

The CRANKHANDLE

SEPTEMBER
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.



The Brian Florrimell restored 1936 600cc racing Norton (see p3)

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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

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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 1:15pm
Tel 0420 927 073 (Paul Lucas) .

COVER PAGE STORY

The Brian Florrimell restored 1936 600cc racing Norton Formerly raced by George Murphy complete with sidecar, the bike, less the sidecar, was gifted to Brian some fifty years ago by avid collector Guy Leopold, in gratitude for mechanical work Brian had done for him over a period of time. Only problem was Leopold arrived at Brian's place with a packing case containing the bike "in a thousand pieces" and it remained that way until he found time to work on it.

Brian has done a superb job of restoring the bike to its former glory with many parts being engineered by him along the way. You simply do not buy parts for 1936 racing Norton "off the shelf." It sure helps to have Brian's precision engineering skill and passion to carry out such a magnificent restoration.

Now it is only a matter of waiting on a few parts that are currently at the paint shop and then the final assembly. The Octos can't wait to hear the Norton start up with that highly polished, stainless steel, megaphone exhaust shattering the Red hill country side!

Octo Mick

NOTE TO EDITOR

G'day Keith,
This little bluebelle baby is having cosmetic surgery prior to RWC. She'll be on the road again soon. *Warrick S.*



"What's French for grease monkey?"



Caught in the Headlights

The Octogenarians

Brain Florrymell – A real car man!

Brian has had a most interesting life. His name for a start, is of course French and he can trace his heritage back to the Huguenots and their escape to England where they were involved with the royalty.

Brian's mother raised her family alone, her three sons and daughter had to leave school early in their lives to start work but already Brian was showing his ability with billy cart racing. His final creation was a six seater, fifteen feet long. It was a very fast but recruiting crews became difficult because of its frightening high speed.

Brian started his working life with Beam Wireless Australia who transmitted and received news around the world 24 hours every day of the year, making shift work a very tiring start. His next job was with radio maker and repairer H.J Veal Electrical Appliances where his skill quickly became obvious and he became proficient at rewinding coils and mending appliances. He bought his first motor cycle and rebuilt it but was too young to get a drivers licence.

He then completed a cabinet making apprenticeship, working with different woods and earning good money, allowing him to start buying and rebuilding motor cycles,. His next step was to form a loose partnership with a friend in a garage where he expanded his mechanical skills including spray painting. This experience got him a job in the workshop of Mainon Engine Reconditioning where he worked with extreme tolerance machines. He estimates he completed the assembly of 3000 motors and could build a reconditioned motor in 35 minutes! He moved to Kellow Falkners, Rolls Royce dealers, for a valuable year period.. His next job was with the well-known motor sports competitor Peter Manton, where he got involved in super tuning and high performance as part of a winning team A young man's dream job....!!

Brian and Jill have two sons and he built their current home in Red Hill where they have lived since 1982. Their garden is a tribute to Jill's skill and love of their outdoor environment in beautiful, bush surroundings. Brian has totally rebuilt cars all his life and his personal ownership is upwards of 80 cars. The list includes an

interesting trend, starting with English and Continental cars and then introduced Japanese cars, including many high performance cars like his two daily drives, an absolutely immaculate one owner, 18 year old 1.8 ltr, 200 bhp motor, (same engine as in the Lotus) twin o/h cam vtec Toyota Celica, redlined at 7800 revs, The other is the 2ltr mid-engined, twin o/h cam 1991 Toyota MR2 that we have seen occasionally at club events.

Brian's first car was a 1923 Willys Overland, but glancing down the list of cars he has owned, it includes half a dozen Morris Minors and Morris Tens. a lovely 1954 MG Magnette fitted with a 1600 motor (90mph in third gear), a '34 Armstrong Siddley OHV Pre selector, (stopped well with big brakes) a number of Wolseleys including a Hornet (OHV) and a 31 model Viper, 1930 Talbot 75 Sedan, not forgetting an E type, a couple of Essex including a 37 Speed Model, Talbots, Peugeots plus a number of competition cars that ran at Rob Roy. Brian was an instigator of a reopening of Rob Roy in 1963. The next year, driving his 1923 F Head 4 Cylinder Essex, he broke the class record with a T37 Bugatti recording the fastest time of the day. He has won a number of Concours events with different cars.

At 39 years of age he decided on a complete change and won a position out of 200 who applied for a job with Mercantile Mutual as an Auto Engineer and Loss Assessor often appearing in court as an expert witness. He stayed with Mercantile for the next fifteen years, involving additional specialist training and moving into Insurance Underwriting, rising to Manager with 150 staff and thousands of clients.

Brian decided he needed another change and went into business on his own having sufficient equipment to start a partnership servicing and repairing cars and after four years, shifted the business to Box Hill then to Red Hill until retirement. During his career he restored, serviced and repaired many famous vintage and classic sports cars, Hispanos, Bugattis, Bentleys, Ferraris and many racing cars.

In the late 80.s Brian looked at several Sunbeam 90 Mark 111 as a car with potential, recalling Harry Firth's two Alpine Rally wins. He managed to buy one in reasonable condition and did a lot of work on the steering and

handling including changing rim size and tyres. He also changed the diff ratio and installed a five speed gear box. Looking at videos of the winning 1955 Monte Carlo Rally team, he noticed that they had lowered the suspension on their Sunbeam Talbots so Brian set about changing his to achieve a lower, 27% stiffer suspension than the saloon, all contributing to a superior handling motor car. He did a lot of work with the braking set up to ensure he achieved the all important and difficult to achieve 100% shoe contact with the linings. Work on the motor allowed for a higher revolutions maximum. Brian and Jill took the car to Tasmania for the 1993 Easter Rally where it performed beyond all expectations. Handling was superb and able to reach 100 mph in 5th gear. The car came equal second to a 350 bhp Cadillac in the acceleration and brake test trials.

Brian is currently restoring 1936 racing Norton 600 formerly owned by George Murphy who raced the bike with a side car fitted. Brian had helped George working on the bike and would you believe, he now owns the bike, delivered in bits in a packing case, some fifty years ago.

Just another chapter for a man with a zest for speed and life and the absolute ability to meticulously carry out both!

COMING EVENTS



SEPT

- Sun 2nd FATHERS DAY CAR DISPLAY, "EAGLE" ARTHURS SEAT. From 10am, top of Arthurs Seat at the chair lift. More cars are needed for this event.
Convenor for this event - Allan Tyler 0409 406 690 or alpays@bigpond.com
- Tue 4th GENERAL MEETING –Featuring a Guest Presenter
- Tue 11th COMMITTEE MEETING
- Thu 20th LUNCHEON FLINDERS GOLF CLUB 12 NOON
1 Bass Street Flinders
Registration board will be passed around at general meeting
or contact John at 0411 202 911 or johnbecker@westnet.com.au
- Tue 25th BRIARS PICNIC BYO EVERYTHING 11AM ONWARDS

OCT

- Tue 2nd ANNUAL GENERAL MEETING
- Sun 7th BBQ Lunch at Frank & Patricia Little's
57 Gooms Road, Somerville. Franks mob: 0407 547 330
BYO food & drinks Frank has a TV for Bathurst and will give us a tour of his "shed"
It will be a great social day.
Convenor John Becker 0411 202 911
johnbecker@westnet.com.au
- Tue 9th COMMITTEE MEETING
- Thu 11th TOUR CLASSICA VENUE TBA
- Fri/Sun 12/14th MOTOR CLASSICA EXHIBITION BUILDING
- Fri 19th CAR DISPLAY at Mt Martha Freemasons Retirement Village
130 Country Club Drive, Safety Beach at 2.00 pm Convenor: Geoff Bartlett 0419 547 823
- Tue 23rd BRIARS PICNIC BYO EVERYTHING 11AM ONWARDS
- Sun 28th FUN TEAM CHALLENGE DAY (*see page 11 for more details*)
At Barry & Nancy Osborne's, "Alfa Downs", 343 Browns Road, Rye
Convenor Jamie Mason 0419 304 877

NOV

- Tue 6th GENERAL MEETING
- Sat/Sun 10/11th SANDOWN HISTORIC
- Tue 13th COMMITTEE MEETING
- Fri/Sun 16/18th ROSEBUD FORESHORE ROCK FEST
- Sun 18th CAR DISPLAY - ROCK FEST
Convenor John Becker 0411 202 911
- SUN 18th WALHALLA TOUR
Further details on page 11
Convenor Jamie Mason 0419 304 877
- Tue 27th BRIARS PICNIC BYO EVERYTHING 11AM ONWARDS

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:**

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

OCTOBER:

A BEAGLEY, A BLACK, A BUCKLAND, L COUSINS,
G CRIPPS, C DICKIN, M GAGLIARDI, J HEHIR, R
HUDSON, M HURD, J KLEIN, P KRUEGER, R
LLOYD, P LUCAS, N MEATES, J PALMER, J PEEL,
F PIETERSON, V PORTEOUS, B ROGERS, B
ROLLINGS, 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**

A WORD FROM YOUR PRESIDENT



I am quite sure that we are all looking toward the warmer weather coming on so that we can enjoy our cars and getting together with other club members for a good old social chat. As you are all well aware we have our AGM coming up in October and a couple of new faces around the table would be great.

At the last meeting I mentioned that at this point in time, at least, we will not be assembling the Crankhandle news letter at the Briars, which has been a club activity for many years now, but instead, Paul Lucas has put his hand up to carry out this activity at home so to eliminate double handling and quite a few kilometres of travel on pickup and postage. This now means that all news letters will be posted out to all those that have nominated to receive a hard copy. However, I would still like to think that if you are free on the 4th Tuesday of the month, you will still pack a lunch and head off to the Briars to have a social chat with fellow members.

Speaking of the Crankhandle, the coming events in last issue looked a little bare as a comparison to previous issues, but John Becker has been working behind the scenes with other club members so "watch this space" as I'm sure this issue will have a number of events listed, some being not too far away.

Our Christmas dinner for 2018 has been locked in, and it will be held on Thursday the 13th of December in the "Lady Nelson" room at the Hastings marina. A number on our members attended a function there recently along with the Bass Coast Car Club and the feed back was very positive. The "NEW" Christmas dinner sub-committee is looking at a slightly different approach this year, so be prepared for a great night out. For those members who haven't attended this venue in the past, it is quite easy to find and there is plenty of car parking available.

Well that's about it for now, hope to catch up with you at the next meeting.

Brian A. Evans Your President

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.

Committee Nomination Form

A decision has been made by Committee to do our bit for saving the planet by not sending out reams of paper [forms] for a zero to 0.1% return on investment.

If you cannot electronically obtain a form from the club website, and need one, we undertake to send it by mail or hand delivery, on request.

Also, you can get one at the September general meeting on the first Tuesday.

Ring Geoff Bartlett, or any Committee member named in the front of the Crankhandle.

The deadline for receipt of completed forms by the Secretary is September 18th 2018.

Letter to the Editor—Thank you and Farewell

Having been into classic cars for a long time and been a member of a number of clubs over the years. I have found people in car clubs are some of the nicest and friendliest you would ever want to meet.

I am pleased to say, this also applies to the Southern Peninsula Club. From my first meeting with Peter and Lorraine Greening back in 2009 we were always warmly welcomed.

But life goes on and we are on the move again. Unfortunately following the children was a mistake - so we are off back to South Australia, to the Victor Harbor area. (Looking forward to the Bay to Birdwood once again.)

I know we have not been around much since leaving Phillip Island, but I would like to pass my regards on to you all and wish you well, if you are ever over our way give me a call 0458 984 164

Cheers for now Steve & Sue Perkins


PS. Just a few thoughts I would like to pass on, based on mine and friends experiences over the last ten years.

These should be seriously considered at our age. As we do not know the future and do not want to leave a mess for our partner and / or children to have to deal with.

A) Make sure you see a lawyer/solicitor to make a will including type of burial etc, put in place an enduring power of attorney and also an advance care directive. These are easy to do, but need to be done properly and with expert guidance with all the options considered.

B) Have a good clean out – that old car you were going to restore – you know you will never get it done, so sell it and let some one else enjoy doing it up - get the money and enjoy it while you can - you do not get a second chance you know.

C) If you have always wanted to do something - then do it



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Historic Winton 2018

Some are saying that this Historic Winton was the best ever!

Perhaps those who have been to all 42 events are the best judges of that, but all in, all those who were there had a great time, enjoying the thrill of racing, the beauty of displays, the atmosphere of years gone by and the smells and sounds that makes us want to come back for more!

The perfect weather, fine temperature and the fresh country air, all made it a perfect weekend away. The drivers and riders were happy with the track conditions and the races were pretty much on time. Due to the detailed and scrupulous planning as well as a huge effort put in by everyone, most things ran like clockwork.

Formula Ford returned to racing at Historic Winton with all drivers eager to play! Although it was first thought that Regularity Two would not be run, to accommodate the Formula Ford group, some clever tweaking of the schedule, by those in the know, enabled both to be on the program and enjoyed!

With cars and bikes "on song", some serious speeds were reached over the weekend, with lap times as low as 56 seconds in some races and with furious action seen across both days.

There is nothing better than to see the happy smiles and grins on drivers' faces, as they leave the track after completing their race!

And, as expected, bells were rung and sirens sounded in a spectacular parade lap that featured some real beauties! Who could forget the magnificent 1917 American La France fire engine that formed part of the emergency vehicles display.

There was even a 1926 Dodge ambulance, making sure that a quick transit for patients was on hand. As were the tuned Mr Plod cars, including a 1970s Charger and classic black Wolseley, straight out of Minder!

The Sprites celebrated their anniversary in force, proudly carrying chequered flags and even some classic semi-trailer cabs proudly presented around the circuit, tooting their horns.

The Heritage Display proved a hit, with the VDC (Vintage Drivers Club) celebrating their 60th anniversary and fielding a magnificent display of shiny metal gone by, including forgotten marques like, Crossley, Graham and Essex. The pre 1919 brass cars also attracted lot of attention with their intricate and curious designs, as did the magnificent display of the old two wheel variety.

In the upper area, the steam display puffed away, while in





the far area on the other side of the track, our friends from the Vintage Caravan Club showed us how to relax retro style!

Sadly, for our RACV Historic Winton Weekend winner Trevor Gallagher, his 1957 Pontiac broke down on the parade lap, the only time it has ever let him down in the years he had it. (The good news was that the points had a quick clean up and it was right as rain again!).

As expected, the car parks were overflowing, (both the display and spectator areas) which indicated the near capacity on the Sunday and totalled an estimated 10,000 attendees across the weekend. Comments like "too much to see" and "have you seen the magnificent..." were commonly heard!

The smell of coffee, snacks and refreshments beacons the tired and the weary, while the free bus provided transport around the track and displays.

The weekend was so full of shiny "pride and joy" vehicles, that all who visited would have had a hard time picking a handful of favourites.

The weekend will be remembered for many things, but, whether it is on sentiment and nostalgia, design and technical magnificence or colour and form, everyone who walked away did so with memories for life, or at least till next year, when Historic Winton returns in all its glory and they do it all again!

Words: Paul Goethel, Photos Mike Goethel



A short story about the Harley - Bill Glover

Founded in 1903 the Harley Davidson and is the only US motorcycle manufacturer other than the Indian to survive to this day. Their first effort, collaboration between William Harley and Arthur Davidson produced a 116 cc motor mounted in a bicycle frame, it barely lasted out the year because of insufficient power to conquer the hills around their home. They enlarged the motor to 405 cc using a 13 kg flywheel mounted in a much sturdier frame. They received some assistance from Ole Evinrude of outboard fame. The bike was a success and came 4th in an important motor cycle race. Their reliability was an important factor in their early success.

Slowly over the next three years they moved into larger premises and by 1909 they were producing 50 motor cycles a year. In the same year William Harley graduated from the University of Wisconsin Madison with a degree in Mechanical Engineering and they expanded into a new factory and within the year were producing and selling 150 motor cycles. When USA entered World War 1 in 1917 they supplied 20000 motor cycles to the US Army. The Harley Davidson Company were one of two US producers of motor cycles to survive the depression.

When USA entered WW2 Harley Davidson supplied thousands of bikes to the Army, including 30000 to the Russian Army as part of the Lend Lease operation. After the war the US Army requested that the Company produce a motor cycle with shaft drive and engine similar that of BMW. They complied by virtually copying the layout of the BMW that meant there was no almost no carry on of parts from the old model. This was named as the XA model , but only 1000 were produced. and proved to be the only shaft drive motor cycle Harleys ever made.

In 1952 Harley Davidson suffered a very real setback, they applied to their Government to impose a 40% tax on imported motor cycles (ie. read Japanese imports) and was subsequently charged with Restrictive Trade Practices. President Regan came to the rescue and applied a 45% tariff on imported motor cycles over 700 cc capacity, but after some very expensive years the Company dropped the request for an overall tariff in exchange for a loan, from, believe it or not, the Japanese.

The company were again forced to change direction and design and produced "retro" designs using a lot of imported parts including forks, carbys, brakes,

shockers and wheels, and unsurprisingly the quality of the bike vastly improved. In 1952 the company tried to license the "Sound of the Harley" and in 2000 ended the case, having failed. However the writer has heard that this has now changed.

Many improvements were made in recent years and they have produced smaller capacity bikes to meet the market in the 500cc and 750cc range but again ran into difficulties with the EPA in relation to emissions connected with their "Super Tuner" (whatever that is....).

Despite facing a difficult future Harley Davidson still produce a product that meets a specific market. One can see numbers of the latest models of Harleys, big bikes, noisy, throbbing with power, parked outside the Portsea Hotel on any sunny day especially during a weekend,. The owners are attracted to Harley Clubs, the oldest Club is in Prague, established in 1928. President Trump has recently put an import tax on motor cycle parts as part of his imposition on imports that has caused the Harley company to threaten to shift production to Europe. Just how this will all pan out will be interesting and possibly decide the future of the Harley. It's a shame that the great English motor cycle manufacturers who produced such wonderful bikes now barely exist. Is the Harley next ?

Information from Wikipedia and other sources as well as memories from a country boy where Harleys were a very rare animal..



COMING EVENT PREVIEWS

FUN TEAM CHALLENGE DAY SUNDAY OCTOBER 28

There will be several aspects to the Team Challenge with the emphasis on having fun

It is an event that::

- Will challenge your motoring knowledge
- See how prepared you are for minor motoring mishaps
- Will have some Motorkhana events thrown in for fun

Team up as two people will be required per vehicle

'Watch this space' for further information.

Come along and have some fun

WALHALLA TOUR—SUNDAY NOVEMBER 18, 2018

Wahalla is one of Victoria's oldest gold mining towns and had one of the richest gold deposits.

The township is a time capsule of public buildings, pubs, shops and houses situated along the banks of Stringers Creek about 50 km north of Moe in Gippsland.

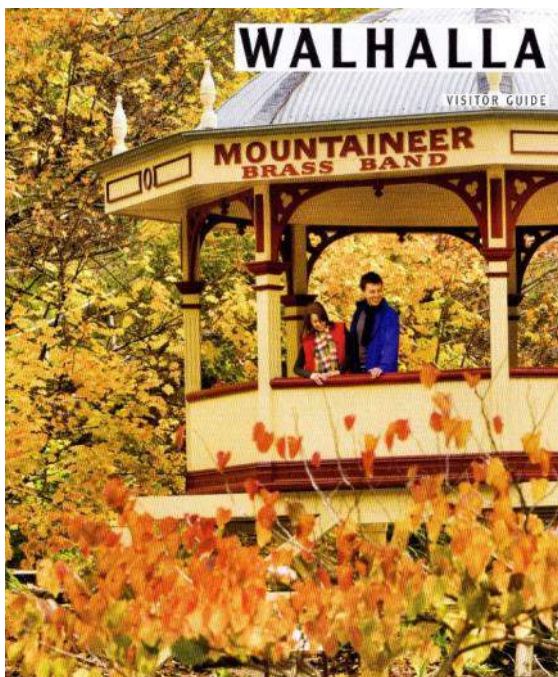
A private tour of the Long Tunnel Extended Gold Mine has been organized in the morning, which is an easy walk. There are several options for afternoon activities which will be outlined in due course.

This will be a day out for your more modern classic vehicle.

Bring a picnic, walking boots/shoes and a camera.

"Watch this space" for more information and details of both events

Convenor for both: -Jamie Mason 0419 304 877



Ultimate Morgan Devotion

American TV photographer Neil Miller dreamed of owning a new Morgan for years. He took his place in the waiting list and more years went by: then came the call and he flew over to spend three months at the factory, photographing its entire manufacturing from scratch.

He then selected 25 photographs and had a fabulous (and fabulously expensive!) record of the events specially printed and bound in the USA, using the same green leather that was used to upholster the car. It is the size of a small suitcase. If you talk to him nicely he will part with a copy, but for only £2000. Morgans inspire total devotion in their owners!

Our Vice President, Geoff Bartlett owns one of these magnificent machines, featured recently on the cover of "The Crankhandle". Geoff was fortunate to visit the manufacturing home of Morgan whilst on a recent visit to the UK. We haven't seen the photo album yet!

Max Caddy



DARREN McGRATH
Proprietor

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Shannons Melbourne Winter Classic Auction 2018

According to Mick and Mike who attended, prices appeared softer than recent previous sales, not the bidding vitality of previous sales but there was an outstanding sale, a very rare and desirable Porsche made \$352,000.

A number of rarer cars seemed good buying.

Lot 04	1979	MG B Roadster (Rubber nose) (NR) Some rust. Needs lot work. Rag top needs atten.	5000
Lot 05	1968	Jaguar 240 Saloon (NR) Some rust Paint defects Major oil leaks .	11000
Lot 06	1974	Ford ZG Fairlane (NR). Needs work Rust .Seats worn. Air Con inoperative	14000
Lot 07	1960	Holden FB Special (NR) Original car Paint needs work.Engine req. attention.	18000
Lot 08	1962	Chrysler Valiant S Series Push Button Auto. Seems good car Apparently no rust.	29000
Lot 09	1952	Holden FX 48-215 Sedan (NR) One owner 40 years Some rust. Engine req. work	17000
Lot 13	1955	Buick Pillarless Century Sedan (LHD) Project (NR) Front seats US Car not running..	6500
Lot 14	1953	Alvis TC21 Saloon (NR) Very rare car. Only 757 made. Detail work req. Desirable	15000
Lot 15	1947	Triumph 1800 Roadster (NR). Only 2400 made. Body off restoration.	23000
Lot 16	1942	Harley Davidson WLA V Twin 750 cc Solo 90000 made for USA Army	22000
Lot 17	1939	Chevrolet Sloper Sports Coupe. RHD (NR) Aus made. Rare. One fam. Owner	20000
Lot 18	1939	Hudson Terraplane 76 Coupe Very rare car. Engine needs tuning Some rust.	30000
Lot 19	1931	Chevrolet Roadster. 6 cyl. Rare Lovely maroon and black paint work.	35000
Lot 23	1967	Vespa 150 Super Scooter (NR) Well done restor. Very sought after.	6750
Lot 24	1974	Citroen D Special Sedan (NR). Well restored 2 owners Rare model	33000
Lot 25	1998	Ducati 916 Senna Solo Motorcycle (No. 69 of 300 made) One owner. Desirable.	31000
Lot 26	1976	Jaguar XJ C V12 Coupe (NR) Unusual in Aus. Big Performance Needs work..	22000
Lot 28	1972	Range Rover Suffix B Wagon (NR) Early model Few about. Oil leaks, Roof dents	27000
Lot 29	1959	Jaguar XK 150 Drophead Coupe (NR). Rare in Aus Refurb. 5 years ago. Req. work.	85000
Lot 34	1977	Ford Fairlane ZH Marquis Sedan (NR). Aus attempt at luxury car. 4.9 V8 LPG	13000
Lot 35	1974	Ford XB Fairmont Hearse Wagon (NR). Import 2012.Recent repaint. Rare Coupe.	12000
Lot 36	1964	Ford Falcon Sprint V8 Convertible (LHD) Import 2012 Power roof. 260 ci V8	30000
Lot 37	1962	Studebaker Lark 327 V8 Coupe (LHD) Rare Import 2012. Recent repaint. Attract.	25000
Lot 38	1968	Ford Mustang GT500 Ellenor (ie Shelby GT 500 panels)Replica Fastback (NR)	25000
Lot 39	1969	Chevrolet Chevelle SS 396 Coupe (LHD) 396 ci V8 Restor. in USA. Rare vehicle.	55000
Lot 40	1994	Viper R/T10 Roadster (RHD) Made as super car 7998 cc 6 speed.V10.V.Rare car.	83000
Lot 45	1970	MG B Mark 11 Roadster (NR). Some rust. Restored by MG Workshops	18000
Lot 46	1958	MG A 1500 Roadster (NR) Current owner 22 years . Engine rebuilt. Surface rust.	28000
Lot 47	1967	Ford Cortina GT Sedan. 1600cc One family.since new. Genuine 61115 miles. Good	20000
Lot 48	1998	Macrae "Porsche 550 Replica Spyder 914 engine. Silver and red trim.NZ Kit .	90000
Lot 50	1960	Cooper Climax. T53 Low Line Race Car. (NR) Some doubt about chassis no.s	78000
Lot 51	1960	Cooper Climax 153 Low Line Race Car. Brabham sold to Lex Davidson. Genuine.	120000
Lot 56	1974	Toyota FJ40 Landcruiser SWB Modified Wagon. (NR) V8 Conversion. Some rust	13000
Lot 57	1973	Mazda RX2 Coupe (LHD) Import USA Sill damage.	37000
Lot 58	1991	Nissan Skyline GT R R32 Coupe (1 of 100 (NR) Ex Aus Factory race car	87000
Lot 59	1991	Nissan Skyline GT R R32 Coupe (1 of 100 Aust. delivered) (NR) Tested v well	70000
Lot 60	1991	Nissan Skyline GT R R32 Coupe (1 of 100Aust. delivered) (NR) Power st. leak	64000
Lot 65	1993	Bentley Brooklands Saloon (NR) 6.7 V8 4 sp Auto	34000
Lot 66	1967	Mercedes Benz 450 SL Convertible (NR) 4.Auto. 6 V8 New Soft top. req attent.	27000
Lot 68	1998	Mercedes Benz 560SL Convertible 5.5 V8 Auto Tested well. ABS Brakes	80000
Lot 69	1962	Porsche 365B T6 Twin grill Roadster (RHD) Porsche 2012.Concourse winner	352000
Lot 74	1976	Ford XB Fairmont 302 V Sedan (NR) 4.9 V8 Auto. New 350 Holly. Some rust	15000
Lot 75	1964	Holden EH Modified Utility (NR) Mod. 202 motor. Lowered stance. 5 Sp box. Rust	28000
Lot 76	1963	Ford XL Falcon "Modified" Sedan Modified to 4.9 V8, Disc Brakes 3 spd auto	39000
Lot 79	1963	Chrysler Charger sedan. 4 sp man. Big tank mod. Front susp. noise. Becoming rare	132000
Lot 80	1964	Holden EH Special Wagon. (NR) Fairly original. Front seats need work. Some rust	17000



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 – 7th August 2018

Meeting opened at 7.33 by president Brian Evans. Emergency Procedures read out.

Visitor – Peter Christie (as per attendance book). Member here for the first time –Steve Woolley.

Present – 68 as per attendance book, plus 1 visitor. **Apologies:** Ian Grierson, Murray and Helen Grierson, John Becker, Bill Glover, Jeff Palmer, Noel Meates, Tony Howard, Lyn Meaney, Neal Carpenter, Rob Lloyd, Keith Morrison.

Minutes of the General Meeting July 3rd 2018. As printed in Crankhandle. No business arising. Moved – Phil McFarlane, Sec. John Watson. Carried.

Correspondence In/Out since last general meeting. As detailed by secretary. Moved-Ray Beagley. Sec. Chris Higgins. Carried.

Treasurer's Report – Paul mentioned that renewal forms here for those receiving emailed mag.\$1140 raised from July's Auction. \$93 received from Bass Coast Club at Hastings Marina lunch. Financial details available on request. Report moved Charlie Cassar. Sec. Warwick Spinaze. Carried.

Membership Report – 246 members. Please return renewal forms, not just payment.

Past Events –Christmas in July with Bass Coast club at Hastings Marina –great turnout.

SPC – 54 members and Bass Coast 23 members.

Brian Evans mentioned that Christmas dinner will be held at Hastings Marina as well.

Booking forms in Oct mag. \$70 per double. Thursday 13 Dec.

December GM and BBQ to be combined at OSO site on Dec 4th. Cars on display as usual –no judging or awards.

Future Events - RPP (Peninsula Radio) fundraiser - \$50 per car.

We have been invited to hold a club BBQ at Little's place in Somerville. Sunday lunch.

Eagle Chairlift – Fathers Day Sunday Sept. 2nd.

20th Sept. Flinders Golf Club Luncheon. –noon.

Jamie Mason mentioned run to Walhalla being planned for 17 Nov. To be confirmed.

Brian Evans spoke about Briars picnic on 4th Tuesdays. Still on for those wishing to come but no mag mailing preparation.

We have received a framed certificate thanking us for our contribution of parking marshalls at the "Fit2Drive" fun runs at Arthurs Seat.

General Business

Max Caddy suggested we complain to shire re poor sound system performance.

Nomination forms are now available for committee members to be elected at AGM Oct 2nd. No reception of nominations after 18th Sept.

Barry Osborne announced special pastries for supper.

Ray Beagley said AOMC delegates meeting is on 25th August. A letter from Federation re CPS should have been received.

For Sale/Wanted - No response – must have gone to or picked up at last month's auction.

The DVD "Riverboats" was shown but with much reduced sound. Meeting closed 8.45pm

CLUB MERCHANDISE

For Sale to Members—New lines coming soon

New Vest	\$45.00
New Rugby Top	\$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.*

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Contact Michael Coultas
OAM on 03 59 758 508 or
0409 965 683



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

Email: roger.cooke2@bigpond.com

PARTS FOR SALE

BF82 Motorcraft Spark Plugs 18mm Suit

Side Valve Fords: \$7.50 ea

AC Delco 46 spark plugs 14mm: \$6.50

Various other plugs available.

New chromed exterior door handles suit
early American type bodied cars: prices
vary

Also many gaskets available for these
types of cars

1 Packet of 10 W6BC spark plugs in
original Holden packaging: \$65 for the box

Contact: Phil McFarlane Ph 59 862 136

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
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Chris Higgins
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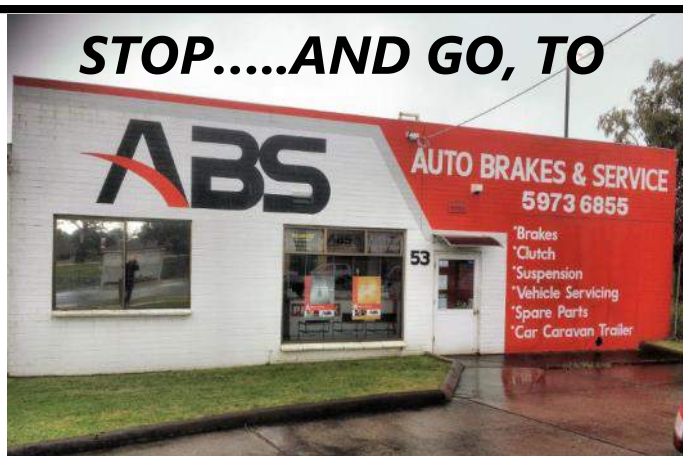
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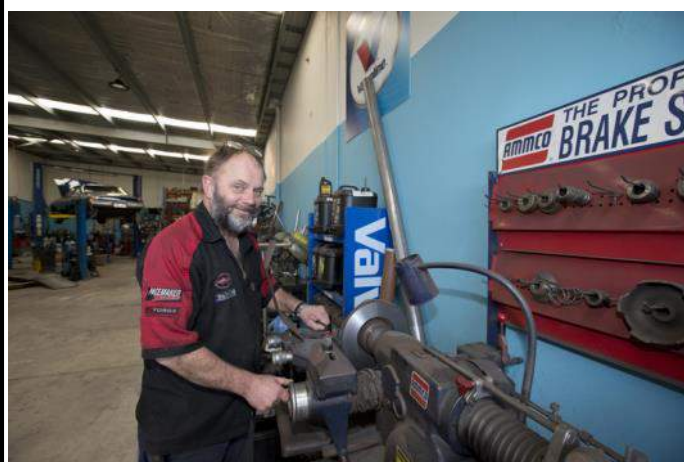
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