

The CRANKHANDLE

**FEBRUARY
2019**

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.



David with his totally rebuilt replica Monte Carlo Rally Mini Cooper

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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.

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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

COMMITTEE OFFICERS

President:

Geoff Bartlett 0419 547 823

Vice President:

Brian Evans 0409 639 118

Secretary:

Brian Niblock 0476 264 726

Treasurer:

Paul Lucas 0420 927 073

Membership Officer:

Anne Kruger 0417 830 755

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Anne Kruger 0417 830 755

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Rob Lloyd 0407 833 878

AOMC Representative:

Ray Beagley 0414 598 614

Federation Representative:

Peter Greening 0408 039 311

Web Master:

David Doubtfire 0409 603 749

OTHER MEMBERS

Julie Jones 0418 144 554

Colin Jordan 0417 527 812

Warwick Spinaze 0407 016 719

Allan Tyler 0409406690

Christine Tyler 0424096393

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) .

PRESIDENTIAL JOTTINGS



Happy New Year to one and all, and already we're well into another year, and SPC&HCC offer a lot of variety of things to do.

Rather than having 2 dinner events and a club meeting within 9 days, we tried combining 2, bringing the barbeque forward 2 days and having our December Club Meeting after the Barbeque. We also lifted the standard of our edible fare, giving back members a tangible cost benefit. Reactions have all been positive, except the rissoles were not of a suitable type for our high production rate cooking.

This year the Christmas Dinner function was significantly different, and Brian Evans had the help of Alan and Christine Tyler organising the new venue and the fine details. They were surprised at an offer from Santa to visit, and I am sure everybody agreed that it was a fabulous inclusion, and very tastefully handled. Thanks Frank Little for liaising with the jolly old gentleman.

Sadly, after a long illness, we learned of Lawrie Turner's passing. More will be said about this in this issue.

This year, New Year's Day was the first Tuesday, and perhaps for the first time since we have held January meetings. We had planned to have a brief business meeting at The Briars, but by popular opinion, this was called off. Management had changed the rules, but someone with whom Brian Nibloc was in communication, did not herald any changes, and at short notice we were moved by the day's Ranger to a public parking area on the opposite [approach] side of the Visitors' Centre, and actually everyone who expressed an opinion preferred it.

At the time of going to press, we look forward to the Great Australia Rally. John Becker has organised an "over 90's" feature exhibit using several club vintage cars. We look forward to seeing how this new venue works.

And to round off January, we celebrate Australia Day in our traditional manner, heading to Rye Pier after a picnic lunch enjoyed at Fingal.

Boredom is certainly not on the agenda.

Geoff Bartlett.

COMING EVENTS



February

- Sat 2nd D V C C Swap Meet Berwick
- Tues 5th CLUB'S SHOW & SHINE Held in front of Club rooms in Dromana. The Club supplies BBQ food, BYO drinks tables and chairs etc – starts 4:30pm.
- Sun 17th All Ford day. (9AM TO 3PM SUTCLIFFE RESERVE, 240-268 PLANTATION ROAD, CORIO)
- Thurs 21st CAR DISPLAY AT OPAL BY THE BAY—Aged care home
85 Racecourse Rd Mt Martha
9.45am to 12.00 Noon.
16 cars only. Great morning tea. Best vehicle award as voted by the residents
This is a re-run of the day from last November which had to be cancelled due to bad weather.
Convenor Mick Daddo 0419 879 004
- Sat 23rd Peter Bradbury Mystery Tour. Meet at Bunnings Mornington car park 9:30am. Convenor John Becker 0411 202 911
- Sun 24th Hastings Westernport Festival car display
RACV British and Euro Car Show Yarra Glen race course.
Berwick Ute Muster
- Thur 28th LUNCH AT ST. ANDREWS BREWERY 12 noon Please book early as numbers are limited.
This venue is most impressive being the ex-Freedman stud. It is the winner of Tourism Awards and very popular. Contact to book in – John Becker 0411 202 911 johnbecker@westnet.com.au

March

- Sat 2nd All Holden Day – Geelong
- Tues 5th General Meeting – Guest speaker Ron Townley
- Tues 12th Committee Meeting
- Thurs 14th BBQ Breakfast at Sea Winds Purves Road Arthurs Seat 8:30am onwards BYO everything.
Convenor John Becker 0411 202 911
- Fri 15th Visit to Chief Son Distillery 25/50 Guelph Street, Somerville 2pm Very interesting whisky distillery – convenor Geoff Bartlett 0419 547 823
- Sun 24th Kalorama Rally
- Thur 31st Aussie Motor Show Yarra Glen race course



Caught in the Headlights

The Octogenarians

David Doubtfire's latest

Once again the Octos are compelled to visit David Doubtfire -- the man just keeps on changing his stable! Gone are two MGB GTs and the Pontiac Fiero, the subject of our first visit, to make way for the new acquisitions. So whilst the Octos blundered their way down David's driveway, nearly tripping on a lovely grey Porsche Boxster Convertible, set up with oversized polished alloy rimmed factory wheels which really set it off. The car, an early 2000 decade model, was originally purchased and owned in the UK and has only 120,000 kms on the clock. In beautiful order, it is almost a one owner car, having been owned by the original purchaser for some fourteen years and brought to Australia by him when he migrated here. The car had an intervening owner for twelve months before being purchased by David. The Porsche came complete with total documentation of its service history so no problems there. In answer to a probing question from one of the Octos, "How does it drive David ? ". The answer. "Just like a Corolla with 230 BHP!"

Resting quietly close by to the Porsche, is the ex Brian Florrimell 3.4 Jaguar looking immaculate as ever in its white paintwork, a car we covered in our earlier story. The car is probably relieved that it is still there after the last cleanout. It's still a very nice car.

The main purpose of our visit was the chance to examine David's magnificent replica of the 998cc Mini Cooper winning entry in the 1965/66 Monte Carlo Rally. Last time we saw the car, it was as a stripped out shell in freshly painted under-coat. That was in August 2017. Today, the restoration is finished and the car with all its decals and rally kit, looks absolutely stunning. The engine bay is a positive delight with its Weber carburetors and beautifully laid out electricals, with every nut and bolt either newly bought or machined by David. The interior is extraordinary, with its dash filled with navigator gear including a special flexible map light, just like the original. The only exception is the navigator's instruments, including the stop watch, which have a replacement cost of over \$5000 if you can find one! David balked at this but not to be out done, installed a substitute cluster of stop watch gear out of a MIG jet, including a de-icing ability to a height of 30,000 feet. Just what you need to rally up Mt Everest!

One thousand Mini Coopers originally came into Australia in CKD form and fitted into a box measuring 10x4x4. David said the car is virtually the same as the car he owned at the age of 22 years, that says something. !!

Beside the Mini sits a smart, red MGA 1600. The body and paintwork look very good and David is currently doing the interior. David recently purchased the car from fellow club member John Klein, an avid MGA man and owner of a very nice white A type. The car was originally set up for racing including roll over bars which have been removed. David has already started work on the interior, having done some work on the car under John's ownership. We have no doubt that the car will reach the extreme standards of excellence that David imparts on all his projects. The body is very straight and it has the makings of a beautiful car. When first released it met with barely a warm response but time has made it possibly one of the most desired models. "Looks like another visit to see its completion!"

Relegated to a covered tarp, sits an interesting project currently getting attention. It is a 1935 Meteor, partly restored with a new, well crafted wooden frame and a very solid glass body from the scuttle to the tail fin. No doors in the cockpit! The chassis is already finished along with the brakes and steering. It appears to be the basis of a pretty car. David is currently re-building the engine which is actually out of a Reliant three wheeler that had Austin supplied 750 motors.



A strange aside: it happens that Octo Mick's first car was an Austin Meteor, bought for the princely sum of \$60 pounds and later sold for to the local apprentice mechanic in Glen Iris for \$90 pounds. But that's not all. Mick's last classic car was his lovely MGA 1500, later fitted with 1600 motor. So you can understand why he was a blithering mess with very moist eyes as a bout of nostalgia hit him hard! His first car and his last car, there they were, both models in David's garage! Hmm

But it's the whole atmosphere of the place that gets to you. There are projects everywhere. In David's study is a terrific English model shunting engine, fully operational, a miniature of a special order of five engines built between 1908 and 1920 of which one of the five spent its last years with the Glasgow South West Railway, working at a colliery, before being rescued by a restoration group. David's 45cm model engine, is a copy of that survivor. It is a beautifully detailed model, most likely built in the engine workshops, and now completely restored by David.

His interests range from a superb collection of cameras and watches to the photos of his racing days adorning the garage walls which are worthy of an hour or two alone. Everything he touches has a story attached to it, which is almost the whole reason why he bought it in the first place. He confessed to owning 100 cars and 25 of those were race cars owned at various times during his twenty plus years of competition driving.

And added to his Webmaster role at the Club, he has now taken on the role of Club Permit Officer. Is there no end to what this man can do!

Pay him a visit ... the coffee is great and the company stimulating.

VALE LAURIE TURNER

It is not often that the Octos are down but the news that our beloved Laurie Turner, friend, loved husband and father, life member of our Club, had passed away was a sad blow. Laurie's name can be found in minutes of 1979 club meetings. He was a happy helpful mate to us all. We feel for Joyce and her family and we are all diminished by his absence.

Memorial Service

A service to celebrate the life of our foundation member, and friend, Lawrie Turner, is to be held at St Peters, Queen Street Mornington, at 11.00 am on Monday 11th February 2019. Joyce was agreeable for SPC and HCC members to be advised by means of the Crankhandle.

IMPORTANT NOTICES

CLUB PERMIT SCHEME MANAGEMENT INFO

David Doubtfire is the Club Permit Officer and Brian Evans 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 remain a financial member of the club and 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:

FEBRUARY

G ANDERSON, K BEARD, M CADDY, C CASSAR, G CASTLE, R CONNELL, G DUNKERLY, C HIGGINS, T HOWARD, F LITTLE, P LITTLE, T MULVOGUE, G OTTAWAY, K POULTON, B SCOTT-HOWARTH, K SMITH, C WATKINS, A WEBSTER

MARCH

R BRADFORD, C JORDAN, G MEANEY, D TURNER

APRIL

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

NOTE: Permit Renewal by Mail

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

**PO BOX 12
DROMANA VIC. 3936**

We wish all of our members and their families who have not been enjoying the best of health lately, a speedy recovery and return to good health. Members are not named for privacy reasons and also we do not want to cause offence by failing to mention someone by name.

Lawrie Turner Tribute

Twenty-five years ago, I was fortunate to be introduced to the S.P.C.H.C.C. by the clubs' first Life Member, Steve Lloyd. In joining the club, I became acquainted with the owner of a 1929 Stutz Sportsman's Roadster, Lawrie Turner. Lawrie was a font of knowledge when it came to cars, whether veteran, vintage or classic. The Turner boys, father and two sons, owned the garage on the corner of Main St & Nepean Highway in Mornington, where Lawrie trained as a mechanic.

This background gave the perfect qualifications to become the Club's Safety Officer, a highly responsible and time consuming task, ensuring Club Permit cars were maintained in safe condition. Lawrie was awarded Life Membership in recognition of his service to the Club as a Committeeman and long term membership.

The Garage was the Humber, Hillman, Sunbeam Talbot dealership and entered a Humber in the early Redex Trials. However, Lawrie was not a one make car enthusiast, owning a 1904 Cadillac, a '20's Douglas motorbike, (he sold this when it became too difficult to run down the road & 'jump on' to start it), the Stutz, Rover 2000, Austin Healey 100, Riley 1½L and his final restoration of a very rundown Datsun 260Z, all daily drivers.



As part of a group of caravaners, Lawrie & Joyce were always there, with trips to Rawson, Cobram, Healesville and Toora, thanks to Geoff Anderson's organisation. Joyce, Nola, Lawrie and I could often be seen together as our friendship blossomed.

In his 40 odd years with the Club, he made it a priority to attend as many Club runs, midweek and weekend, R.A.C.V., Federation & A.O.M.C. rallies and special Club events as he and Joyce were able.

We say goodbye to a gentle, quiet, knowledgeable man, always prepared to help but never wanting to take over. He is sadly missed.

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Visit to Richard Bendell's Dromana business, Thursday November 15th 2018

We are so blessed in our area, to have some of the most significant innovators in the automotive sector, in the whole world, on our doorsteps, and to have those people so hospitable and willing to have us visit.

We haven't had the opportunity to report in a Crankhandle, having gone through the period of the skipped issue, so it seems so long ago. The cars we saw were as impressive as any group of cars you could find anywhere, ranging from: an A model Ford, Midgets – powered by Ford A and by Chev V8's, MG "TC" special featuring B running gear, A SIN R1 racing car from Bulgaria was a feature, with 7.3L Chev V8 and rear end transaxle made in Ballarat, as used in Aussie V8 Supercars, a serious racing car from the current sports car class featured at Bathurst, and Porches of the ilk, Daytona [remember Peter Brock] Dodge Vipers, to Suzuki Mighty Boys – seriously re-invented.

Thanks so much Richard, for an afternoon enjoyed by about 40 drooling SPC and HCC members.

Geoff Bartlett.



Visit to Brian Graham's Factory—Saturday December 8th 2018



A group of around 28 attended Brian Graham's Mornington Factory and enjoyed a very interesting morning amongst a line up of Riley cars in varying states of restoration. Brian gave us a very informative talk on the history of Riley, all the various body types, then the explanation of the motors and that the Riley was the basis of other famous motors including Lea Francis and ERA. I believe we all gained knowledge from this talk and appreciated Brian's depth of knowledge on the subject of Rileys.

Brian also does the majority of the work on the cars is obviously a very talented restorer. Thank you Brian for a very nice morning tea and a most informative morning.

John Becker



Walhalla Tour— Saturday December 8th 2018

Convenor : Jamie Mason.

Members : Angela & David Payne, Roger Howes, Helen & Murry Grierson, Ian Grierson, Jamie Mason, Bev & David Mason, Trish McKeon, Gwen & Darryl Donaldson, Brenda & Wally Allen, Geoff Bartlett, Helen Couch, Chris Higgins, Jan & Barry Carroll, Ron Cameron

Late scratching: Colin Pitcher. Due to a bad case of the Sniffles.

Cars :Two Classic, Ten Brand X.

Once again those that ignored the rigors of gardening and domestic chores enjoyed the company of other SPCHCC members on a pleasant days drive to Walhalla; to turn back time and try to imagine what it would be like living and working in a Gold Mining Town in those days.

The assembly point on Sunday morning was at the Early Settlers Village at Moe, members started to arrive from 0800 Hrs. for a chat, coffee, eats or something else after a drive from home. Nine members were over enthusiastic arriving in Moe the previous day and staying at the Comfort Inn Motel, an excellent choice by Jamie as it would be one of the best and cleanest Motels I have stayed in.

After instructions from our quiet spoken tour organizer about road conditions and the need to resist the temptation of patting legless wild life we set off for Walhalla, those in brand X cars took off at an unbelievable rate resulting in the two classic cars getting further and further behind. The drive from Moe through this part of the Great Divide would be some of the best in the Victoria.

Our first port of call at Walhalla was the Long Gully Extended Gold Mine, the special tour arranged by Jamie started a little late, partly due to the members in classic cars taking an extended drive around Walhalla. Our guide told of the harsh working conditions, how it took nearly three years to reach pay gold and over the forty-nine years the mine was open the shafts totalled over eight Kilometres long and down to nearly eleven hundred metres giving up nearly fourteen tonnes of gold. In the early days it was all manual labour and when air operated machinery arrived it was not of the standard one would expect, because, if not operated properly it would explode causing injury to the operator. The machinery was powered by compressed air, the compressor was steam driven which in turn relied on a wood fired boiler. As the tunnels got longer and deeper all this was dismantled and assembled one hundred and fifty metres underground in what was called the Machinery Room, it being a large hole dug in the rock that would make our meeting hall look like a broom cupboard. The workers in



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/>)



the mine were well paid and only worked eight hour shifts; they had no reason to complain as they were given a generous ten minute break during the shift.

Time for lunch and the group scattered, some with a picnic lunch and others going to the town. After lunch most walked the old tramway track, it being a narrow ledge high up on the side of the gorge, where the ore, after being raised to the surface travelled to the crusher. The pleasant walk was rewarded with great views of the town and gully.

On returning to the town it was free time to visit the museums or just relax. Some of our members were seen stuffing their face with ice cream, large tongues were seen protruding from their mouths to scrape the dripping mess from the sides of the cone, the cone was then rotated to ensure nothing was missed; one club member saved some ice cream in his beard for later. Perhaps our tour leader, Jamie, should have stopped such uncouth behaviour in public.

The last adventure for the day was a train ride from Walhalla to Thomson Station on the banks of the Thomson River, a four kilometre track winding its way along a narrow ledge high above the valley created by Stringers Creek and crossing eight bridges on its way to our destination. We must have been racing along at a breath taking twenty kilometres per hour; the rocking, clunking, vibrating carriages turned some of our club members into "Recycled Teenagers" hanging out the windows to gawk at the valley below, or maybe they had too much ice-cream. The rail line was a branch from Moe that took six years to build and used mainly second hand material, patronage started to decline from the 1930's and the branch line closed in 1954, it reopened in 2002 after dedicated volunteers rebuilt the line, bridges and stations to become a must attraction when visiting Walhalla.

While the train was shunted at the Thomson Station and readied for our return journey we had twenty minutes to enjoy the views of the river and the historic bridge over the Thomson River, very little water was flowing from the Thomson Dam but in times of flood the water will rise eleven metres to lap the underside of the rail supports. The Station kiosk seemed to be doing excellent trade with the sale of souvenirs etc. However, I could not believe my eyes when I saw some of our club members emerging from the kiosk stuffing their faces once again with ice cream. The return journey to Walhalla was enjoyed by the "Teenagers".

Back at Walhalla it was into the cars and off to the Yarragon Hotel, where, on arrival we arranged ourselves around a long table covered with a white sheet, some said it's called a table cloth. The conversation over an excellent meal was of the great time had by all, the friendship, laughs, mine tour, train ride and the yummy ice cream.

Only too soon it was time to return home.

Report by : Anomalous.(sic)

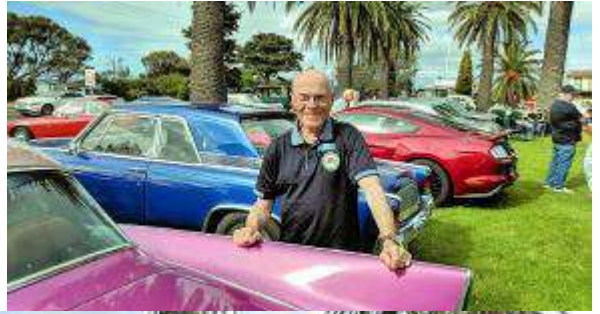
Photos by : Trish McKeon

Past Event—Rosebud Rockfest Sunday 18th November 2018

Rosebud rock fest is certainly alive and well, people everywhere, huge collection of classic cars, great atmosphere and Elvis was in good voice. We had approx 20 cars on display and it was a great promotion for our club, with a few enquiries from peninsula residents with classic cars. Weather was just sensational making for a very social day and Elvis payed us a visit and had his eyes firmly on Rob Lloyds magnificent MGB. Thank you to the members who attended and made this a very successful social club day.

John Becker





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New Years Day—Picnic at The Briars

Cars polished to the nth degree, vacuumed, with the wheels receiving another flick of the duster, and it was time to venture out to The Briars Park. Each year the club displays cars and for the members to get together and enjoy a picnic. In perfect weather nigh on 50 classic and historic vehicles parked under the trees but not in the usual section as in previous years. However we were able to park nearby and out came the tables and chairs, picnic baskets, thermos flasks and food. The setting was complete. A wander from table to table drew many from their repast to chat and admire the cars on display.

The club's desire to give to the members a day of enjoyment in their classic cars evolved many years ago. The site, historical Briars, is a place of beauty positioned in 230 hectares of land. The homestead stands proud and the test of time with collections from the early days of The Briars, its ability to continue its life today with interesting bric-a-brac including an array of memorabilia about Napoleon Bonaparte. Dame Mabel Brookes, well known in social circles in the 1950s and 1960s had a wish to continue the Napoleonic connection because her grandfather, Alexander Balcombe met Napoleon on St Helena Island where Balcombe was born, during the time of Bonaparte's exile. This collection is on display at The Briars Homestead.

The club picnic progressed over the years as well as the cars. The day has grown in support and numbers, with many restorations to keep the cars on the road. Many years ago, high specifications and checks about every two years were arranged by club members under the supervision of Lawrie Turner to ensure the safety of the cars, drivers and others on the road. There will always be cars that stand out from others but these in no way obscure the devotion and enjoyment of all classic and historic vehicles. One aspect that is noticeable is the interest of younger people in the restoration and preservation of old cars. This effect will be the only way to ensure the current work on these cars continues and to see them on the roads anywhere in the world in the coming years. An unusual event occurred in that the club picnic, New Year's Day and the club meeting fell on the same day. This may not happen for years to come so it was up to the president, Geoff Bartlett to preside over the meeting, as such. It consisted of welcoming all to The Briars for our annual picnic, then handing over to Noel Meates who gave a most uplifting talk about Lawrie Turner, who passed recently. It was appreciated by those who knew Lawrie well and those who knew him briefly. A gentle man who had a smile for everyone.

Words and Photos: Anne Kruger





Shannons Late Spring Classic Auction — Bill Glover/Mike Hurd



LOT 62

1960 Mercedes-Benz 220SE 'Ponton' Cabriolet—SOLD
The buyer leapt into the air when the hammer fell at \$245,000!!

The Shannons Spring Classic Auction attracted the usual large crowd, with 6 Club members including our esteemed El Presidente!! (He kept his hands in his pockets even though there were two beautiful Morgans). There were 28 vehicles offered without a reserve price (NR) out of 52 offered for sale, about average. A variety of cars, the usual LHD US imports, a few desirable bikes, a couple of very nice scooters and four rare pre 50's cars. Shannons may have to sharpen up their estimates but that's a difficult task. The auctioneer Ross performed his usual high standard of auctioneering. We still fail to understand why number plates have anything whatever to do with automobiles. The sale is getting too long. Only 4 vehicles were passed.

Auction Results

Lot 4	1968 Vespa 5.5 bhp. (NR). Top paint job & original detailing.	7500
Lot 5	1965 Honda 305 cc 4 speed box, engine rebuilt. 2 owners (NR) well done	6500
Lot 6	1999 Honda VT1 R Showing 110 000 kms (NR) V good report Alloy wheels	9000
Lot 7	1975 VW 1600. Becoming rare . (NR) 54228 kms. One Lady owner.Very orig.	13000
Lot 8	1975 MG B Roadster (NR) Rubber Nose . Some minor rust.	8500
Lot 9	1981 Toyota H347. Tray Utility. 26000 kms Ex Tas Fire Service. Becom. Rare	24000
Lot 14	1973 Oldsmobile Delta. 88 Royal; Convert. LHD (NR) Interior needs work	21000
Lot 15	1963 Ford Thunderbird Coupe (LHD) (NR) Absolutely huge	16500
Lot 16	1965 Ford Mercury Monterey Convert. (LHD) (NR) +Fairly rare	22500
Lot 17	1973 Ford Mustang Coupe (LHD). Super charged	31000
Lot 18	1962 Ford F100 Pick Up (LHD) 351 ci.V8 450 hp US biggest selling vehicle.	31000
Lot 24	1981 BMW R65 600cc Motorcycle (NR). Looked Good	5750
Lot 25	1953 Morris Minor Series 2 Saloon. (NR) well restor. Engine replacment.998cc	8600
Lot 26	1970 Truimph TR6R 650cc bike (NR) Nice bike. Becom. Rare.	13750
Lot 27	1970 MG B Roadster .Overdrive.(NR) Fully restored. Very good. Sold strongly	31500
Lot 30	1973 Jaguar E Type Series 3. V12 Coupe. Becoming rare. Nice car	89000
Lot 35	1978 Ford Fairlane Marquis Sed4n Sedan (NR) LPG 2 owners 4.9 V8	13500
Lot 36	1977 Ford Lincoln Continental Mid Coupe (RHD) (NR) 6.6 V8	19500
Lot 37	1959 Holden. FC Special. 138 ci. Very clean car Well Done	21000
Lot 38	1977 Ford Thunderbird Coupe (NR) Extens.modified. 444ci V 8	29500
Lot 39	1972 Holden HQ Kingswood . 308 V8 sedan (modified) Complete restor.	25000
Lot 40	1964 Holden EH Premier Sedan (Heavily modified) Spent 100000.	60000
Lot 45	1964 Gilera 124 Scooter Motorcycle. Rare bike Well presented.	11000
Lot 46	1950 Vespa VBA 150 Scooter Always popular and sell strongly 2 owners.	10000
Lot 47	1971 Lambretta 3 wheeler. An astounding little vehicle..cute. Sold strongly	21000
Lot 48	1982 Nissan Bluebird TRX Turbo Sedan . Well presented.	18500
Lot 49	1971 Alfa Romeo 1750 GTV Coupe. Looked OK	36000
Lot 50	1991 Nissan Skyline GT-R R32 Coupe (Australian delivered. A hot motor car.	57000
Lot 51	1982 Porsche 930 Turbo Coupe ... Really a race car. Sold strongly.	190000
Lot 56	1973 Truimph TR7 750cc Motor cycle . Good buying.	8600
Lot 57	1954 Holden FJ Ute. Rarely does one see this sort of presentation.	46500
Lot 58	1966 Jaguar Mark 10 4.2 . Looked a good car. Beautiful paint.	23500
Lot 61	1923 Vauxhall 23/60 Tourer Magnificent presentation . A rare beast.	70000
Lot 67	1985 Holden VI Calais 5.0 V8 . Looked OK	17500
Lot 68	1978 Cadillac Eldorado BIARRITZ Coupe (RHD) A giant car.	26000
Lot 70	2001 Holden HSV V. Sedan (Build no 1) Big price ... all bids on line.	77000
Lot 71	2005 Holden HSI, Coupe 4. (Build no 148) Super charged.	87000
Lot 73	2000 Dodge Viper RT10 Roadster	95,000
Lot 78	1977 BMW 633CSi Coupe	9,000
Lot 79	1982 Mercedes-Benz 380 SL Convertible	41,000
Lot 81	1965 Mercedes-Benz 230SL Convertible	140,000
Lot 83	1957 Volkswagen Kombi 11 Window Van	\$81,000

Minutes Summary – SPC&HCC – General Meeting – 4th December 2018

Meeting opened at 7.20pm after a successful Christmas BBQ outside the hall.

President Geoff Bartlett read out the emergency procedures.

Visitors: Ken Bradford (brother of Tony) visiting from Qld, and Dennis and Gwenda Bignold.

No new members here for their first meeting.

Present: 66 as per attendance book. **Apologies:** Mike Goethel, Paul Goethel, Ian Grierson, Noel Meates, Allan Turner, John Watson, Nancy Osborne, Charlie Cassar, Tony Howard.

Minutes of the General Meeting November 6th, 2018. As printed in Crankhandle.

Moved- Ray Beagley, Sec. John Becker. Business arising from minutes:

-The club awarded a \$500 grant by the Rye and District Community Bank.

-Briars venue for New Year's Day picnic OK. Jan GM will be at that event. Minutes Carried.

Correspondence In/Out since Nov.6th. As detailed by secretary. Moved- David Buchanan Sec. Chris Higgins. Carried.

Treasurer's Report –Financial details available to members on request. Report moved- Paul Lucas. Sec. Colin Jordan. Carried

Membership Report 245 members – 26 non-financial – cutoff Dec 31st.

Past Events Acquisition of new sound system was mentioned.

Nov 15- Visit to Richard Bendell's factory in Dromana. 25-30 members attended. MOTECH supplies engine management systems to BMW racing. A SIN racing car from Bulgaria was a feature. Another was the Chev 7.3L V8 with rear end transaxle. 16 cars on show including reworked MGTC chassis, Dodge Viper. Moulds made by 3D printing. Brian Florrimell thanked

Nov 18- Rosebud Rock Fest –huge display of cars.

Nov 18- Walhalla Tour- 25 members. Jamie Mason said 15 went to the mine, 18 on the train, 14 had a meal at Yarragon pub. Successful event.

Coming Events Sat Dec 8- Visit to Brian Graham's collection of Rileys in Mornington.

Dec 11- Committee meeting. Dec 13th- Christmas Dinner –at Hastings Marina.

Jan 1st – Picnic at Briars and short GM. Jan 8- Committee mtg- venue TBA.

Jan 20 – GAR- Cruden Farm. Assemble at Hastings Marina. 40 cars allowed inc 8 for display.

Australia Day – Fingal Park for lunch then 2pm Rye pier.

Feb 5th – Show and Shine and GM From 5pm. Feb 12 – Committee Meeting.

Feb 21st – Car display at Opal by the Bay aged care centre – Racecourse Rd-Mt. Martha- Mick Daddo- convenor.

Sun Feb 24. British and European Motor Show – Yarra Glen Racecourse. Be at Bunnings at 8.

Thurs 28 Feb. – St. Andrews Beach Brewery – lunch –booked for 50.

General Business

John Hehir was presented with the "Crankhandle Trophy" for his win at the Team Challenge Fun Day-driving Morris Major Series I.

Ray Beagley brought AOMC report. New 6 digit numbering system for red plates.

Transfer of CPS car only to surviving spouse or partner in event of death. Good idea to do audit of Vicroad listings to spot errors. Club signatories must be on both Vicroads lists. Better to pay fee by card. Ray thanked for his diligent work as AOMC delegate.

Rob Lloyd mentioned clearance of garments at reduced prices.

Julie Jones conducted raffle – 7 prizes.

Next meeting – New Year's day at Briars – picnic.

Decided to postpone the DVD "Redex Trial" for another time –Meeting closed for supper

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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52 Mercury Monterey convertible
With its sleek styling, gorgeous green & white interior, clear lenses & gauges, mirror finish paint, beautiful chrome, power steering, smooth changing transmission, and pristine power convertible top.

This beautifully presented car is the last offered from a 4 car collection from Rosebud Victoria, with its immaculately detailed engine bay & flat head V8 engine.

It has been in Australia for 3 years from Amarillo Texas and lovingly maintained.

There is original paperwork from the dealer back in 1952 along with original parts & workshop manuals and dealer sales brochure.

\$75,000 Inc RWC

For those who maybe interested I can forward a short video and pic's
mickeyg56@hotmail.com



CARS FOR SALE – Norm McBride

Max Caddy recently received a call from Norm McBride. Norm is a very long standing member of our Club. Both he and his wife Gwen, have been unwell and the family have decided to move them out of their home. Gwen is in a nursing home and Norm is situated at his daughter's home. Their home is to be let or sold, however, there are three vehicles in the garage that have to go.

1988 Daimler Vanden Plas

Charcoal Grey, leather, picnic tables, etc. Nice Car. I reckon eight hours or so and it will be a beautiful car.

1984 Mercedes 380 SE Auto V8 180kms

Green. Norm states 'it is like new!'

58 MK9 Jaguar

One owner! Two tone grey. Needs some restoration. Chrome done, ball joints, steering box etc. all done. Leather seats need doing, so too the roof lining. Needs battery. Still a project really.


The family is open to reasonable offers. Daughter, Michelle is contactable after 7pm on 0417 577 942

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

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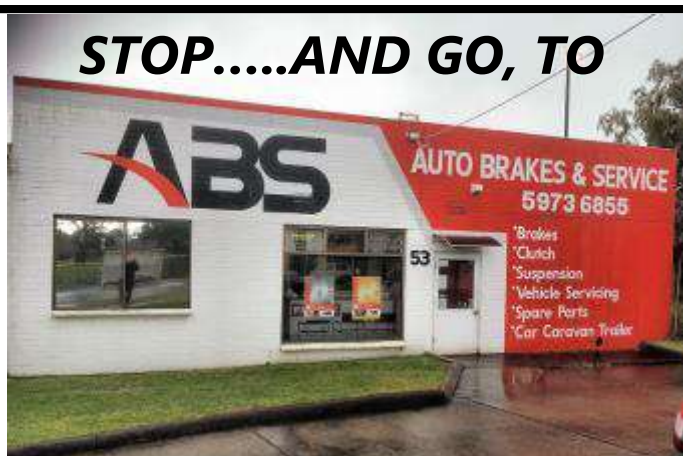
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