

The CRANKHANDLE

**MAY
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.



Boys and their toys!" John Becker in his favourite toy - The Elphin Streamliner

What's inside

Page 3 Presidents Report
Page 4 Kalorama Rally & Coming Events
Page 5 Caught in the Headlights
Page 6 CPS Reminder and Past Event
Page 7 Editorial
Page 8&9 Flying the Flag Tour

Page 10 Flinders Motor Heritage Day
Page 11 Letter to Editor
Page 12 Shannons Sale Report
Page 13 Meeting Minutes
Page 14 Buy, Swap or Sell

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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 Verdon 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

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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

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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

The year is rolling on and we have had some great weather with plenty of activities to enjoy our vehicles and club gatherings. Our club continues to grow at a steady rate with new vehicles and visitors coming along to meetings and events. Some of the events clash at times, but we can still manage a good cross section of our club cars to these outings.

Fly the Flag tour saw some 10 club cars take to the roads with the weather deteriorating as the week progressed, as always the feed back from the participants was that it is an event not too miss. Another rally that is an annual event is the Kalorama Rally and Geoff Bartlett attended the event along with 3 other vehicles.

April the 1st was the day for the Flinders Motoring Heritage event held for the second year in all but perfect weather conditions. We had a total of 17 cars from the club take advantage of the invitation to display our vehicles. The high light of the day was the presentation of the awards at 2.30 pm and this was assisted by the patron of the day Alan Moffat. The exciting moment of these presentations was to hear our member, Gordon Castle's name being announced to receive the "Patrons Special Award" presented by Alan Moffat in person for his magnificent 1932 Chevrolet Roadster, well done Gordon. Another high light was Mike and Marion Hurd catching up with Alan Moffat, as some 50 years earlier Marion had worked with Alan at Volkswagen when he was a sales cadet well before his racing career got off the line.



On a more sober note we, the club, lost club member in Ray D'Alton and passed club member Phil Humphries whom I'm quite sure that a lot of our longer serving members will remember. Our condolences go out to their families at this time.

Our event calendar is being well maintained while the weather is fine, so keep your eye on the Crankhandle and make an effort to come along and enjoy the company. We will also make an effort to sort out the projector and sound system at the hall before the next meeting so that the visual entertainment that we have from time to time is available.

Enjoy your club and lets keep the wheels turning.

Brian A. Evans Your President

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) .

Seen at Kalorama 25th March

Although 'missing in action' during the presentations, Geoff Bartlet was later presented the trophy for the "Best Post War" car on display.

Also seen there were the cars of Don Robinson, Keith Morrison and Chris Higgins

The Austin 7 Club had 29 cars on display won the best club display.



COMING EVENTS

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

- 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

- Tue 12th Committee Meeting
- Thu 21st Run to Flinders Bakery for coffee and chat With club members Meet at the Bakery from 2PM onwards.
CONVENOR John Becker 0411 202 911

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!**



Caught in the Headlights

The Octogenarians

John Becker – The Happy Racer.

The Octos are continuing their theme of getting to know our Club committee, a pleasant task, lots of laughs and always ends too soon. John Becker was born, brought up and schooled in Burwood and as a young man played golf and football and like most of us liked cars and driving, but unlike the majority continued to develop his skills in competition driving. Between them, John and Chrissy have five children and eleven grandchildren, domiciled around Melbourne, Brisbane and Tokyo, keeping them very busy.

John's started his working life with a successful career in Insurance and Finance and had a stint selling new homes. Because of the children's interest in competition swimming and as a swimmer himself John became very involved in teaching swimming at his Swimming Centre in Monbulk that he operated for twenty five years specializing in teaching the swimming teachers. With a staff of 35 people many of whom were well known swimmers his instruction expanded into diet, exercise and supplements as well the technical aspects of competition. He organized trips to all states of Australia for his team of elite swimmers which included many age group champions. John developed special skills as a teacher after breaking his ankle playing football which ended his football career but allowed him to concentrate on his love of swimming. His football ankle injury meant he could not turn his foot out with the result he developed a technique of swimming that led to being a specialist breast stroke coach. He sat on the Finance Committee for Swimming Victoria and was Monbulk Swimming Club President for over 10 years He was a keen Lions Club member for many years.

John attended the 1953 Albert Park race meeting as a young man and that stirred a life time passion for competition racing. He started attending the Geelong Sprint meetings, surely one of the great waterfront venues. He purchased a superb example of a Porsche 924 Turbo in South Australia, the racing version of which finished 5th, 12th 13th at Le Mans. One of John's finest moments was a 3rd place in Class 3 Porsche National Titles held in Adelaide, but the car that has ruled his life is the Elfin Streamliner, which, in John's words is my idea of what a sports racing car should

look like" and In 1984 bought his Elfin Streamliner that needed much work including 200 hours on its alloy body. A beautiful looking car fitted with an F3 moto motor. It is a real racing car that has rewarded him with many wins over the years. Like other aspects of his life he studied the skills of driving on different tracks and of driving fast. John campaigned the Elfin with success at Winton, Phillip Island, Geelong Sprints, Mt Tarrangower and recorded 2nd fastest time of the day at Mangalore Sprints. For fifteen years, on the first Saturday in February, together with a friend, he hired Winton Raceway and each year invited 25 drivers and their race cars to hone their craft and they encouraged their children to expand their skills.

He has owned a number of Fords, Holdens and Valiants as company cars, a 1970 Holden Monaro 350, "great tow car for the caravan" a MX5 Mazda, "a beautiful car to drive", a classic Austin Healey 100, one of John's all-time favourites. Chrissy who drives a 250 GLA Sport Mercedes has lived on the Peninsula from the age of eight and when asked for her personal picture of John said "a very happy man who enjoys life, a colourful man who has a passion for his interests, including his cars, hill climbs, sprints, enjoys a good wine, holidaying, cooking, walking, fishing, swimming, museums" and did I mention his laugh" The Octos feel that Chrissy got it right.



Bill Glover, Ray Gardini and Mick Daddo as the Octogenarian columnists, were saddened to learn of the recent deaths of long time club member Ray Dalton and former Federation representative and committee man Phil Humphreys. We send our condolences to all the respective family members. Both will be sadly missed.

Letter to the Editor

A few SPC&HCC members including Sandy & I went to the Ballarat VCCC Begonia Rally.

Tony & Shirley Howard drove & displayed their Ford Model 'A' woody hack Wagon.

They were awarded in their era category. Photos should be available soon.

Google Ballarat VCCC Begonia Rally soon to view all pictures.

Sandy & I drove our 1956 Ford Fairlane Hardtop Coupe that was at S&S. Peter Hibbert



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:

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

JUNE:

R BARTON, E BONE, D BUCHANAN, B CROCKER, J JONES, B JONES, C JORDAN, J KLEIN, S KNIGHTLEY, B LESLIE, J MASON, D MASON, E NEIL, B NIBLOCK, T OPIE, F PYE, C SCHWERKOLT, J SMITH, L STAMPTON, D TURNER.

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.

Editorial - Keith Morrison

As another winter feels imminent as I put the finishing touches on this edition. Thankyou to all the contributors again this month, those unused articles will be very handy in the quieter months to come. It is great to see and hear of so many members out enjoying their cars and each others company

Last month I mentioned that the New Zealand car enthusiasts were a resourceful bunch. Below is an example of this, a roadside repair I helped out with last month which, initially, I hung around because our camper van had the necessary water supply to refill the cooling system but I couldn't help myself and got stuck in. It took 3 days to get the grease from under my fingernails, not that that is a bad thing, it was great collaborate with like minded enthusiasts.

On the road with a New Zealand Car Club

"That steam coming out of the exhaust is not normal."
"You have a spare head gasket? Lets fix it then!"



Only these bits need to come off.




No 4 looks steam cleaned!



That Aussie cleaned this up nicely!



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Fly the Flag Friendship Tour, 18th to 24th March 2018

A stuck accelerator, a lost tooth, a broken windscreen, flooded car, reading glasses driven over by the same said car were the dramas that beset one driver and his non-smiling (for the following six days) partner. Added to these disasters was going to gaol - of sorts! On Alexandra Parade the accelerator stuck so that with the assistance of a young man cleaning car windscreens, he helped push the Mini over two (clear) lanes of traffic to the footpath. Problem fixed quickly, and we continued to our overnight stay in Essendon. Meeting others on tour is always entertaining as was this one sharing Pizzas in one of the motel rooms, lots of long stories but with fun and laughter thrown in for good measure. Suddenly a tooth veneer disappeared. There was a gap, right in the front. That was the final time a full smile emerged! The Fly the Flag Tour comprised about 200 cars and after breakfast the next day at the Ultima Function Centre in Keilor, the journey began. The drive to Horsham was long, and with the stark land around us, it was apparent that no rain had occurred for some time. We stopped at The South Muckleford Cricket Club for a BBQ lunch. Glorious weather and the show of cars on the oval had to be seen to appreciate the many and varied makes and models. An excellent time for many catching up with friends of long standing. The journey continued through Maldon, Dunolly, St Arnaud and to Rupanyup for exciting viewing of silo art. Dinner that night was a Noggin and Natter enabling many to catch up with old friends and to forge new friendships. The following day we departed Horsham driving through Balmoral, Coleraine, bypassing the chocolate shop (of course), with lunch at Merino then to South Australia with our two-night stay at Mt Gambier. Various roadworks had one car throw up a stone which ruined the Mini windscreen but still able to continue. Mt Gambier is a beautiful tourist spot. The sunken gardens at the Umpherston Sink Hole were outstanding and a walk to the base of it was fantastic. A small waterfall added to the charm of the area. The well-known Blue Lake did not give its actual colour as it was a dull day. It was here that we stayed in a cell, aka the Mt Gambier Old Goal. It was fantastic and quite an experience. Talk about 'thinking outside the box' when booking this place! The next day was a free day to explore as we wished. The lovely weather continued as we travelled to Penola. A most informative explanation about the history in the life of Mary MacKillop, where she taught, with many exhibits. Lunch was at Yallum Park where we wandered through the Homestead, a large Victorian Mansion built in the 19 Century and well preserved. The owners remain on the property and with the assistance of the National Trust, continue to bring to life the very essence of the Yallum Park Homestead. We travelled from Mt Gambier to Portland where we enjoyed the impressive Portland Botanic Gardens, the Power House Car Museum and a fantastic display in the Maritime Discovery Centre where it was much warmer inside. A steep climb in the World War 2 Memorial Lookout Tower had the best view of the Cable Trams, still working and a fabulous view of the ocean. After a daybreak bbq breakfast in Portland sightseeing continued before a long line waiting in the local park for the bbq lunch arranged again by the Lions Club. Near Portland is Cape Bridgewater where a blowhole throws the sea high above the surface with a petrified forest of great interest nearby. In the area are about 20 wind farms which power 35,000 Victorian homes each year. We left Portland via Hamilton, Ararat and Maryborough to Bendigo where the reading glasses ended up under the Mini which then blithely drove over them – destroyed! However, staying at the Quest Schaller Studio Arts residence more than made up for the disaster! The evening at the All Seasons Hotel culminated in the fancy dress dinner. There were many interesting and funny costumes with the central theme being to enjoy the feast on offer and entertainment. On the final day and after breakfast, we headed off towards Yarra Glen. Ferocious winds and torrential rains as we travelled towards Melbourne had us showered with water from other drivers going too fast in such lousy weather. We didn't drive through Heathcote, Seymour and Yea to the lunch and awards at the Yarra Valley Racing Club, preferring to return home for various repairs of the human and car kind! The carpets were somewhat wet and they 'hung about' in the garage until they dried.

Words and photos Anne Kruger





Flinders Motor Heritage Day—Sunday 1st April 2018

Some 13 cars arrived at the staging area along side the Red Hill consolidated school on Mornington Flinders Rd at 8.30 am for a leisurely drive into Flinders to be parked up on the central park beside the General store for display. The club feathers were duly raised and our vehicles looked quite smart. Walking around the three car parks I noticed that there were a couple more of our club members present displaying their cars with other groups. In total 17 cars were present on the day from the SPC&HCC, a very good turn up with such short notice.

The weather was certainly on our side and being parked around the tree lined area certainly made for a pleasant day chatting amongst ourselves, and of course with interested members of the public that strolled through the area. The cars were also judged on the day with some 6 to 8 awards to be presented. At the presentation, the Lion's Club president thanked all entrants for coming along, this being only the second year the event has been held, and commented that they had 30 cars last year on display, however this year they had over 130 cars from 1912 T Model Fords (2) to the latest Jaguars and Audi vehicles on display.

The presentation was capped off, as far as I'm concerned, with one of our members, Gordon Castle, taking out the Alan Moffat award (presented by Alan Moffat) with his 1932 Chevrolet Roadster, well done Gordon. At the completion of the awards, the entrants returned to their vehicles and casually made their way home. A great day was had by all and the word around the group was that we would like to participate in the event next year,

Brian Evans Event Convenor



"Hi Keith can you find room for this story, sent out by John Becker to some of our members. Although not directly related in any way to our club activities, I defy anyone to not be affected with goose bumps and maybe like me, even tears! We can all relate to the sound of a Merlin motor and an age gone bye."

Mick Daddo

The Mystery P-51 Pilot

This 1967 true story is about an experience by a young 12-year-old boy in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot.

In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night from some U.S. Airport, on its way to an air show. The pilot had been tired, so he just happened to choose Kingston for his stopover. It was to take to the air very soon. I marveled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance.

He filed a quick flight plan to Montreal ("Expo-67 Air Show") then walked across the tarmac.

After taking several minutes to perform his walk-around check, the tall, lanky man returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire, point, then pull this lever!", he said. (I later became a firefighter, but that's another story.)

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar. Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others' faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did. Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds. We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed at a spot halfway down the runway. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose -- something mighty this way was coming.

"Listen to that thing!" said the controller.

In seconds the Mustang burst into our line of sight. Its tail was already off the runway and it was moving faster than anything I'd ever seen. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic. We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen.

The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead, Kingston."

"Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low-level pass."

I stood in shock because the controller had just, more or less, asked the pilot to return for an impromptu air show!

The controller looked at us. "Well, what?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have permission for a low-level pass, east to west, across the field?"

"Roger, Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3,000 feet, stand by." We rushed back onto the second-story deck, eyes fixed toward the eastern haze.

The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air. At about 500 mph and 150 yards from where we stood she passed with the old American pilot saluting!!

Imagine. A salute! I felt like laughing; like crying; she glistened; she screamed; the building shook; my heart pounded. Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day! It was a time when many nations in the world looked to America as their big brother. A steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the old American pilot who'd just flown into my memory. He was proud, not arrogant; humble, not a braggart; old and honest, projecting an aura of America at its best.

That America will return one day! I know she will! Until that time, I'll just send off this story. Call it a loving salute to a Country, and especially to that old American pilot: the late JIMMY STEWART (1908-1997), Actor, real WWII Hero (Commander of a US Army Air Force Bomber Wing stationed in England), and a USAF Reserves Brigadier General, who wove a wonderfully fantastic memory for a young Canadian boy that's lasted a lifetime.

Shannons 2018 Late Summer Sale Bill Glover

On first glance it did not appear to be the most interesting of offerings but there were a number of real gems . All cars were presented in beautiful order .A tribute to the skills of the paint shop and very good lighting.. The Auburn was an outstanding car as was the A model and E type . Shannons featured the famous FX Holden with a Union Jack and a crown ... well done. It is becoming a very late night (too late!) but it does not affect the crowd, it was bigger than ever. There were only three cars passed in, surely a record and 50% of the cars were presented without a reserve price.(another record?). Prices were certainly up, maybe a reflection of the quality of the offering ?.. The mystery of number plate sales continues..

NR . No Reserve price (ie 50% of listing) ...Highest ever.

Lot 5	1966 Vespa 150cc Motor Scooter. NR In Italian colours. Bidding went mad. Top price	6750.
Lot 6	1970 Hillman Hunter.NR . Relatively rare .1725 cc 48 000 mls.. Only 2 on line bids	5500
Lot 7	1988 Suzuki Mighty Boy Ute. NR. A rare sight. 543 cc. Strong bidding Becoming rare.	5600
Lot 8	1962 Renault Floride S Convertible. NR Rare car in Aus.very strong bidding strange paint	16250
Lot 9	1974 Rolls Royce Silver Shadow. NR Showing 66 000 mls.Strong bidding .	20500
Lot 14	1985 Ford XF Falcon GL Sedan NR Appeared relatively untouched	6500
Lot 15	1973 Leyland P76 Super Sedan. NR Only 18007 made. .Turin designed Good condition	12500
Lot 16	1984 Holden WB Statesman De Ville NR. Very strong bidding. Looked nice car	20250
Lot 17	1998 Harley Davidson XL 1200 NR.European style.bike. Not a lot of interest . Good buying.	9000
Lot 18	1951 Holden 48 215 FX Sedan. One of 6 specially built for Queen Visit . Well restored.	47500
Lot 19	2007 Ford BF Cobra GT Sedan. Number 221 of 400 built. Few come on the market.	48000
Lot 24	1977 Triumph Stag Convertible NR Soft and Hard top. Strong bidding Seemed hgh price	19000
Lot 25	1960 Austin Healey bug Eye Sprite NR .Continuing to be desirable ... seemed cheap.	15250
Lot 26	1953 Citroen Big 1 Saloon Rare English model. Looked a nice well kept car.	22000
Lot 27	1962 Jaguar MK 11 3. Manual Saloon. Created a lot of interest and sold above estimate.	32500
Lot 28	1951 MG TD Roadster . Wire wheels added. Pleasing little car >Sold about the value	28000
Lot 29	1962 Morris Mini Cooper MK 1 "Replica" NR. Nice car. Well done. Seemed good buying	27000
Lot 34	1992 Toyota MRZ Targa Coupe NR. Nice car. Well presented. Sold double estimated value	23500
Lot 35	1996 Subaru WRX Imprezza Sedan. NR Popular performance car. Sold above estimate.	30000
Lot 36	1980 Mercedes Benz 450 SL Convertible Appeared to be well resented . Not lot interest	30000.
Lot 37	1969 Datsun Fairlady 240Z Coupe NR.Turbo charged Japanese import. Extensive work .	45000
Lot 38	1929 Rolls Royce 20/25 Saloon. Gracious old car.well kept. Looked just right. Strong bids	84000
Lot 43	1959 Buick Invicta 4 door "Flat Top"Pillarless sedan. (LHD) NR. Well presented. Unusual	38000
Lot 44	1963 Chevrolet Imparla Convertible (LHD) NR .Very desirable car. Beautiful restoration	56000
Lot 45	1964 Ford Galaxie 460 "Enhansed " Coupe (LHD) A superb paint job.. Nice car	35000
Lot 46	1957 Chevrolet Belair Pillarless Saloon RHD. conversion.. Sold well above estimates.	67000
Lot 47	1970 Dodge Coronet R/T 440 Convertible (LHD) Very Strong bidding.Rare Only 236 made.	68000
Lot 48	1956 Chevrolet Corvette Roadster (LHD). A completely original one owner car. Unrestored.	89000
Lot 53	1938 Graham Series 96 Sedan NR. Pretty rare car for Aus. .Thought would have made more	17000
Lot 54	1928 Ford Model A Sports Coupe.Few about of this standard .Looked great. Well presented	32500.
Lot 55	1973 Chevrolet Corvette Targa Coupe. (LHD) Sold above valuation	44000.
Lot 56	1969 Ford falcon XT GT Sedan . Nicely presented good paint work .Seemed good buying.	62000
Lot 57	1935 Alburn 653 Phaeton Convertible (RHD) Magnificent . Very rare. Great car One owner.	92000
Lot 58	1927 Rolls Royce Phantom 1 Limousie. Lovely car Great bodywork Typical of the time.	95000.
Lot 59	1968 Jaguar E Type 4.2 Series 11 Fixed Head Coupe. Buyers went mad. Way over valuation	174000
Lot 64	1988 Daimler XJ 140 Sedan NR. Oil leaks Rare manual shift . strong bidding .	11500
Lot 65	2002 Mercedes Benz. L32 AMG Sedan NR.Car appeared to be good value.Well presented	22000
Lot 66	1997 Mercedes Benz SL500 Convert. Nice well kept paintwork. Seemed good value.	28500
Lot 68	1987 BMW E30 M3 Coupe.Well known as rockets. Becoming rare.Well presented	65000
Lot 69	1992 Porsche 930 Turbo Coupe. Desirable car. Sold to strong bidding. Nice car.	119000
Lot 74	1978 Holden H2 Premier 4.2 V8 Sedan NR Sold more than double the estimated price.	35000
Lot 76	1973 Ford Falcon XA GT Sedan NR. Well presented car Can be relied to sell strongly	66000
Lot 77	1972 Chrysler VH Charger 318 V* Coupe. Nice car. Sold very strongly	77000
Lot 79	1974 Holden HQ GTS Monaro Coupe. NR. Cannot believe how strongly they sell.	94000



This Club is a member of the
FEDERATION of VINTAGE, VETERAN & CLASSIC VEHICLE CLUBS Inc. (Vic)
and
THE ASSOCIATION OF MOTORING CLUBS Inc. (see <http://www.aomc.asn.au/>)

Minutes Summary – SPC&HCC – General Meeting – 3rd April 2018

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

Visitors: Bev and Roger Cooke-E type Jaguar, Les Partridge- Whippet, Pat and Gay Micallef-Green from Baxter. No new members attending for the first time.

Present: 85 including 6 visitors. **Apologies:** John Vogt, Colin Jordan, John Becker, John Watson, Ken Burrows, Paul Goethel, Colin Pitcher, Murray and Ian Grierson, Neal Carpenter.

Minutes of the General Meeting Mar. 6th, 2018.

As printed in the March Crankhandle. No business arising. Moved-Bill Vaughan, Sec. Greg Cripps. Carried.

Correspondence In/Out since last general meeting.

As detailed by secretary. Moved-Charlie Cassar, Sec. Mick Daddo. Carried.

Treasurer's Report Balances available on request. Moved –Mike Hurd, Sec. Greg Bowman, Carried.

Membership Report 239- 4 new members since last meeting, 13 advertisers, 3 new apps tonight.

Past Events Tyabb airshow report –huge number of cars and car clubs.

Flinders event – Easter Sunday – 15 of our cars. Gordon Castle gains award for his 1932 Chev Roadster. John and Shirley Steele spoke of their mishap with trailer.

Kalorama Rally 25 March- Members present : Geoff Bartlett, Chris Higgins, Don Robinson, Keith Morrison.

Future Events-Fly the Flag, Mick Daddo. Old Hume Highway run – contact John Becker or Mick Daddo.

Fish and Chip run – 26 April – Pier end of Mornington park. Noon

General Business Brian Evans spoke of the deaths of members Phil Humphries and Ray D'Alton, and illness of Alan and Lawrie Turner.

Mike Goethel spoke of Historic Winton – has free passes tonight.

Julie Jones said her MGY back on the road after repaint – BRG and Cream

Fred Pieterse has 1952 Ford Consul for sale \$4500

Peter Warren spoke of Rosebud "Hotrods and Rock and Roll" Proceeds to cancer research. \$38,000 raised last time.

Michael Coultas has 1962 Wolseley 6/110 for sale – on club plates.

Raffle drawn – 4 prizes.

David Kisby appealed to members to sign cps renewals before giving them to him.

DVD shown over supper – "Who Killed the Electric Car?" Meeting closed at 9pm.

CLUB MERCHANDISE

For Sale to Members—New lines coming soon

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	\$30.00
NEW Peaked Hat	\$15.00
All these items may be purchased from	
Rob Lloyd – Tel.: 0407 833 878	



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 MGY 1949

I have decided to sell my MGY.
It is in good order and has new tyres fitted and a full Workshop Manual and is currently unregistered.

Engine Number: XPAGSCX13209

Chassis Number: Y3562

The asking price is \$16000

Ewen McPherson

Ph: 59772234 mob: 0407531146



WANTED

Any Messerschmitt Kr 200 parts
Brett Humphrey. mob. 0468 437 003.
email. bkhumphrey@yahoo.com.au



For Sale

1976 Rolls Royce Silver Shadow
Mechanically sound, goes well. Carefree, comfortable cruising on a club run.

Engine No: 23134. Currently on CPS permit 06981H

Sold unregistered, without RWC.

Offers around \$15,000 considered.

Chris Higgins
Ph: 5986 1510



FOR SALE

1952 Mk1 Ford Consul. Very basic car
All straight, unmolested panels, Good chrome
It Drives and stops well, five very good tyres.
Last Reg 2012, no Reg or RWC
Genuine sale, some history
Comes with XY402 plates.
\$4500ono. Fred Pieteron 97756690 or 0413 558 366



For Sale.

Herless 240v Lathe.

Screw cutting auto feed and dial indicator, 3 jaw chuck.
Comes with many tools and a sturdy table with overhead lighting .

Offers around \$950

Gordon Castle ph 0421 355 317




Commercial Advertising Rates: 1/4 page.- \$250, 1/3 page.- \$300, 1/2 page.- \$450, full page.- \$650

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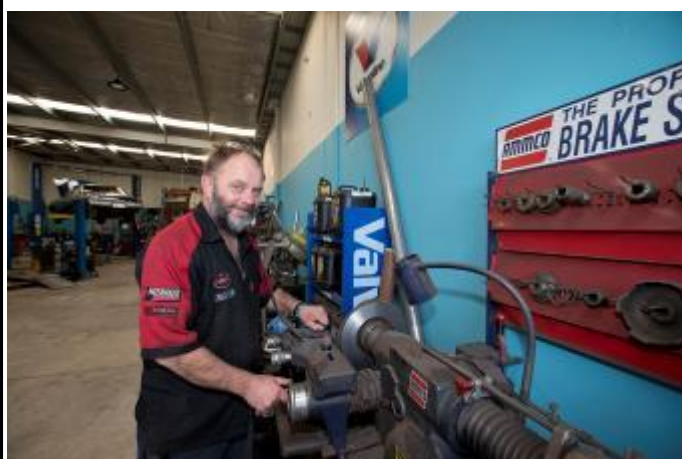
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