

The CRANKHANDLE

**FEBRUARY
2020**

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
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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.



Bru Jones and his Magnificent 3 Litre Lagonda. Read more on page 6

*What's
inside*

Page 3 Presidential Jottings
Page 4 Coming Event
Page 5 Past Event
Page 6&7 Caught in the Headlights
Page 8-18 Past Events (7 of them!)
Page 18 WW2 French Sabotage
Page 19 Classic Cars at Sorrento PopUp

Page 20 Meeting Minutes
Page 21 CPS Reminder
Page 22 Shannons Report
Page 23 David's Jump
Page 24-25 History of a 1928 Graham Paige
Page 27 Buy, Swap or Sell

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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:

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



What did we do for fun before colonoscopies were invented? On the day of the December Cars 'n Coffee, I underwent one of these investigations, for the first time in my life. I was aware of the preparation, and I was given the extra joy of restriction to a white diet for 3 days leading up to it. At this point in time I know of no-one else having had this extra privilege, but I am assured that the pictures are better. Scenic they are not, but I came out with a fairly clean bill of health, and no concerns after the pathology.

New Year's Day at the Briars was a treat, and it was lovely to be included in the family Grierson for the celebration of Murray and Ian's one hundred and sixty years [collectively].

At the January members' meeting, Ray Beagley moved a motion that an amount determined by Committee be donated to the Bushfire Relief Fund, and during discussion it was pointed out that some valuable cars would have been lost due to the inferno. Mick Daddo moved an amendment that the amount of \$1,000.00 be donated to the Victorian Fund via Bendigo Bank. I am pleased to say that this amendment and the motion were carried unanimously.

The coming events spelt out by John Becker, and others, at the meeting encourage a confidence of some very enjoyable time spent together, fostered by our mutual interest in earlier motor conveyances.

Have a wonderful year with us.

Geoff Bartlett.



An update from the Treasurer—Paul Lucas:

As approved by all members at the January General Meeting, the club has donated \$1000 to the "Gippsland Bushfire Community Appeal". The committee would like to thank all members for their support.

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COMING EVENTS



February 2020

- Tue 4th Show & Shine BBQ (General Club Meeting) Held in front of Club Rooms in Dromana 5pm onwards. Bring you own tables, chairs, drinks, plates, cutlery, etc. BBQ and Salads supplied, **NO DISPOSABLE PLATES OR CUTLERY PROVIDED**, please take your rubbish home
Convenor: Geoff Bartlett 0419547823
- Tue 11th Committee Meeting
- Tue 18th Cars'n'Coffee Mornington Golf club, Mornington 9.30 on
- Sat 22nd Rotary Saturday Market – car display
The park at the rear of the information centre at Dromana over the road from the Club rooms. Car display from 10am to 1pm.
Convenor: David Buchanan 0490 074 532
- Sat 23rd British & European Car Show Yarra Glen Racecourse
- Fri 28th Peter Bradbury Mystery Tour - meet at Bunnings Mornington carpark 9:45 for 10am start. Finishing at a Restaurant/café.

March

- Tue 3rd General Meeting Guest Speaker Derek Pickard (electric cars)
- Fri 6th -8th Festival of Motor Sport, THE PHILLIP ISLAND CLASSIC
- Sun 8th Tyabb Air Show (20 cars)
Convenor Brian Evans 0409 639 118
- Tues 10th Committee Meeting
- Thu 12th -
To Sun 15th AUSTRALIAN GRAND PRIX and Supercars & Historic Cars Demonstration
Albert Park
- Tue 17th Cars'n'Coffee, Mornington Golf Club Mornington 9:30 on.
- Sun 22nd Kalorama Rally Vintage Drivers Club
- Thu 26th St. Andrews Beach Brewery 180 Sandy Road Fingal 3939
Lunch 12 noon. Sensational event last year
Convenor John Becker 0411 202 911
- Sat 28th Eddington Sprints Eddington Bendigo Car Club

Past Event—Rosebud Rock Festival Nov 17th

After arriving early and all going in together we were not permitted to have a Club Car Display which was most disappointing , we had some cars on one side of the area and other cars on the opposite side.

However it was a very good display with many vehicles on display and all sorts of events on. Some new cars in our group and the weather was superb, all in all a good day, but we will have to make sure we can get a “club display” properly organized as it split the Club up with cars on either side of the event and the social side of things awkward.

John Becker





Caught in the Headlights

The Octogenarians

Bru Jones'....Lagonda (Oh what a car !)

On a bright but somewhat smoky morning the Octos made their way down the Peninsula in the trusty Mickmobile, Bru Jones was the target. We received a very warm welcome from Bru and partner Jill and of course coffee. We were soon talking about all things Lagonda.

Bru worked in the family florist business in UK until at the age of 20 he set out to see the world, by taking jobs on cruising yachts which was not a problem because he commenced sailing at eight years of age at his local sailing club going on to be a sailing instructor. He eventually arrived in Australia, the long way around, and at one stage worked out of Hamilton Island on an 80 footer. He finally left a Cole 45 in NZ and flew home where he opened a florist business which he later sold before coming to live in Australia. He married and has two children Nick 27 and Mollie who is 25 years old.

Our car club came into Bru's life some 15 years ago when his neighbour at the time, upon hearing the Lagonda start up, climbed the fence and demanded to know "what is it?". They became friends and that's how Bru joined the Club - the neighbour was Bob Rollings, a long time member.

Stepping out into an extensive back yard and sitting on a trimmed lawn, were two cars and a motor bike. The Lagonda, a 6 cylinder car of 2931 cc capacity (known as the 3 litre model) is quite magnificent sporting two huge chrome headlights, either side of an impressive radiator surround, also chrome, with spoked wheels and graceful lines---this is some motor car Bru inherited the Lagonda from his father who had purchased the car in 1964 and entirely rebuilt the car during his ownership. It is all very original except for the open 4 seater body which came from a donor car of the same vintage. A twenty gallon fuel tank gives it a good range and 3 1/2 gallons of oil goes into the sump, Everything about the car spells class and in its day was quite a big a step up from a Rolls Royce. Bru's father used to recount an incident when the Lagonda failed to stop and mounted a harmless Triumph Herald, not the most robust of cars, and after some discussion between the drivers it was agreed that Bru's father would back the Lagonda off. He did, taking the back half off the Herald with it!

Wilbur Gunn a citizen of USA and founder of the Lagonda factory in England, took its name Lagonda from a river in Springfield USA, given to it by Native

Americans. Wilbur moved to England to try out for a position of tenor in an Opera. He set up the Lagonda factory with family money in the very early 1900's and produced quite successful motor cycles before producing his first car called the Torpedo in 1907. It won the Moscow St Petersburg Rally resulting in big orders from Russia. Wilbur died in 1920 but the factory continued to produce advanced motor cars. In 1925 the company produced its first sports car and in 1935 offered one with a supercharger. In 1933 it produced a car with an eight speed Maybach transmission Lagonda also had a very impressive war record. They produced 50,000 25 pounder shells per day and designed and produced flame throwers to fit to tanks.



The other car was the ex Chris Higgins Alvis "Doctors" coupe, it looks particularly good, tastefully painted two tone grey with elegant bodywork. This is quite a smart car with clever lift up window track and dicky seat shape coupe. A nice looking car that Bru is constantly tweaking



to improve performance.

A black and chrome 250 cc Honda bike sits nearby, a very smart little bike and probably the last of the real

traditional motor bike look. All this excitement and we had not yet ventured into the garage. In the garage the first car that caught our attention was a very smart, reasonably rare, two door Austin RS with rather bright yellow paintwork.

Under a cover at the rear of the garage was a very striking Lagonda Rapier, twin cam, 1100cc, 1935 model that Bru acquired just as he was leaving England. It was in poor condition but he could not refuse the offer, considering there are only 7 left in the world. He has done extensive work on the all aluminum body. It is a car with a stylish coupe body and very sweeping mudguards, a real gem. He has framed the roof and it awaits its fabric covering. The engine has been completely rebuilt. One of Bru's friends was leaving for a motoring trip of Europe when the engine of his Lagonda failed. Bru offered his newly reconditioned engine. They pulled Bru's engine out and the friend was able to tour Europe, nice to have mates like Bru!



Bru told the Octos they must experience a drive in the Lagonda. Did we? The Octos tended to display some age just getting into the car but once seated they enjoyed the trip of a lifetime. Bru's experience and competence was on show with the 4 speed crash gearbox in heavy Rosebud holiday traffic, and the booming copper tipped exhaust had the Octos in heaven. It's a big car to handle. Talk about a head turner. This is a car to be used as well as admired and that is Bru's philosophy passed on from his late father, "a car like this is to be used." Bru lives up to his father's decree.

Bru still enjoys regular sailing, which includes the 1984 Sydney Hobart and the annual Hamilton Island regatta and regular Club events at Blairgowrie Y.C. where he is a member well as enjoying the old car scene.

To sum up our day: ...The Octos had a great day with a charming couple and that mighty Lagonda.

How often do you get a chance to thrash around the streets of Rosebud in a car like that!



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Past Event—Visit to Brian Graham's Riley workshop Nov 19th

Approximately 35 attended, after "Cars n Coffee" with a bite to eat and general chit chat, we went to Brian Graham's factory in Mornington. He had a few new cars on display and explained a few details regarding motors and mechanicals and all things Riley. Brian is such a wealth of knowledge of all things mechanical and makes very interesting conversation. I must say though that Ferrari 430 was a real attention grabber.



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

Past Event—Visit To Gippsland Aeronautic Nov 21st

We got off to an early start and stopped at Tooradin for morning coffee, then off to Fozzigoables in Yarram for a lovely fresh lunch and then we headed to the Latrobe Valley Air Port

Once we arrived it was all OH&S. After a chat on general protocol, we all went off in our Hi-Vis vests to the various sections of the factory where components were assembled. Then off to the hanger where things started to take shape and, progressively, looked like the GA8 Airvan that they manufacture there. We were permitted to take photos but not close up on mechanical components or such things. There was a crop duster aircraft there that they started building which led up to the GA 8 aircraft they now build. One Resort Group in South Africa have a fleet of over 30 of these Aircraft, which are suitable for short runways. After checking in our Hi-Vis vests we had a very leisurely drive home, a very full and interesting day was had by all.



Past Event—Visit To Tony and Judy Bradford's - Nov 21st

Well what a beautiful property, a paddock slashed for car parking and didn't they look great, all shiny and lined up. Tony has a few sheds, one with tables and benches, (which were all made by Tony), arranged for us to make us very comfortable. Tony went through his wood working interests with us and had all sorts of timber objects that he had made. Then we got onto the Didgeridoos, what a collection and stories with them including one that spent some time on The Space Station, it returned via Russia! He does a great job playing them too.

Then there is the collection of Austin 7s, which Tony has had an enormous amount of fun racing some of them. The guys spent quite an amount of time discussing these machines. We do have a number of Austin 7 owners in the club. Ron Townley's story about them is that when you had an Austin 7, back in the day, you used to hide it around the corner, as people thought you had the backside out of your trousers. Now you stick your chest out and proudly say "I have an Austin 7". The afternoon was a huge success, thank you to Warrick and Roger who cooked up a great BBQ lunch and especially thanks Tony and Judy for your huge effort putting on the afternoon, we all appreciated it.





Past Event—December 3rd-General Meeting BBQ & Car Display

Well the weather was not kind to us for this event, very windy and wet at times, it was decided to have dinner in the hall, and this worked rather well, having tables setup and it was very social. Perhaps we could have a look at this for next year.

Cars on display looked magnificent , surprising the cars we had, due to weather.

John Becker





Past Event—Christmas - Presentation Dinner December 12th

Daylight saving is a boon when driving to a venue with a starting time of 6.30 pm for 7 pm. It was an easy drive to Hastings; the winding roads made better by the fact few cars were going in the same direction.

Meeting friends in the car park at the Marina and a leisurely walk under colourful lights into the Lady Nelson Room heightened the palpable anticipation.

Santa greeted each person as they entered, and a welcoming group gave out presents and a complimentary glass of bubbly or wine.



A slow walk past tables beautifully dressed in Christmas colours well, it doesn't get much better than that.

Oh, yes, it does. The entertainment, Frivolity, Gifts galore, Raffles, Joyce Turner's medley of ditties and a multitude of table winners

Presentation of the Club Person of the year went to John and Chrissy Becker for their extremely active role in organising the past year's events.



The Blow Up Trophy went to Ian and Murray Grierson for problems they had experienced with their Falcon and Mercedes Benz , this didn't stop them from attending many events throughout the year.

Brian Niblock was inducted as a new Life Member for his outstanding work on the committee over the past nine years.





What a night. There was something for everyone during the packed evening. The placemats deserve special mention. The search was on to see one's car and talk about others whose car soon found. Also, each mat had a number, and that number won a prize.

And let's not forget the dinner which was between courses beginning with entrees of a seafood tart; then the mains of two choices of Christmas Roulade and dessert of traditional Christmas pudding with brandy custard. Yummy!

Congratulations to Brian and Leonie Evans, Allan and Christine Tyler and their entourage of helpers for an evening of fun, happiness and friendships renewed.

The evening finished on a high and as everyone left the venue thoughts of family and Christmas permeated the air. A great night to remember and to wonder what this team has in mind for December 2020!

Words: Anne Kruger and Brian Evans



Past Event—New Years Day Picnic & Birthday Celebration at the Briars

This was quite a big day by the time we go to the Mornington Park to see the Custom and Hot-rod Show, which was just huge. Then off to the Briars, what a day! Just ideal weather, huge turn up over 100 attended and we had Ian and Murray Grierson's 80th birthday celebration. Murray's daughter Colleen Gamble gave a wonderful speech for the two of them which was quite fitting.

They have both been valued members of our Club for many years now and it was generous of them to share their celebration with us. Thank you boys and congratulations on your OBE's.
John Becker.





VINTAGE DRIVERS CLUB—PAST EVENT - McCLELLAND SCULPTURE PARK
MID-WEEK RUN - WEDNESDAY 8TH JANUARY 2020



This was a special Mid-Week Run as we were joined by Members of the Southern Peninsula Classic and Historic Car Club. We were fortunate the weather was not too warm for our visit to McClelland Park which has a vibrant artist community, beautiful lake and gardens, café, meeting rooms and gallery.

After gathering in the car park we gradually made our way to the Pavilion Room where we enjoyed exceptional home-made scones with jam and cream accompanied by coffee and a selection of teas. Following morning tea we explored the Park which contains 87 fascinating sculptures. Members then relaxed with a picnic lunch near the lake.

We all had a very pleasant day and hope the Clubs can share another

Mid-Week Run in the not too distant future.

Attendance List

Vintage Drivers' Club

Frank & Janet Braden, John & Doreen Van Spanjen, Brian Skewers & Emily Ong, Trevor & Eileen Barby, John & Lyn Johnston, Gordon & Catherine Berg, Ted Geermans, Doug & Edith Stevenson, Colin & Valerie Wilson, Lyle & Ann Drysdale, Allison Popple, Malcolm & Janet Savage.

Southern Peninsula Classic and Historic Car Club

Geoff Bartlett & Helen Couch, Warrick & Petra Spinaze, Don & Bev Robinson, Wally & Brenda Allen, Murray Grierson & Ian, Graeme & Ruth Bonniface, Barry & Bev Tidd, Roger Howes, Ken & Sue Burrows, Greg & Jennifer Cripps, Brian & Leonie Evans, Stuart & Ann West, John Becker, John & Rhonda Vogt, John Marten, Ernie & Sue DeVlieger, Geoff & Lyn Meaney, Rob & Janet Lloyd, Paul & Christine Lucas, Gerd & Hanne Matthesius.

Many of the Members' Grandchildren were also in attendance.

Citroen's WW II Sabotage

Never had much time for the French, but this bloke was a clever bastard. A very interesting War story.

You're likely going unaware that this year is the 100th anniversary of Citroën. While doing some research I have happened to stumble upon a fascinating bit of wartime Citroën lore. It involves screwing with Nazis in a genuinely clever and subtle way that nevertheless had big repercussions. I'll explain.

So, when France was occupied by the Germans in 1940, major French factories like Citroën were forced to produce equipment for the Nazis. Citroën president Pierre-Jules Boulanger knew he couldn't just refuse to produce anything, but he also knew there's no way in hell he's going to just roll over and build trucks for a bunch of filthy Nazis. Pierre had a plan.

John Reynold's book Citroën p2CV describes Boulanger's sabotage efforts. Of course, he instructed workers to set a nice, leisurely pace when building trucks (likely Citroën T45 trucks) for the Wehrmacht, but that's fairly obvious. What was brilliant was Boulanger's idea to move the little notch on the trucks' oil dipsticks that indicated the proper level of oil down just a bit lower.

By moving the notch down, the trucks would not have enough oil, but German mechanics would have no idea, because, hey, the little notch on the dipstick says it's just fine. Then, after the truck has been used for a while and is out deployed somewhere crucial, whammo, the engine seizes up, and you've got a lot of angry, stranded, vulnerable Nazis, balling up their little fists and madly barking curses in German.

It's such a fantastic act of sabotage: it's extremely cheap to implement, it's subtle, there's no way to see something amiss is happening as the trucks are being built, and it delivers its blow away from the site of the sabotage and when it will cause the most inconvenience and trouble.

That's some mighty good sabotaging, Pierre.

Happy 100th Anniversary, Citroën.

The Free World thanks you.

CLASSIC CARS AND POP-UP MARKET, SORRENTO

A project by the Sorrento Cricket Club's aim is to simply offer the community a free, family friendly event for all to enjoy over the bustling summer season.

What do classic cars, a pop-up market and the Peninsula Boys have in common? A flyer stating succinctly: My Pop-Up Market Sorrento.

The market last year was cancelled because of high winds and dust. Not to be outdone, arrangements began in earnest some time ago, fingers crossed and eventually, the day dawned – breezy but sunny and the beginning of a pleasant day.

It brought the pop-up market and classic cars collectively, and very successfully to the Sorrento Oval on the 3rd of January 2020.

A variable feast to the eyes in the cars which included Warwick Spinaze's Citroen, David Kisby's Austin Healey, and a few MG's (aren't there always?) one of which belonged to Terry Pemberton. The colourful Hot rods drew much attention as did a gorgeous bright green Chevrolet, an E Type Jaguar, various Fords such as the Ford GT 40, and a most impressive Pontiac which is the only one in Australia. The owner bought it as a right-hand drive.

The heat was quite challenging by mid-afternoon which drew many to the cover of the stalls. The shade was welcoming at the booths which had up and coming designers who have been individually sourced at this curated market, specialty food, artisan products, unique homewares, fashion; plus, local ciders, beer and wines from across the region. *Website*. There was plenty of entertainment for young and old. Close by was a merry-go-round, jumping castle, and slide chute not necessarily just for children. A mini-zoo encouraged many to enjoy the antics of guinea pigs, goats, calves, sheep, chooks, pigs, geese and a lonely turtle.

A vast outdoor cinema had many seated at the available tables to enjoy the Big Bash cricket match.

It was very much a family day.

Congratulations to Speedy of the Peninsula Boys who organized in part the classic cars display.

Words Anne Kruger



Minutes Summary – SPC&HCC – General Meeting – Tuesday 7th January 2019

Meeting opened. 7.32 pm

Visitors welcomed- Ken Dahl (friend of Ian and Murray) Derek & Liz Mc Guire (64 Daimler)

New members welcomed

Present – number 80 **Apologies** –from 7

Minutes of the General Meeting Tuesday 12th Nov 2019 – as printed in Crankhandle

No business arising Moved to be accepted- Charlie Cassar Sec-Bob Hill

Correspondence In/Out since last general meeting

In- Magazines Crankhandle from Gundagai , Illawarra Vintage Car Club , Dandenong Valley Historic Car Club.
Invitation to Peninsula Health fund raising , Correspondence from AOMC

Out- Letter to Vic Roads re. signatures for club for club member, Letter confirming request for extended hall hours for December and February meetings.

Moved to be accepted-Brian Florrimell Sec- Bill Glover

Treasurers Report – Paul Lucas presented a copy of Financials for all present, details are available to members on request.

Moved to be accepted-Paul Lucas Sec – John Watson

Membership Report – 234 members

AOMC Report- Ray Beagly reported changes to be made with CPS and Vic Roads (probably cps and vehicle registration to be privatised)

Ray Beagly moved that a \$1000 donation be made by the club to the Victorian Bushfire Appeal Sec- Terry Opie (passed)

Past Events – 9 very successful events including Targa Floria , Cars & Coffee , Gippsland Aero , Tony Bradfords , Christmas BBQ and Briars Picnic were discussed

Future Events– 11 Future events as reported in the Crankhandle with 4 taking place in January

General Business- Brian Evans informed all members that the updated club constitution has been printed and copies are available. He also informed members that a full copy is available on the club web site for convenience. President Geoff informed members that the Bendigo Bank had kindly made \$500 available to help with the cost of the Crankhandle.

He also thanked Patricia and Frank Little for the donation of a fridge and contents which was the raffle prize (thankyou)

A request was made for volunteers on 22nd March at the Eastbourne Primary School

Meeting closed- 8.30pm



What happens when Old Car Guys get sent to a nursing home ...



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.

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

FEBRUARY

G ANDERSON	K BEARD	M CADDY
C CASSAR	G CASTLE	R CHILIANIS
R CONNELL	I DAVIS	G DUNKERLY
C HIGGINS	T HOWARD	J KLEIN
P LITTLE	F LITTLE	T MULVOGUE
G OTTAWAY	K POULTON	B ROGERS
B SCOTT-HOWARTH	K SMITH	C WATKINS
G STATHOPOULOS	A WEBSTER	

MARCH

G BARTLETT	R BRADFORD	M GAGLIARDI
J HARTNETT	G HOCKING	C JORDAN
S KNIGHTLEY	M LARGE	J MARTEN
E MCPHERSON	G MEANEY	M PERRIN
J WATSON		

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



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2019 SHANNONS MELBOURNE SUMMER CLASSIC AUCTION RESULTS - 09 DECEMBER



A total of 48 cars. 36 were sold and 12 passed in.

Our first observations were that, on the whole, the auctioneers' estimates were very close to the results obtained – with some exceptions -

Lot 6 - A 1928 Austin Seven Supercharge Roadster – Estimate 15 – 20 sold \$34,000

Lot 40 – A 1932 Ford Coupe – Estimate 50 – 60 – sold for \$75,500

Lot 36 – 1964 Chev “Impala” 2 door – Estimate 25 – 35 – sold for \$43,500

Lot 37 – A 1933 Ford B Panel Van – Estimate 30 – 35 Sold for \$46,000

The highlights of the Auction were as follows -

3939 Rolls Royce Wraith 'Gurney Nutting' Sedan Coupe sold for \$190,000

The top selling vehicle was Lot 64A – 1965 Porsche 350C Cabriolet - \$236,000

Lot 51 – A 1929 Austin 7 Aluminium Bodied Racer - \$40,000

MGCGT passed in. MGB Mk 1 - \$24,000 and MGTF - \$29,000

Of the more modern of the list, the outstanding was a Subaru Impreza WRX ST1 Coupe sold for \$86,000 against a top estimate of \$80,000.

Amongst the Ford Falcons and Holdens

1967 Holden HC Ute - \$34,000

1962 Holden EK Special \$23,000

1969 Holden HT Monaro \$57,000

1964 Holden EH Premier \$31,000

1955 Holden FJ 217 Sedan \$46,000

1984 Holden HDT Brock SS \$35,000

1962 Falcon XK - \$26,000

1965 Falcon XP - \$25,000

1973 Ford Fairlane ZF \$ 21,000

The above bracket are all cars in the era of my company cars and I can't get a feeling of 'classic' here (A true sign of old age!!)

Mike Hurd



David's Jump!

DAVID KISBY'S 75TH BIRTHDAY

We gathered at the Tooradin Airport, awaiting the big event, I think we were all excited to see David do his first jump, then came the news that it was way too windy for this to happen....Oh!!

We all went back to Tides Bar and Grill to celebrate the NON-JUMP, however it was a great gathering of David's friends, amongst them being friends from the Austin Healey and SPC & HCC clubs.

However, he was later advised that he could possibly do it the next day. So the following day, off he goes again and this time its all go. A slightly apprehensive David boards the plane and the next time we see him, he just a little white dot way up there. He is now freefalling and freefalling and freefalling. Then the parachute appears, that beautiful blue life saving chute and down he came closer and closer with a superb soft landing and David had the time of his life. Well done David, now that's ticked off the bucket list so on to the next item which is to climb the Sydney Harbour Bridge. The photos say it all.!



1928 Graham Paige 835 Speedster by Roger Howes

The morning after the Xmas BBQ five Club Members were waiting at the front of Joyce Turners home for the arrival of Robert and Laurel Bonners fully restored 1928 Graham Paige 835 Speedster. The car was rebuilt by Robert who purchased a pile of junk from C.R.Turner Motors of Mornington in 1966 and turned it into an eye catching master piece. He was bringing the car to Mornington to show previous owners who at one time operated the car in various forms.

In the late 1940's Claude Turner, Lawrie Turners father, purchased a damaged Graham Paige 7 seat Limousine, it was repaired and converted to a tow truck for use in his motor repair business. The Victorian Government in the early fifties decided all tow trucks were to have dual drive wheels which put an end to the Graham Paige.

Bert Grierson of Mornington, the father of Ian and Murray Grierson and mate of Claude Turner purchased the Graham Paige to tow a caravan he was building; the cabin was modified to include a rear seat for Ian and Murray. The vehicle was not suitable for towing due mainly to the poor turning circle and a new tow vehicle was purchased from Claude Turner who had the Rootes Group Agency. It was a Commer Karrier Bantam and was also modified to include a rear seat that consisted of a plank with cushions. The Graham Paige was again modified to be used in Griersons building business and when no longer of use was put out to pasture.

Over many years Lawrie Turner was known to "borrow" parts of the Graham Paige for various projects and at some time the vehicle was moved from the Griersons home back to Turners garage where years earlier it had been used as a tow truck. It was relegated to a corner of the yard and the tin worms put to work.

Car enthusiasts of the 1960's were the same as today, they get all excited when they see a rusted wreck amongst the weeds and blackberries and in 1965 Robert Bonner a Graham Paige enthusiasts was told of a eight cylinder model at Mornington, a deal was done and in 1966 the car, or what was left of it, was sold to him by Lawrie for five pounds and then dragged from what was thought to be its final resting place from the corner of the yard of C.R.Turner Motors and flat towed to Ferntree Gully.

Over many years Robert Bonner located all the necessary parts from local and overseas suppliers, however, he was not able to locate the rear section of the body as most of it was discarded years earlier during the tow truck conversion, so in keeping with the 1920's he designed and built a speedster boattail body.



Tow truck made from damaged limo by Claude Turner



Tray truck used by Bert Grierson with modified cabin to include back seat



The wreck taken by Robert Bonner from Turners yard



The Commer and homemade caravan Grierson family use in mid 1950's to tour outback Australia



Finished car showing homemade boattail body

The families of previous owners, Turners and Griersons, were thankful to Robert and Laurel for bringing the car to Mornington for all to see and admire, photos and stories were swapped of bygone days and all admired the effort and time that must have gone into the rebuild of the Graham Paige 835 Speedster.

Robert took Joyce for a drive around the block – “Very like the Stutz, Lawrie and I had except the Stutz had side curtains” she said on her return. The Grierson brothers have not stopped smiling. It was a somewhat overwhelming morning for those that once owned the Graham Paige.



Previous and present owners of car; Joyce Turner, Ian Grierson, Robert and Laurel Bonner, Murray Grierson



Side view showing striking and unusual colour scheme

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