for not attending to the badly balanced mixtures in the twin SU's. I have had a tip that lead fuel additive, that is legally available for such old cars, would help. That will be the topic for another story I have.

With 17 days till I retire from work this is the my last Crankhandle edition done as a second job. Enjoy your read.



.....from p12 The Standard Triumph Company produced 74800 TR3's, selling for around 1100. pounds which started off with drum brakes all round but soon followed the others by fitting disc.s to the front braking. The new Triumph, the TR3-S, twin cam, producing 150 BHP, the car was unknown to the writer, it was really a competition model that was built for European competition. and to my knowledge never went into mass production.

The Morgan Company is 108 years old, and have been making sports cars for 70 years. They have mostly bought their engines in, and in 1959 were using TR3 and TR3A engines. Limited production and hand built methods restricted the numbers made. The latest modern Morgan is a very high performance car, production is limited to a maximum of 1300 cars per year and have a waiting list, usually accompanied by around a 6 months delivery.

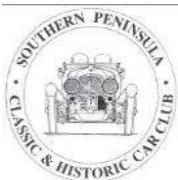
The car that Wheels did not include, possibly because it was introduced mid 1958, was the very popular Austin Healey Sprite. It was designed by Donald Healey to be a sports edition of the Austin 7, using the engine of 948 cc from the A30 and Morris Minor 1000,. It also featured the A30 front suspension. It was allowed to rev out to 5200 revs with the addition of two one and a half inch twin carburettors. The cars were produced at the MG plant in Abington selling for 669 pounds. Sprites were also assembled at Enfield NSW. This great little car sells strongly nearly 60 years later on the classic car market.

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: -

2002 Mercedes Benz 200C Kompressor

It is still available. Subsequent to a prospective buyer's interest, our club's new safety check officer has given it a health check. Have a look at similar cars on carsales.com and negotiate a price. Not prettied up to hide anything. Has roof mounted entertainment unit in the rear. Elderly owner hasn't driven for a long time, and is now confined to a nursing home. A classy everyday drive. Low kilometres, registered until September.

Lyndall, 0403 995 747. or
Geoff Bartlett 0419 547 823.



FOR SALE:

Luggage Rack: Suit Kombi, early sedans and station wagons with gutters. Adjustable legs. Painted round steel, 1m x 1m, As New. \$95-

Geoff Anderson Ph 59 864 929

BOOKS FOR SALE:

"Ultimate History of Mercedes Benz" by Trevor Legate 2008

"Easy Auto Repairs" by Richard Nunn & Robert Tews

Two folders of "On The Road" magazines Pert 29-56, as new condition, collectors collection.

"The Great Planes" by James Gilbert

W/S Manual for 1936-55 sidevalve Hillman Minx Mk1 -MkVIII

W/S Manual for Valiant VG-VH hemi 6 cyl.

W/S Manual for Mk3 Cortina '70-'76,
1300,1600,2000

Prices at variable rates.

Ring Phil M^cFarlane 59 862 136

FOR SALE:

1980 Ford Thunderbird 25th Silver Anniversary, rare, less than 1400 built. Only 17000 mls, auto, air cond, p steer, plus +++. This car has every option available in this model. All paperwork from new, I have had it for 6+years. It looks smells drives like a new car on club rego \$24,000 contact John Watson for more information phone 0407341218



Commercial Advertising Rates for The Crankhandle (11 Editions)

B&W

1/4 page \$110

1/3 page \$160

Colour (Back Page)

1/2 page \$330

Full page \$660

FOR SALE:

VW Golf Diesel 2008

1 lady owner, always garaged, new tyres, service records, usual VW features, quality & reliability, April 2018 rego, 190,000 kms on speedo, 1100 kms/tankful. Good condition all thru. RWC. WIC 771.

\$7900

Warwick Spinaze Tootgarook 0407 016 719 or 0412 403 949

RACETEK ENGINEERING

185 Barkly Street
Mornington, Vic. 3139

Mob: 0409 603 749

We offer the following services for classic cars:

Engine rebuilds
Parts Manufacture
Brake line repairs
Carburettor rebuilds
Electrical repairs
Testing and Tuning

No job too small. Club member discount.

Website: www.racetek.com.au

STOP....AND GO,TO



ABS MORNINGTON

53 Tyabb Road, Mornington, Vic 3931
Phone: (03) 59736855 Fax: (03) 59736344
Email: mornington@absauto.com.au
OR check the ABS website:
www.absauto.com.au

(Club members, 10% discount on presentation of this advertisement)

See Darren Hodgson and staff for all your auto service needs, from what makes it go to what makes it **STOP**

They'll even give you a 12 month or 20,000 km guarantee on parts and labour

Call and talk to Darren:

**Not just
brakes!**

ABS



FASTFIT
CAR CARE

MUFFLERS
BRAKES
SHOCKERS
LUBRICATION

New Owner :- John Brunner

- Standard, custom and performance exhaust systems
- Complete brake and suspension service
- Full vehicle servicing

Call in and see John for prompt attention and expert advice:

New Address: 3/14 Bruce Street , Mornington. Phone (03) 5975 8788



WHITE LADY FUNERALS

a woman's understanding

*At a time when warmth, compassion,
gentleness and understanding mean
so much WHITE LADY FUNERALS
is there for you.*

24 hours a day, every day of the year

Thinking of planning ahead?

Guardian Pre-paid funeral plans available.

Call for a no obligation appointment.

WHITE LADY FUNERALS

Rosebud : 03 5982 3400

Mornington : 03 5975 9292



AFDA Member

CPS REMINDER

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

AUGUST: D ASKER, C BEAGLEY, I DAVIS, B GLOVER, R HUGHES, M JAGEURS, P KRUEGER, D MARSH, P McFARLANE, E McPHERSON, F PIETERSON, J WATSON, B WILSON.

SEPTEMBER: R. BEAGLEY, A. BUCHANAN, C. CASSAR, S. COOMBS, G. CRIPPS, P. DONNELLY, B. EVANS, V. GALLICHIO, C. HIGGINS, T. HOWARD, M. JAGEURS, D. JONES, D. KISBY, R. MEATES, R. MONRO, T. MULVOGUE, D. PITMAN, S. ROSE, C. SCHWERKOLT, L. TURNER, C. WILTON

FOR SALE

Your Club has a large stock of specially made Metal Car Badges. Celebrate your membership of this wonderful club by adding one to your car.

Keenly priced at only \$30. See Rob Lloyd



A.A. VINNEY'S

Metal Polishers & Electroplaters

24 - 26 Short Street, Dandenong, 3175

Vince & Anna
Di Blasio

Ph: (03) 9794 7530

Fax: (03) 9794 7532



Specialising in

- All Jobbing work
- Car and Boat Parts
- Motor Cycle Parts
- Rare Spares Stockists
- Reconditioning of all Bumper Bars
- Gold Plating
- Aluminium Plating
- Zinc Plating
- Barrel Plating
- Chrome, Nickel, Copper & Silver Plating

Email: vinneys@bigpond.com

Web: www.vinneys.com.au