

The CRANKHANDLE

**NOVEMBER
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.



***Tony and Shirley's much loved 1929 Ford A Station Wagon
Set to leave on the Veterans Tasmanian Rally- 80,000 and still going strong!***

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Rye Dromana Rosebud

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:

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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:

Allan Tyler 0409406690

Secretary:

Colin Jordan 0417 527 812

Treasurer:

Paul Lucas 0420 927 073

Membership Officer:

Anne Kruger 0417 830 755

Club Permit Officer:

David Doubtfire 0409 603 749

Editor

Keith Morrison 0411 127 765

Events manager:

John Becker 0411 202 911

Safety Check Officers

Liam Fenney 5986 5454

David Doubtfire 0409 603 749

Club Photographer

Anne Kruger 0417 830 755

Club Regalia:

Rob Lloyd 0407 833 878

AOMC Representative:

Ray Beagley 0414 598 614

Federation Representatives

Allan Tyler 0409406690

Christine Tyler 0424096393

Web Master:

David Doubtfire 0409 603 749

OTHER MEMBERS

Julie Jones 0418 144 554

Brian Evans 0409 639 118

Warwick Spinaze 0407 016 719

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

Brian Niblock

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



"This is what we came here for"

There are numerous opportunities to get the pride and joy out of the shed, and cruise through our magnificent Peninsula to a bevy of events.

As I am writing this, I was one of many who enjoyed our car display at the official opening of the Southern Peninsula Woodworkers' new premises in Capel Sound last Saturday. Next Saturday will see us showing again at Rosebud Retirement Village in Bayview Road, and the following Saturday, the 26th, at Royal Freemasons Aged Care - Mount Martha Valley, in Country Club Drive Safety Beach. Also in this months' mix is a visit to Stewart Webster's in Carrum Downs, not to mention our General Meetings and Cars N' Coffee opportunities to chat.

Perhaps we don't travel far enough very often (to suit everyone's taste) but a healthy contingent will meet in Rockbank, a couple of Wednesdays hence, for a tour of Western Victoria entitled the Painted Silos Tour. I am really looking forward to this trip in our (Helen's really) Morris Minor, formerly Marie and Alan Turner's lovely low light tourer.

We are extremely lucky to have John and Chrissy Becker's enthusiastic and thorough input to the running of our events, but in the case of the Painted Silos, it was the brainchild of Brian and Leonie Evans, and Allan and Christine Tyler. Keep in mind that when someone has a vision for an event, the Committee will probably embrace it, but of course needs to know that certain protocols are in place for the benefit of all members.

I was very recently made aware of an event with an exciting concept, which will visit our region as part of its competitive legs, seeing some exotic machines emulating historic Targa Florio. Everyone should have been made aware of the, somewhat late, opportunity to enter as a competitor, but interestingly we will be very welcome to attend as a club to witness part of the event in Marine Parade Hastings on Friday morning November 15th at 9.30 am. I certainly intend to go.

Another event a number of us will be attending is the AOMC run to Albury in the latter part of March next year. It is a hub rally - "to and fro" your Albury accommodation, over several days. Dr. Google, and AOMC will find the details easily.

The only way you could become bored, is if you forget to open the garage door. Looking forward to catching up out and about.

Geoff Bartlett

A Gift from a Mate -- Terry Opie

At a recent club meeting Robert Beer gave me a number of badges. I thanked Rob very much and placed them in my brief case. At home that night, after the meeting, I had a look at the badges. One in particular caught my eye (the one pictured below), featuring the front of a car with wings either side, as well as some printing which I couldn't read clearly. Out with the magnifying glass. What I saw immediately aroused my interest; Underneath the front of the car, it read; Motor Users Association in three bands, with Service and Defence in a shield in the middle. On the radiator was the initials in a monogram form, was; MUA (Motor Users Association)



On the rear of the badge is a pin for securing to your clothing, and is stamped; 458, Angus and Coote, Sydney, Sterling Silver. It measures 35mm wide X 14mm high. The first place I looked for information was, 'Car Badges Of Australia, A Personal Collection,' by Peter Cornell. It is again with Peters permission that I share his research with you!

The Motor Users Association

The Motor Users' Association was formed in the State of Victoria in late 1926. Soon after formation it commenced an aggressive membership drive through advertising in the local press. The association offered various services including "Guides on the Road; Technical Assistance; 'Get You Home' Towing Service; Legal Defence and Advice; Touring and Camping Facilities; Licence Reminder Service and The Best, Cheapest, and Most Comprehensive Insurance Policy in Australia!" to quote from one of the early advertisements. Annual subscription was set at £1/1/-The secretary of the association was Harry Witty and offices were at 57 Queen Street in central Melbourne. To what extent the MUA was able to deliver on its promised services is not known, but by 1928 it had certainly achieved the publication of touring maps and the provision of guide services. The MUA's motto was "Service and Defence", a reference to its proposed role in defending motorists against the various taxes and levies being imposed by governments at the time. The association's car badge is certainly the most elaborate ever issued by any Australian motoring organisation and was of silver plated and enamelled brass. The design was the result of a competition run in the Melbourne Herald newspaper during 1926. How long the organisation survived is not known however I have

discovered a reference to it in the Canberra Times newspaper in 1933, but it was not listed in Motor Trade Directories by 1936-37.

There are two badges in this collection. The badge illustrated above is No. 407 and is mounted on a base for radiator cap mounting - the most common form of mounting in that era.

The badge shown below, No. 398, is an even rarer example which was issued without a base, for flush mounting on a dash or radiator core. Many motoring organisations issued small numbers of badges without bases to cater for motorists who wished to have a figurine mascot on the radiator cap and mount the organisation's badge elsewhere on the vehicle. Badge manufacturers were happy to oblige and in this case the manufacturer, Stokes & Sons of Melbourne, fixed a small plate with the number on the rear of the badge.



The Five Principles Of SHED SCIENCE

- 1 NEVER THROW ANYTHING OUT.**
You never know when you might need it.
- 2 I KNOW WHERE EVERYTHING IS.**
I know by instinct – it only appears to be a mess.
- 3 YES I NEED SEVEN OF THOSE.**
You can never have too many tools.
- 4 LEAVE THAT ALONE.**
Can't you see that's work in progress.
- 5 IT WORKS BETTER THAT WAY.**
Stop asking stupid questions.

COMING EVENTS



NOVEMBER

- Sat 2nd RACV Aussie Classic Car Show 10am – 3pm Yarra Glen Racecourse, Armstrong Ave Yarra Glen.
Holden/ Ford owners who wish to attend contact
Co-ordinator: John Becker 0411 202 911
- Sun 3rd Tarwin District Auto Fest, Tarwin Lower
- Tue 5th Cup Day Monthly General Meeting Guest speaker Allan Tyler
- Tue 12th Committee Meeting
- Sun 17th Rosebud Rock Fest Show and Shine 10am – 4pm Rosebud Foreshore
Co-ordinator John Becker 0411 202 911
- Tue 19th Cars'n'Coffee Mornington Golf Club 9:30 onwards
- Thur 21st Visit to Gippsland Aeronautic Pty Ltd Traralgon manufacturers of the Airvan GA8 aircraft at 1:15pm
Lunch at Fozziggobbles in Yarragon 11:45 Further details will be advised.
Co-ordinator John Becker 0411 202 911
- Sat 23rd Sun 24th Geelong Motoring Festival Revival Ritchie Blvd, Eastern Beach, Geelong.

DECEMBER

- Tues 3rd General Meeting – Christmas BBQ 4:30pm onwards Food supplied but BYO plates, drinks and chairs. Then a shortened meeting inside, followed by a DVD and a cuppa.
- Tues 10th Committee meeting
- Thur 12th CHRISTMAS DINNER Hastings Marina 6:30pm for 7pm start

“The Things You Find When Your Not Really Looking”

One loses a great amount of stuff during a move as I have recently discovered, especially if you have books running into thousands, but occasionally one finds a gem just sitting there. In the late seventies I must have bought a little booklet put out by James Flood featuring the cars of the Vintage Car Club with photos and results of competition..

Many famous names and cars appear including some of their latest competition results. On reading through the results of the quarter mile sprints I discovered in the Racing and Specialists Class

"1968 B Florrimell Essex Four 19.19 seconds. ...

and again

1972 B Florrimell Essex Four 18.64 seconds.

That's our own Club member Brian Florrimell. The earlier hill climbs were at the 760 Yards climb at Rob Roy and the later one were at 800 yard Climb at Darley.... and Brian conquered both It made good reading.,

B Glover.



Caught in the Headlights

The Octogenarians

Tony Howard – “The famous Woodie Man”

Tony Howard as a Life Member of SPHCHCC deserves recognition along with the elite small handful of notables who started off our Club. He was born in Ivanhoe and attended school in Rye and Frankston Tech. He completed a 5 year Plumbing apprentice in 1965. He married and had a son Christopher. Tony worked as a plumber for the Commonwealth Works Department for 27 years working at Cerberus, Portsea and Balcombe and later as a private contractor across the Peninsula.

His interest in the great southern lands of Antarctica manifested in three tours of duty as resident plumber to the 1982/83 team, to Mawson in 84/85, then to Davis and the winter of 1986 in Casey. On one trip Tony survived a 9 day gale on the trip south. A memorable experience

Tony's interest in cars and especially Fords was stimulated by assisting his brother in law who was melting down pistons to make a motor for a TQ car he was building. His first car was a \$80.00 Holden 48/215 which lasted a favourite cars. The Ford was followed by a Falcon, another Holden that ended at the tip and two Mark 2 Cortinas.

It was the purchase of the 1928 Model A Ford, an Australian built “ute” in poor condition that became transformed into the famous “Woodie”, that changed Tony's life. Purchased in 1978 and rebuilt by Tony over the next 13 years before it was back on the road. Using inadequate design information Tony built up the wooden body, using marine grade ply to replicate the look of the 6000 American “woodies” built by Ford in that era. On the day of our interview with both Tony and Shirley the “Woodie”, clearly visible through the glass doors of the sitting room, was looking quite magnificent whilst awaiting to be loaded for the Veteran Car Club two week Tasmanian Rally departing next day.

The engine has been rebuilt and a Mitchell gear splitter fitted enabling a much more relaxed drive, dropping the revs in top by 1600 rpm. The only obvious evidence of this fitting is an additional gear leaver in the cabin. He added an extra spare wheel on the passenger side mudguard giving the car that famous luxury ‘30's look. The addition of a new and different carburetor and electric fuel pump assisted the cars' reliability. The timber body work, still taut and trim after a lot of road miles is a tribute to Tony's woodworking skills. The snug fitting side curtains differ from the US made vehicles in that they have a much larger window area giving a very light feel. Beautifully crafted elegant chrome door handles

complete the picture of a top quality outfit. The body shape from the rear is not unlike that of the modern SUV.



Since the Model A's reincarnation Tony and Shirley have attended rallies in all parts of Australia covering 80000 miles in the past 18 years. They have been to rallies in Canberra, Wodonga, Toowoomba, Perth, Adelaide, Bathurst and made two separate crossings of the Nullarbor to attend WA Rallies, as well as a return trip to Darwin. There are few old cars that have travelled further.

On a cable lifting hoist, that Tony purchased a couple of years previous saying “I should have bought it years ago”, sits a 1935 Ford V8 sedan with Australian body purchased as a donor car but decided it was too good for that fate considering it had only done 70000 miles, and it had to be saved. He did a lot of work on the rusted panels, cutting out and replacing, chroming the essentials, doing a brake job and a repaint and now it only needs a refurbishment of the interior to complete the job.

Tony still has his two-tone iridescent blue and white roof 1957 Ford Customline sedan with an OHV 272 Y block motor that he purchased in 1982. We did not get to view the car on this trip as it is tucked away in another garage, but over coffee we did get to see a couple of photos of it, looking quite resplendent in its striking paintwork. Obviously much loved having owned it for 37 years.

Shirley has shared Tony's passion for the A Model for the past 22 years and together as a team Shirley has presented them at Rallies dressed in very fashionable clothing appropriate for the era of the car. They have won many trophies for their combined efforts. Shirley still haunts country clothing stores and the occasional

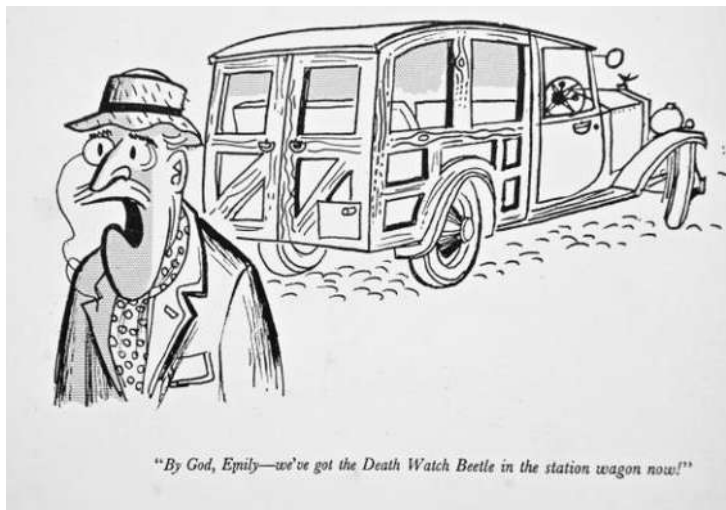
trip to the Op shop seeking late 20s and early 30s clothing. Tony is quick to give credit where it is due.

In an earlier life Shirley spent 7 years in New Guinea where she volunteered teaching local children many of the necessary basics of life and is an authority on their arts and crafts, especially woven baskets of which she has a collection.

Cars are not Tony's only interest he has a number of early Australian prints, and has a collection of both Fredrick Mc Cubbins and Tom Roberts prints. He has been a strong member of SPCHCC since the Club's inauguration and held various positions on the Committee and acted as Editor for a period as well being a member of the Early Ford Club and the Model A Club.



So Tony and Shirley are off again tomorrow on yet another excursion with their fellow Veteran car mates to spend a fortnight touring the "Apple Isle". We wish them well and look forward to their return and hearing about the latest adventures in their beloved "Woodie".





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Visit to John Gees Antique MotorCycles and Aviation Museum Moorabbin

We started off on Thursday 26th of September with a beautiful sunny day to Johnny Gees Antique Motor Cycles and what a display! Motor cycles from early 1900's thru to Jet bikes. A display of many, many motor cycles, models and all sorts of memorabilia.

Johnny was very good at giving us an explanation of the bikes and many of the artefacts he had around the place. There were bikes on the mezzanine floor and suspended from the ceiling. You could spend all day here...and still not see it all.

We had lunch at the cafe on site and then went across to the Australian National Aviation Museum.

Here we had 2 very good guides who took us through the museum showing us many planes including a Bristol Beaufighter, Wirraway, See Venom, Sabre jet, Vickers Viscount, a Kiowa and Sikorsky helicopters and smaller aircraft such as Victa Air Tourer and Fairy Firefly. Also of interest were the F111 cockpit module and DC9 simulator.

A very full and informative day was had by all.

John Becker.



All at the SPC&HCC wish to thank the Bendigo Bank for their ongoing financial support in the production of The Crankhandle



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.

Bay to Birdwood—Jacqui Dickin

The last weekend in September always brings an air of excitement and anticipation in South Australia: the AFL Grand Final, school holidays, and the Bay to Birdwood. This year 1,750 classic cars manufactured between 1956-1986 emerged from their winter hibernation into perfect spring weather to descend upon the National Motoring Museum at Birdwood in the Adelaide Hills. It was an early start in the Charger, arriving at 'the Bay' (Barratt Reserve in West Beach) from 6am to be flagged off at 8:30am sharp. Due to the sheer volume of classic vehicles at this starting point it took over an hour to flag us all off on the run through Adelaide city and up through the hills to Birdwood.

As the rolling parade of classic vehicles rumbled through the streets of Adelaide, crowds of people both young and old lined the footpaths, driveways and median strips with cheers, waves and 'Hey Charger!' Hundreds of spectators also came through the gates at the National Motor Museum to sample the local food, wine and entertainment and wander through three paddocks full of entrant vehicles. There were some particularly impressive entrants in the Preservation judging category, for vehicles substantially unaltered from delivery that have not been restored or modified. Although the 1978 Ford XC Cobra got a lot of attention the win was awarded John McConville's 1973 Mercedes Benz 280 E in a beautiful shade of Caledonia Green. The Concours d'Elegance entrants were equally impressive, among them an immaculately restored 1969 Valiant VF Hardtop and a 1986 Mercedes Benz 300 SE S-Class W126 Sedan, the same car once driven by former Prime Minister Bob Hawke. However, the winner of this prestigious class was a rare sight, a 1957 BMW Isetta 300 proudly referred to by its owner Alvin Chua as his 'Lil' Giant Slayer'. This little three-wheeled wonder definitely stood out on the road.

Out in the paddocks it was a year of anniversaries with the relevant makes showing up in force, particularly the Minis who were celebrating 60 years. Triumph were celebrating two anniversaries, 60 years of the Triumph Herald and 50 years of the Triumph TR6, while the Ford fans celebrated 50 years of Capri. Through for something a bit different, the cohort of Haflinger 4x4 light utility vehicles was worth a look. It took a few hours and sore feet to see everything, but there really was something for everyone.

On the subject of anniversaries, next year marks 40 years of Bay to Birdwood (1980-2020) and the History Trust of South Australia with the National Motoring Museum are pulling out all the stops. To acknowledge this milestone next year's run will be a celebration of all decades of motoring history: 800 places have been reserved for vintage and post-war vintage vehicles, 800 places reserved for classic vehicles (1956-1980), 100 places for vehicles manufactured between 1980 and 1990, with an emphasis on earlier-year and special interest vehicles from this decade, and finally 50 places have been reserved for special interest vehicles from across all decades. Entries for this special event will open earlier than usual for the Bay to Birdwood, interested parties will be able to apply to enter their vehicles from early January. So, keep an eye out if you are keen to make the trip to Adelaide next year.



My First Motor Car — Kevin Poulton

Motor cars and motor bikes have been a part of my whole life. My father was a very skilled tool maker and was always “fixing” his own or some family or friend’s bikes or cars. His early cars were a 1928 12HP Singer followed by a FJ Holden.

My first bike was a 1923, 250cc Raleigh when I was 16 in 1945. My first car was a 1923, 23/60 Vauxhall tourer, with a Windsor body, engine No OD 140, which I bought in 1949. It had a broken piston and a very “dodgy” clutch, consequently, had to be towed home to Murrumbena. That is another story of towing a 32cwt car with a 12 HP Singer was quite a challenge.

About 1939 or 1940 my father overhauled a family friend’s 1927 Capital Chev. He cast a set of cast iron eight piston blanks, four for the Chev and the remaining sat on our workshop roof – aging beautifully – until 1949. Fortuitously, the dimensions of the blanks fitted the Vauxhall pistons, so four new pistons were turned on his lathe, the bores being almost perfect.

The clutch was another challenge, I think it was called a Helle clutch. It consisted a number of copper and steel discs. The copper discs were badly scored and damaged. The father of a friend of mine was a coppersmith and he “obtained” the required number of copper blanks. From these a disc with an internal spline profile was formed. It took many days of drilling and filing, by, guess who? Eventually, “Bertha” as she was known, was resplendent with shiny polished copper pipes, brass manifold and “German” silver radiator, which shone like gold when polished.

The big day for the first drive with its four forward gears, on the right-hand side of the driver’s seat. First, then second, third, like a knife through butter, BUT I could not get it into top gear. Call in father, the Singer had a similar three speed gear box, who was very critical of my driving skills, or lack thereof. Guess what? He could not get into top gear either. So back to the workshop and tools, with much adjusting of the leather faced clutch brake. The solution! It was the length of time of the pause in neutral between third and fourth. It goes without saying, double de-clutching of course.

Another feature of the car when I got it was that the hand brake lever – now inside – operated the two rear wheel brakes. The foot brake pedal operated the transmission brake only. A brass plate was attached to the pedal with the warning “To be used in Emergencies Only”. By the time we eventually got the Vauxhall on the road I was driving a works Standard Vanguard panel van, so a

series of wires and Pulleys, which worked well for a time, but needed constant adjustment as the cables stretched.

Some years later, I met a chap who had a sister car – cannot remember his engine number now but it was very close to mine. The car had been his grandfather’s and he still had the original receipt from 1923 for 1360 Pounds. My parents built our family home in Murrumbena in 1927 for 650 Pounds. So, the Vauxhall cost roughly equivalent of two new houses at that time.

The 23/60 was the “little sister” to big “brother” the 30/98, with the “baby” of the family being the 14/40. General Motors bought the Vauxhall Company in 1926. The 23/60 OD model was a four litre, four cylinder overhead valve motor with a Simms magneto and a brass up draught carburetor. It would happily go up hill and down dale all day at 60 miles per hour (100 km/hr), but if you wanted to stop, you needed lots of sea room. Vauxhalls were built “to go, not to stop”, as it was said. Fortunately, traffic in the 50s was nothing like today, if you remember!

However, before commencing any journey it was the task of he or she in the passenger seat to operate the dash board mounted hand pump to pressurize the petrol tank. Once the journey was under way, a small bronze piston pump, mounted on the end of the camshaft took over the task. The “petrol cap” was locked or unlocked with a large hexagon spanner, which also had to be made as a part of the restoration.

Bertha did sterling service, towing trailers loaded with building material when we built our house in Mt Waverley, however, by the mid-60s, the weather and neglect brought about serious deterioration of the ash timber frame and the leather upholstery. Also, by now we had two small boys and my wife needing to drive, consequently, day to day use of the Vauxhall was completely out of the equation. Mechanical two-wheel brakes one and a quarter turns from lock to lock, with the need to learn how to double declutch meant the wonderful old car was past its use by date. It was a sad day in the family when she was passed on to new owners.

Dear old OD140 deserved a better fate. It was, in my opinion, a product of the high point of motoring, although well beyond the means of the “great unwashed” of the population, mind you, a 2014, Alfa Romeo, Giulietta QV is a fabulous car to drive, so for me the circle has made the full turn.

Minutes Summary – SPC&HCC – General Meeting – Tuesday 1st October 2019

Meeting opened: 7.32pm

Visitors welcomed- 4 visitors in attendance (all indicating a desire to join)

New members welcomed – No new members present

Present – 82 **Apologies** -13

Minutes of the General Meeting Tuesday 3rd September 2019—As printed in Crankhandle

No business arising Moved to be accepted- Phil McFarlane Sec- Noel Meates

Correspondence In/Out since last general meeting - Nil

Treasurers Report – Paul Lucas presented a copy of Financials for all present, details are available to members on request. Moved by- Paul Lucas Sec- John Watson

Membership Report – Currently 249 New members over the past year 23

Past Events – John Becker spoke of the continued success of Cars N' Coffee also the day enjoyed by all at the Australian Aviation Museum

Future Events - John Becker ran through the calendar as printed in the Crankhandle and added two more exciting events – 18th Oct Visit to Stuart Websters Man Cave and 24th Nov Trip to Gippsland to view an aircraft manufacturing company.

Brian Evans spoke about the Silo run at the end of the month and the date for the Christmas Dinner, 12th Dec at Hastings \$70 double.

General Business – President Geoff Bartlett thanked all members of the committee for their contributions over the past year and made special mention of retiring secretary Brian Niblock. He also mentioned a telephone conversation regarding details of a Targa Florio on 14th Nov

Meeting Closed at 7.56pm **Next meeting** - Cup Day 5th November 2019

2019 SHANNONS MELBOURNE SPRING CLASSIC AUCTION RESULTS - 23 SEPTEMBER



Once again your “stalwart” members, including President, Geoff, attended the Spring auction.

Points of note were -

- 51 vehicles were offered, 18 no reserve, 10 passed in.
- Clearance rate 80% approximately
- No number plates in this auction – a separate “plates” auction listed!!
- We felt there was a smaller crowd attending but bidding was strong on line and on the floor.

The highlights of the night, no doubt, were -

- 1971 Ford Falcon XY GT – Estimate \$240,000 - \$280,000 sold for \$370,000
- 1958 190SL Convertible which sold for \$267,000 was \$50,000 over the highest estimate \$180 - \$210,000
- 1950 Riley RMC 2 ½ Roadster – white with a Burgundy Hood estimate \$30,00 to \$40,000 sold for \$68,000
- Toyota Supra Sports Roof Turbo Coupe – Estimate \$15,000 to \$20,000 sold for \$27,000
- Lot 37 an immaculate 1926 T Model Roadster \$15,000 to \$20,000 sold for \$32,000
- 1965 Sunbeam Tiger Mk1 Convertible \$60,000 to \$70,000 sold for \$76,000
- 1970 Porsche 914 – 6 Targa. \$70,000 to \$80,000 sold for a whopping \$102,000

Other special cars of interest -

Lot 59 – a BMW 600 Microcar – very rare in top condition - \$52,000

1978 Lambretto Scooter and Sidecar \$ 9,300!!

Quite a large number of Fords and Holdens from the 60's and 70's including 4 Monaros 70/73/05, 2 XY GT Falcons 68/70, Holdens EK and VK which are too “new” for me to get excited about!

In the MG camp (special interest to your reporters)

1959 MGA Twincam Fixed Head \$64,000 – passed in

1954 MGTF 1250 (black) \$38,000

1937 MGTA 1250 \$35,000

1963 MG “B” MK 1 (poor report) \$12,500

Overall the bidding was pretty lively after a slow start. The clearance rate is what indicates the market against the valuer's estimates. 80% was a good clearance figure.

Mike Hurd

CLUB MERCHANDISE For Sale

POLO T SHIRT	\$30
RUGBY TOP	\$40
JACKET (Sleeveless)	\$45
CAP	\$15
BEANIE	\$15
GRILLE BADGE (Metal)	\$30
CAR STICKERS	\$1-

All these items may be purchased at monthly meetings or ring Rob Lloyd on: 0407 833 878 to Arrange purchase at McCrae



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 RENEWAL REMINDER

NOVEMBER

P ANDREWS	N ARMSTRONG	R BEAGLEY
C CASSAR	J CHIDGZEY	G CLIFFORD
R COLUMBINE	P CRIPPS	L D'ALTON
J DICKIN	J HARLEY	C HIGGINS
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D PAYNE	J POLLOCK	F SANDERS
B STRATING	I WHITEHEAD	S ZOIS

DECEMBER

A BOLT	R CHILIANIS	R CONNELL
M CROW	M GAGLIARDI	M GRIERSON
W HALL	K HALLAM	R HILL
G HOCKING	W INNES	M JAGEURS
J JONES	B JONES	P KRUEGER
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NOTE: Permit Renewal by Mail

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

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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

1978 Leyland Mini Van, - these vans are becoming very hard to find in good condition and are a no brainer as a future collectable. This would be a great club car to attend events with camp table and chairs in the back. It has a solid no rust body and a good 998 Motor. The car is unregistered and probably needs little for RWC (tyres etc). Asking \$11,900 but a close offer from a club member will be considered.

It could be driven on a permit or I have a small car trailer to transport if necessary.

Terry Pemberton :- 0412 092430



FOR SALE

1947 Alvis Drophead TA14 for sale in Hobart, Tasmania. It is silver in colour, is in good condition and goes well. My father purchased it in October 1984 from an owner in Hobart. Previous to this our Alvis was first registered in Victoria where it remained until it came to Tasmania in 1974. It is in good condition as can be seen by the photos. The original front seats have been taken out and replaced with the ones in it currently (Dad found the originals very uncomfortable). We still have the original seats and they will be included with the sale of the car. The Alvis is registered to be driven at VCCA (Tasmania) Club events and so the roadworthy is compliant to this registration. It is a much-loved car looking for a new home. The price of \$30,000 is negotiable. Thank you.

Contact Lisa Cooper 0400516240


1947 Alvis Drophead TA14, 31000kms, 2 door convertible, 4cylinder, 1.9litre Petrol, Manual gears.
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Exterior silver, Interior colour: tan



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