

The CRANKHANDLE

**JULY
2018**

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: 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.



David and Julie Jones with Julie's Beautiful MG-Y Saloon

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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

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Secretary:

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Ray Beagley 0414 598 614

Federation Representative:

Peter Greening 0408 039 311

Web Master:

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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 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) .

COMING EVENTS



JULY

Tue 3rd General Meeting AUCTION NIGHT

Tue 10th Committee meeting

Sun 15th CHRISTMAS IN JULY HASTINGS MARINER WITH
BASS CAR CLUB 12 NOON. If you have not booked for this
Event and wish to attend contact JOHN BECKER 0411202911
OR johnbecker@westnet.com.au NO LATER THAN 6TH JULY

Tue 24th Briars Picnic B Y O everything 11 am onwards

AUG

Tue 7th General Meeting

Tue 14th Committee Meeting

Tue 28th Briars Picnic B Y O everything 11am onwards

SEPT

Tue 4th General Meeting

Tue 11th Committee Meeting

Thu 20th luncheon T B A

Tue 25th Briars Picnic B Y O everything 11am onwards

ANNUAL MONSTER AUCTION NIGHT TUESDAY 3RD JULY AT 7.30PM FOLLOWING A SHORTENED GENERAL MEETING.

Get out your old tools, spare parts, old car books and magazines, in fact anything that could be of interest to fellow members and you are happy to DONATE to our auction night.

Bring your stuff to the Auction Night on Tuesday July 3rd.

Rooms will OPEN at 5.00PM to receive goods. CLOSE OFF TIME to receive goods 7.15PM

All monies raised go to the Club coffers to help subsidise our XMAS Dinner.

Remember UNSOLD ITEMS must return home with YOU so no junk please!

Some items will have a reserve price to reflect their value.

Make sure you have some spending money!!

Any questions call

Mick Daddo 0419 879 004

Mike Hurd 9787 3181

A WORD FROM YOUR PRESIDENT



I can't believe how fast the months roll by and we, the committee and especially the editor, have to sit down and produce our great Crankhandle magazine for all to read. I missed the June meeting which I believe was a great night, but you can't be in two places at the same time.

I'm writing this report from Yulara, or as most people would know it as Uluru. We have hired a motor home for a month to see if we like the "Gypsy" life on the open road. It is our first night here, bright blue sky, 19° and not a cloud to be seen, however I'm told it is going to drop down to 3° over night. What a place! A lot of our members have most likely travelled up to the rock, but if you haven't been here it is a must to put on your "bucket list".

Coober Pedy, which is on the Stuart Hwy is a very interesting place. No doubt you have all heard of the famous Opal mining town in the north of South Australia and their famous "Dug Out" homes, well if you haven't been there and seen them, don't knock them! They are really comfortable having a temperature of between 22° and 25° all year round with no heating or cooling required. Here's the catch, an above ground dwelling will set you back around \$160k to \$180k, while a Dug Out will set you back \$450k plus, very low maintenance and utility costs.

We were in Alice Springs for the Queens Birthday weekend to take in the Fink Desert race which is run over 3 days. The first day (Saturday) is the Pro-log which is when the competitors are timed over a 3 kilometre circuit to establish their starting off position, that is Buggies, Trophy Trucks, Quads and of course motor bikes in all over 700 competitors. The race is held over the next 2 days, the first day is a run down to Fink, 226 kilometres over corrugated tracks filled with fine sand, sand dunes and rock strewn roads and then back the next day. As one can imagine, not all competitors complete the full race, so those that do, have done a great job. Just to give you an idea of the conditions I have included a photo and also it 32° on both race days, quite unusual for this time of the year.



The next stop, Kings Canyon, 470 km down the road. What a sight, the caravan park is positioned so that you get a spectacular view of the sun rising and setting over the ranges. I was talked into doing a 6 kilometre walk around the top edge of the canyon and I'm very glad that I took on the challenge, what a view. It is quite a long drive out to these places so I guess when you pitch camp you should look at and take on all the surrounds.



Well I've gone on long enough now, so don't forget the July meeting is our annual Auction night so I hope to see as many of you there on the night to support our great club.

Happy Motoring

Brian A. Evans Your President

CHRISTMAS IN JULY

WE ARE JOINING THE BASS CAR CLUB

AS PER LAST YEAR - AT THE HASTINGS MARINA RESAURANT IN THE LADY NELSON ROOM

SUNDAY 15TH JULY 12 PM \$24 .50 PER HEAD

3 COURSE MEAL SAME AS LAST YEAR (CASH ON THE DAY)

THIS EVENT HAS BEEN VERY POPULAR, COULD YOU PLEASE CONFIRM YOUR ATTENDANCE ON THE REGISTRATION SHEET AT THE GENERAL MEETING ON TUESDAY NIGHT OR BY JULY 6TH

johnbecker@westnet.com.au 0411 202 911



Caught in the Headlights

The Octogenarians

Julie and David Jones

Octo's Ray and Mick paid a visit to the Jones' home recently to catch up on their busy lives and all things automotive but in this case, especially to have a good look at Julie's MG Y Type sedan following a refurbishment of the body including a full paint job.

It was reported in the 2017 February edition of Crankhandle that Julie had purchased a very nice "creamcracker" and brown MG Y Type delivered on Christmas Eve 2016. She immediately set about tidying it up, voicing, for David's benefit, that there were a few paint blemishes that required his expert attention. This very patient man sensed what was about to happen. Whilst in the local paint shop "just to touch up a couple of blemishes", the car somehow received a complete make over, ie" the works", including a colour change and it has emerged with a magnificent cream and green paint job.

When we arrived, the Y Type was already sitting looking sparkling on the driveway in its new colours. The seats had been restored and the veneered dashboard in good order when Julie acquired it so, following the repaint they set about replacing the head lining and the interior lining of the doors, colour matching the seats. Like everything this couple does, it's a beautiful job and the finished car looks absolutely superb. It now needs a "light" engine overhaul to have the car in almost new condition, a breeze for a man of David's ability and skill.

David has a very long association with our Club, his father was one of our early members and David recalls John Watson driving his original 1934 Ford Coupe, Greg Cripps driving his Graham Paige and Laurie Turner would appear in a very very early single cylinder Cadillac. David has always been interested in working on old cars and has done a superb job of restoring his Model T which required considerable work before it made its sparkling appearance at the last Club "Show and Shine". It's pin stripping really sets it apart..

They worked together on restoring Julie's Austin 7 Ruby, taking it from a very tatty motor car needing considerable restoration work to a appealing little vehicle, David's skill is apparent in the body work, panels have been shaped and cracks welded. Julie worked beside him and together they produced a very desirable car. When it came to the paint work David is a man who appreciates patina and old paint but he lost that battle and started rubbing Ruby down in preparation for a repaint.

Julie and David recently demolished their old home in McRae leaving only their former garage/workshop standing along the side boundary fence. During 2015 they designed and had built their lovely new home, including under the same roof line, a double garage and independent accommodation for Julie's sister, Wendy. It is a very clever workable design and very well built, in record time in today's market, allowing them to move in by Xmas that same year. David of course did most of the finishing work including two large terraces, front and rear of the building, both built in his meticulous style. It is fitting that this talented couple received the Club Person of the Year recognition at the 2015 Annual Dinner for Julie's very accomplished editorship of Crankhandle and David's expert, quality printing of our monthly publication.

We would like to take a pause in the story at this stage. There is simply too much to write about in their garage and restoration work to do justice to it in one edition so we are going back for a second visit to bring you an insight to their "shed" and what lies therein. Suffice to say that within those four walls in the front half of the shed on a jack up mezzanine floor, (Julie's idea) is a second Austin Chummy, currently in primer coat, whilst at floor level is the restored T Model Ford an almost finished 16-20 Vinot Deguingand, (a what?, you may well ask!) while at the rear also on a jack up floor, is a 1913 Wolseley Tourer needing work., and at ground level, Julie's restored Austin Chummy, not to mention the working equipment spread throughout the "shed" to restore these beautiful cars.

We cannot wait till we get back there! 'till then

Cheers from the Octos.



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:

JULY:-

E BONE, P BOULTON, J DICKIN, P LUCAS, S
ROSE, J STEELE, D TURNER, C WILTON

AUGUST:

D ASKER, C BEAGLEY, G BRASHER, A
BUCKLAND, M COULTAS, I DAVIS, B GLOVER, R
HUGHES, M JAGEURS, P KRUEGER, B LANGTON,
D MARSH, P McFARLANE, E McPHERSON, S
PIETERSON, B WILSON

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**

A DAY IN FRED'S SHED OF GARAGE MEMORABILIA

Meeting at Bunnings in Mornington on a Thursday morning in late May, fifteen cars made the short run to the lovely property of Fred and Emma Lees to spend a lazy hour or two inspecting Fred's amazing collection of garage memorabilia and what a collection it turned out to be!

Superbly laid out in a steel shed of approx. seven by fourteen metres with an almost unmarked concrete floor, is the most amazing array of antique petrol bowsters with their pump handles and glass tops all beautifully restored, individually itemised and catalogued along with everything else in the shed across a range of original old garage signs, oil bottle stands complete with the original bottles as supplied by the oil company in the particular period. Not to mention the screw tops for the bottles which again, must match the period of the bottle. Today avid collectors vie with one another at swap meets etc, to find the exact top for their bottle, paying in the hundreds of dollars for the genuine perfect match. What an eye opener the collection was to all of us gathered in the beautifully laid out shed, including glass cabinets of car badges and like memorabilia, along with rows of shelves stacked full of company badged oil and petrol tins.

This is a passion to Fred and, along with Emma, Fred gave us a very informed talk on all his items of real interest to him. He has always been a clever man with his hands and the work he has put into restoring the pumps is there for all to behold. To someone like myself who had never fully comprehended the passion of the serious collector, it was all a sight to behold and knowing Fred's inner drive to always have everything "just so" be it his beautiful home which they built themselves, literally with Emma carrying the bricks!, you get an idea of the love for all their personal possessions, including the home and the gardens on their ten acre property.

Following the tour we lunched in Fred, immaculate garage due to the weather being a bit cold and ordinary, during which time Fred yarned about his life as a collector and the "off the beaten track" that they had visited around Australia lured on by a story of something really interesting in some bloke's shed or garage and then the bargaining for the prized possession!

A big thank you to both Fred and Emma from all of us who had the good fortune to be there, for what can only be described as a very informative day.

Convenor:- Mick Daddo

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.

Letter to the Editor - Laurie Menogue

Hi Keith,

Finally I have the time to put this short summary of what Club Members get up to when not at Club meetings.

The photo was taken during the parade lap at the Historic Sandown meeting late last year by sdpics. Should the photo be published please acknowledge sdpics.com as the photographer where thousands of local motor sport photos can be viewed or purchased on their web site.

Here is "The Brief Volvo 360GLT Story"


The Volvo 3 series bean in Holland as a DAF 77 in 1970. The car was designed by Giovanni Michelotti who also designed cars for Standard (Vanguard, Triumph range etc) Ferrari, BMW, Alpha, Mazda and many more marques. Volvo purchased a three quarter share in DAF during 1975.

In 1976 the Volvo 3 series was introduced to Europe. It as essentially a DAF with a Renault 1.4 Litre engine and DAF's Variomatic continuously variable rubber belt and pulley transmission driving the rear wheels, with Volvo badges and grille. During 1980 a five door version was introduced which had a complete exterior and interior facelift to align the model styling with other Volvos.

In 1984 the 360GLT version was introduced to the Australian and New Zealand markets where it outsold its European rivals.

The 360GLT now had a Volvo over square (89mm stoke X 82mm bore) 2 litre version of the 2.3 litre motor, as used in the 240 series, and the Volvo M47 five speed manual gear box. The power is the same as the Audi 5+5 and the 2 litre Alpha Giulietta. The gear box is directly attached to the rear trans-axle of the de Dion type - a sophisticated arrangement. It is basically the same as used in rear drive Alphas and similar to the V8 Super Cars. This setup has the advantage of a constant track and low unsprung weight and excellent weight distribution with 52% on the front wheels and 48% on the rear wheels.





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OH! WHAT A NIGHT IT WAS! — Mick Daddo

The June GM, incorporating our inaugural LADIES NIGHT, turned out to be a “cracker” of a night with our club register recording 122 names but the total much more likely to be around the 140 mark as many failed to register on the night. Whatever way you cut it, the attendance was a record for the club at any of our GM meetings and certainly a record attendance for our women folk with something like thirty plus on hand to hear Sue and Ken Slater give their talk on their overseas excursions in their MGB GT better known as “Red car” while on their world tours.

Six MGs [five Bs and one A type] found their way to China for the first tour from Beijing to London and on to the spiritual home of MGs, an hour or so North-west of London, at Abingdon where the cars were produced from the late twenties through to the troublesome years of the mid 1970s before closing the plant in 1980. Here the group were given a rousing reception and much feted while in the MG heartland.

Sue Slater with strong support from husband Ken, gave us a wonderful, succinct over- view of the five major tours they made over seven years starting in 2010 with the China, Beijing, to London tour through some magnificent scenery in West China, then through the ‘stan countries, on to Iran, Turkey, Ukraine, across Europe and on to London. In 2012, against the best advice of concerned South African friends, they toured from Capetown to Cairo with some horrific experiences on route including the risk of their lives from rebellious local tribes and almost impassable roads. The following year saw them make a trip from London to Norway. Then in 2015 they journeyed from the southern tip of Argentina to British Columbia and, for their last Journey in 2016, they travelled from British Columbia to Newfoundland along the Trans Canadian Highway, before finishing with a tour in the United Kingdom, from Land’s End at the tip of the country in the south-west. to John O’Groats some 450km north east of Edinburgh. Sue gave us some wonderful anecdotes of their trips in the limited time available while Ken filled in on the “hairy” things that happened along the way with the cars and the roads they travelled on. Over the course of their tours he clearly showed that he and a couple of other participants, had the ability fix anything to keep the cars moving through some pretty difficult circumstances, on roads that ninety-nine point nine percent of MG owners would never dream of taking their cars anywhere near, let alone in foreign countries with break-downs miles from nowhere. The daily grind of keeping the cars rolling, not to mention language difficulties and confusion at numerous border crossings, in many cases, led to some funny incidents, although I’m sure some would have been a little nerve wracking at the time.





So it was very sad to hear that within some twenty kilometres of finishing the last of their major tours and having been one of only two cars to complete all five tours covering 140,000 kms, they should be involved with one of their own touring party, shunting them severely in the rear, having taken his eyes off the road at a round-a-bout, leading to writing the car off as a wreck and, to add insult to injury, British law is such that it would never again be allowed on the road as a repaired vehicle, even worse, they were not allowed an export permit to bring the badly bent car back home again. A very sad way to finish world tour in such a faithful car.



Ken and Sue, we are indebted to you both for your generosity in agreeing to attend our club meeting and for giving us such an amazing, insightful talk on your world tours with your MG friends. We are extremely grateful to you both for a wonderful night.

Now you are preparing your next MGB GT "Green car," and we look forward to seeing the finished project and where to next time!

Words:- Mick Daddo

Photos:- Anne Kruger



The Austin 7 was produced from 1923 through to 1939 with only minor modifications through its production lifespan. It is a simple machine, intended to be serviced and maintained by the home mechanic. The car also provided an opportunity for many to enter events and race competitively.

In 1934, Austin 7 was given a longer chassis, the wheels were reduced from 19-inch to 17-inch and synchromesh was now available on the top two gears.

The vehicle has little in the way of frills. A four-cylinder 747cc side valve engine coupled initially to a three speed, later four speed centre change gearbox, laid on an 'A' frame chassis and suspended by a single transverse leaf spring at the front and two quarter elliptic springs at the rear. Braking initially was by hand on the front wheels and foot on the rear, all four brakes were linked to the foot brake from 1930.

Austin 7 made for an unlikely sports car when unveiled to the public in 1923. It was Herbert Austin's son in law, Arthur Waite, who suggested competing in one. In 1923 he entered a specially prepared Austin 7 in the Easter Small Car Handicap Race at Brooklands, comfortably seeing off the competition. Ace tuner and race engineer, Gordon England soon offered an Austin 7 Brooklands Super Sports, which was guaranteed to do 80mph, (speed pretty well unheard of in a car of under three litres).

The little cars dominated the 750cc racing class wherever they went, often taking the 1100cc and 1500cc classes at the same time. Arthur Waite, by now living in Australia, entered the 1928 Australian Grand Prix with a specially prepared works car with a pointed tail and twin aero-screens. His post-race telegram says it all "Austin Seven (Waite) first against all classes up to 2000cc.....created furore!"

The following year, Herbert Austin employed Gordon England to manage a team of similar cars, in an attempt on the Irish RAC Tourist Trophy held at the Ards circuit located near Ulster. They finished third and fourth overall. Their drivers, Archie Frazer-Nash and Holbrook, were cheered all the way for their David vs. Goliath performance. The eventual winner, Rudolph Caracciola in his monstrous works Mercedes, commenting after the race "what a performance those little midget cars put up. They were wonderful, it was a great moment when I flashed past Campari [second place works Alfa Romeo], but I think it was a greater one when I got in front of the Austins." No surprise then that the little marvels sported the name 'Ulster' thereafter.

Made in very limited numbers, their survival rate was low as they generally led hard lives. As a consequence, original Ulster cars today are very highly prized and extremely scarce. With so many of their components used in the standard models, many Ulster Tribute cars have been created, continuing the long tradition of 'special' building on the Austin 7 chassis.

In comparison to its saloon counterpart, the Ulsters have a re-tuned engine and a chassis that sits three inches lower. They have an aerodynamic boat tail body and no doors. The Ulster automobiles were popular private race cars. They were built in limited numbers until 1931.

The Ulsters were powered by the engine found in the saloons with internal modifications and sporting modified induction and exhaust systems. Some were equipped with Cozette superchargers, considerably increasing their power output.

It has turned out, that this particular car has been built by the previous owner's father, under the guidance and supervision of legendary Bob Booth, well known Austin 7 expert and enthusiast, to resemble the racers of the day.

After being built and with the passing of the original builder and owner, the little Austin languished unused for a number of years. Eventually coming up for sale around four years ago and by then residing at Phillip Island, with the owner, who inherited it, living in South Australia.

As at the time of acquisition not much was known about the car and its history; I decided to dismantle most of it for inspection.

It turned out that apart of a new radiator that had to be fitted (as the old one suffered an accident whilst in storage), some new gaskets and seals, a new set of timing gears, exhaust pipe and a new fuel pump and hose, the car was in very good order and did not need much for it to be back on the road. The little Ulster also acquired new aero screens and a new set of period correct head lights.



It was one of most enjoyable recommissionings, with not much in a way of head scratching or swearing, although working under the dash board was a bit of a challenge, with hardly any room to move, my head firmly stuck between the gearbox tunnel and the pedals and legs dangling straight up in the air.

It is very close in dimensions and specifications to the Ulsters of 1930's and now fitted with factory style guards, running boards and aero screens. It is a lightweight two seat, door-less roadster, weighing in at around 794lbs or 360kgs and with a wheel base of 75" or 1905mm and Track of 40" or 1019mm. As with most cars of that era, it has a separate body and a riveted A frame chassis

The engine in this little gem is an in-line, four cylinder, two bearing 474cc, water cooled, side valve unit. It has a bigger diameter and pressure lubricated crankshaft and 56mm bore by 76mm stroke. Cast iron head and block is fitted on a high volume, finned aluminum crank case and sump. This particular car is also fitted with light weight Gordini pistons, modified con rods, bigger valves and a high lift camshaft. Fuel is delivered via an electric fuel pump to an 1.25" SU side-draft carburetor. Ignition is by points and coil, one spark plug per cylinder. Exhaust is also slightly oversized at 1.75", all making the little car a very sprightly performer.

Power is transmitted by close ratio, four speed gearbox, single plate clutch and a spiral bevel type rear axle. Steering is a worm type and the drum brakes are of mechanical type. Wheels are 3.5 x 19"

The little Austin 7 is exciting and fun to drive nippy little midget, however if you are thinking of driving with a passenger, it is a very cozy and snug experience!!!

Letter to the Editor—"THE" Wedding

Dear Keith,

I thought that "THE" wedding must not pass un-noticed even if only about the car. There is very little known about the car and actual builder seems to be Jaguar UK but there is a lot of smoke and mirrors, but I guess by the time we go to print there will be a lot more info. But here is what I found. There are a couple of good photos on line, one showing the motor and the other the electric charging plug. Concept One Jaguar.

Watching that wedding I was fascinated to watch Harry get into the drivers seat on the left side of a beautiful 1968 E Type and drive to the reception.. ABC broadcaster John Faine was much more observant than the writer, he knew exactly what year and model it was by counting the windscreen wipers blades, assessing the size of the grill and judging the size of the trafficators.to declare it a 1968 E Type Jaguar. Just why it a was LHD is not disclosed, I did hear one of the broadcasters venture that it was for Megan to use in USA, obviously a guess.

I tried researching the car, but found out very little solid information. It appears to be made by a Jaguar Cars division called "Jaguar Land Rover Classic" and has an electric powertrain of 295 BHP located in the same engine position as the original (which is reversible back to the original 6 cylinder motor). There is talk of a 400,000 pounds price tag and a range of 170 miles. The claim is made that the electric car offers similar performance and handling to the original, but saves 80 kgs in weight (does this include the battery pack ?) and is one second faster to 60. mph from zero than the original. No mention was made of the location, durability or weight of the batteries. But does it sound the same!!?

In 1961 the Jaguar Car Company released its E Type Jaguar capable of reaching 150 MPH to an unbelieving

world. Selling for a mere 2097 pounds which included a British sales tax of 617.00 pounds, shaking the makers of Aston Martin, Ferrari, Maserati and Mercedes Benz. The beautiful lines of the car owes much of its heritage in the glorious D Type, which won 3 consecutive Le Mans 24 hour races, and had lines of the XK 150. Jaguar produced E Types in fixed head coupe and the famous open two seater. Enzo Ferrari said of the E Type "it was the most beautiful car ever made". The Daily Mirror also gave it number 1 in their "100 most beautiful cars ever built". Like the D Type the E Type had a monocoque constructed body with very effective inboard rear Dunlop discs brakes and conventional placed front discs, which stopped the car from the high speeds generated.

The 3.8 litre engine E Type built between 1961 to 1964 is currently the most valuable on the classic market but the later 4.2 engined car built in 1965 to 1967 the most desirable. They made 15490 3.8's and 17320 4.2 cars. Changes were made for export to meet the stringent requirements of the US National Highway Traffic and Safety Administration as happened to many English and European car manufacturers, the MG Rubber nose is another well known vehicle to meet this fate.. Engine modifications to meet their stringent emission standards often blunted the cars' performance and headlight height played havoc with design. The writer thinks it can be safely said that the US restrictions never improved the various breeds in any way
Bill Glover



WITH SINCERE THANKS TO SO MANY WILLING HELPERS

The success of our June GM and Ladies Night was due to a lot of people. Firstly, we all owe Colin Pitcher a big vote of thanks for arranging the Slater visit. It was just perfect for our inaugural Ladies Night with Sue Slater leading the presentation. So very well done Colin!

Secondly, big thank you to David and Ann Buchanan who arrived promptly at 6.00pm to organise the tables and chairs, set up the supper tables and organise the PA system. Ann was amazing setting up the chairs almost single handed.

Thirdly, I asked the wondrous Max Caddy if he could run up the plaque presentation that Colin made to the Slaters and in his meticulous style, it was just perfect. I kick myself for not taking it back for a moment after the presentation to show all members what a wonderful job he did. A Mea Culpa on my part Max but I am very grateful to you for a great job, so well done mate!

Last, but far from least, are the eight ladies I asked to make sandwiches or a suitable alternative. They never hesitated and did a superb job so my very grateful thanks go to Brenda Allen, Vanetta Beagley, Chrissy Becker, Sandra Cassar, Lorraine Caddy, Ruth Daddo, Marion Hurd and Emma Lees along with the only male in this illustrious company, Barry Osborn, who went to a lot of trouble to get a large supply of fresh buns and scrolls. Thank you all for helping to make it such a successful night.

One last super big thank you goes to all the ladies who joined their partners to make it such a warm, convivial inaugural Ladies Night. I know all members felt it was a great success with so many women folk present and appreciated the effort so many made to be there.

Well done to all.

Colin Pitcher and Mick Daddo. Your grateful convenors.

Visit to Ron Townley's Garage Thursday May 17th. "Thanks Ron"



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 – 5th JUNE 2018

Meeting opened at 7.30 by acting president Mick Daddo. Emergency protocol read out.

Ken and Sue Slater –our speakers tonight, were introduced.

Also welcomed were 3 visitors and new member for first time Rick Virgoe.

Present 122 – including 3 visitors. **Apologies:** W.Spinaze, B.Evans, G. Bartlett, C.Jordan, K. Anderson, G. Hind, P. Gregson, N. Meates, P and V Browne, Jeff Palmer, D. Doubtfire.

Minutes of the General Meeting May 1st, 2018. As printed in June Crankhandle. No business arising. Moved: John Watson, Sec. Charlie Cassar. Carried.

Correspondence In/Out since last general meeting. As detailed by secretary. Moved: Greg Cripps, Sec. Lawrie Turner. Carried.

Treasurer's Report Details on request. Moved: Peter McLean, Sec. Brian Florrimell. Carried.

Membership Report -246 members.

Past Events- Hume Highway Tour. Great team effort – Thanks given to Mick Daddo, Colin Pitcher, Alan Turner, Jamie Mason and Alan Tyler.

RonTownley's garage visit – Good turnup to see 2 racers, 27 Chev truck , Austin Chummy etc

Fred and Emma Lees visit – a shed of goodies – old bowsers etc.- 15 club cars showed.

Future Events- June 21 2pm – Flinders Bakery run.

June 28 – Brian and Laurel Thompson visit – Bulleen. - Historic clothing display. Noon at Manningham Club for lunch first. See John Becker.

July 3rd – Auction Night – Open 5pm to receive goods up to 7.15 Auction after brief GM.

Sun July 15 – Noon – Christmas in July with Bass Coast Club – Hastings Marina-John Becker. Saturday Night on Peninsula Link. Host-Peninsula Chrome Bumper Club –for Baxter FB.

General Business – Jamie Mason told of local disabled man given ride in club Rolls Royce.

David Kisby – 230 red plated club cars – only 35 are for 90 days.

Terry Opie spoke of vigilance needed with Vicroads to avoid errors with CPS.

Ford V8 Rally – attended by Charlie Cassar and Don Robinson.

AOMC report – Ray Beagley – RSL not permitting old cars in Anzac Day parade. Seminars available for "Restoration" and "Club Management". Importing cars a problem if asbestos detected.

David Jones acquired parts for his 1914 Vinot on ebay. Well done – see it at 2019 S&S?

Mick thanked ladies for special supper tonight.

Sue and Ken Slater brought a riveting account (with video input) of world travels in an MGB GT with other similar cars. 140,000 kms over several years on 7 continents-well done! Colin Pitcher enthusiastically thanked our guests and presented them with a gift.

Meeting closed at 9.35 for the special supper

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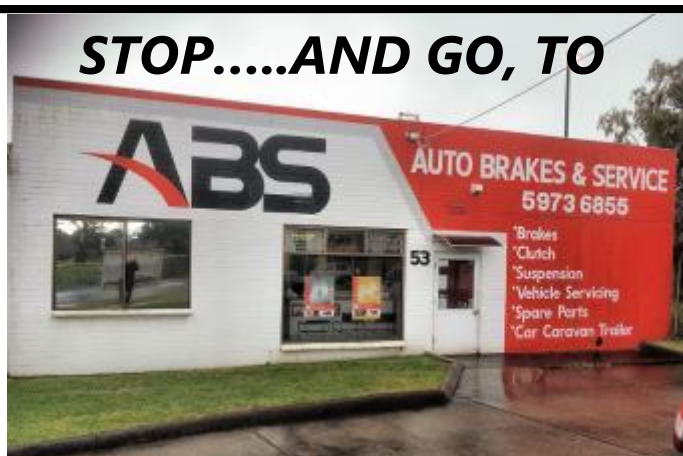
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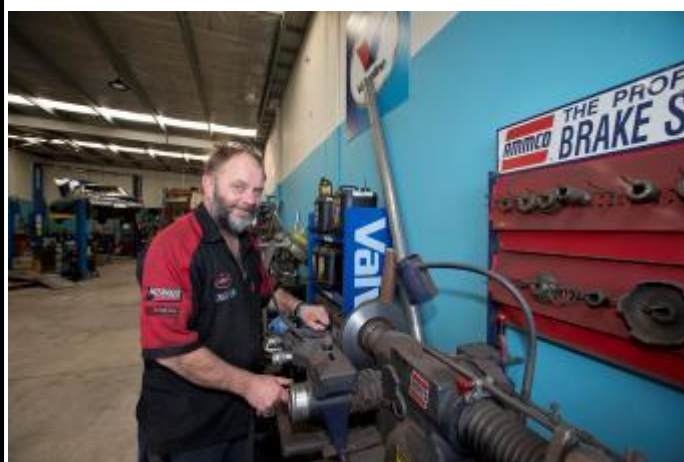
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