

# The CRANKHANDLE

**AUGUST  
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](http://www.crankhandle.com.au) Email: [admin@crankhandle.com.au](mailto: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 Jones' Vinot-Deguingand under restoration*

### *What's inside*

Page 3      Coming Events  
Page 4      Caught in the Headlights  
Page 5      Presidents Report  
Page 6      CPS Reminder and 'Thanks'  
Page 7      Editorial & "Chrysler Royal V8"

Page 8-9      Past Event— The Costume Collection  
Page 10-11      Past Event—Flinders Bakehouse Cafe  
Page 12      'The Riley Road to Caloundra  
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](mailto: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

### 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

*Editor:*

**Keith Morrison** 0411 127 765

*Events manager:*

**John Becker** 0411 202 911

*Club Permit Officer:*

**David Kisby** 0427 049 829

*Membership Officer:*

**Anne Kruger** 0417 830 755

*Safety Check Officer:*

**Liam Fenney** 5986 5454

*Club Photographer*

**Anne Kruger** 0417 830 755

*Club Regalia:*

**Rob Lloyd** 0407 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

**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



### AUGUST

- Tue 7<sup>th</sup> GENERAL MEETING
- Tue 14<sup>th</sup> Committee Meeting
- Tue 28<sup>th</sup> Briars Picnic B Y O everything 11am onwards

### SEPTEMBER

- Tue 4<sup>th</sup> GENERAL MEETING
- Tue 11<sup>th</sup> Committee Meeting
- Thu 20<sup>th</sup> Luncheon Flinders Golf Club 12 noon  
1 Bass Street Flinders
- Tue 25<sup>th</sup> Briars Picnic B Y O everything 11am onwards

### OCTOBER

- Tue 2<sup>nd</sup> GENERAL MEETING
- Tue 9<sup>th</sup> Committee Meeting
- Tue 23<sup>rd</sup> Briars Picnic BYO everything 11am onwards

## LETTER TO THE EDITOR

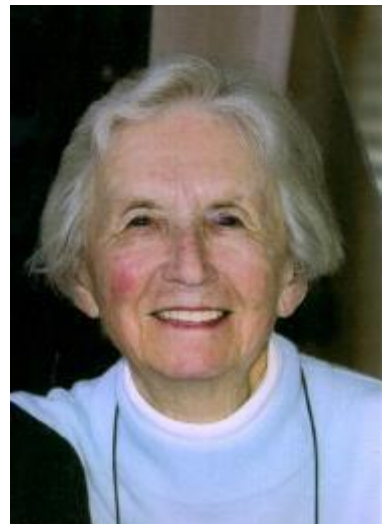
Best wishes to PEARL ANDERSON who celebrated her 90<sup>th</sup> birthday in June this year.

Geoff and Pearl are much loved long time members of our Club. They also celebrated their 69<sup>th</sup> wedding anniversary on July 9<sup>th</sup>

Happy Birthday Pearl and heartiest congratulations to you both on 69 years of wedded bliss.

With our love

John and  
Shirley Steele







## *Caught in the Headlights*

### *The Octogenarians*

#### VINOT DEGUINGAND

In our last issue the Octos visited David and Julie at their new home and found just too many cars and too



much of interest to fit into one story, so decided to make a second visit, also part of the reason for a return visit was to get a better understanding of David's extraordinary skills in restoring cars and indeed turning his hand to anything that may pique his interest. He has a rare skill of being able to learn from an expert (Ray Hudson springs to mind as a case in point.) to absorb information like a sponge and the passion and ability to apply it to his own particular needs. This became apparent on opening the front doors of the garage to reveal the lovely brass radiator of the 1912 Vinot Deguingand, the current restoration project and alongside, the rear view of a past project, a fully restored T Model Ford."

The Vinot Deguingand was a very advanced car for their time, for a start they looked like a real motor car, they had a pressed steel chassis as early as 1905 and they started exporting cars to UK in that year at a selling price ranging from 305 to 930 English pounds, David's car is ready to go once the gearbox is refitted, and a hood made and fitted by David. Often the Vinot's were shipped from the factory to specialist body builders who would design and manufacture a body, the Vinot Deguingand company had a substantial branch in UK who would arrange for local bodies to be fitted.

David's car came from the Harris brothers at Poowong who were well known Veteran car collectors about five years ago, missing many vital parts that were hard to find. David's sheer persistence allowed him to find or make vital parts, like casting a new gear box casing

required when having one of its early runs an unfortunate incident occurred much to the detriment of both box and gears. .

The car which sits on 26 inch rims, that came with the car have been beautifully spoked teamed with a quite magnificent blue hand built body and cream hand built mudguards, at one stage using a gum tree to obtain the correct profile. The mudguards at first glance appear straightforward are really quite complex as is the rest of the bodywork all hand made by David and is a delight to see. The timber boat tail is a work of a boatbuilders art and the engine with features we consider modern including water pump, a French Zenith carburettor coupled with a vertical four speed gearbox with 3 selectors, reverse being at the bottom. One would have to keep ones wits about them when the car is in action. They were quite a fast car in their day. David gives great credit to Club member Ray Hudson who helped David with advice and his renowned skills.



The Vinot Deguingand company that started in 1901 lasted until 1925, David's car is number 4412 indicating a substantial business but what with the coming depression and suffering from the after effects of the Great War like many car manufacturers they went out of business, the later remnants finally rested in the hands of Simca. It is interesting that Syd Day well known motorist who in 1910 drove his Vinot Deguingand and broke the record from Sydney to Melbourne in twenty hours and ten minutes, an extraordinary effort, demonstrating a very tough motor car.

Sitting beside the Vinot is the newly finished T Model just awaiting the fitting of its new spoked wheels to make it the only spoked wheel T Model in Australia. In the back garage is Julie's restored Ruby, a lovely little car, above the Ruby is a 1912 Wolseley also awaiting a skilful

approach and yet another story, above it is another Ruby, also waiting David's attention.

The Octos retired to Julie's scones, jam and cream in the new sparkling kitchen and enjoy the company of this quite remarkable couple. Rarely does one meet anyone with the sheer skill, imagination and drive of David, and their joint achievements are there for all to see. We all look forward to seeing the Vinot-Deguingand, T Model, Ruby and MG Y Type in all their splendour in the next few months.



## ***A WORD FROM YOUR PRESIDENT***



What a great night we had at the July General meeting. As you are all well aware we conducted our annual Auction night after a very short meeting. The Auctioneer, Mick Daddo, and his team were raring to go and after some 78 lots went under the hammer the final tally for the night was around \$1,000 towards our Christmas dinner later this year, a very good result. Just as a reminder, if you are holding an I.O.U. from the auction night, could you please bring the money along at the next meeting and pass it onto Paul Lucas.

We have just enjoyed a couple of months of club activities thanks to John Becker and Mick Daddo putting their hands up to organise these events. As I've mentioned in the past, any member is most welcome to put up an idea for an event to the committee, and what would be even better is that they plan and run the event with the committee support.

Talking of the committee, we are now approaching our Annual General Meeting date in October, as always, and nominations for committee positions must be in with the Secretary 14 days prior to the AGM as there will be no nominations accepted from the floor at the meeting. Nomination forms will be included in your hard copy of the Crankhandle or available from the Secretary at the August General meeting.

At the last committee meeting it was voted to maintain the current membership fees for the next 12 months. These fees are due to be paid to the club on or before the September general meeting, so please make the effort to ensure that you are financial for the AGM where only financial members are given that very important vote.

Cheers for now, and hope to see you at the next meeting.

Brian A. Evans

Your President

## **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:

### **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

### **SEPTEMBER:**

R BEAGLEY, D BUCHANAN, C CASSAR, S  
COOMBS, P DONNELLY, B EVANS, C HIGGINS, T  
HOWARD, M JAGEURS, D JONES, D KISBY, R  
MEATES, D MONRO, T MULVOGUE, C PITCHER,  
D PITMAN, S ROSE, C SCHWERKOLT, L TURNER,  
C WATKINS

### **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 SHORT WORD OF THANKS FROM YOUR AUCTIONEER**

First up, I want to thank all those who I "pointed the bone at" to help on our auction night. Sixteen members "volunteered" to help run the night and what an outstanding job they did. I'm not going to embarrass them by naming them all but suffice to say, from opening up at 5PM, to setting up the hall, [done by 5.05pm!], to setting out the sale items, to the role of "bag men" collecting the takings, to describing each lot, to recording each lot, to running the kitchen all night, including Barry's supply of delicious scrolls and buns, to ensuring our PA worked without a hitch, to cleaning up afterwards. This hard working crew of sixteen were on hand from 5pm until after 10pm and worked like a well-oiled machine to make for a very smooth flowing night to the benefit of us all. My personal thanks go to each and every one of you for a job well done!

Overall, we took \$1140 on the night and after expenses, netted better than \$1000, a very satisfying result, which will go a long way to subsidising our Xmas dinner night. Great to see so many members present at our auction night and wonderful to see such a generous response from so many in bringing along a great array stuff to auction.

Our club consists of a truly amazing group of people with the camaraderie and warmth making it a wonderful place to be. It was certainly on show on auction night in your generous bidding and contributions.

My thanks to you all.

Mick Daddo Convenor

***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

So many articles, so little space! Please don't be discouraged if you have submitted a story and that hasn't been published yet, there is plenty of winter left to fill in.

I heard on the grapevine that our Official Club Safety Check Officer has recently become a Father, congratulations and best wishes for your new family unit.

I trust you enjoy this month's Crankhandle, Meggin and I are heading off northward to a warmer winter break between magazines, see you next month. Keith


## Chrysler Royal V8.— Bill Glover

In September 1959 the Wheels Road test suggested the Australian car buying public had not "woken up" to the new Australian built Chrysler Royal. The test writer Doug Bain after spending a week with the car raised the question why Australian car buyers were paying a third more to buy an imported USA built car when the local car was worthy of more consideration.

Doug reported that the car as tested, cost 2380 pounds, was powered by a 5212 cc V8 putting out 230 bhp and weighing in at 33 cwt. He was especially taken with the push button two speed automatic gearbox (with kickdown available under 50 mph), There was no "park" facility as in today's cars and the writer suggested under the circumstances a more efficient handbrake was needed. Maximum speed was 97.7 mph reached in a two way run, with a 97 mph average. Power steering was effortless with sufficient feel, apparently a regular point of criticism amongst testers of the time, but despite passing the steering test he did point out that when parking the wheel did require a lot of winding. Braking from high speeds gave rise to a warning that brake fade was worrying, (it was probably similar to cars at the time), and care was required, especially when stopping from high speeds.

The comment was surprising, it was a critical comment, rather unusual in a road test of the time. Doug went on to say that Chrysler proved to be smooth, quiet and comfortable, fuel use was 14.7 mpg, (probably normal for its size. BG ), but compared with similar size imports, he reported that the Chrysler "was a good buy".

It is interesting that Bill Murray won the big car entry in a Chrysler in a Royal in the last of the great Australian trials, the Mobilgas Trial which turned out to be one of the toughest trials ever conducted.. Needless to say the now infamous steaming mosquito ridden "The Bog" section sorted out competitors except for the immaculately prepared VW;s who subsequently won the Trial. The road conditions created such mayhem that it really put an end to the era of great trials. The writer recalls that that he and a mate were sitting at a lonely card table lit with a pressure light in the middle of the night in the remote Gippsland bush, miles from habitation as battered cars roared into their control, their times were carefully recorded and books stamped.



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## **Club Run to "The Costume Collection".**

On the 28th July 2018, the club organised a run to visit the "The Costume Collection" in Bulleen.

We met at the Manningham Club around midday for lunch. There was a variety of choices enjoyed by the members. We didn't have a lot of time as we were due at the collection at 1.00pm.

Some of us drove club cars and others in their daily drivers, but who cares, it's a social outing.

Arriving at the museum we were introduced to Loel by John Becker who delivered a very interesting talk on some of her collection and the motivation behind her obsession. She displayed some very old pieces plus a vast compilation of reference material including an impressive library of books and magazines. The room was full of cabinets and cupboards all about fashion etc.

After her presentation we were invited to wander the museum and see her collection. Well, WOW, it was breathtaking. A huge room full of fashions from various eras and was just awesome. To reminisce about what some of us would have worn had we been living through the different years.

It was so interesting reading about the fashions from a bygone era. Some of her collection dates back to 1788.

Given that Arthur Phillip landed in Botany Bay in 1788 followed by the Frenchman

La P'rouse two weeks later, that is incredible. OK that's another story. However, an

Australian collection of such interest cannot be more complete than that.

I even saw some clothes that I had worn back in the 60's. There were some items such as a washing machine, washer board, old irons, a beauty case, some old photos, radio etc.

A few of the ladies also opted to watch a video about fashion.

Some time later, Bryan Thomson came and asked if we would like to see his motor bikes and car collection which was housed downstairs. The offer was taken up by the members, and so most of us went to have a look. Bryan gave an interesting talk about his bikes and cars. Also hanging on the walls was a lot of memorabilia. The collection was laid out with plenty of room to walk around and inspect and I think every man's dream garage; also it was very clean which maybe had a woman's touch?

It was a very most enjoyable and interesting day and it was very well received by all of the members.







Thanks to Loel and Bryan Thomson, for hosting the Southern Peninsula Classic and Historic Car Club.

A huge thanks to John and Chrissy for organising yet another fabulous day out.

Thanks to the members who attended:

Bob and Margaret Armstrong.

John and Chrissy Becker.

Max and Lorraine Caddy.

Mick and Ruth Daddo.

Brian and Jill Florrimell.

Dorothy and John Grierson.

Murray and Helen Grierson.

Ian Grierson.

Roger Howes.

Anne Kruger and David Kisby

Frank and Patricia Little.

Jamie Mason.

Mark and Sue Parritt.

Allan and Christine Tyler. Adelle and

Thomas Topalovic.

Words by Christine and Allan Tyler

Photos Anne Kruger





## FLINDERS BAKEHOUSE CAFÉ, 21<sup>ST</sup> JUNE 2018

Is there a significant difference amongst classic, vintage cars and moderns? One would consider the ages of each model of car and then decide: traditional, historic/vintage or modern. Well, one may anticipate that there would be a disparity. However, that's not always as it seems but before we get to that point.



The recent SPC outing was to Flinders Bakehouse Café. It sits in the heart of the coastal town of Flinders, a popular holiday destination. This area entices visitors from far and wide to savour its quaintness and enjoyment of the many shops in the area and to peruse a fantastic variety of merchandise on offer. There are many cafes in the area, but it is the Bakehouse Café that draws the club members to enjoy its surroundings, inside and outside this 1890 building, which was established initially near a hotel in Flinders before moving to its present site in 1947. The Bakehouse Café changed ownership in late 2017. However, the same attention to detail remains steadfast. Mind you, when 50 club members arrived plus other customers the staff were pushed to the limits. They stayed upbeat and managed very well. An extensive menu brought forth gourmet pies and sandwiches being the preferences of many. Passing by and very tempting were huge bowls of chips. Other treats on offer were caramel tarts, chocolate delights and on occasion substantial sausage rolls. Coffees, hot chocolate and teas were chosen to ward off the coolness outside. And let's not forget the staple of winter – soup! The burning wood in the blue-stone fireplace drew many to warm their hands. It was a brisk day, but with blue skies and plenty of sunshine, it was a delight to be out in classic cars and to be with likeminded car enthusiasts. For the few with their car hoods down it was even more enjoyable. Having a heater made it that much better! Now, one would have thought that with such an array of incredible old cars on show for the members this bevvvy of beauties would have been enough. And surely any time soon a bonnet or boot would have risen. But, no, all that excitement went to a gorgeous blue 2004 Bentley, and yes, the boot and bonnet raised drew a collection of members to enjoy a modern car. The differences could not have been starker, and yet the modern vehicle won the day. Go figure!

Words and photos by L. Anne Kruger

Credit: Leader Newspaper David Aidone via Real Estate.com 31 October 2017







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## On the Road to Caloundra—Keith Morrison

Earlier this year I attended the Riley Club National Rally, hosted in Queensland this year.

Planning for the almost 2000km drive to Caloundra for the National Rally had Rob and Anne in their '33 Riley 9 Lincock and me in my '32 Riley 9 Tourer (Gloria), driving about 400km per day for 5 days. The route we chose was to use the Hume Highway to Sydney then the Pacific Highway through northern New South Wales and into Queensland. Google Maps showed the inland Newell Highway route to be about 100km shorter but almost all of our chosen route was divided road with dual lanes. Overnight stops were planned for Albury, Mittagong, Taree and Ballina. That left just over 200km for the Ballina to Caloundra leg.

All went well on the first day until we were 200m from our destination and the Lincock sputtered to a stop. Rob had experienced the symptoms before and sure enough a replacement condenser cured the problem.

About 140km into the second day Gloria backfired a couple of times and rolled to a halt on the side of the road just south of Tarcutta. I had experienced similar symptoms on Gloria's maiden drive. Sure enough the distributor rotor button could be turned around by hand, the tapered drive adapter had come loose. The road side repair probably took about an hour all up but was successful. A bit further up the road I pulled into a rest stop to adjust the timing as the hill performance was poorer than usual. As Rob pulled in his clutch peddle fell to the floor.

That turned out to be a missing clevis pin. A spare bolt with locked nuts soon cured that and we were off again.

The next day was less eventful, I just had to add air to a front tyre each time we stopped for fuel. It was early Friday afternoon when we arrived at Taree, so I found a tyre service to have that tyre repaired. The tyre technician proudly announced that he had dealt with the rust and spoke problem and patched the tube, when we came to drive back from the restaurant that evening the tyre as flat again. The locals in the main street found it entertaining as I pumped some air in with my hand pump.

As there was still 20 psi in it the next morning I decided to continue with regular re-inflation rather than waiting for the tyre service to open again and we headed off into day 4, a sunny Saturday..

Lunch found us at the picturesque Macksville. As we were about to leave a local pointed out to me that I had a flat rear tyre. Luckily the tyre service was still open and even more luckily they had a spare tube that would fit. They put a good covering of pvc tape over the spoke heads, experience gained from motorbike wheels apparently and that was the end of that issue.

Later that day I experienced a decided lack of power, it turned out to be a blocked fuel filter, probably the experimental tank full of Premium 98 shifted some debris in the tank that the other fuel hadn't.



**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/>)**



At Caloundra I stripped down the leaky front tyre and found that the patch that had been applied had a very slight leak. I put in my last spare tube and we had no more trouble for the rest of the trip. Just as well I suppose because Meggin flew up and met me there for the Rally and the drive home.

Overall Gloria used about 600 litres of fuel and 2 litres of oil for over 4000km of Magnificent Motoring

As for the 2018 National Rally itself, that story for another day, needless to say it was filled with wonderful Riley fellowship and great drives around the Blackall Range

Rob and I were jointly awarded the trophy for travelling the most distance to attend the Rally driving a 9hp Riley.



### **Minutes Summary – SPC&HCC – General Meeting – 3<sup>rd</sup> JULY 2018**

Meeting opened at 7:28 by president Brian Evans. Emergency procedures read out.

Mick Daddo thanked for chairing June general meeting.

Visitors – Wayne and Dawn Etsel, Darryl and Gwen Donaldson.

New member here for the first time – Brian Graham

**Present:** 84 as per attendance book.

**Apologies:** Murray and Ian Grierson, Warwick Spinaze, Colin Jordan, David Doubtfire, Keith Anderson, Graeme Hind, Greg Cripps, Ross Chilianis, John Vogt, Colin Pitcher, Geoff Clark, Geoff Bartlett.

**Minutes of the General Meeting June 5<sup>th</sup>, 2018.** As printed in Crankhandle. No business arising. Moved Chris Higgins, Sec. Charlie Cassar. Carried.

**Correspondence In/Out** since last general meeting. As detailed by secretary. Moved-Don Robinson, Sec. Ken Burrows. Carried.

**Treasurer's Report** – Details available on request. Report moved Charlie Cassar, Sec. John Watson. Carried.

#### **Future Events**

July 15<sup>th</sup> – Hastings Marina – Christmas in July – Convenor John Becker.

July 24<sup>th</sup> – Briars Picnic.

August – usual fixtures.

#### **General Business**

Geoff and Pearl Anderson celebrate 69 years of marriage on 9<sup>th</sup> July.

Meeting closed at 7.40 for the auction – handed over to Mick Daddo.

Results from the auction \$1140. Well done.

#### **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	
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# 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: Heavy Duty Tandem Trailer** in very good condition with both electric and ride-on brakes, near new 6 tyres including two mounted spares. Easily opening spring loaded ramps to drive on, front wind/stone deflector, electric winch with near new battery, lights and registered. The trailer has lived indoors all its life.

The trailer has been specially built for a large and heavy vintage or veteran car. I easily drive on my 1930 Graham, Plymouth or the Hupmobile, all of which are very heavy and large cars with the wind deflector contoured for these cars to "hide" behind it.

The trailer tows very easily behind a 4x4, is very stable on the road and is great for long trips. It has filled in floor so can also carry a large amount of spares etc. as well. Asking \$6,800 ono.

Please call Paul on 0412 534131

## FOR SALE

4 New Tyres

BF Goodrich BP550-18B, plus 4 new Michelin tubes to suit.

They are still in their original wrappings  
Cost was \$700, for sale at \$196 for the lot

Roger Cooke

Ph 0428 111 208 or 0407 777 114

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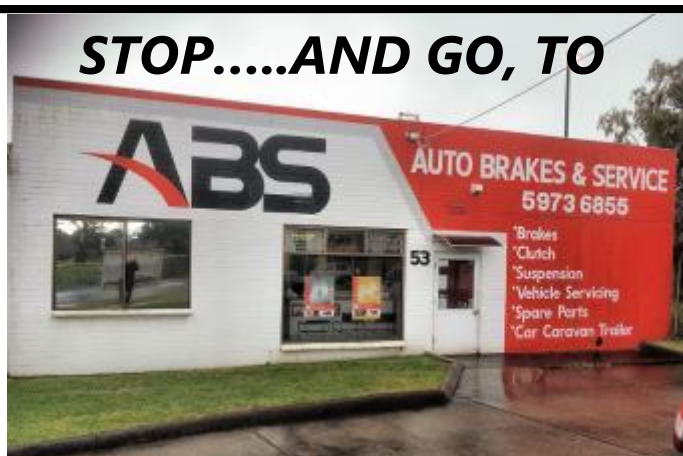
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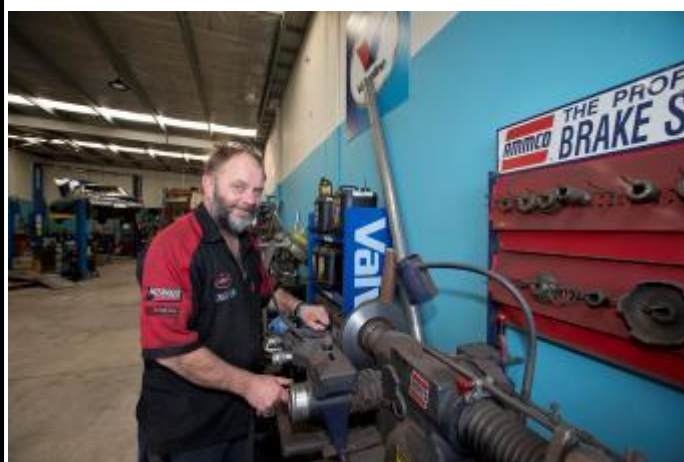
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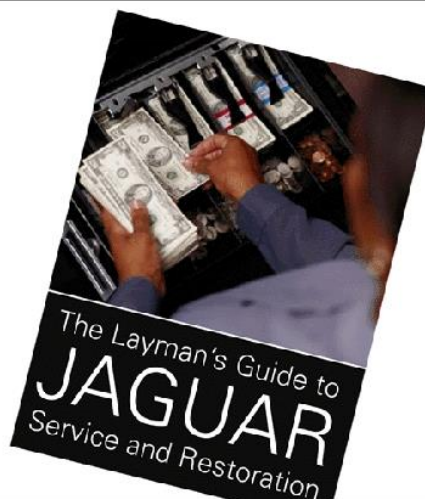


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