

The CRANKHANDLE

APRIL
2018

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.



Colin Jordan's 1965 3.4 litre Jaguar

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

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CLUB 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

Colin Jordan 0417 527 812

Rob Lloyd 0407 833 878

Warwick Spinaze 0407 016 719

Keith Morrison 0411 127 765

David Doubtfire 0409 603 749

John Becker 0411 202 911

Anne Kruger 0417 830 755

OTHER OFFICERS

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John Becker 0411 202 911

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David Kisby 0427 049 829

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Anne Kruger 0417 830 755

Safety Check Officer:

Liam Fenney 5986 5454

Club Photographer

Anne Kruger 0417 830 755

Club Regalia:

Rob Lloyd 0407 833 878

AOMC Representative:

Ray Beagley 0414 598 614

Federation Representative:

Peter Greening 0408 039 311

Web Master:

David Doubtfire 0409 603 749

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**

A WORD FROM YOUR PRESIDENT

Over the last month or so we have had quite a number of club activities to enable one to come out and play with your favourite toy and enjoy the company of fellow club members.

The "Perter Bradbury" Mystery Tour was held on Sunday, March the 18th with some 20 cars arriving at the start venue for a 10,00 am push off on a very pleasant day. As always, John and Chrissie Becker had done their homework and each starter was given several pages of directions and questions to be completed on the journey. A very cruisy drive was ahead with lots of tricky questions to be answered on the way, approximately 75 to 80, with the finish at "Sea Winds" national park at the top of Arthurs Seat. A picnic / Bar-B-Q lunch was enjoyed by all after which John B read out the results and duly handed out the Trophy and prizes to the three place getters.

The next busy weekend was the Labour Day 3 day break in early March. This is always a popular weekend for activities of which we had a number noted in our events calendar. The Red Hill Show, the MG Car club event in Geelong and the not too miss Tyabb Air Show held every second year. I went along to the Air Show as the club receives a limited number of passes, which were all taken up very quickly. The group headed off from Bunnings in Mornington at the designated time of 7.30 am and after a leisurely drive arrived at the airport just before 8.00 am to be parked by the staff on duty. The first move is to setup your seating in a prominent position early and then have a walk around the exhibits, plenty to see! The flying started at 11.00 am and continued non-stop through till 4.00 pm with plenty of noise great war birds on display.

If you were unable to attend the March General meeting, Ray Beagley delivered his AOMC report to the members and as in most reports, VicRoads rated a mention with reference to the CPS scheme. Just recently, I ventured down to the Dromana VicRoads office to up date their records of my change of address. The customer service person was very quick to update the change of address both my licence and Leonie's license and registered the change on our three cars that have a full registration, so he was quite pleased to present us with the new paperwork. On inspection I noted that he hadn't included the MG Magnette and explained that we had another vehicle on CPS plates. On opening up the appropriate file, he informed me that the MG had been out of permit since October last year! I explained that I had personally made the payment at this office myself and that I did have a receipt. After going through the VicRoads accounting files

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

he did indeed find that a payment had been made and after talking with his manager he changed the status to show that the vehicle did have a current permit. So, on handing over your hard earned money, having your paper work stamped and receiving a VicRoads invoice, if the operator has not flagged on the computer manually that you have paid, then when you are pulled over by the police and they check the VicRoads entries on their in car computer, it will indicate that the vehicle permit has expired and that it has not been paid, YOUR PROBLEM! So the best you can do is at least carry a copy of the receipt in the vehicle at all times and that should put some doubt into the records that the police are viewing.

Good luck, lets keep rolling on.

Brian A. Evans Your President

ATTENTION ALL MEMBERS SPECIAL GUEST SPEAKERS AT OUR JUNE 5TH GENERAL MEETING

Ken and Sue Slater have driven their MGB GT, along with five fellow MGBs enthusiasts, to overseas destinations throughout the world. Two cars have been on every tour covering in total some 140,000 kms. Sue Slater has compiled several succinct books, complete with photos, covering each of the major tours. Sue has given countless presentations to a host of different organisations and clubs. She is a vivacious, enthusiastic speaker and members are guaranteed a lively entertaining talk on their experiences covering their trip from Beijing to Paris.

We see this as a great night for our partners to attend to enjoy an excellent talk by Sue, who will join us for supper and questions, along with Ken, to talk on all things technical and how great MGBs really are!

MEMBERS & PARTNERS DO NOT MISS THIS SPECIAL NIGHT!



COMING EVENTS

April

- Tue 3rd General Meeting
 Tue 10th Committee Meeting
 Tue 17th *TOUR OLD HUME HIGHWAY
 Lunch at Avenal, Shepparton,
 Auto Museum (a must see)
 Overnight in Shepparton,*
 Wed 18th *Noorilim Estate Murchison, then
 to Bendigo to a couple of Private
 Collections. Bendigo Art Centre
 for the Ladies.
 Overnight in Bendigo*
 Thu 19th *Malden, lunch Castlemaine,
 Malmsbury, Kyneton and home*
 MEMBERS WHO WISH TO JOIN
 THIS TOUR,BUT HAVE NOT
 REGISTERED MAY STILL DO SO
 Contact John 0411 202 911
 Tue 24th The Briars Picnic BYO everything
 Thu 26th Fish & Chips lunch Mornington
 Park, Pier End, 12 noon
 Cnr., Esplanade & Schnapper Point
 Dr.,Mornington
 Mel Ref 104 D 10
 Suggest Fish & Chip shops 2 of,
 Wilson Road, with Brendans Cakes
 For salad rolls Pies & pasties etc
 Next door or BYO

May

- Tue 1st General Meeting
 Tue 8th Committee Meeting
 Thu 17th Visit to Ron Townley's Garage
 59 Mt Martha Rd.,
 Mt Martha. Mel Ref 150 D9 2 PM
 Convenor:John Becker 0411 202 911
 Tue 22nd The Briars Picnic BYO everything
 Fri/Sun 25-27th Historic Winton. Fri Classic Car &
 motor Bike Tour. Sat/ Sun Historic
 Car & Motor Bike Racing
 And Classic & historic Car Display

JUNE

Advanced Notice

- Tues 5th General Meeting
 Special guests: Ken & Sue Slater
 World travels in an MGBGT
 This night is set up to especially include
 members' partners.
 See the accompanying notice to members.

Convenors:

Colin Pitcher 0427 818 363
 Mick Daddo 0419 879 004

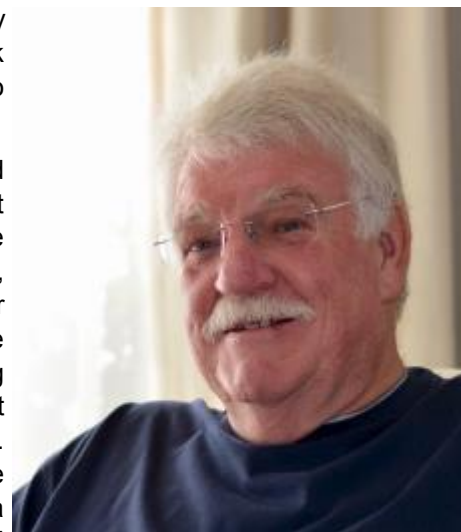


Caught in the Headlights

The Octogenarians

The Octos travelled down Browns Road to meet one of our Club's newly installed committeemen Colin Jordan for a very pleasant afternoon. Octo Mick and Bill devoured a lovely sponge made by our hostess Helen, whilst Octo Ray concentrated on the job in hand.

Colin was born and brought up in the Melbourne suburb of East Malvern and by all accounts was raised with a very positive outlook on life, something that has held him in good stead throughout his life. As a young man he joined the paper manufacturer Redmond Inglis before moving to Spirix Development, staying for seventeen years working his way up through to senior management of the company. He then branched out on his own and the business flourished supplying educational products to schools before leaving when the business was bought by Westmex Corporation. Following this stint he moved to Jakarta for two years working with a company called Sinar Mas. He returned to Melbourne and bought the Victorian agency for Artline before merging with the Geoff Penny Group taking the combined company into a significant importing and sales organization as a major supplier of educational needs throughout Australia.



His last venture with the Artline Group was most interesting. Colin refined a method of computer controlled laser cutting of the sheet rubber which revolutionized the rubber stamp industry, making many different individual stamps from the one sheet of rubber and the company set a seemingly impossible target of delivering a customer's order within 24 hours of being placed. He then joined the company known as Office Max which was subsequently purchased by the US company Boise Cascade, a major supplier to the Education sector covering 30,000 lines. After ten years at the helm of Office Max during which time the company had expanded into a national organization with a turnover approaching \$140 million, Colin decided to retire following a takeover, to pursue his own dreams including property development.

It is an indication of his outlook on life that he has maintained friendships he made from the start of his working life. At one stage he purchased a 100 year old church which was part of the Tallyho Boys Home complex in Elwood and being sold for subdivision. He converted the church into three apartments, living in one for a time before selling the development, another real challenge, but no doubt a successful one.

Turning to the cars in his life, he still has the mug he won at one of the early races at Winton driving a friend's Austin 7 Ulster race car whilst his own Austin was in pieces. He also competed at the difficult but popular hill climb at Templestowe with its dust and deep corrugations, but always a spectacular track. Apart from his Austin 7, Colin's early cars had a European bent, a Fiat 1100, a Simca Aronde, an Alfa Guila Super (a definite favourite), a Fiat 1500, Volkswagen "notch back" (a great car), a series of company cars, Fords, of every hue, a BMW 320, three Nissan Maxima's (another favourite) and he still retains his 1971 ivory MG B Roadster which he has owned for the past 41 years that he enjoys maintaining and driving. Colin told us an interesting story. He noticed that one side of the body of the car sat one inch closer to one side of the chassis than the other. He repeated his finding to friend Paul Trevethan only to be told that "all the cars from the CKD Sydney assembly plant are all like that"! Octo Ray asked some probing questions about the settings of the G's carbys, he retired apparently satisfied with the answer.

Sitting quietly beside the MG is a beautiful 1965 3.4 maroon Jaguar with a 3 speed auto. plus overdrive. The woodwork is unblemished as is the matching upholstery and the motor starts with just a touch of the button and settles into that well known throbbing beat. Colin purchased it from 89 year old Mr Hall, the principle of Halls Jayco Mildura whilst getting his caravan serviced. It is a very desirable motor car.

Helen has a new, elegant XE model grey Jaguar, a most interesting car, all alloy except for the door skins and with a 2 litre turbo powered 4 cylinder motor that propels the light weight body very impressively using its eight speed auto. Colin and Helen are caravaners, their current rig is a 24 footer which he tows with a jeep and he finds the jeep a very impressive tow vehicle, having owned three of them all very capable of clocking up big milages.

One gets the picture of a couple who meet the challenges of life with enterprise and verve, and have been happily ensconced in their gracious Rye home for the past 12 years surrounded by open space and big sheds for the "toys". Between them Colin and Helen have six children and seven grandchildren. Colin joined our Club committee late last year ... a great appointment.

Past Event Feb 3rd

A Visit to Woodworkers of Southern Peninsula.

We had 34 of our club cars attending which was very pleasing to see.

A great time was had by all of our club members, as well as many people from the public.

Amongst those attending were our current Mayor, representatives from Bendigo Bank, President and Treasurer from the Peninsula Old Time Ceilidh Dance Group, also a photographer from "News" paper.

Ceilidh (pronounced Kayley) Dance is Gaelic, Scottish dancing. (ed)

We were also supported by a display from the CFA and SES, a great turnout.

The crowd managed to munch their way through almost 700 sausages and lots of bread and sauce. F.O.C.

It was nice to see that our club members, John and Shirley Steele featured on page 10 of the "News" paper.

Many thanks to those who attended on the day.

Thanks also to the Woodworkers Club for the "Plaque of Appreciation" which has been given to our committee.

From your convenor

Phil McFarlane



IMPORTANT NOTICES

CLUB PERMIT SCHEME MANAGEMENT INFO

David Kisby is the Club Permit Officer and David Doubtfire 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

CPS REMINDER

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

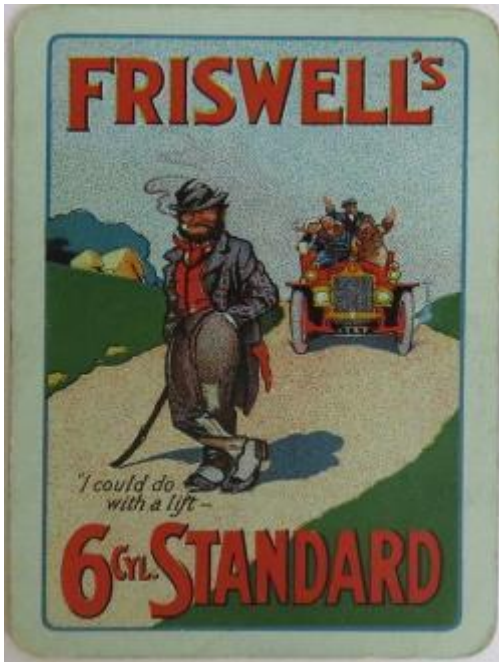
APRIL: W ALLEN, I AUSTIN, C CASSAR, B CROCKER, D DOUBTFIRE, G DUNKERLY, P GEERMANS, C HIGGINS, P HILL, B JONES, P NOTT, G OTTAWAY, A TURNER

MAY: G BONNIFACE, G CLIFFORD, T HOWARD, R HUDSON, M JAGEURS, R MEATES, B OSBORNE, J PEEL, R RICE, K SAYERS, L STAMPTON, J VOGT, C WATKINS, J WATSON, P WELLWOOD

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

**PO BOX 12
DROMANA VIC. 3936**

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.



This pictured playing card is from my collection of 'vehicle related', advertising playing cards. Firstly, I will explain what advertising playing cards I collect, and more importantly, what I call vehicle related playing cards.

The collection is based around; Whisky cards, Tobacco related cards (cigarettes, cigars, tobacco, matches, cigarette papers and pipes), British Brewery, Beer (Australian, New Zealand and from around

the World), Wines and other alcoholic beverages, Soft drinks and any card that features advertising of any description, which includes my vehicle related playing cards. i.e. cars, trucks, buses, earth moving plant, mobile cranes, fork lift trucks, tyres, batteries, petrol, oil, spark plugs etc.

Anyway, back to the Friswell's playing card. The graphics on the card caught my eye so I purchased it without knowing whether it was a comedic card or relating to a car I had never heard of before.

Wikipedia was where I started to research Friswell's, 6 Cylinder Standard.

History; 1903 – 1914. The **Standard Motor Company** was a British automaker founded in 1903 in Coventry by Reginald Walter Maudslay. It was active in the United Kingdom until 1963, and in India until 1987.

Reginald Walter Maudslay. Maudslay was a civil engineer by profession, but he sensed the enormous potential of the nascent car market. After receiving a donation of £3,000 from John Wolfe-Barrie, Maudslay invested the sum received in the new business by setting up a car factory in a small two-story factory in Coventry. Before starting to produce, he examined engines of other cars to familiarize himself with the design of powertrains. He initially employed seven people to assemble his first model, called 6 hp, which was powered by a single-cylinder engine, had a three-speed gearbox and was rear-wheel drive.

In 1903, the first year of activity, the new car manufacturer produced a total of three cars. By the end of the year, the company's workforce amounted to 25 units. In 1904 the company considerably increased its productivity, coming to manufacture a sample every three weeks. The single-cylinder model was soon replaced by a two-cylinder engine, which was quickly followed by models with three- or four-cylinder engines, and in 1905 by a six-cylinder engine.

...Continued on page 12.....

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RACV Showcase – Yarra Glen—Sunday 25th February



Just sending you a few pics of the fabulous car show at Yarra Glen.

There must have been well over 1000 cars on display. SPC&HCC had 6 cars in attendance. Jane Spence and Ken Beard were awarded a prize, best commercial vehicle.

Regards : Terry Pemberton.



Red Hill Show— Saturday 10th March

Some pics from Red Hill show. Chris Higgins won the Judge's ribbon even though he ran out of fuel and we had to push it into place. It was hot and long day but very busy.
Words and Photos: Philip Hill



Red Hill Show displayed the Car Club at its finest and most versatile. In the Craft/Cooking Pavilion. Kerry Harley (James wife) took off a first prizes for her magnificent quilt and her second first prize was for the Dame Phillis Frost Award for an article made from recycled material, a great effort. The cooking sections showed entries from John Martin and Bill Glover and outside on the hill facing the second oval the Club was displayed at its finest. A line of beautifully prepared cars from every era was shown.

Words: Bill Glover

BILL HAS DONE IT AGAIN!

The Red Hill Show was held on the Saturday of the long weekend and once again, Bill Glover has marched off with a first prize! This time it was for a half dozen, perfectly presented scones. Not so much luck with his tea cake entry this year but hey! the competition was fierce. Just ask first time entrant, John Marten, who from all accounts, put in a sterling performance with his cake but just failed to make the podium.

Surely it is time you both got your heads together to present a range of cakes and scones at a general meeting in the not too distant future. We are licking our lips in anticipation!

Words: Mick Daddo



Southern Peninsula cars leading the Grand Parade around the oval at Red Hill Show. Nine of our club cars were at Red Hill Agricultural Show : Words and Photo: Terry Pemberton

Tyabb Air Show 11th March 2018

The air show at Tyabb was fantastic with amazing air displays by historic warbird planes.
The show could have been called the Air & Car show as there must have been 150 or more classic cars on display.
Words: Terry Pemberton, **Photos:** Terry Pemberton and Paul Lucas



Peter Bradbury Mystery Tour -Sunday 18th February

On a warm and clear early morning, we headed for the Dromana Information Centre.

A dozen or so cockatoos greeted us so that by the time the other 36 or so members arrived our own noise of talking and wondering where the Peter Bradbury Mystery Tour would take us drowned out the birds' squawking.

Instructions duly given to the passengers by John Becker and 19 cars headed out. Well, that is except Betty and Len Stampton in their gorgeous Rolls Royce which was diagnosed with a starter motor problem. They returned home via the RACV.

In John and Chrissie's notes were spelling mistakes, easy answers and cryptic questions plus misspelled place names.

If cars went slowly it was easier to find the solutions to the sometimes-oblique questions.

At times, some of the cars travelled in the opposite direction in search of the answers. All too soon, others copied this manoeuvre. If a car slowed then stopped, those behind did the same. There had to be an answer to a question somewhere in the space afforded to a line of club cars. Two members, who won't be mentioned, stayed a little while at the Pig n Whistle before continuing their journey in their 1946 Buick.

The weather remained fine and mild and all in all, an easy drive.

Our destination was to the Seawinds Gardens at Arthurs Seat. We drove under the Eagle and into the park. Although it was a bit of a challenge to park together some did manage to park close to each other. Very quickly, picnic tables, chairs and baskets of goodies appeared. There are lovely walks and expansive views over the bay.

Walking paths enticed many of the club members to wander the area along with overseas visitors one being a German who practiced flying his drone. A duck pond with lovely lilies drew attention with an indigenous garden and William Ricketts Sculptures to view along the way.

Chrissie and John tallied the answers while we lunched then announced the winners: John Hehir and his friend who received a voucher, the perpetual trophy and a smaller trophy; Brian and Leonie Evans, a voucher and Ray and Barbara Lonie, also a voucher. It was noted that John was third in the last Mystery Tour.

Chrissie and John were thanked by Mick Daddo for their dedication to detail and the fun of the journey for us all. He also thanked the members who attended a most successful day.

Words Anne Kruger



Research is the Backbone to Our Interests / Hobbies!

.....continued from p7

Even the first manufactured model had mounted a transmission shaft instead of the common chains, and the installed engines were not "square", given that they had a 6- inch bore and a 3-inch stroke. In addition to providing the complete chassis, the company also offered its engines to other manufacturers, especially when the latter required powerful engines. Maudslay had become sufficiently familiar with the mechanics of automobiles, though Alex Craig, a Scottish engineer, had been hired by the fledgling automaker to take care of detail engineering.

One of the hypotheses of the origin of the name "Standard" tells that Craig wanted to make various changes to the way in which the projects were born, with the aim of containing the basic costs. Maudslay opposed, asserting that the genesis of the projects should be as "standard" as possible.

In 1905 Maudslay drove the first Standard car in a car race. This race was the Tourist Trophy, and Maudslay finished the race in 11th place out of 42 participants, managing to complete the race without ever stopping. In the same year the Standard received the first order from abroad; more precisely, a customer from Canada went to the company's factories to order a car.

The company presented its cars in 1905 at the London motor show, where Charles Friswell, owner of a car dealership, bought the entire automobile production of the Standard of that year.

In 1906 the business was transferred to a larger factory, and production was concentrated on six- cylinder models. The 16/20 HP torpedo was on sale at 450 pounds; to give an idea of the order of magnitude of the price, a designer of the era earned on average 3 pounds a week.

In 1907, Friswell became President of the Standard. At that moment the company was passing through an excellent moment, so much so that it was necessary to purchase a department store, also in Coventry. After a short time, this new deposit was insufficient to meet the sales, which had also increased thanks to the advertising due to the supply of 20 copies of 16/20 HP at the inaugural edition of the Imperial Press Conference, held in 1909. In the same year the Standard introduced the *Union Flag Badge*, that is a radiator that characterized the cars of the automaker until after the Second World War. In 1911, the range offered by the Standard was complete and included, among other things, the smaller 8- horsepower model, which was sold in large quantities, and the larger 70-horsepower model, whose sales were met by a Scottish millionaire. The success of the Standard of this period culminated with the supply of 70 units with four- cylinder engine and 16 HP of power, to King George V of the United Kingdom and his suite, including the Viceroy of India, for the Delhi Durbar of 1911. In 1912 Friswell sold his interests in Standard to CJ Band and Siegfried Bettmann, the founder of the *Triumph Motor Cycle Company* (later became Triumph Motor Company). In the same year the first commercial vehicle was produced, which was characterized by having a price of 195 pounds and a four-cylinder engine. Until the outbreak of the first World War, the Standard produced 1,600 specimens, 50 of which were the last week before the conflict. These cars were sold with a 3-year warranty. In 1914 the Standard became a public company.

As mentioned previously, the information was extracted from Wikipedia, a most invaluable source of information regarding many aspects of vehicle history. Spelling and grammar is as used in the article.

Terry Opie

Editorial - Keith Morrison

Wow! What a month to be away, there have been lots of events on this past month and I missed them all! Your response to reporting this month has been so good that I have more than enough material to celebrate your adventures and not enough space to fit it all in. To me that is a good thing so don't stop sending stories and photos, there is a long winter coming and looking at sunny photos and reading about sunny events should help us all get through the cold.

We found the New Zealand car enthusiast fraternity to be an enthusiastic, friendly, welcoming and resourceful bunch. I have several stories of motoring adventures to share when time and space allow.



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

Minutes Summary – SPC&HCC – General Meeting – 6th March 2018

Meeting opened at 7.30pm by Brian Evans – Emergency procedures read out.

Visitors – Ron Townley, Allan and Chris Tyler (Studebaker Hawks), Tony Knowlson (Triumph TR), Steve Wooley (Torana).

New members at first meeting- John Grierson(1978 Fairlane), Geoff and Lynda Meaney (Fordson van), Chris Angerer (VW Beetle)

Present: 104 as per attendance book. **Apologies:** John Pollock, Paul Goethel, Noel Meates, Alison Hill, Keith Morrison.

Minutes of the General Meeting Jan.2nd, 2018. As printed in Crankhandle. No business arising. Moved-Chris Higgins, Sec. Phil Hill. Carried.

Correspondence In/Out - since last general meeting.

As detailed by secretary. Moved – John Watson, Sec. Ken Burrows, Carried

Treasurer's Report –Balances available to members on request.

Report moved – Charlie Cassar, Sec. John Becker. Carried

Membership Report -234 members – 13 advertisers, 4 new members this year.

Past Events –Show and Shine- Car of the Show EH Holden – Clive Watkins was presented with trophies –one to keep. John Hehir won mystery tour, presented with trophies. 2nd place- Brian and Leonie Evans, 3rd, Ray and Barbara Lonie. Classic Showcase –Yarra Glen Racecourse 25 Feb – Ken Beard and Jane Spence took best vehicle award with their 1938 Ford pickup.

Future Events – Red Hill Show Mar 10 – 15 cars booked, Be at gate 5 by 7.30-8am. Tyabb Air Show, Sun Mar 11 – 25 of our cars allowed. Old Hume Hwy run, to Shepparton, Bendigo etc. April 17-19, contact Mick Daddo ASAP if going. March 17 – 10.30am Tour of Creative Custom Cars, Collins Rd Dromana.

Thursday 26 April – Fish and Chip run. Be at Mornington Park – shops for food in Wilson Rd.

Sunday 1st April – 10am – 4pm- Classic Car Display at Flinders . Be there 9am.

General Business

Ray Beagley brought AOMC report. CPS review in 2019 – expect changes. Luxury Car Tax exemption sought for clubs. Robert Shannon restoration award is available for young people. General discussion about payments not being registered with Vicroads. Receipt not enough.

Bill Glover brought Shannons Melbourne Auction report. 50% sold without reserve.

Mick Daddo has club trophies from earlier days. In our cupboard for inspection.

Ray Beagley asked about Club History update? Club 50th anniversary not many years away.

Jamie Mason asked about Gymkhana – probably in winter at Barry Osborne's property.

Future general meeting speakers – Sue and Ken Slater, "Around the World in an MGB GT" .Speaker for June GM? Sue speaks well on all aspects – travel, accommodation etc. Good meeting for the ladies. July meeting – Auction.

Meeting closed at 9:02 pm.

CLUB MERCHANDISE

For Sale to Members—New lines coming soon

Reversible Vests	\$40.00
Floppy Hats	\$15.00
Lapel Badges	\$ 7.00
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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.*

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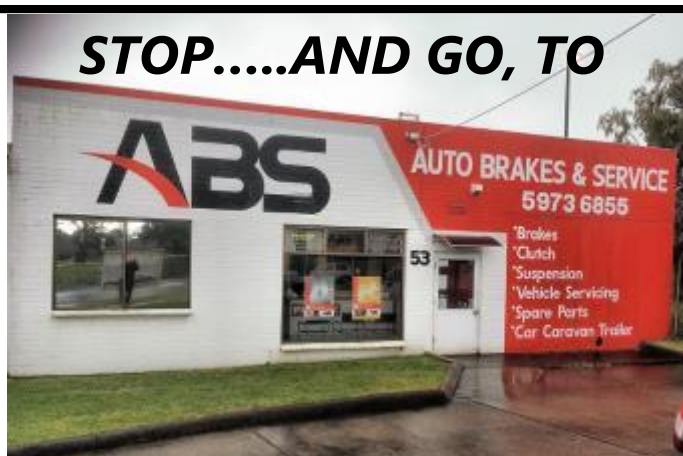
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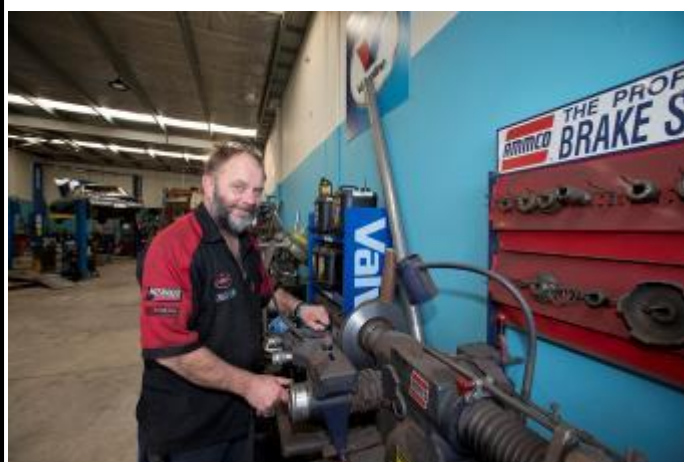
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