

The CRANKHANDLE

August 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

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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.



John Klein and his Pride and Joy - The Superb 1949 MG TC

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inside*

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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:

crankeyeditor@gmail.com



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A Message from our Webmaster David Doubtfire

The website now has a new section called "**Members Projects**". Many of our members would have undertake projects on their toy's, from fixing a broken door catch to a complete restoration. Along the way we discover better ways to do things and with our large membership there must be a wealth of knowledge out there that could be passed on to other members. I am asking for all members to consider contributing something, the more we get the better. Please send all items to our webmaster at the clubs PO Box number, or by email to admin@crankhandle.com.au If possible please include photos. If you need any help please call David Doubtfire on 0409 603 749. There are couple of examples on the site already to give you an idea of what we are looking for.

Check it out at www.crankhandle.com.au

HOME CONTACT US COMMITTEE MEMBERSHIP INFORMATION MAGAZINE ARCHIVE COMING EVENTS BUY AND SELL

MEMBERS PROJECTS SPONSORS REGALIA INST EVENTS AOMC COMMITTEE MEMBERS ONLY CROSSWORDS

COMMITTEE NOMINATION FORM FATHERS DAY - 2019

Members Projects

Most of our members have, at one time or another, tackled a project on their beloved vehicle! The aim of this section is to collect together as many of these projects as possible. They can be everything from changing a light bulb to a complete restoration, the aim being to pass on knowledge gained in the process and in so doing help other members. If you would like to contribute to this section please forward your story to the Webmaster.

Project No.1 - MG Magnette Engine/Gearbox upgrade - Brian Evans

Project No.2 (and 1) - Healey Sprite Restoration

Project No.2 (and 2) - Healey Sprite Restoration

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:

David Jones 0416 287 797

Club Permit Officer:

David Doubtfire 0409 603 749

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Events manager:

John Becker 0411 202 911

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Club Regalia:

Rob Lloyd 0407 833 878

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Ray Beagley 0414 598 614

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Allan Tyler 0409406690

Christine Tyler 0424096393

Web Master:

David Doubtfire 0409 603 749

OTHER MEMBERS

Julie Jones 0418 144 554

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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



Why did Helen and I end up living where we are? Gosh, if we didn't you wouldn't have to put up with this waffle.

When I was just past 7 years old, my Dad and Mum brought the family, including my late brother, to Rye in our new (at that stage shell of a) caravan. Family friends were across the road in one of Green Gables Holiday Flats, Weir Street. The Christmas of 1963, 11 years later, was the last time our caravan was on the Rye foreshore, Mum and Dad spent 63/64 like empty nesters, I had just got my licence and was flitting around in the Paige, and my brother had his Sunbeam Alpine Mark I by then.

A Great Victorian Bike Ride in November 1987 had its last camp site at the huge sports ovals where the Civic Offices now are in Rosebud, and I had the HQ Monaro planted in the caravan storage area of a Caravan Park in Boneo Road – I believe on the site of the proposed continuation of the Mornington Peninsula Freeway (still proposed), and had to rush home for a Lodge commitment the following morning.

In about 1999, 2000 or 01, Helen spent a weekend at a friend's unit, one of 12 on the corner of Marshall Street and Point Nepean Road Rye, and we became aware of another unit in that group on the market. We bought it, and set it up for holiday rental. The rental market was quite ordinary, but Helen and I loved coming down, and almost be-grudged the holiday makers in our property keeping us away on the odd occasions when it was let.

It was then we decided to buy a property suitable for our prime residence here, and the rest is history. Been in Tootgarook since Easter '06 from memory.

The 1952 and 1953 campsite was right on the water's edge almost opposite Weir Street, near Geoff the barber now, and we were moved closer to the road for the remainder of the 12 holidays spent there. Oh yes, and the caravan was cut in half and extended by 4 feet at about the time we moved to the new site.

Dad built our caravan like no other – no chassis, unitary construction, and independent suspension such as is becoming popular in the last 10 or so years. There was no need for steps, because the floor was only about 6 inches above the ground on level terrain. He ultimately patented a design, but being a good ideas man did not make him a good marketing man, and the only 2 examples of caravans on the Bartlett New-era Caravan Chassis were built by his cousins, each brothers, and second generation cabinet makers in Moonee Ponds. I tried to source one of these caravans, having completely lost all links to the other, but to no avail.

Here we are in lockdown again, and we have lost Elaine Bone, Tony Howard is in intensive care as I sit writing this, and Ian Grierson and Anne Kruger are recovering from big operations. Just when I was hoping events, and even a normal meeting might be on the horizon, we have stepped back in time.

Stay safe – again, or still, and there will come a time when we look back on this and wonder how we coped.

Cheers, Geoff Bartlett.



Rye foreshore either Christmas '52 or '53. Note the lovely box thorns.



Rye on the second site, 3 or 4 years later. Note the stretched caravan



Couldn't resist including Shoreham Foreshore campsite, FE which ultimately became mine, and friends' 36 Ford – just like Tony and Shirley Howard's, same car????

FOR TRACTOR-TRAILERS

Also semi-trailers, tray bodies, bulk handling, etc., and the three wheeled general purpose trailer (illustrated). Inquiries promptly answered.

BARTLETT
"NEW ERA"
CARAVAN
CHASSIS

N. S. BARTLETT 320 HAWTHORN RD., CAULFIELD - LF 9243

Some of the features are—

- **NO SWAY** — Sway is nullified by having the springs as wide as possible, that is, outside the wheels and in conjunction with a low centre of gravity.
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- **MORE GROUND CLEARANCE** — The floor is higher (7" loaded) than the underlung springs on the average drop axle, also the underfloor members are streamlined and, if such an emergency arises, will drag over obstacles because there is nothing to get snagged as with drop axles, etc.
- **SMOOTH RIDING** — As sway is minimized with the wider spacing of the springs, (we have these springs very flexible to achieve a much smoother ride), the shock absorbers which we strongly advise, control rebound as with your motor car.
- **RIGID CONSTRUCTION** — You can flex a 12 foot length of 3" angle or channel iron at least one inch between two posts 5 feet or so apart, hence our reasons for adopting "rigid lattice construction" which usually is lighter anyway.
- **THREE POINT "NO FLEX" TOWBAR** — Similar reasons and tests as suggested in previous paragraph vindicates our claims for this type of connecting structure. We have used this type of chassis for the past six years under all conditions, and strongly recommend it for safety, long life, durability, and convenience.

Professional Photo of Bartlett New-era Caravan Chassis

STOP PRESS: Great News! Since penning this and forgetting to attach it to my message to Keith, our Editor, who I often give a rough trot, I can now report that Ian Grierson and Anne Kruger are both home and have come through their surgeries well, and Tony Howard is also home and very well with a pacemaker helping him along.

VALE - Elaine Bone 20.9.1936 - 4.7.2020

Elaine along with her husband Bruce were members of our car club for well over 20 years, also members of many other car clubs, rallying extensively for usually more than 5 months of the year, once even going across the Nullarbor, taking 3 months

Owning many cars, probably 20 over the years, including Packards, Super 8s, vintage Fiat, exotic veterans such as Minerva, Chandler, Overland etc

Elaine's last rally was with us to Leongatha when she realised her rallying days were over because of a very bad accident 5 years ago when she was very badly hurt and lost Bruce.

Anyone who knew Elaine would know that she was a walking GPS and could tell you every coffee, petrol and toilet stop no matter where you were.

Elaine leaves behind 3 daughters Jan, Debbie and Lyn, 9 grandchildren and 10 great grandchildren.

Charlie and Sandra Cassar

It is indeed a sad time for Elaine's family and the club. She was a lovely lady, accommodating whenever David and I visited her which were a few times together and some for David on his own when she required any of her cars for registration under the red plate scheme.

As you said, there will be a limited number at the funeral. Had there not been the virus, imagine if you will the selection of vintage and classic cars in attendance. Such a shame because both she, and her husband, deserve such recognition.

May Elaine rest in peace.

Anne and David K



Charlie's Buick, the last time he sold it



Caught in the Headlights

The Octogenarians

Jon Klein.... A genuine car lover

The Octos were in a state of high anticipation to visit Jon and Anne Klein at their gracious home in Mornington, to hear about their lives and their cars and the current pair of icons gracing the garage. Jon proved to be a passionate person about his life with cars, with his interest mainly directed to sports cars of the era in the immediate two post WW2 decades. We sat in a very comfortable family room reflecting Anne's impressive flair for decorating. Meanwhile, in the in the garage adjoining the family room, sits the most magnificent MG TC with the lot and alongside, sits a very nicely restored 1966 MK1 Mini Cooper S.



Jon was born in Kyabram and at the age of five, the family moved to Melbourne, purchasing a home in Carlisle Street St Kilda. He grew up as an only child in a loving family. Immediately on leaving school he started on his life journey with cars, his first being a '57 Hillman Minx which he demolished within a month of getting his Drivers Licence¹ This did not seem to deter him as his next purchase was a '57 two tone FC Holden Sedan which he fitted with a copper exhaust and the usual gadgets that display most young men's passion to have their pride and joy at least sound and look like it would go fast!

On leaving school, Jon worked in his father's leather repair business, appropriately called "A Stich in Time," since a large part of their business was based around repairs to motor cycle leathers [no prize for guessing how they occurred!] which he eventually took over and later with Anne, established a specialised wholesale food delivery business which led to them starting up a finance company to facilitate sales to their customer base. More cars followed, a Holden Panel Van and a '61 Beetle and a '66 MG B roadster, the first of many of

the breed. He joined the MG Car club, not that he needed any additional stimulation. Next came an MG TD and a 59 Mark 1 Jaguar, followed by a black 1955 MG TF 1500.

At the age of 26 he left for the usual pilgrimage by young Australians to the UK, buying a VW kombi for touring, and that's where he met the love of his life, Anne, a very charming English lady who obviously Jon decided he wanted to spend the rest of his life with. She equally must have decided this was the man for her and they agreed to marry, Jon racing home to organize for her trip to Australia along with her four children. That must have been one huge courageous decision to travel to the other side of the world and clearly, a great love match. They married in 1978 and had two more children making it three boys and three girls, all of whom blended into a very harmonious family. Not quite the "Brady Bunch" but getting there! They now have 14 grandchildren and 4 great grandchildren.

Jon had stored the MG TD and the TF while he was abroad touring the Continent and living the life in England. Upon his return, he sold the TD to help finance a house in Blackburn for the family where they lived for about three years. He continued his (almost) obsession with sports cars and at the same time, acquiring the necessary family type transport, big enough for the six children, a Volvo seven seater followed by a Ford Station Wagon etc. Next he bought a project car, a rolling chassis MGA 1500 along with a donor MG Magnette, but decided to sell the project as an ongoing challenge for someone else to finish. The family moved from Blackburn to his parents' house in Carlisle Street St Kilda, which was much larger and more suitable for the growing family. His parents at about the same time, bought a smaller home in a nearby Albion Street. His next venture came in the form of a MK1 "Bug Eye" Sprite which Jon fitted wire wheels rather than the standard steel discs. Next came a blue '67 MGB GT with overdrive that became the daily drive, followed by another MGA with fiberglass top, followed by a black 1948 MG TC

Meantime, following the move to St Kilda, Jon and Anne carried out a major renovation and additions to the Carlisle St home to fit the growing family, living there for some seventeen years. Following the elder children moving on, they sold their home, moved to a smaller

place in East Brighton for about seven years and then finally to their present home in Mornington in 2011.

Following a delightful morning coffee with muffins and biscuits [always a serious part of our interviews for the Octos], we moved to the attached double garage housing two of the most renowned competition cars of their day-- in all forms of motor sport! The first car we viewed, has to be the best prepared MG TC the Octos have seen in a long time. Its attention to detail was most impressive, especially if you love the "boy racer" look. Painted in the deep BRG with 16 inch enameled green spoke wheels fitted with cross ply tyres and topped with beautifully crafted cycle guards, the look is just perfect. Jon has fitted a classic black specially made 15 inch Brocklands Bluemel steering wheel to replace of the original 17 inch version. It's a perfect copy and allows for a much more comfortable driving position for the larger Jon, especially since he has replaced the standard bench style seat with individual front bucket seats.

Almost ready to go on the car, is a fluted lightweight aluminum bonnet currently having its final paint job done by none other than maestro Frank Little! The fluting is not the easiest of tasks to get right but this is virtually perfect. A single leather strap across the bonnet will replace the two already fitted, coupled with four traditional tie-down spring hooks

When moving the car for Octo Ray to take some photographs, it started with the usual cold motor MG tappet noise but once warmed up, changed to that beautiful raspy note that only a well-tuned MGTC can produce---heaven to the Octo ears! An historic quick release water cap topped off the chrome surround of the radiator and the same quick release cap is featured on the petrol slab tank at the rear. The headlights with sensitive inserts give improved lighting and the vertical slat grill is painted with "MG" emblazoned on the front as was the style in those days. Jon just happened to have two genuine aero screens which now adorn the car adding to the overall effect. Presentation of the whole outfit is just stunning.

Sitting alongside the TC, is Jon's other toy, a very well restored 1966 Mini Cooper S painted "old English white" with a traditional Burgundy painted roof, a lovely car that Jon has continued to "tinker with" and improve. He has managed to obtain a proper English "Paddy Hopkirk" drivers rally seat to complete a very appealing motor car along with its "rose petal wheels" that are FIA approved for rally and track work. David Doubtfire has built and installed in the R/H glove box area of the dashboard, a very neat fitting panel containing a volt meter and a series of rally style toggle switches that Jon will attach leads to the horn and other electrical accessories, in similar style to the dashboard that David built for his factory replica Mini

Cooper Rally car. Altogether a very appealing, well sorted car that would be a delight to drive and will attract attention wherever it goes.

Jon has an easy style personality which makes for a gifted ability to meet all on an equal footing and has, as a result, built a network of knowledgeable people in all matters MG, both through the Victorian MG Car Club, our own club and various suppliers and contacts in the UK, meaning he has managed with perseverance, to get hold of those very difficult original parts and accessories for TCs, that are now 70-75 years old.

The Octos, as aficionados of all things MG, are so glad there are "boy racers" like Jon who simply want to own and drive the MG of their dreams and Jon has certainly achieved that! As the Octos made their way home, we are confident we have seen the pinnacle of what a TC can surely be, at least as a road car. Our thanks to both Jon and Anne for a lovely morning full of chat and all things MG!



The "Sportscar "

A review of an illustrated book of "Sportscars".

A favourite is a book called "The Sportscar Album" by joint authors Chris Horton and J G Newbery, first published in London by Saturn Books Limited and later in 1994 in Australia by Lifetime books. Not an expensive book. The illustrations, all 400 of them are first class and they range from the origins of the sportscar to the introduction to the Japanese production in the 80s and 90s, cars from makers like Nissan, Mazda , Datsun, Toyota, all offering comfort, handling, performance, and affordability.

The book covers the early attempts to produce a car with improved performance remembering the first Targa Floria took place in 1908 where monsters developing 120 BHP from 12 litres and larger, like the Mercedes and chain driven Italian Isotta Franchinis made their appearance. There is no doubting the old saying "Win on Sunday and sell on Monday" prevailed from very early times.

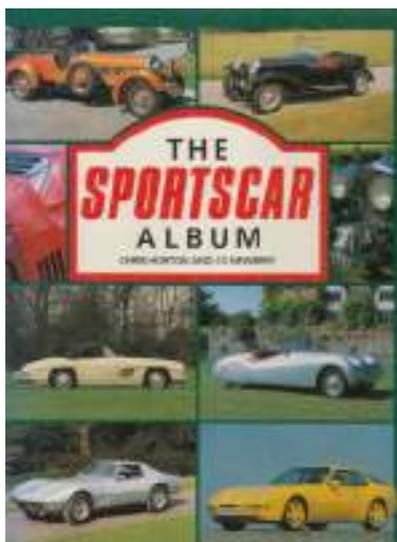
The book covers the expansion of beautiful sports cars in the 30's like the Bentleys, Vauxhalls, including the William Lyons Jaguar .and those superb cars from Italy, France and Germany, not to forget the cars from USA like Duesenberg Packard and Cord. Many manufactures especially British added a sporting car to their production line-up, and some used them as a selling tool for their more mundane outfits.

The cars steadily improved, receiving a boost after the experience gained in WW2 with shaping materials like aluminium and the experience of producing reliable power in s as well as being able to mass produce small high powered firefighting stationery engine that went on to be developed into powering a number of highly successful racing cars. Company's like MG, Triumph, Singer, Allard, Austin Healey and numerous others like Bristol all made a name for themselves, some new names but most in it from the late twenties. Porsche made its appearance as a successful sports car after the war and seamlessly branched into racing but the sports car made its appearance first like the Austin Healey and others.

This was a well priced book with loads of information and outstanding photographs, most in colour.

I suggest you hunt one down..

Bill Glover



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A Shocker

Over the past few weeks, when restrictions were eased somewhat, a group of four club members—namely Greg Knox, Rob Lloyd, Clive Watkins and myself—organised a little run. A long with our trusty MGs, we drove across to Flinders. It was great listening to the throaty exhausts in the crisp morning air. We found a coffee shop, purchased take-away coffee, made our way to the lookout, drank our coffee and had a chat and returned home, all within two hours.

We got together for a second trip a couple of weeks later. This time our destination was the Devil Bend Reservoir. Armed with thermoses, coffee and cake, we left McCrae, driving along the Esplanade in light fog and arrived at the Reservoir to brilliant sun. Again, we enjoyed our coffee and conversation. On this run, Clive left his MG at home and gave his Holden Statesman an airing—a lovely car that was desperate for a run.

Some members will be aware of the great-looking BRG MG TC. Purchased a few months back by member John Kline, complete with aero screens and cycle-guards, it looks fantastic and very racey. Upon talking to John, he mentioned that he had purchased the car from a sportscar enthusiast in Ocean Grove. The seller's address and name rang a bell with me. This seller was, in fact, the past owner of my current MGB T, which he modified over his eleven years of ownership. One such modification was the rear suspension. Special adaptors were fitted to enable telescopic shockers to be connected, replacing the original lever arm devices. Gas telescopic shockers were chosen for their firm, rigid ride, as the car was to be used for speed and time-trial events.

Having owned three MGBs in the past, I have always found the rear end of my current B very hard-riding, and as I have a neck problem, this is aggravated when driving on the many rough roads that are becoming more prevalent on the Peninsula. I decided to drop in on Darren, the proprietor of Darren's Mufflers and Shockers, for an opinion.

Darren has been a supporter and advertiser in our Crankhandle for more years than I can remember. What a friendly, likeable guy! Together, we threw a few names around of past and present members. Darren had a Cooper Mini up on the hoist—a car belonging to one of our members. He checked under my car and stated the Monroe-brand shockers were gas-filled and not adjustable, suggesting that if I required a softer ride, hydraulic was the way to go. Darren himself has a car with a highly modified motor that he races at Sandown when time permits.

Good friend Andrew Beagley, son of life-member Ray Beagley, removed the gas-shockers and sorted out a hydraulic pair that was of the same length, and they are now in place. I Googled to get advice on the two types. It stated that "lag in the response is what gives hydraulic shocks the smoother ride feel, compared to gas-charged shocks". Both shocks have the same strength, but the resistance is increased at a slower speed in the hydraulic shocks, which produces a softer feel. I haven't really tested the car yet; I hope the ride is more comfortable.

Interestingly, obviously I always fill in the logbook whenever the MG is in use, however, when I got home from having this work done, I realised I had forgotten. So be careful!

Let's hope we can experience some normality in the near future, and get our cars and ourselves out and about.

Happy motoring to all.

Max XXOO – for the girls



*Testing the rear suspension
October 2016 at Cerberus*

A "BARN FIND" WITH A DIFFERENCE!! Mike Hurd

And what a difference!! How do you explain to your "better half" how you find an "Exotic" in an "Erotic" address? A few years ago I was buying damaged cars from Mornington Wreckers – mainly all that "Pommie Shit" as quoted by Steve, the owner! One day he rang me to say one of his friends had a VW for sale, was I interested?? It turned out to be a 1963 Karman Ghia Sedan in a fibro shed abandoned some years prior.

Now, here's the catch! The shed turned out to be behind a shop front "Massage Parlour" in S.E. Melbourne and the new buyer of the establishment wanted to knock the shed down to extend the working part of the business and therefore was keen to get rid of the old bomb in the shed!

The car had originally been given to the "Madam" of the house in a restored condition. After a long negotiation, I bought the car in a very sad condition. It had been painted in a bright blue "metallic" paint with a black vinyl roof. The seats were black and white vinyl out of a Ford "Cougar". The dash was covered in that "synthetic fur" usually found on and around a 50's toilet! The engine was still the original 1200cc in unknown condition. When I finally had it delivered to my Mornington factory, I was eagerly ready to completely strip it. The good news was that it was almost rust free and the motor was able to start and run after a little TLC!

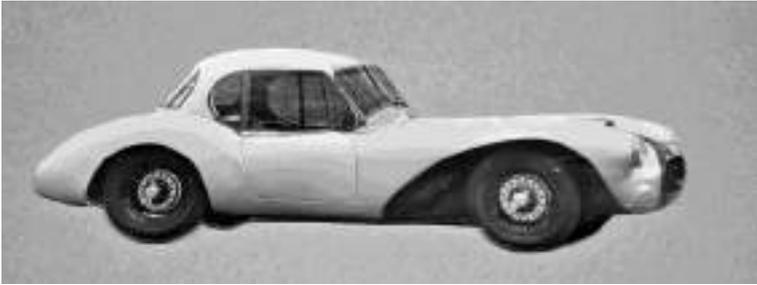
The re-build started and after researching the colour schemes for that year and model, I settled for a bright Red body and Black roof. For the interior I contacted a crowd in California who had bought all the equipment from VW Wolfsburg to reproduce door trims and seat trims, together with correct roof lining. To complete the rebuild, we fitted new tyres and brakes. The engine was a typical reliable example and needed very little attention to re-assemble together with gearbox.

The car was then put on "club plates" and successfully entered on the RACV "Fly the Flag" Tours for quite a few years.



Before and After





My very first car was a Buchanan Bodied Triumph TR2. I knew that the fibreglass body was moulded from a DB3S Aston Martin but did not know when or how this came about until recently.

The story begins in Feltham UK. the home of David Brown's Aston Martin factory where the very beautiful DB2/3 aluminium bodies were crafted. In

around 1953 union unrest in the factory by the skilful bodyworkers led management to consider alternative methods of body construction.

Fibreglass was the obvious choice, while this was a somewhat half-hearted attempt a mould was produced from a DB3S. It served as a bargaining point with the militant union. Aston Martin did after several failed attempts produce a glass bodied DB3S coupe for David Brown's daily drive and for experimental reasons. Due to a desperate shortage of Aston race cars [crashed] at that time, David Brown had his DB3S coupe taken from him. The glass body was removed and the car made race-ready with a repaired aluminium body for Roy Salvadori to drive. Nothing more was attempted in the manufacture of glass bodied Astons. The glass body shell lay covered in dust at the rear of the factory forever.

At this same time, an enterprising Nat Buchanan in NSW connected to the motor racing fraternity here was interested in building a sports car using fibreglass body construction. Nat built only one sports car of his own design which proved to be too expensive to find a market.

When Tom Sulman crashed his DB3S at Mount Druitt in 1956 the Aston was sent to Nat Buchanan to be repaired. It was necessary to remove the damaged aluminium body and also to repair the chassis and suspension of the Aston. Nat did a deal with Tom having completed the repairs to the Aston body. He sought Tom's permission to take a glass mould off the body before refitting to the chassis. Some minor changes to the eyebrows beside the headlights were done by Nat so not to upset the Aston establishment at the time. It is believed that Aston UK. knew nothing of the Buchanan body that was being sold to be fitted to the many MG's, Triumph, Riley and other British cars. Many grey Holden engined Buchanan race cars such as those driven by John Rayburn, Wally Mitchell, Bob Brown and others were regular competitors at Phillip Island, Geelong sprints, Rob Roy, and Templestowe Hillclimb. This is where I first saw the Buchanan TR2 that I would later become the proud owner of. More than 100 body's had been produced by Nat Buchanan before he sold the moulds to Jennons & Simmons Fibreglass, they went on to produce a further fifty bodyshells before production ceased in the early sixties.

Today more than 50% of all Buchanan bodies still exist in Australia and as far away as the USA and England, a good number still competing in Historic Racing. I purchased my Buchanan TR2 race car unregistered when I was 18 years of age in 1960. I would never have been able to road register the Buchanan without the assistance of the head of Victoria's Traffic Branch in Russell Street, on inspection he loved the car and wrote the approval note without hesitation.

I had three very good years driving this very quick and glamorous car of the day before selling it to compete in my Nalla Holden. This Buchanan TR2 exists today in a different form and colour and looks very much like the Aston DB3S of that day.



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

AUGUST

D ASKER	G BARTLETT	C BEAGLEY
G BRASHER	BUCKLAND	R HUGHES
M JAGEURS	P KRUEGER	B LANGTON
P McFARLANE	E McPHERSON	S PIETERSON/HOPPER
J WATSON		

SEPTEMBER

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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**

The Riley National Rally was held at Phillip Island in March 2017 the first day was spent at the Historic race meeting. This article was originally written following that event and as such has a Riley focus.

My story begins in 1928 when the Victorian Light Car Club decided to run a 100 mile race on the roads of Phillip Island. This is deemed to be the start of the Australian Grand Prix. The race was seen to be a test and guide to people considering buying a light car.

The Victorian Light Car Club was founded in 1924 with the idea of fostering sporting and social events and generally promoting the interests of owners of light cars. Membership was confined to owners, husband, wife and children of an owner of a motor car of 2000cc or under capacity. The Club operated until 1992 when it folded under financial pressure. The Club rooms were at 46 Queens Rd, Cnr Roy St, Albert Park and a plaque recognizing the Club's contribution to Australian Motoring has been erected nearby.

1928 Entrants

No.	Name	Driver	Car	Class	Turns	Stroke	1st
1	S. V. King	Self	Austin	A	28	76	748
2	T. N. Davy	Self	Austin	A	28	76	748
3	A. Waite	Self	Austin	A	28	76	748
4	A. Edwards	Self	Austin	A	28	76	748
5	C. May	Self	Austin	A	28	76	748
6	W. A. Terditch	Self	D.F.P.	B	62	91	1098
7	L. Poonds	Self	D.F.P.	B	62	91	1098
8	Mrs. J. A. Day	J. W. Williamson	Riley	B	62	90	1073
9	Res Motors Pty. Ltd.	R. W. Sely	Opel	B	62	90	1073
10	G. Dentry	Self	Schenckel	B	62	100	1090
11	M. Sherrin	Self	Fiat	B	57	97	980
12	G. Saville	Self	Ankonar	B	60	84	1075
14	A. J. Terditch	Self	Bugatti	C	62	100	1400
15	J. A. Day	Self	Bugatti	C	62	100	1400
16	J. C. Hutton	Self	Alvis	C	68	103	1494
17	H. G. Gardner	Self	Alvis	C	68	103	1494
18	J. E. Goodall	E. Hunt	Aston-Martin	C	68	107	1487
19	E. H. Cooper	Self	Prewar Nash	C	62	100	1400
20	S. C. Cox	Self	Bugatti (8)	C	62	84	1484
21	G. A. Wagner	Self	Ward-Lee	C	64	100	1400
22	J. Holway	Self	Darracq	D	68	110	1597
23	L. Jennings	Self	Morris Cowley	D	68	102	1550
24	J. O. McCutcheon	Self	Morris Cowley	D	68	102	1550
25	C. R. Dickson	Self	Austin	D	72	114	1861
26	W. H. Laws	Self	Metallurgique	D	70	128	1970

The Riley Club held its Monthly Meeting in these Club Rooms for some time in 1976.

The logistics for the event were daunting. The only connection to the island is by barge/ferry from Stony Point, the roads are unsealed. Cars were transported to the island, spectators came but mother nature intervened with heavy rain and the event was postponed from the 28th March 1928 until 31 March 1928. The race was won by Captain Arthur Waite in a supercharged Austin 7. The meeting was a success for the VLCC with estimated 5000 people in attendance. Despite the logistic challenges the Grand Prix was held on the Public Road Circuit at Phillip Island over a revised distance of 200 miles from 1929 to 1935.

The 1933 event was won by Bill Thompson in a Riley Brooklands at an average speed of 73.6 mph

A book the 50 Year history of the Australian Grand Prix covers these events and is a good read and source of information on Australian Motor Racing history.

I have included a photo of Arthur Terditch supervising the loading of his Type 40 Bugatti, and a list of entrants, the race rules and a couple of pages from the event program acknowledging the Major Sponsors that appeared.

In 1988 The VSCC coordinated a 60th Anniversary Celebration of the first GP to be run as a regularity style event over the same street circuit which were now sealed public roads. There were four classes

“A” Cars which had competed in the AGP 1928 to 1939
13 Cars

“B” Cars of same make and model that competed in Prewar AGPs 39 Cars. Including the Riley 9 Special of Martin Utber, The Riley Brooklands of the late Janet Hider-Smith, Riley 9 Special of Charles Dentry.

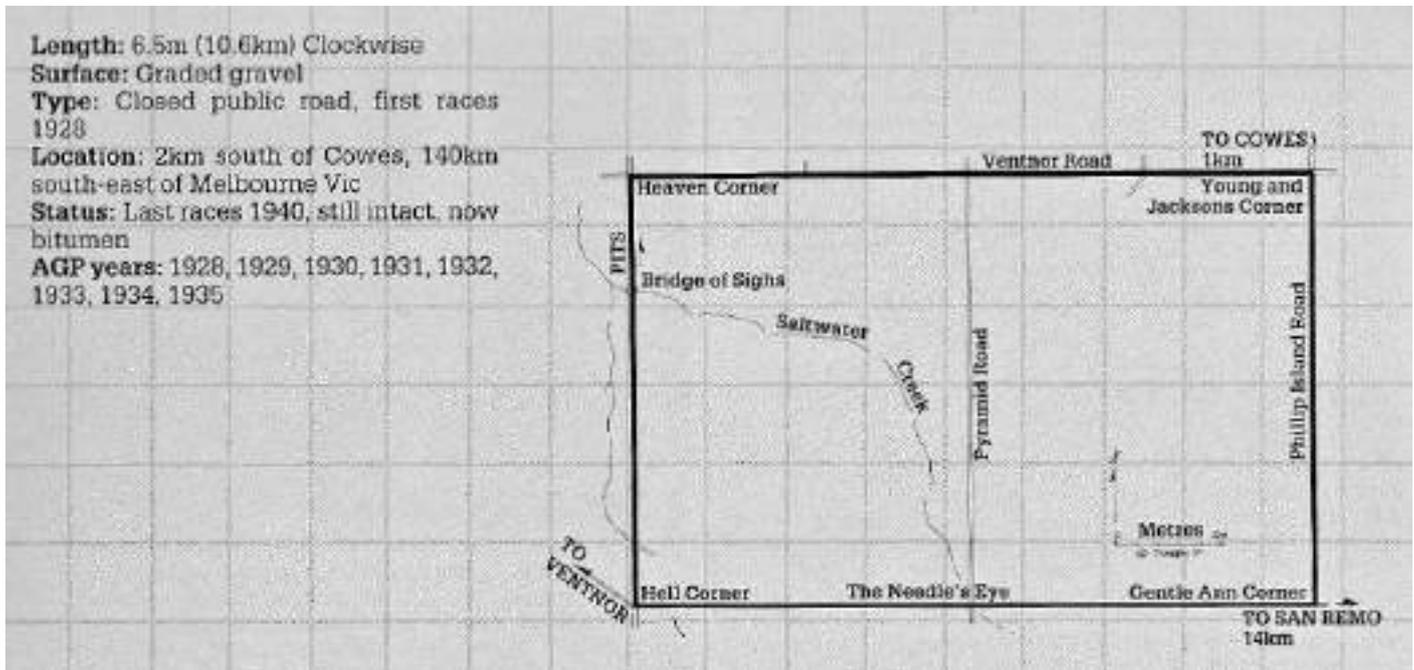
“C” Other Cars of the period to 1939. 29 Cars including Keith Roberts Riley 6 Cylinder Supercharged Special, Jim Runciman in Riley Falcon, and Geoff Burford in Triumph Gloria fitted with 2 ½ Litre Riley Engine.

“D’ Racing Cars & Specials built from prewar components 20 Cars.

It was a great event, probably never to be repeated because of today’s safety rules.

Here is a map of the circuit with some details, those of you who travelled around the Island at the Rally may have noticed the signs at the historic corners.





In 1955 the Phillip Island Auto Racing Club was formed and set about establishing the current circuit. In December 1956 the first meeting featuring both cars and motorbikes was held.

The track held major motoring events like the Armstrong 500 and Motor Bike GPs, unfortunately the track surface continually broke up and the Circuit was closed in 1963.

Although a bridge to the Island was built in 1940 it had a strict weight limit of 6 tons, which meant no heavy equipment could be taken to the Island for a proper hot mix surface on the circuit. The limit was so stringently enforced Tourist buses often had to unload some of their passengers who then walked across.

In 1966 Len Lukey of Muffler fame purchased the circuit and did much work to get it back in business. The current bridge to the Island, removing the weight limits was opened in 1969

The surface problems were gradually fixed but for a number of reasons the circuit changed hands a several times before it was bought by Linfox in 2004.

Today the track hosts events for V8 Super cars, Moto GP, Superbikes, is extensively used by local and overseas teams for testing, is available for Club events and the Annual Historic racing event now called the Festival of Motor Sport.

Historic Racing was introduced to Phillip Island around 1990, and the VHRR has run the event annually since then. The event has been voted in the top ten Historic Motoring Events in the World since 2011.

As well as being a premier event for enthusiasts, historic car owners and drivers from all over Australia it attracts Cars and Drivers from the UK, Europe and America.

Whilst the Riley marque has been represented by many cars over the period the RM based racing specials of Geoff McInnis and John Virago, "Trog" driven by the late Tony Osborne were our most regular participants.

The ERA s have been regular arrivals for the event. One year there were five in attendance. Interestingly an ERA in the hands of Peter Whitehead was the first overseas car to come to Australia for a GP which it won in 1938 at Bathurst.

The ERA was a development from the "White Riley" and its motor is formed on a much modified 1½ litre Riley 6 cylinder motor giving around 160bhp at 7500rpm.

I first went to Motor Racing at the Island around 1960 and have been a regular attendee since. We sat on our cars on the grass hill which now is taken by Club displays with a panoramic view over the circuit, the pits were a tent city and no grandstand. The excitement was the tin top racing of the FX/FJ Holdens, the Aussie built Specials competing against the exotic imports of the Big Name Car and Tyre Dealers.

Time has moved on, and whilst the repetitive circulating of Albert Park in the technology driven cars, or the biff and bash of V8s is today's drawcard, the sounds and smells of Historic Racing will always take some of us down memory lane.

Extracts from Rules

The distance of this race will be sixteen circuits of the course, which is approximately 6.4 miles round.

A time limit of 2½ hours for the completion of the race has been made, but same may be extended in the event of adverse weather.

A Referee will be appointed who shall have sole control during the progress of the race, and whose decisions will be absolutely final and binding on all competitors.

Every competitor must make at least three practice laps of the course prior to the day of the race.

The interpretation of the Rules shall rest entirely with the Committee.

Competitors will be classed according to cylinder capacity.

- A Class—Cars up to 750 c.c.
- B Class—Cars over 750 and up to 1100 c.c.
- C Class—Cars over 1100 and up to 1500 c.c.
- D Class—Cars over 1500 and up to 2000 c.c.

Every car must carry a mechanic, and both driver and mechanic must wear crash helmets of an approved design. If goggles are worn, or wind-shields used, same must be of unapflisterable material.

All cars must carry numbers on front and both sides of car. Numbers to be not less than twelve inches high, and coloured as under:—

- A Class—Red.
- B Class—Blue.
- C Class—Green.
- D Class—White.

All cars must be driven clockwise. The ordinary rules of the road will be observed. No car will be permitted to travel in a reverse direction on the course.

A flag or banner will be erected a distance from each corner. No passing will be permitted between this sign and corner. Should two cars pass together, the car on inside—right hand—has first use of the corner.

All cars must be shod with tyres of Australian manufacture. Steel lugged tyres will not be permitted.

Cars may be inspected for mechanical soundness before race. Hand and foot brakes must be fitted and in proper working order. Bonnet straps must be fitted.

All cars must be fitted with ignition switch, and must have petrol tap, making fuel to be shut off by driver or mechanic without leaving his seat.

Cars may be stripped, but must be fitted with a properly constructed body, which must be approved by the Committee.

Pits will be established at an allotted position. No member of pit personnel is allowed to manually assist on or approach a competing car.

No change of driver will be permitted except under exceptional circumstances, and then only after permission in writing has been obtained from the Referee.

Appreciation

The Committee of the Victorian Light Car Club wishes to express its appreciation to the *Shire Council of Woolamai and Phillip Island* for permission to use its roads to hold this race, and to the residents of the Island for donations, all of which money has been spent in improving the roads, and to those gentlemen who have voluntarily worked on the roads.

Also to *C. B. Kellow, Esq.* for his very generous donation of a Cup, valued at Fifty Guineas, for the absolute winner (the car that makes the fastest time, irrespective of class).

To the *Shell Company of Australia Ltd.*, who have collected from various garages 3000 gallons of waste oil for spraying the track, packed same into barrels, and transported it to Stony Point free of charge. They have also erected a splendid Scoring Board, and helped in every way possible to make the race a success.

Also to the undermentioned persons and firms who have generously donated prize money and assistance:—

Commonwealth Oil Refineries Ltd., £25.

Dunlop Rubber Co. of Aust. Ltd., £15 and 1000 Posters.

Barnet Glass Rubber Co. Ltd., £15.

C. C. Wakefield and Co. Ltd., £10 and Road Signs.

Pedrian Rubber Co. Ltd., £5.

Mr. C. R. Broadbent, for 36 copies of Holiday Guide to Phillip Island (copies of which may be purchased at the local stores).

Westernport Steamer Service, who are generously transporting all the competing cars free of charge to and from the Island.

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The chassis competing in this event was taken from stock (absolutely standard) and sold to a private owner.
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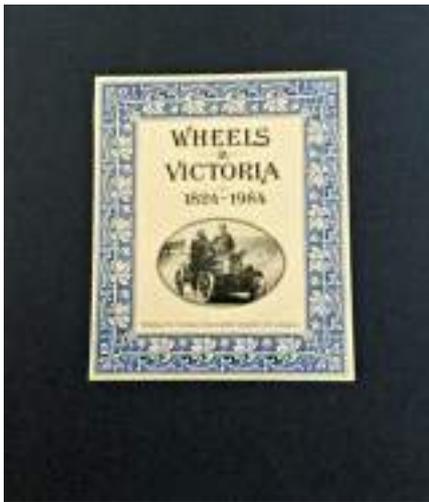
Non Members (not commercial) shall be charged \$10.00 for seven lines, max. two issues only. Club Permit eligible vehicles only.

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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FOR SALE. 1958 Berini Moped Bicycle

28" Malvern Star gents bicycle with original green pin-stripe paint. Has 3-speed Sturmey-Archer hub gears. Bought for 15 pounds in Feb 1958, it is fitted with a 32 cc Dutch Berini M-13 2-stroke motor that drives onto front tyre. Back-pedal brake. Good tyres. Mudguards & rear packrack. Rare machine. Family heirloom. Owners handbook and magazine articles. Goes well. Good condition. No reg'n required. (Some parts still available – see Berini website. Nearest agent is in Rotterdam) \$2,000



FOR SALE 1952 "FX Holden" Timber Box-Trailer

Family heirloom built in Grafton NSW for my father. Box size is 1200mmW x 1900mmL x 350mmH.

Removable folding timber frame with rainproof zippered white PVC canopy. Plus foam mattress, sleeps 2. Peaked PVC-pipe extra roof frame supports custom-made tarp for camping. Half tailgate. Lift-off bicycle frame fits on front. Good white paintwork. All lights work. Spare FX tyre & hubcap. Has jockey wheel & 2 rear wind-down-jacks. New axle, 50mm hitch, hubs & bearings. Always garaged. Not registered (not required in Vic). Excellent condition. Can re-paint to make it the perfect companion for your FX/FJ Holden. \$2500—ONO

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FOR SALE. 1949 Mercury Convertible

Restored LHD in good stock running condition.
255 Cu" flat head engine & 3 speed manual gearbox with electric overdrive. Interior stripped & renewed with authentic fabrics & colours. A reliable touring car that has been enjoyed by our families!

Chassis # 9CM-24506 VIN # 9M76-1030 48 01.

Selling unregistered, Club Permit not transferable.

Price: Offers around AU\$95K. More photos can be e-mailed.

Peter Hibbert Victoria Australia MOB: 0419 800 122.

E-mail: peter_hibbert@bigpond.com



FOR SALE 1966 Morris 1100

Fully restored by MG Workshop in Mulgrave.
Owned by my mother-in-law and then by me. 71,000 miles (113,000Kms)
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FOR SALE. X-TYPE JAGUAR 2002

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I bought it in Perth from a fellow enthusiast at 105,000 klms a few years ago and had it railed across. It now has only 130,000 klms with service history, registered to December 2020.

For sale for \$12000 phone 0407833878 Rob Lloyd



FOR SALE 1963 Rover 95

White with red interior, currently fully registered and in very good condition. This car has been well maintained and has a new interior and many new parts. The car is for sale for \$7,500.00 with a RWC.

Please call Peter Browne on 9787 1473



2020 SHANNONS AUTUMN TIMED ONLINE AUCTION 20 MAY - 03 JUNE 2020



AUCTION RESULTS

44 Sold
3 Passed in
Only 6 offered with no reserve

The Auction was a first time 100% On-line combining Melbourne and Sydney showrooms.

The bidding was between 20th May and 3rd June. In Melbourne, potential buyers could only visit the cars by appointment and were given a specific time.

In preparing this report for "The Crankhandle", I don't have the official Shannon's report on the results. However, it would appear to me that it was a most successful auction. The clearance rate of 44 sold, 3 passed in, is quite exceptional!

The standout vehicle was a 1977 Porsche Turbo, Lot 100 which sold for \$164,500

SOME OF THE HIGHLIGHTS WERE -

		Estimate	Sold
Lot 100	Porsche Turbo	140 – 170	\$164,500
Lot 57	MGA 1500	15 – 20	\$27,500
Lot 58	MG TF	15 – 20	\$40,500
Lot 101	Mercedes 190 SL	160 – 180	\$161,500
Lot 59	R/R 1974 Silver Shadow	15 – 20	\$27,000
Lot 64	56 Jaguar XK 140	80 – 95	\$125,000
Lot 65'	53Jaguar XK 120	90 – 110	\$151,000
Lot 73	Morris Mini K1100	5 – 20	\$29,000
Lot 93	'66 Ford Mustang	32 – 38	\$44,000
Lot 80	'68 Jenson Mk 1	70 – 90	\$72,000

In the main, estimates were pretty close.

Number plates and memorabilia were sold first

Vic '474' sold for \$145,500

NSW '280' sold for \$220,000

It would seem the number plates value is a little 'softer'!

Total value of the online offer was a very successful \$4.4 Million

Mike Hurd

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.

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AFDA Member

Letter-(Email) to the Editor

Hi Keith You will see from the attached photos the Jag is used for taking out the bins. Suggested caption below.

The majestic limousine of the seventies is now involved in a more humble task. Many members on the peninsula have long driveways and taking out the bins is a tiresome business. As none of us are getting younger.

Mike Large has a long steep driveway and is not getting any younger. He has configured a steel bracket on the tow bar with which to drag his two bins .

Now the Wedding Limo that once took brides to the church drags the garbage to the roadside.

Next issue Mike will discuss. Can I with right and conscience take my red plated car to the tip with a trailer full of rubbish.



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