

The CRANKHANDLE

**AUGUST
2021**

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.



Neil Hussey's Porsche Cayman and Jowett Jupiter both have "Boxer" engines but are 65 years apart. Read more on p6 in the Octos first comeback!

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inside*

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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.

***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

COMMITTEE OFFICERS

President:

Allan Tyler 0409406690

Vice President:

Brian Evans 0409 639 118

Secretary:

Colin Jordan 0417 527 812

Treasurer:

Paul Lucas 0420 927 073

Membership Officer:

David Jones 0416 287 797

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Club Librarian

Roger Howes 0429 142 464

OTHER MEMBERS

Julie Jones 0418 144 554

Christine Tyler 0424 096 393

Geoff Bartlett 0419 547 823

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"
Morningside Gardens, 98 Bungower Rd, Morningside.
2nd Tuesday each month at 1:15pm
Tel 0420 927 073 (Paul Lucas) .

All's Soap box

Hi everyone.

Once again there is not a lot of club news. We just continue with the on again off again covid restrictions.

My apologies for being missing in action recently but I am now recovering from prostate surgery and will be back on deck soon. The worst aspect of which, is not being allowed to drive my cars. Oh well I will just have to play with model boats a bit more. Ha Ha.

The committee continue to attend the club affairs with all due enthusiasm and keep things running smoothly.

Thanks guys for picking up the slack while I have been pre occupied.

I look forward to seeing you at the next outing be that at our next meeting or the next outing.

Allan Tyler



More Trivia.

Here is a most interesting article about a custom car.

Credit for the article to The Studebaker drivers club:
Turning Wheels • January 2005

A Noble Vision - 1959 Stude-Benz SL Prototype

The Hybrid Studebaker / Mercedes Project

Part 2

Jack Ryan found himself sympathetic to these new friends, and his inventive mind instantly started skipping stones across the pond of possibilities. Barbie and Ken's father loved the Hawks, had established these new friendships, and found it hard to ignore an inviting challenge. Ideas that began forming centered around producing something special by utilising S-P's present assets, including those of Mercedes. This would have to be a car, naturally, a very special car with fetching glamor and uniqueness. Such a car could produce a needed hard to resist, showroom attraction. But, it would have to be producible within their financial entrenchment and within their domestic facilities. This son of endeavor would have to rely on a basis of existing tooling. So. could a melding of S-P's and M-B's images that would result in making an exciting "personal car" (an open roadster especially) be an achievable answer? That novel niche was seemingly wide open in the automotive field at that time. Why not!

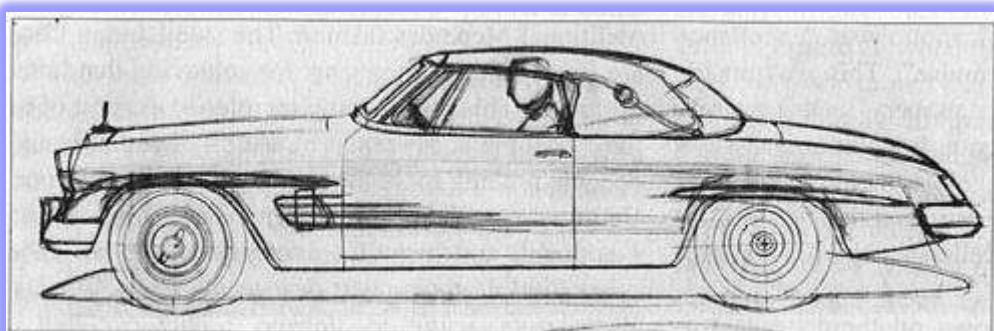
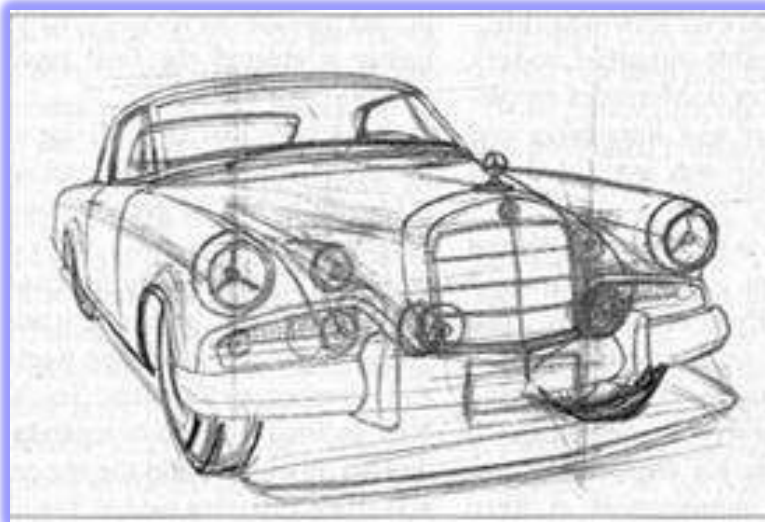
In addition to being the main stimulator at Mattel, Mr.

Ryan also had his own design and development enterprise on the side, Ryan Engineering Service Co. Through this well-staffed and well funded additional operation, he, perfected varied products through the years which were licensed for royalties. This special car idea presented itself as a most viable candidate for such a project as well as a means of soothing his long running automotive itch. Propelling his own ideas and desires into reality was Jack Ryan's style and this was right up his alley! He gathered his thoughts and ap-proached the famed automotive designer Strother MacMinn for assistance. Mr. MacMinn was, by then, teaching and assisting in the administration of the Transportation Department at the Art Center School of Design In Los Angeles.

Art Center was, and remains, the respected and primary source for training professional automotive stylists from around the world. Within their four year curriculum, sponsored projects from automotive companies commonly involve advanced students in real-life-simulating design projects. Within this context. MacMinn inducted one of his budding students. Paul McKeehan (who would become the last designer at S-P), into the challenge. This seemed a natural choice as Paul had professed a great desire to become a Studebaker stylist. A very precise criteria was laid out for him: the car was to be based on the Hawk configuration, in touring-roadster form and clothed in classic, full-grille Mercedes attire, rather than the more contemporary low grille style, of the then current 190SL and 300 SL models. It was to be badged with the MB Tri-Star. but marketed as a Studebaker produced, high-powered, hybrid. It had to be sophisticated and yet have an air of excitement, be distinct in looks to stand above the crowd, and above all, financially and practically feasible to produce back home in Indiana.

The resulting sketches and renderings were pleasing, met Jack Ryan's goal, and were backed with a thumbs up from Strother MacMinn. Mr. Ryan was elated and the project to develop a fully operational prototype was immediately initiated at Ryan Engineering Service Co. Both his and his wife's Hawks were sacrificed in getting the first stage of prototyping underway. Toward the winding up of this initial expeditionary phase, a fresh-out-of-college engineer, Nick Gutsue, joined the Mattel design staff. Nick (present owner of this featured car) relates that the first time he spotted one of these early work-ups in Jack Ryan's parking spot, he fell in love with it. "It was the most beautiful car I had ever seen in my life." Nick was, and is, a knowledgeable enthusiast, and not particularly cither a Studebaker or Mercedes romantic. It was the car itself that was impressive and beautiful, in its own right. He was astounded and irrepressibly in awe of it.

From initial sketches by Paul McKeehan.



FUTURE EVENTS



NOTE: All club activities listed are subject to being permitted under the COVID-19 restrictions & rules applicable at that time: Any changes will be advised by email

AUGUST

- Tues 3rd **Monthly General Meeting** venue or zoom to be advised.
 Tues 10th **Committee Meeting**
 Tues 17th **Cars'n'Coffee** at Mornington Golf Club 9:30am onwards.

NB: If we have a run of fine days, we may organize a coffee run to Flinders, details will be emailed.

SEPTEMBER

- Sat 4th **Car Display at the Beleura Retirement Village** from 1.00pm until 3.00pm
 We require 10 -12 appropriate vehicles to be on display from our club (Older the better).
 Afternoon tea will be provided
 Vehicles must be registered with Brian Evans (0409 639 118) on or before Fri 27th August.
- Tues 7th **Monthly General Meeting** to be advised.
 Wed 8th **Visit to Joe Caleja's car collection.** (Apex Steel) A magnificent collection of cars and bikes
 4 Cojo Place Dandenong South.
 Meet at Bunnings Mornington carpark for car pooling. 9:15am for 10am at Dandenong South.
- Tues 14th **Committee Meeting**
 Tues 21st **Cars'n'Coffee** at Mornington Golf Club 9:30am onwards.

David Buchanan Memorial Plaque

Sunday the 4th of July saw a cold and windy day with a gathering of some 60 plus people attend the unveiling of a memorial plaque for past club member David Buchanan on the Dromana foreshore. The people gathered represented quite a number of clubs and organisations from around the district as David was very active within the community.

The plaque was supplied and erected by the Dromana Rotary Club and was unveiled by his wife, Ann. The gathering then headed for the Dromana Hotel where a number of guests were invited to say a few words and reflect on David's involvement within the community. Ray Beagley, on behalf of the SPC&HCC, stood up and confirmed what previous people had said and added a little more about his activities within our club.

Lunch was taken after the speeches and the gathering dispersed in their own time after quite a good social chat amongst the guests.

David will be remembered for his smiling face and willingness to assist, when a problem would arise, at the drop of a hat.

Brian Evans VP





Caught in the Headlights

The Octogenarians

Neil Hussey Owner of many desirable cars

Octos Mick and Bill visited Neil and Sharyn Hussey at their very pleasant Mornington home on a sunny winters morning and enjoyed a nice morning tea with them both. When seated the Octos were admiring the limed timber lining in the dining room and Neil told us that Bob Rollings had been their builder in the mid eighties and later built the extensions, he spoke very highly of Robert's workmanship...

Neil was born in Richmond, one of three boys and lived in North Balwyn with his parents and attended the local primary then on the high school and although his father was in the automotive business, it was from his mother that he inherited his love of cars. His first car, a Mayflower was handed down from his mother.

On leaving high school Neil was determined to do dentistry and when his score was not high enough he completed a first year in Architecture and then transferred to the dentistry school at Melbourne Uni, graduated in 1972 and took his first job in a Bendigo private practice. His next job was very enjoyable as assistant to Allen Aylett (of Football fame). During this time he took a position as consultant to The Royal Air Force. He married Sharyn 1975 and moved from Melbourne to set up home and their dental practice in Tanti Avenue Mornington in 1976.

Neil and Sharyn have one son, John 34 and a daughter Alison 33. John spent many years as a baseballer in USA professional league and later followed his partner to her birth place in the Czech Republic where he is a professional coach. Neil has joined John up to our club, ready for his return when our members can see his beautifully restored white Falcon Ute.



When the Hussey's moved to Mornington, Neil was offered a position as Consultant to the Army at Balcombe where he became very involved both socially

and professionally in service life. He remained a consultant until the camp was closed.

His first car was the Mayflower, then he progressed to a 1968 Morgan 4+4 (4 wheels and 4 cylinders (remember Morgan produced 3 wheel cars with two cylinders), with a Ford Ten 1.6 litre crossflow engine which he kept for the next twenty years and in that time he only once put up the hood, before taking it off altogether. He sold the Morgan and moved on to more exotic cars

An Aston Martin DB6 came next. Neil has a great picture of his Aston lined up against Club member Allan Lowe at the Geelong Sprints, two beautiful Aston Martins being used as they should --- his next car was a 1934 Lagonda Rapier which Sharyn loved to drive with its pre-selector gearbox, a very stylish mid-sized sports car of the period. One senses that Sharyn became very attached to the car which had a very similar size and style to the MG N model of the same period Another Aston Martin, DB2/4 Mk 3 followed ,the very desirable '58 model.

The next car was a Hillman Husky, one gets the feeling this was a favourite car, because of its sheer usefulness. Then came a Morris 8 Convertible, a '39 model, followed by a modern '72 Rover. The next car caused some reflection, a 1982 S3 Bentley, Sharyn said It was "a handful to park," Neil was having trouble finding a buyer for the Bentley so traded it on a new Holden Astra . Neil said with a wyr smile "the dealer decided to keep the Bentley for his own use!" Hmm.! Then came a Lightburn Zeta, (the Octos had never met anyone who owned a Zeta) but Neil was too busy and neglected the Zeta.(maybe his heart was not in It ?), then came the real prize, a 1961 Sunbeam Rapier convertible that they still own.... a lovely car in great condition with most attractive paintwork.. It has very nice lines, a real beauty..

Neil's father had a very special 1971 Ford Fairmont which passed to Neil when his father became ill He had been an executive of an English manufacturing company supplying parts to the Ford Motor Company in Geelong. Ford built a specially fitted out car for him which was his prized passion..

Neil's next enterprise was to build a Ford GT40 replica from a kit purchased from DRB of Dromana, taking the

next 4 years to complete the project.. His original intention was to fit a USA crated 5.4 V8 of 410 bhp, destined for Mustangs, but he kept it back and fitted another V8 he had imported into the GT40 which he retained for the next 14 years but found getting in and out was starting to be problem because of the top hinged doors, so sold it. Neil then imported a Replica of a 1933 Hot Rod, a most interesting project which he built up fitting it with the special 410 bhp crated engine..



Next was his final purchase that is the most admired, a Jowett Jupiter, with a 4 cylinder boxer engine (a flat four) of 1486 cc capacity with superb grey/silver paint work,. Both interior and externally the car is virtually perfect , the polished wooden dashboard is a tribute to the art. This is a most desirable car and started with a single touch of the button.

By a strange coincidence, Octo Mick while travelling home on the Balnarring / Mornington road the week before visiting Neil, saw two Jowett Jupiters driving toward him in close company – a rare sight indeed! Sure enough one turned out to be Neil's car and the other belonged to his next door neighbour, who having been smitten by Neil's beautiful car, just had to have one himself, and unbelievably bought a car from a nearby Mornington owner. An amazing story when you consider that there were only 28 Jupiters were ever delivered to Australia and yet, two cars sit in neighbouring garages.

Beside the landscaped swimming pool at the rear of the block is a purpose built garage and comprehensive workshop is housed a 2016 sleek white Porsche Cayman fitting into the garage by millimeters, in beautiful condition Powered by a mid engine 6 cylinder boxer 2.7 litres developing 275 bhp at 7400 revs. This is a performance car very suitable for daily use..

Sharyn has been a real partner of this ever changing

collection of cars, she has competed in the RACV Ladies Trials in recent years in the Sunbeam Rapier, because after walking the dog, she asked Neil did he mention such and such cars, including two kit cars and he had overlooked them. So we will not feel too bad if we have overlooked some ourselves or got them out of chronological order. Having bought over 30 cars it seems easy for the poor old Octos to be uncertain of the facts - but you get the picture. – a lovely couple with a passion for building and restoring interesting cars.

The last word belongs to Allan Lowe who has known Neil for fifty years and once asked him "Do you ever worry about your hands, being a dentist and working on old cars? the dry reply was "No , I wear gloves.!"

Part 2 of the MG Story

In telling part 1 of the MG story the writer did not pay much attention to the period of post war production and ignored a very important piece of the story, but Octo Ray has kindly donated a book to Octo Bill by John Price Williams on "Making MGs" and it's a most enlightening read. Williams gives production figures for each 12 month period and by the end of 1945 they made 81 TCs, battling with damaged factories and lack of vital materials, factories really struggled to resume production with outdated machinery and a devastating lack of financial liquidity. Most British car makers fell back on modified prewar designs. With few exceptions, one being the launch of the completely new Morris Minor Morris went on to produce 10000 TCs over the next 5 years. The next model, the TD, (disc wheels were a disappointment much to the dismay of the designers) they made 9600 over the next five years. They are still sought after.

The TF was by far the prettiest of the T line and had a steel framed body and elegant lines. The company set out to make a modern looking car of traditional shape with headlights faired into the mudguards and sloped grill and was a huge success making 9600 over 3 years. They are in strong demand from the classic car



movement.



The next one, the MG A was so popular that they stopped staff from buying them (Staff had an incentive scheme to buy the product) and in 8 years they made



101081. Nuffield really hit their straps with the MG B, both roadster and GT model, producing 512243 in 18 years, but the V8 version called the GTV8 produced only 2591, a shame, these were great cars, handled well and were very fast but by now British Leyland were in the act and were intent on guarding their Triumph Stag so some engines were out of bounds to the designers. MG tried many different V8s when seeking a suitable engine, including both Jaguar and Rover and the small Buick motor from USA.

The next MG was the C and was a disappointment, although very fast in a straight line, it reached 140mph in the hands of Tommy Haig (the whisky family). The struggle to fit a straight six in the engine bay meant a complete change in the front suspension thus changing the handling. The bosses of MG always encouraged Car Clubs and similar organizations to tour the factory and they were always welcomed with a get together after the tour. All MGs undertook a six miles track test after coming off the assembly line before going to the dealer.

The writer no sooner got started on Part 2 of the MG story than Michael Hurd arrived with his impressive MG book called "Essential MG" by Graham Robson and Graham covers most models produced under the MG name. He lists the very famous K3 MG produced in 1933 with its dramatic, high set, outside exhaust and the author comments that "A more modern equivalent of the K3 would be the GT40, both cars were just about

practical cars for road use, but unsuitable in almost every easy to drive away" ... in other words the K3 took some handling.

Octo Bill and Octo Ray can recall probably the most famous of all Australian MG's, the K3 owned by Melbourne's Otto Stone attacking Rob Roy Hill Climb in the very early 50's. The hills resounding with its wailing supercharger combined with a bellowing exhaust note almost shaking the surrounding hills. There were only 33 K3s made over a period of 5 years and, direct from the factory it had a top speed of 108 mph. Many imitations were made in Australia using the Holden grey motor but there were but few genuine ones.

In our Club we have a couple of fine examples of the MG Sedans, the earlier one called the Y type, is owned by Julie Jones. They produced 6178 of this model, and



Julie's is a well restored model produced between 1945 and 1953.

Our other sedan is a very elegant 1958 ZB in top order with improved performance, a nice timber dash and glossy paintwork owned by Brian Evans



Cecil Kimber's (Kim) contribution to the development of the MG is remarkable. The Company flourished under his guidance and his close association for twenty vital years with Lord Nuffield resulted in an unusual but successful partnership. Many prominent people sought Kim out with a view to combine and "do something together", including Harry Ferguson, such was his influence.

This writer has skirted around the disaster that befell MG and Lord Nuffield's empire and whilst the writer has little idea of what really happened to MG when Nuffield lost control and Leonard Lord took charge. He had a strong desire to do away with all Morris products and bring all models under the name of Austin, by now a major shareholder. Fortunately, the cost of paying out hundreds maybe many thousands of Morris dealers prevented his plan and so he introduced a system of "Badge Engineering." By changing some minor body shapes (and not always that) changing a few minor shapes and new badges, he produced lines of Morris brands under the Austin name, spelling the end of Lord Nuffield's dream. He kept Lord Nuffield on as Chairman of the board but there was no illusion about who called the shots, spelling the end of Morris cars. At one stage British Leyland was involved in MG, and I give an example to show how things went. ... To celebrate the 50th birthday of MG, Leyland produced a range of specially painted cars, featuring gold highlights, however more intensive research proved it was their 52nd year. Leyland could not do much that was right

The writer understands that our members have a strong feeling for MG. One can feel it in the room (almost akin to love especially amongst the more elderly members) but despite the current outburst he guarantees that he will never ever write another word about MGs.

Bill Glover

Some Joy and Wisdom from Joyce

An elderly man was having hearing problems and went to see a specialist. The doctor fitted him with some hearing aids that brought his hearing back to full strength.

After a few weeks the man came back to make sure the new equipment was working properly, which it was.

The hearing specialist said, "It all seems perfect. Your family should be delighted you can hear everything now."

"Oh no," the man responded. "I haven't told any of them. I just sit quietly, listening carefully. I've changed my will four times!"



A police officer was patrolling late at night off the main highway. At nearly midnight, he saw a couple in a car in Lovers' Lane, with the interior light brightly glowing. He approached the car to get a closer look. Then he saw a young man behind the wheel reading a computer magazine. He immediately noticed a young woman in the rear seat, filing her fingernails.

Puzzled by this surprising situation, the officer walked to the car and gently rapped on the driver's window. The young man lowered the window. "Uh, yes officer?" The cop asked "What are you doing?"

The young man said, "Well officer, I'm reading a magazine."

Pointing towards the young woman in the back seat the officer asked, "And, her, what is she doing?" The young man shrugged, "Sir, I believe she's filing her fingernails."

Now the cop was totally confused. A young couple, alone, in a car, at night in Lover's Lane and nothing obscene is happening!

He asked, "What's your age, young man?" The young man said, "I'm 22, sir." The cop asked, "And her, what's her age?"

"She'll be 18 in 11 minutes!"



- My goal for 2020 was to lose 10 pounds. Only have 14 to go.
- Ate salad for dinner. Mostly croutons and tomatoes. Really just one big round crouton covered with tomato sauce, and cheese. FINE, it was a pizza....OK, I ate a pizza! ARE YOU HAPPY NOW?
- A recent study has found women who carry a little extra weight live longer than men who mention it.
- Senility has been a smooth transition for me. I may not be that funny or athletic or good looking or smart or talented. I forgot where I was going with this.
- I love approaching 80, I learn something new every day and forget 5 other things.
- A thief broke into my house last night He started searching for money so I got up and searched with him.
- Just remember, once you're over the hill you begin to pick up speed.
- It's weird being the same age as old people.
- When I was a kid I wanted to be older...this is not what I expected.

SHANNONS WINTER ON-LINE AUCTION

RESULTS SUMMARY 8-15TH JUNE 2021



There were 88 vehicles offered with the most outstanding result for -

A 1971 FERRARI DINO– WORLD RECORD PRICE - \$640,000!!



As this report only covers cars, the clearance rate is somewhat different to Shannons' TOTAL sales of \$9 million overall.

The cars segment was 88 cars offered and 12 passed in making approximately a 90% clearance rate. However there is no doubt the market is very buoyant.

The Shannons' estimated prices were pretty close in most cases. The number sold over estimate was 33. This shows the confidence in the classic market.

OUTSTANDING RESULTS WERE -

| | <u>TOP ESTIMATE</u> | <u>SOLD</u> |
|----------------------------------|---------------------|-------------|
| Lot 94 HOLDEN EH65 | \$35,000 | \$46,500 |
| Lot 98 CAPRI 71GT | \$45,000 | \$68,500 |
| Lot 108 -1954 MERCEDES BENZ 300B | \$70,000 | \$90,500 |
| Lot 102 – 65 DAIMLER V8 | \$24,000 | \$37,500 |

Two surprising unique vehicles!! 1957 MESSERCHMITT – KR200 3 wheeler – top estimate \$34,000 sold for \$56,200 – (HOW'S THAT PAUL?)

Lot 64A 1961 LAMBRETTA 125 SCOOTER Estimate \$6 – 8,000 Sold for \$17,000

A large number of 60s/70s Holdens and Fords sold very well (Don't we wish we still had an EH Holden or XY Ford!)

| | |
|---------------------------|-----------|
| 1980 Holden VC Commodore | \$12,500 |
| 1973 Holden HQ Race Car | \$29,500 |
| 1970 Holden HT GTS Monaro | \$85,500 |
| 1972 Holden LC Torana | \$31,500 |
| 1972 Holden HQSS 253 | \$85,500 |
| 1978 Holden HZ GTS Monaro | \$80,500 |
| 1969 Falcon XW GTO | \$190,000 |
| 1973 Falcon XA GT | \$145,500 |

Last month's story of delivering a Ferguson tractor to Licola and stepping out of the moving vehicle reminded me of an incident that happened involving my father on the family farm at Yinnar, in the early 1980's.

I had just arrived for a weekend visit when Dad came into the house in an excited state.

He has something to show me down the paddock and made sure I had my camera with me.

This photo is of Dad recovering precious items from the FB station wagon we affectionately called "Polly"



'Polly had been given to us as a paddock bomb to use on the farm by one of my Melbourne based uncles and had very bald tyres.

Dad was driving 'Polly from the river flats, up a steep hill past a sand pit that had been dug in the side of the hill. Damp grass and bald tyres made progress impossible so he walked back to get the 'Fergy

A drag chain was simply hooked over one of the front suspension members.

While progressing slowly up the hill towing 'Polly the steering turned to full lock and the car tyres were dragging up the grass and making progress difficult so Dad went to step off the moving tractor. This procedure was often done while feeding out hay, by oneself, with the tractor idling along in low gear, in that regard it was not unusual except that hay was fed out on flat ground.

As he stepped off he accidentally stood on the clutch and the tractor hesitated, 'Polly over ran the chain a little and the hook dropped off. He could see 'Polly starting to roll back down the hill so he engaged the tractor park brake and ran back down to try to avert the impending disaster. Having decided that was futile he stood and watched Polly roll backwards into the sand pit and overturn.

Next he turned to see the 'Fergy heading past him and then headfirst into the sandpit beside 'Polly.

In his haste the park brake was not securely set, it released. The tractor rolled backwards, performed a U-turn, the proceeded forward down the hill, barely missing Dad on the way.

The Fergy continued service on the farm, albeit with a bent front axle and left hand radius arm.

If only the machinery could tell us a tale. In this Fergy's history:- The 16 year old son of the previous owner, fed up with farm life, ran away from home. He headed for Melbourne on the tractor with a 44 gallon drum of petrol on the carry all. Apparently he made it past Warrigul before being turned around.

Minutes Summary – SPC&HCC (ZOOM) General Meeting – Tuesday 6th July 2021

Meeting held at Rosebud Community Hall

Meeting opened. 8:05 pm

Present – 50 **Apologies** – 11

Minutes of the previous meeting published in the Crankhandle.

No business arising Moved to be accepted- Ray Beagley Sec-Greg Cripps

Correspondence In/Out since last general meeting

In- Emails re Hall Hire and new rates apply from 1st July, Several emails from AOMC re CPS

Out- correspondence re hall hire

Moved to be accepted- Brian Niblock Sec- Geoff Bartlett

Treasurers Report – Paul reported that we currently have a total of \$25529.08 (similar to last year)

Moved to be accepted-Paul Lucas Sec – Geoff Bartlett

Membership Report – David reported that that we have a total of 257 financial members and 3 for approval

Regalia- Rob has sold more Jackets

General Business- Discussion took place re AOMC email requesting club opinion on 5 points of proposed alterations from Vic Roads. Brian Evans went through the proposed alterations in detail and read out the clubs reply which was discussed by the committee and our AOMC representative. The reply had to be received prior to the end of June.

Terry Conroy offered a brief talk with brochures for members on tyres and suitability for repair VACC posters were also available.

Geoff Bartlett gave a most interesting talk on safety chains and the lack of proper regulation for their use on Pig and Dog Trailers (most disturbing)

Ray Beagley spoke about his experience in Australia in lengthening a ship and finished with his baffling talk on tubes and pipes.

Roger Howes informed those present of the bills and charges he continues to receive from a vehicle that was written off and he no longer owns or has any connection to.

Brian Evans updated the members on the unveiling of the David Buchanan plaque.

Coming Events As per Crankhandle if COVID allows.

Meeting Closed – 9:27pm

————— o o o —————





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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

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

SEPTEMBER

| | | |
|-----------|-----------|--------------|
| C HIGGINS | T HOWARD | D JONES |
| M JAGEURS | S ROSE | C SCHWERKOLT |
| J WATSON | R HUDSON | T MULVOGUE |
| R NASH | D PITMAN | D McPHERSON |
| R BEAGLEY | C CASSAR | P DONNELLY |
| B EVANS | D KISBY | S ROSENHAIN |
| D MONRO | C PITCHER | J TURNER |
| S COOMBS | P BECKMAN | T GUY |

OCTOBER

| | | |
|----------|-----------|--------------|
| J PALMER | G CRIPPS | M GAGLIARDI |
| G CLARKE | C DICKIN | P KRUEGER |
| P LUCAS | D TURNER | R HUDSON |
| R LLOYD | A BEAGLEY | A BUCKLAND |
| G CRIPPS | C DICKIN | B ROGERS |
| J HEHIR | D LOWDEN | B FLORRIMELL |
| N MEATES | D BURNS | F PIETERSON |
| R HUDSON | B CARROLL | V PORTEOUS |
| A BLACK | G URCH | D MCPHERSON |

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



DARREN McGRATH
Proprietor

Factory 2/5 Newington Ave

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BUY, SWAP OR SELL

Members may submit notices of items they wish to *BUY, SWAP or SELL* at no charge (2 issues only).

Non Members (not commercial) shall be charged \$10.00 for seven lines, max. two issues only. Club Permit eligible vehicles only.

Commercial advertising enquiries should be addressed to: The Treasurer, S.P.C. & H.C.C., PO Box 12, Dromana, Vic., 3936. *Government regulations require that the registration, engine or chassis number of the vehicle MUST be included in all "FOR SALE" advertisements.*

NOTIFY THE EDITOR ONCE YOUR ARTICLE HAS BEEN SOLD OR THE ADVERT. IS NO LONGER REQUIRED.

FOR SALE- FREE

Head gaskets for "B" series BMC that are for 1500 1600 engines Austin A50 I guess
2 Wolseley 6 cylinder head gaskets marked as 6/80 but I am not 100% sure of that
and a bunch of 300 Bedford diesel head gaskets

These are free to a good home and can be picked up at my factory

7/12 Trehitt Crt, Dromana

0419511984

Regards Ray Hudson

FOR SALE SOON

Once the details of price and distribution method have been established we will have fold up display boards available for club members. These are to hold printed details of your car while it is on display at events.

They have been made at the Rosebud Mens Shed and are raw 9mm 3-ply. They should be painted by the buyer otherwise they will warp & split if they get damp.


Watch this space for details on how to get yours



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OR check the ABS website: www.absauto.com.au
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