

The CRANKHANDLE

OCTOBER
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

Website: www.crankhandle.com.au Email: admin@crankhandle.com.au

The aim of the Club is to cater for people who have an interest in restoring, touring and displaying all types of Veteran, Vintage and Classic cars, motorcycles, trucks and stationary engines, etc. or any piece of machinery of historical interest.

The views and/or opinions expressed in CRANKHANDLE are not necessarily those held by the Committee of the SPC&HCC.



Muriel Dorney, circa 1984, in the same model 1926 Overland Whippet as her Honeymoon car in 1927 . Read more about this inside.

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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:
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Contact: **Liam Fenney**

5986 5454 / 0407 290 434

liam@hutchinsonautomotive.com.au

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

Events manager:

John Becker 0411 202 911

Editor

Keith Morrison 0411 127 765

Club Permit Officer:

David Doubtfire 0409 603 749

Safety Check Officers:

Liam Fenney 5986 5454

David Doubtfire 0409 603 749

Club Regalia:

Rob Lloyd 0407 833 878

AOMC Representative:

Ray Beagley 0414 598 614

Federation Representative:

Geoff Bartlett 0419 547 823

Document Control

Warwick Spinaze 0407 016 719

Web Master:

David Doubtfire 0409 603 749

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

The past year has been somewhat uneventful.

Our monthly general meetings which are always a great time to catch up and socialise have been cancelled due to Covid. Most events have also been postponed or cancelled. We did manage to hold a couple of runs in between lockdowns. Notably was the "over the top run" which was a huge success. We hope that there will be some sort of "return to normal" soon.

The October meeting is also our Annual general meeting. This meeting will be held via Zoom. All of the current committee members have indicated their intention to continue on for 2022. I would like to say a few words about the office bearers of the previous year. (and maybe the next year.)

Vice president: Brian Evans.

Brian's attention to detail and organisational skills are to be admired. He is also a great goal keeper as he doesn't miss much. During the last year Brian has kept an eye on things while I have been distracted with health issues. It is much appreciated, thanks Brian.

Secretary: Colin Jordan.

Colin has, without failure performed his duties in a manner which would make me reject any other nominations for this position. Although I can't do that you get the picture.

Colin is a valuable member of the club and the committee. Thanks Colin.

Treasurer: Paul Lucas.

Paul also has been committed to his role, apart from a couple of dereliction of duties when he abandoned four wheels for two wheels. Jokes aside Paul continues to manage the clubs finances with utmost competency. The club remains in a stable and healthy financial position under the careful watch of Paul. Paul is always actively involved in club activities and I thank him for his contribution.

Editor: Keith Morrison.

Throughout the year Keith has worked tirelessly on our newsletter. It's always a treat to read. The newsletter is the envy of a lot of other clubs and a credit to Keith's editorial skills. Probably one of the most onerous roles on committee, Keith carries this out flawlessly. Thank you Keith.

Events Coordinator: John Becker

John and his trusty assistant Chrissy are the team that bring you the majority of our events, always coming up with new and varied outings. Without their enthusiasm for organising these events we would be lost. A big thank you to this dynamic duo.

Our Webmaster and CPS Officer: David Doubtfire.



Apart from keeping our website up to date and running smoothly David keeps our CPS records in order. He also handles a lot of enquiries relating to it. David is also one of our safety check officers. An essential role to this club and a job always well done. Thank you David.

Our Membership Officer: David Jones.

This is another dynamic duo. David and Julie. Always in there helping out. The membership duties are in good hands here. Thanks David and Julie.

Document Control: Warwick Spinaze

More often known as the BBQ wiz. Warwick works away in the background keeping our official club documents up to date and in order. Another of those roles that help the running of the club seamlessly. Thanks Warwick.

Regalia Officer: Rob Lloyd

This guy could sell sand to the Arabs. Always has steady flow of sales, keeps control of our merchandise stock without any issues. Thanks Rob, your efforts definitely don't go unseen. Thank you.

Federation Representative: Geoff Bartlett

Apart from being my "Past president mentor" Geoff has a few roles which are vital to the club.

Federation representative is one hat that he wears very well. Also the hat of Zoom meeting convener, and yet another as "keeper of club property". Thanks Geoff.

Other Members. Julie Jones. and Christine Tyler.

Both Christine and Julie are always there to help at events and meetings. It's all those little extras that make meetings so enjoyable. Not that organising raffles is a little thing, Thanks Julie. Thanks Christine.

AOMC Representative: Ray Beagley

Ray never fails to keep us up to date with news from the AOMC. Well done Ray, Thankyou

Safety Check Officer: Liam Fenny

Thank you Liam for your assistance and support. It is most appreciated.

There are others who deserve a mention also and I fear I will forget someone. But a heartfelt thankyou to everyone.

It has been a particularly difficult year for all of us and for Christine and myself for health reasons. I would like to thank all the members who have helped me through the last 12 months.

Last but most importantly I would like to thank all members for their continued attendance and participation.

It's your club and without you it would not exist.

I am proud to be involved in a club where all members live by this motto:

Ask not what the club can do for me but ask what can I do for the club.

Thank You All Allan Tyler

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

October

| | |
|--|---|
| Tues 5 th | Annual General Meeting – Zoom meeting, details to be advised |
| Tues 12 th | Committee Meeting |
| Mon 18th – Fri 22nd | Club visit to Echuca CANCELLED |
| Tues 19 th | Cars'n'Coffee Mornington Golf Club |
| Sun 31 st | Nepean Heritage Motor Show Point Nepean Quarantine Station TBA |

November

| | |
|----------------------|---|
| Tue 2 nd | General Meeting T B A |
| Tue 9 th | Committee Meeting |
| Tue 16 th | Cars'n'Coffee Mornington Golf Club |
| Thu 18 th | Picnic Sea Winds Purvis Road Arthurs Seat 11.30am |

December

| | |
|----------------------|---|
| Tue 7 th | General meeting T B A |
| Tue 14 th | Committee Meeting |
| Thu 16 th | Christmas Dinner Hastings Marina 6.30pm for 7pm Start |
| Tue 21 st | Cars'n'Coffee Mornington Golf Club "Christmas theme" |

Rotary  Presents:
Club of Sorrento

Point Nepean Heritage **MOTOR** **SHOW**



AT POINT NEPEAN QUARANTINE STATION
Sunday October 31, 2021

Entries Now Open for

Heritage Cars & Motorcycles

VETERAN (UP TO 1919) - VINTAGE (1920-1930) - POST VINTAGE (1931-1949)
CLASSICS (1950-1969) - INVITED

LIVE MUSIC - FOOD VANS - EXHIBITS - PRIZES

You are invited to the Point Nepean Quarantine Station on Sunday October 31, 2021.

Entries for online bookings via Try Booking:

<https://www.trybooking.com/BTGfU>

Entries close, October 20, 2021

Exhibitor Access: from 8am, Entry Fee \$20 Per Vehicle

General Admission: from 11am, Entry fee \$5 Per Person

Please Note: As the event is held in a National Park,
no pets are permitted on site.

Postponement Policy:

Should the event be postponed due to Covid-19 restrictions,
extreme weather conditions or other reason, entrants have
the choice of either a full entry fee refund or carry over to the
re-scheduled event.



pointnepeanmotorshow.com.au | rotaryclubofsorrento.com



Caught in the Headlights

The Octogenarians

Around Australia in 1927. "A Romantic Honeymoon"

Still reading, this Octo found a large format book hidden in the back of the bookcase written by Julian Pettifer and Nigel Turner published by Collins of London titled "Automania". It is 280 odd pages are full of amusing, quirky and interesting facts about the 100 years of motoring. The book was based on a TV series in Great Britain..

One story in particular took the eye of the writer, a story from 1926 which describes very very briefly the epic journey by newly married couple Jack and Murial

Dorney of Brisbane. More intensive research disclosed that Mrs Dorney had written a book covering their remarkable adventure called "A Romantic Honeymoon". This Octo thinks she must have had a hidden sense of humour. As a young trained school teacher she and another teacher friend applied for many exchange jobs overseas only to be beaten by male teachers, Octo guesses a was reflection of the times.. She decided she would spend her savings on a car, quite unusual for a, young women of those times where she met Jack Dorney, manager of a car dealership. Jack was a close friend of her brother and the couple discovered that they both had a desire to travel. Jack had worked in western Queensland and was a competent bushman and knew cars.

Before they married they began researching a honeymoon trip around Australia. They became only the second car to complete a round Australia journey. Together they purchased a new 1926 Whippet Overlander built by the Willys company in USA. Whippet production ceased in 1932. They equipped their Whippet for long distance travel, married, and set off..

Your scribe at this stage consulted that fountain of all knowledge, Ray Beagley, regarding technical details of the Whippet. Ray first explained that well known

The Overland Whippet Honeymooners Around Australia



The Dorneys' arrival in Perth

member Jamie Mason has the almost exact model to that of the Dorneys and that Ray's own car although a 1929 model Whippet was almost identical. Ray went on to list the features of the Dorney car, four cylinder, three speed gearbox, coil ignition, and at this stage the scribe felt him go pale thru' the telephone, as he explained the rod brakes. The writer recalls Ray telling him how he re-profiled a nearby well-tended lawn whilst trying to stop. Ray explained it was a tough car and very popular but could be a handful at times.

Armed with this knowledge the writer went back to the now discovered Dorney story. On inquiring about maps for the journey the Dorneys were told just how few there were and would they be able to help by mapping the country as they progressed. They set off on their honeymoon adventure in October 1926. The new Whippet had its back seat removed and the rear of the car enclosed with a lockable lid. And they found that by building up the front seat they could form a bed, although they rejected many comforts like a mattress (because of its bulk) in favour of four blankets. They were a tough pair. Their dog accompanied them standing on the flat area behind the driver's face into the wind. On several occasions he fell off, with no ill effects.

Murial writes about their preparations outfitting the new car. On the running board they fitted a large box which held their needs for everyday cooking, they carried 75 yards of steel rope and a winch that Jack designed to fit on one of the dumb irons at the front, it worked well, but very very slowly. Their dog Laddie had a fitted kennel on the running board. Because they wanted to record the trip they carried a "full size movie camera" and "a good quality snapshot" camera.

The first part of the journey where at least there was some semblance of tracks crossed the black soil of the Liverpool plains in drought where the ground cracked

wide enough to trap the wheels. The temperature rose to 115 in the shade and at times reached 129 degrees and dropping to bitterly cold at night. They travelled north west across Queensland into Northern Territory and describes in the condition of the tracks as they got further north. They encountered 90 water crossings between Katherine and Darwin.. There were days when they covered 75 yards in 10 hours. Vacuum Oil arranged to have petrol drops at regular intervals A task that must have required a lot of logistic planning and execution. Jack's modification to the rear wheels of the Whippet to enable him to fit twin wheels was a great benefit in the heavy going.

They got lost on numerous occasions, their remedy was to stop and camp in the middle of the track until next morning when they worked out a plan. En route they stopped at the proposed site of Mt Isa Mines and was shown by the manager the preparations to open the mine when the railroad arrived. Where conditions allowed they travelled up to 11 o'clock at night and sometimes started at 4 o'clock in the morning. Jack shot the occasional kangaroo for fresh meat and Murial remarked how tender they found the meat.

They stayed in Darwin for a week of recuperation and enjoyed the rest and making new friends before turning south and crossing the Fitzroy River near Derby which required the assistance of five aborigines, three whites and five donkeys to cross the river before heading to Broome

Their first real accident occurred when the car hit a hidden stump and Murial hit the windscreen, suffering severe cuts above the eye. Stopping the bleeding was a problem but the situation was solved by a station manager who used cotton wool and Frys Balsome to close the wound.. She remarked that on getting home one could hardly see the wound. They left Broome and the coast around Pardoo turned south thru Marble Bar (Murial remarked on the heat) and Meekatharra on to Perth and then across the Nullaboor, to Adelaide and on to Melbourne and thru to Sydney and home.

They arrived home in Brisbane, Jack tall and imposing and Murial competent, small and slim, to a hero's welcome and went on to live a normal happy domestic life. They experienced only 4 punctures in their six months away and the Whippet had no mechanical problems whatever, except for a bent front axle when they hit the stump..

It must be remembered that at this time vital supplies to towns and outback properties were delivered by donkey, camel and bullock wagon, and tracks, if any, were very basic many impassable, making the adventures of this intrepid couple even more remarkable.

Compare it with today, large 4 wheel drives equipped with huge fuel tanks, bull bars, special tyres monitored for pressure, radios and winches, often towing off road caravans roam those same places... it makes one think of the courage and tenacity of this remarkable couple.

Bill Glover

"Automania" contains credits for selected Bibliography including Muriel Dorney "An Adventurous Honeymoon" The first motor honeymoon around Australia. Brisbane. The Read Press 1927

A Tale Of Woe

Anne Kruger

On the 28th of August 2021, whilst I was visiting family in Brisbane, I managed to bring together the ambulance and fires when I fell down an embankment. There was nothing I could do as I fell. The next thing I managed was to head-butt a tree. With a severe gash and blood pouring from my head, the ambulance pressured the blood flow. They put on a brace for my neck and shoulders.



Thanks to the Brisbane ambulance crew, so professional and helpful as they drove me to the hospital. No siren, but the fires did theirs. At the hospital, I received a tetanus shot followed by a CT scan. And then came the suturing. Now that in itself is quite a story but way too scary. Suffice to say, none of this adventure was fun and games. Finally, discharged, I returned to my daughter's, tired, battered and bruised. One day later, I returned to Victoria. After recuperating for a few days in Rye, it was time for the removal of the stitches. I won't regale you with that, either. Now it's up to recovering and getting back to normal. Whatever that means.



My Riley 9, "Gloria" has been trying to tell me something for quite a while.

It was about an impending disaster, luckily, I finally got the message and made the necessary repairs.

My suspicion was first aroused during the 2018 National Rally at Caloundra. The oil pressure seemed to be a bit low. A regulated 40psi cold but at operating temperature at highway speed it was about 30, dropping to below 20psi at suburban speeds. I put this down to the warmer than, Victorian, normal air temperatures.

Back home in cooler climes the pressure seemed 'not too bad' and if there is pressure the oil must be flowing!

The long trip to McLaren Vale in 2019 and back all seemed to be about the same, then we had a 'lockdown layoff' and nothing changed because we did next to no motoring.

Then we headed off to Broken Hill, by the time we crossed the border and the weather warmed up a bit the oil pressure was even lower, about 25psi at highway speed, but day after day of driving around the outback there was no sign of any stress noises or rattles coming from the engine.

An ominous message on the way home was that I noticed there was no longer oil leaking from the rocker boxes, which had been the norm up to then.

It was about then on the way home we started to receive other messages from her 'Glorious majesty'.

The engine mount rubbers on the front cross bar had started to collapse and the rear mount under the gearbox had finally succumbed to the ravages of being bathed in oil. Along with the gearbox groaning in all but 4th gear because of a collapsed thrust ball, the rear of the gearbox mount making metal to metal contact with the chassis after left hand turns and some road undulations, we were getting loud messages that she needed attention.

I realized that the extra loud noises were the same ones that were there but unheard until the rubber mounts failed and that there hadn't been some sudden catastrophe so we proceeded on home.

Since getting home from Broken Hill the engine and gearbox were removed, dismantled and examined.

The block and crank and rods were dispatched to McCullagh's at Warrnambool and the cams and followers to Clive Cams.

Apart from the failed front main there were cracks and flaws some big end bearings, according to Norm McCullagh the bearings hadn't been properly tinned. Clive said he had seen worse '9' cams.

In the meantime I collected the gaskets and sundries from the Riley spares at Camperdown and made a new rear mount using neoprene from Clark Rubber. I have a local machine shop working on the gearbox shafts.

As bits came back the assembly process proceeded.

The clutch assembly had me tricked for a while as the pressure plate is not one assembly and after a couple of attempts that left springs and bits all over the floor I became inventive.

Now that I have the cams and followers back it won't be long before the head and sump will be on and it will be onto reassembling the gearbox with some modifications. That is a story for another day.

I guess the moral of my story so far is, listen carefully to the messages your Riley is sending you.

Listen to the bad noises, the ones that are not meant to be there, that's where the messages come from!

(My first car was a worn out 1959 VW Beetle, I had a workshop guide called "How To Keep Your VW Alive - Step by Step Instruction for the Complete Idiot". It proclaimed that VW's talk to you and its up to you to listen!)



MEMBERSHIP RENEWAL REMINDER



**YOUR CLUB NEEDS YOU TO PAY YOUR
MEMBERSHIP – DUE ON 1ST OCTOBER
\$45 FOR EMAIL MAG \$60 FOR HARDCOPY MAG**

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WITH ALL PAYMENTS IT IS ESSENTIAL YOU INCLUDE “YOUR NAME”

Please complete the Membership Renewal Form so that we can ensure our database is up to date with your contact details, vehicles on CPS etc.

Preferably, please return the form via email to :- lucasp14798@gmail.com

(photographing the completed form with your Phone and emailing to the above is an option!) or send it to our PO Box

On receipt of payment, membership cards will be posted to members receiving the email magazine or be attached to the hard copy magazine for others

SIXTY FIVE YEARS AGO I was first introduced to Vintage motoring in 1956 in Hobart

My late uncle Sid Cripps invited me to join the first rally of the Veteran and Vintage Car Club of Tasmania which had just been formed for Veteran and Vintage cars only.

The club has had a name change and is now the Veteran Car Club of Australia (Tasmania).

I had entered my 1925 Austin 7. Unfortunately it was not ready in time. I was 18 and called up to do 3 months National Service, leaving no time to complete the car's restoration, so I accompanied him in his 1925 O.M. (Officine Meccaniche) an Italian car. The OM cars were manufactured between 1918 and 1928.

60 cars participated, all Veteran (up to 1918), and Vintage (between 1919-1929). No Chevs, Essex, or A Fords were not permitted to enter – they were considered too common in those early days. A lot has changed since then.

It was on this Rally that I met twins Frank and Brian O'Neill who became my best friends.

Frank and Brian drove their 1929 Cadillac limousine in this and many, many more subsequent rallies in Tasmania. Both Frank and Brian are not with us any more but the "Caddy" remains in the O'Neill family in Hobart.

The rally was from Launceston to Hobart. Members from Hobart travelled to Launceston the previous day staying overnight at the expense of the sponsors - Golden Fleece.

Golden Fleece sponsored quite a number of the first Tasmanian rallies. They were VERY generous.

Believe it or not they paid for all accommodation of participants at the beginning and the end of each rally.

They also paid for:-

- all our meals
- all petrol on the rally
- all petrol to get to, and return from rallies
- followed the rally with a petrol tanker and another truck with cans of oil
- also they supplied 2 flat top trucks and mechanics as "tail end charlies"

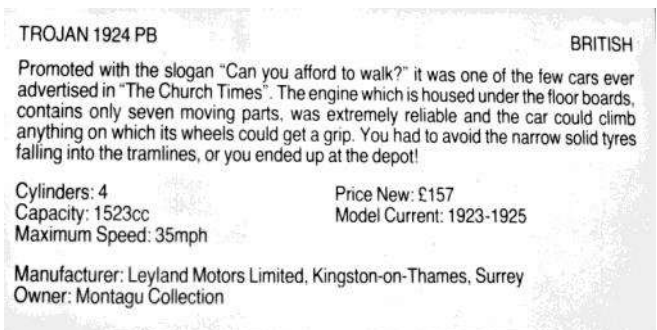
Immediately after this first rally (1956) I was bitten by the bug and went out and bought a 1925 14/40 single seater SUNBEAM with a "dickie seat", (also called a "mother-in-law seat"). It had been a wedding present to a couple when it was new. Around 1940 it was put up on blocks in Sandy Bay, Hobart and remained there till I bought it, still with its original tyres.

I paid 70 pounds for it. It was quite a lot of money in those days considering I was earning just 6 pound a week but it was worth every penny.



During those early years Sid, Frank, Brian and I spent many weekends scouring backyards, garages and farms all over the state searching for old cars. We had lots of success and one day I will tell this story.

My brother David was also involved with the Tassie club. He had a 1911 T Ford.



In the early 1960's I acquired (for 10 pounds) a 1927 TROJAN car. This was an unusual vehicle produced by British Leyland. 4 cylinder, 2 stroke motor with the horizontal engine under the seat. It was chain driven, solid back axle (no diff), one wheel brake, epicyclic gears. She was very slow and being a 2 stroke sent out clouds of smoke. Many garages in England hung out signs "NO TROJANS"



Right up till 1968 when I moved to Mornington I rallied in my Sunbeam in all the Tasmanian events. Jennifer and I were married in 1964 and she too caught the

"Vintage bug".

We moved to Mornington we brought the 3 cars with us. The Trojan and Austin were eventually sold. The Trojan went to Adelaide in 1997, and the Austin financed an above ground pool when the kids were little.

By January 1969 we had 2 little boys (another little boy was added to our family in 1971) and the Sunbeam became unsuitable for our family --- Cannot put little kids in the dickie seat, they are in danger of flying out when turning corners.

In 1970 we bought our 1929 Graham Paige sedan in Tasmania, which was much more suitable for travelling with kids.

We still have our Graham Paige, and have spent many enjoyable years driving in club runs and rallies, particularly the "Golden Oldies" which is for vintage cars only.

Many friendships have been made during our lifetime of Vintage and Classic motoring.

The Sunbeam was reluctantly sold in 2013 to finance the purchase of a car which would be much easier for an old man to drive.

We bought a 1948 P3 Rover but changed fairly quickly to a 1966 Rover which is automatic and has power steering, much easier for the old man.

Our 3 sons are now following in the tradition and are all members the S.P.C.H.C.C.

They each have a car. 1955 Riley sedan, 1923 Willys Overland, and a 1947 Alvis.

The Ultimate French Polish

"You may know that the 2CV Citroen began production in 1948 and was made right thru till 1990. The engine capacity was increased, 6 volts became 12V, and there were some body mods to make the Ami, Dyane, Mehari and Bijou variants but the 2CV itself stayed unchanged for 42 years. Some proof of its popularity is that about 4 million units were made. This unique, cleverly-designed classic still has a big global following.

Created by French cabinet-maker, Michel Robillard, this full-size, 100% wooden sculpture took 6 years to design and build.



There's several different types of timber including pear, apple and walnut – all very aromatic and fruity.

It features an accurate interior, doors and a roof hood but there is no wooden engine. For more pictures and details, just google "wooden 2CV"

COVID Safe 2 Hours of Exercise within 5km!

Keith Morrison

On a lovely calm, sunny spring day at Safety Beach. It was a relief to be out in the fresh air.

One small flathead was set free as it was even too small as an entrée.

To quote from the Australian Film—The Castle "Why would you want to live anywhere else?", "How about the serenity" and "This looks like a good spot, Dad always picks a good spot"

Also: We're not going to need a bigger boat!



SHANNONS SPRING ON-LINE AUCTION

RESULTS SUMMARY 31 AUG-07JUNE 2021



**1989 Lamborghini Countach
'25th Anniversary' Coupe**

SOLD \$490,500

1971 Porsche 911E 2.2 'Sportomatic' Coupe

SOLD \$225,500

Shannons have once again had a very successful auction with plenty of record prices achieved. The market for classic cars is very buoyant. The estimates on some cars were actually too conservative - for example:-

| | |
|-------------------------------------|--|
| Lot 96 Opel Olympia 1937 | Estimate \$8000 – sold for \$18,000 |
| Lot 115 Ford Jeep 1944 | Estimate \$18 - \$25,000 – sold for \$55,000 |
| Lot 118 Cadillac Convertible 1961 | Estimate \$50 - \$60,000 – sold for \$82,600 |
| Lot 124 Ford Mustang 1965 | Estimate \$35 - \$40,000 – sold for \$65,000 |
| Lot 126 Ford Mustang '68 Fastback | Estimate \$150 - \$180,000 – sold for \$256,500 |
| Lot 140 Morris Mini Cooper 'S' 1970 | Estimate \$45 - \$65,000 – sold for \$80,000 |
| Lot 142 Austin Healey 100/6 1958 | Estimate \$65 - \$70,000 – sold for \$104,000!!! |
| Lot 158 BMW 3.0CS E9 1975 | Estimate \$40 - \$60,000 – sold for \$90,500 |
| Lot 159 Citroen SM 1973 | Estimate \$70 - \$80,000 – sold for \$146,000!!! |

In all, there were 90 cars offered and 9 were withdrawn or passed in – therefore a clearance rate of 90%. Here is also Shannon's own summary of a very successful auction:-

Competitive bidding in the final minutes took Shannons Timed Online Spring Auction to an impressive \$8.6 million result, with 95 percent of all lots sold!

The top selling vehicle of the auction, an immaculate red 1989 Lamborghini Countach 25th Anniversary Coupe, which sold for \$490,500 after late competitive bidding and \$301,000 paid for iconic Australian muscle car - a three-owner 1968 Holden HK Monaro GTS 327 Coupe.

The three early aircooled Porsches in the auction all produced great results, with a beautiful Australian-delivered 1971 911E 2.2 Sportomatic Coupe realising \$225,500; a 1969 911T 2.0 Sportomatic Coupe in 'project' condition brought an excellent \$115,000 and an early four-cylinder 1965 912 coupe sold for \$93,000.

Equally impressive was the \$146,000 paid for a fabulous, right hand drive-converted and Maserati V6-engined 1973 Citroen SM and an Australian auction record \$80,500 achieved by a stunning 1970 Mini Cooper S Mk II.

Black and white New South Wales and Victorian number plates continued their popularity with collectors unabated, with all three-digit plates achieving more than \$220,000, with the top price being \$344,944 for VIC '247'. The top four-digit result was \$180,500 for the VIC plate and birth year '1.992'.

Minutes Summary – SPC&HCC (ZOOM) General Meeting – Tuesday 7th September 2021

Meeting Opened – Allan opened at 7.38 pm

Meeting - Zoom 18 attended

Apologies – 14 listed

Minutes of the Committee Meeting- 10th May 2021

Moved Julie Jones, Sec. Keith Morrison

Correspondence

In – Several email re Hall and a number from AOMC many letters of renewal and CPS requests

Out- Email to MPS re Hall, Letter to Bill Glover

Moved. Brian Evans, Sec. David Jones

Treasurer's Report: Noted the membership renewals were already at 73.

Total asset \$25509.77

Moved. Warwick Spinaze, Sec Rob Lloyd

Membership Report- Currently-260 members and 1 for Committee approval.

Regalia – No Report

Web Site – No Report

AOMC- No Report

Coming Events:

Stewart West - Trip to Echuca 18-22 October.

General Business: Geoff Bartlett mentioned Visit and display at the Freemasons Village at Safety Breach on 18th November

Meeting closed – Allan closed the meeting at 8.09pm



DARREN McGRATH
Proprietor

Factory 2/5 Newington Ave

**MUFFLER AND EXHAUST
SYSTEMS**

TOWBARS AND SHOCKERS

ROSEBUD
PH: 03 5981 2299

Darren wished all cars were as easy to work on the exhaust as Paul Lucas's Citroen 2CV. Undo 4 nuts and you remove the complete wing and guard, 2 minutes work !! and unrestricted access "



Southern Peninsula Classic and Historic Car Club Annual General Meeting-October 6th 2020

Minutes of the meeting held via Zoom due to COVID-19 Restrictions in line with Consumer Affairs virtual rules (28 members present)

President Geoff Bartlett presided over the meeting which commenced at -7.39pm.

Minutes of the 2019 AGM dated 1st October 2019 were printed in the Crankhandle

Nil correspondence was received related to 2019 AGM

Acceptance moved Greg Cripps Sec. Brenda Hoban

Presidents Report – Geoff Bartlett thanked all members of his committee for effort throughout the past year. Geoff also congratulated our treasurer Paul Lucas for his support and tireless effort over the last year. President Geoff's last full report was printed in the October Crankhandle.

Treasures Report – Comprehensive report was made available to members.

Paul reported that our current balance stands at \$30,820. During the year funds from Regalia and Julie Jones raffles helped in achieving a \$1600 profit

Moved – Paul Lucas, Sec – Brian Evans

Mick Daddo took the chair at the president's request to conduct election of office bearers and committee members

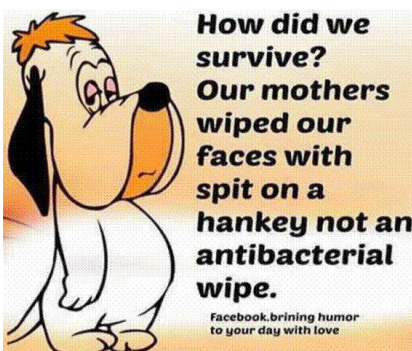
All were elected unopposed

| | |
|----------------------------|---|
| President | Allan Tyler |
| Vice President | Brian Evans |
| Secretary | Colin Jordan |
| Treasurer | Paul Lucas |
| Webmaster | David Doubtfire |
| Events Co-ordinator | John Becker |
| Regalia | Rob Lloyd |
| Membership Officer | David Jones |
| Editor | Keith Morrison |
| Safety Officer | David Doubtfire/Liam Fenney |
| AOMC rep | Ray Beagley |
| Federation rep | Geoff Bartlett |
| Committee | Warwick Spinaze, Julie Jones, Christine Tyler |

At the closing of nominations on the 15th day of September the above nominations were received and as no position had more than one nominee the above were declared elected.

Mick handed the meeting back to our new President Allan Tyler who thanked all present and Geoff Bartlett for his tireless work over the last two years and closed the meeting at 8.00pm

Next AGM to be held October 5th 2021



The official sports drink
when I was a kid...



Barn Find 1925 STUDEBAKER STANDARD SIX TOURER

During the second Covid-19 lock down I was told of a Studebaker advertised for sale in a car magazine, I contacted the owner who told me it was an older restoration that had been in the shed for the last thirty years. The car was in Ceduna South Australia, half way between Melbourne and Perth.

My first car was a 1927 Chevrolet Tourer and for many years I had been looking



for one to restore, I had three '27 Chevrolets only one was registered and the others were used for parts. On one occasion I went to Harvey Motor Wreckers in Baxter to obtain much needed parts and was told the same model car had arrived the previous day, the car to be wrecked was in better condition than the one I was driving, I left mine and drove it home. My last Chevrolet was made up of many parts and used to race around the partly formed roads of the first housing estate at Mt. Martha; the Greenlaw Estate. The photo on the left was taken in 1960 at what is now the corner of Glamorgan and Greenlaw Crts. Mt Martha.

I purchased the advertised Studebaker sight unseen; it was in the same ball park as the Chevrolet – 1920's and tourer. The owner told me he rescued the car from the tin worms about forty five years ago; it had been cut down and used for spotlight shooting on a property near Ceduna, one night the universal coupling broke and the car was left in the paddock for several years. The owner flat towed the car 100 Km behind his Holden Ute to his home at Wirulla a small wheat town east of Ceduna where he was living at the time.



When the restoration started on the Studebaker two locals called in to his home to have a look and told him they had the rear doors and panels from the same car, another gave him a bumper, this prompted the owner to return to the farm where he got the car to check for more parts, he found the other bumper hanging in a tree, hood irons and bows were close by and of no use. Over time he collected the necessary parts to restore the car and then drove it for ten years without a top before the water pump housing split, it was then relegated to the shed where it remained for the next thirty years.

With Covid-19 restriction almost under control I left Melbourne in the early hours of Thursday 29 April last with co-driver Garry Etheredge, a Studebaker owner, and got as far as Peterborough in South Australia on the first night. Arriving Ceduna Friday afternoon we made arrangements to collect the car Saturday morning and then had time to do the tourist thing around Ceduna before checking the local Pub out - for a meal.

Arriving at the owner's home on the Saturday morning we were treated with country hospitality and taken on a tour of the sheds that housed restored and partly restored cars before arriving at the end shed that was home to the Studebaker for thirty years.

A tractor was used to tow the car from the shed before being loaded with spare gearboxes, solid wheels, electrical components, rusted remains of a California top, two rear doors, spare wheel carriers and much more. It was then secured on the trailer ready for the return journey before enjoying coffee and a chat about cars. We left Ceduna early Saturday afternoon for overnight Port Augusta, Sunday night we were in Mildura and I gave a sigh of relief as we were now safe from any border closures. We arrived back in Melbourne on Monday afternoon, five days - 3400 Km.



The 1925 Studebaker Tourer is in very good condition considering it's nearly 100 years old and one admires the skill of the owner with the quality of the rebuild. Arriving back in Somerville I did manage to start the engine and run it long enough to check the gearbox and differential for noise – all ok. The car needs a complete strip down and I hope to locate missing parts such as hood irons and bows as well as water pump housing. I will start work on the car after the winter and will record the various stages of the rebuild. I'm thinking it will take 18 months which means 3 years.

The return road trip to Ceduna was uneventful; my V6 Commodore sedan towed over two tonne and was more than capable for the job, fuel consumption was high because I pushed along a little too hard in S.A. because I wanted to be back in Victoria and safe from border closures due to Covid-19. Friend and Co-driver Garry Etheredge own a two door powder blue former Victorian Police Highway Patrol Studebaker.

Roger Howes.



Car Care Tips

For owners of cars with sunroofs –

To avoid small water leaks getting past the seals around the sunroof –

1. Open the sunroof and wet-wipe the edges of the sunroof, and the roof edge. (accumulated dirt prevents a good metal/rubber seal).
2. Small leaks that get past the sunroof seal are collected in a little gutter. The water then drains out thru 2 small tubes, forward of the A-pillar to ground. These tubes can get blocked with dirt.
3. Recommend annual clean inside sunroof mechanism with vacuum-cleaner nozzle, damp rags and small damp paintbrush. Cover seats etc first.
4. For the drain tubes, clean dirt out carefully with low-pressure air nozzle and pipe cleaner or whipper-snipper plastic-cord.
5. To keep the sunroof rubber seals pliable and waterproof, wipe on silicone lubricant about once per year

I was told that today when Subaru technician gave my car that treatment.

From my recent experience, this care might avoid damp carpets and headlining (and sleepless nights of worry). Other suspected causes of damp were:-

- air-conditioner condensate (checked - no)
- heater coolant (checked - no)
- windows left ajar / open in wet weather (no)

Hope this helps,

ALSO

“ Heard during smoko in a Frankston auto service workshop, a rumour about some old Aston Martins in an old chicken shed on the Peninsula.” Any clues on this?

Regards, Warwick Spinaze

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

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 |

NOVEMBER

| | | |
|-----------|------------|-------------|
| R BEAGLEY | C CASSAR | G CLIFFORD |
| D KISBY | C HIGGINS | M GAGLIARDI |
| P LITTLE | J MASON | S ROSENHAIN |
| B NUTBEAN | J CHIDGZEY | P ANDRAEWS |
| P CRIPPS | L D'ALTON | R COLUMBINE |
| J HARLEY | C HIGGINS | S KNIGHTLEY |
| S ZOIS | G MEANEY | F SANDERS |
| K HILLS | J POLLOCK | I WHITEHEAD |
| J DICKIN | W INNES | B STRATING |
| D PAYNE | J PALMER | K MORRISON |

DECEMBER

| | | |
|-------------|---------------|---------|
| G HOCKING | R CHILIANIS | D NASH |
| P McFARLANE | V PORTEOUS | W INNES |
| C WATKINS | M JAGEURS | R NASH |
| B MASON | K O'REILLY | B JONES |
| M CROW | M GAGLIARDI | W HALL |
| K HALLAM | J ELLIS-JONES | A BOLT |
| B LESLIE | M GRIERSON | R HILL |
| P KRUEGER | | |

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

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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.

WANTED.

2 Circular domed orange lights c 70mm diam and 40 mm high. 12 volt
Orange cover has "Bletchley England WIPAC S.169"
These are fitted above the rear doors on my 1982 model ex UK.

Warwick Spinaze 0407 016 719 Tootgarook VIC



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 Men's 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, one day when we can get together again.



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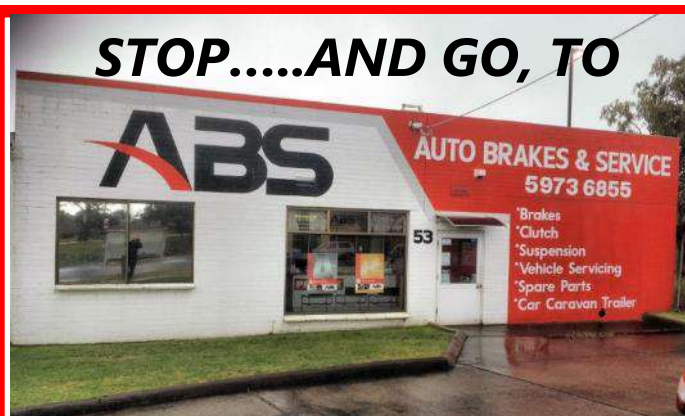


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