

The CRANKHANDLE

**NOVEMBER
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.



***Alan Lowe in his Lotus Elite at Calder trying hard, lifting wheels!
Read more about WUU2 inside.***

*What's
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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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

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Treasurer:

Paul Lucas 0420 927 073

Membership Officer:

David Jones 0416 287 797

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Ray Beagley 0414 598 614

Federation Representative:

Geoff Bartlett 0419 547 823

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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.

Well another month has passed and we are still confined to quarters and there is not a lot of club news.

We have conducted our annual general meeting and the previous committee have continued on to 2021-2022.

As soon as it is possible we will return to meetings and events and hopefully not too long now.

Getting through these covid lockdowns is difficult and I am not sure how I would have handled it without having things to occupy the time. There is a limit to how much maintenance and polishing one can do. If you have a project car you are working on most of this problem is solved. For a lot of members, owning a classic or historic car is one thing, but being able to drive it is the biggest reason for owning it. Not just driving around the block within 5km but a day out with others who have the same passion. Covid has been the best excuse ever to spend days at a time out in the shed perusing those interests however one cannot exist on a single hobby alone. Fortunately for me I have a number of interests that keep me occupied. Model ships are one obsession. As you know I have had some "recovery time" also. This has led to many hours at the computer reconstructing Mathew Flinders ship Investigator. Here is a stern view of the ship.



Life is definitely not boring but it is frustrating when you can't do what you want at any given time.

So whatever your passions are keep busy working on them and I am sure we will be able indulge in the "driving one" soon.

To anyone who has a birthday coming up, "Happy birthday"

And anyone who is not feeling well "Get well soon"

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

Allan Tyler

FUTURE EVENTS



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

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 |
| Thu 25 th | Breakfast At Remuce Café, 2680 Frankston-Flinders Road Bittern 9.30 am. Leave from Bunnings Mornington 9am or meet at Remuce. Booking a must, with confirmation of double Vax Certificate to :- John at johnbecker@westnet.com.au Very Limited Numbers. |

December

| | |
|----------------------|--|
| Sun 5 th | Bathurst 1000 Supercars |
| 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" |

January 2022

| | |
|----------------------|--|
| Sat 1st | New Year's Day Picnic at The Briars Mount Martha 11.30am onwards |
| Tue 4 th | General meeting T B A |
| Tue 11 th | Committee Meeting |
| Tue 25 st | Cars'n'Coffee Mornington Golf Club |

Who owns this chair?

Late last year we had an evening barbeque on the foreshore at Capel Sound - after campers would normally be in residence except for the co-vid ban then in place.

After most people had headed homewards, a member made me aware of a chair left by another member.

My intention was to take it to the next general meeting, but by the time we had the 2 meetings at the Rosebud large hall, it had gone out of my mind – apologies.

Give me a ring, and the chair and owner can be re-united.

Geoff Bartlett 0419 547 823.



Letter to the Editor.

Inspired by Greg's Trojan.

I loved Greg Cripp's article in the September 2021 Crankhandle, and it reminded me of a memorable night enjoying our passion – of cars.

Early in my tenure as President of our Club. Jamie Mason said that the members should be more involved in the monthly meetings regarding the entertainment part of the social mix, and he suggested inviting members to speak about a car they had owned which they liked, or which, perhaps, did not live up to expectations.

This turned out to be an exceptionally enjoyable night, and I warmed to the idea in recollections of my 2 litre Camira, a highly derided Holden model [though probably because of the 1.6 litre which was heralded as being as good as a 2 litre, and the first unleaded car, a throttle body injection 1.8 replacement for the multi-point injected leaded fuel 1.8 version].

The interesting thing about the selection of cars spoken of on this evening was that 3 of them were 2 strokes – what odds when so few cars were powered by 2-stroke engines? Greg told us about the Trojan, which would have been quite rare here in Australia [probably no reason to speculate as to why], Ray Beagley spoke about his contribution into getting a member's Goggomobile Dart out and about after it had been languishing for some time in the want of an owner who cared, and a technician equal to the task of bringing it back to life, and thirdly Peter Geermans spoke of his overseas experience in a car from communist ruled Czechoslovakia, touring extensively in Europe and Asia in a set of wheels I had never heard of, nowhere near the quality or price of a Skoda , but made for poorer Czechs, body of quite poor fabric, and it was an enthralling story. The car, a Velorex. At the time I looked it up in GN Georgano's Encyclopaedia of the Motor Car, and there is good information on the net.

What wouldn't we give to be able to meet again in the near future, to enjoy each other's company, and interesting topics and stories related to our passion?

By the way Greg, love the Sunbeam, wouldn't we all get a kick out of seeing that out on Club events.

Regards to everyone,

Geoff Bartlett.

A Special Event, 101 Years In The Making

Keith Morrison

In late September we had we had family picnic in a park to celebrate my fathers 101st Birthday. Apart from not having to get up early to milk the cows any more, one of Dad's treasures in life is meeting up with his many grand and great grand children. He likes to remind us that they wouldn't be here but for him!

This is Gordon, Keith, Brent and Maeve Morrison





Caught in the Headlights

The Octogenarians

A DAY IN THE LIFE OF OUR CLUB LIBRARIAN

I arranged a visit to Roger's place to take a couple of books out on loan from the Club library, MGs in the period of the early 1930s, a loan for at least the next month or so. I can't imagine there is likely to be a rush from anyone else in the Club to want to borrow them urgently---if there is-- give me a call, but I won't hold my breath! Roger has done an amazing job on filing and cataloguing including cross referencing, most of the collection which in fact, is quite extensive for a club library. I couldn't believe the amount of work he has put into doing this for the benefit of our members. All so neatly arranged and easily accessed on shelves in his study.

Roger is a multi-tasker guy who is always working on some project, either around finishing a job on his house, which he literally built brick by brick, or the various jobs in the garage and workshop, be it truck, car or airplane [the Gypsy moth is still in residence!] not to forget among other things, his hydraulic wood splitter for the odd gum tree that might have fallen or have a decent size branch snap off. There's no end to his talents!

I got to his place at about 10am to find the door open to his workshop toilet, soapy water running down the path outside--clearly just given a good hose down---all by 10am on a Saturday morning! Upon greeting Roger, I said I didn't expect him to go to such lengths for me but he said it was time to give it a good clean-up as the place was getting covered in spider webs, insects, dead flies etc. So I merely said I could always hang on until I got home [a more difficult job these days!] or use the garden if necessary—a far more likely proposition. I think he thoughtfully realized this could be a problem for me.

Anyway, we found the books I wanted on specific MGs, notably the beautiful P type, the J models and the mighty K3 but more on that some other time. By now we had spent a good hour or more searching for the books referencing these cars and the morning was wearing on for Roger. Still he managed to feign good cheer, so in parting, I said to him, "what about showing me the barn find 1925 Studebaker you recently purchased and featured in last month's Crankhandle." Being the gentleman he is, he said "yep, come and have a look." This didn't appear to be said through gritted teeth, although by now, time was definitely marching on for him and whatever plans he had for the rest of his day.

We disappeared into his workshop and to my surprise, there was the stripped down chassis, up-turned on a stand, engine, diff and body parts either spread out on the floor or neatly stacked against the wall. This is the car he just recently bought, already totally dismantled with Roger itching to get started on the restoration and re-assembly. But of course, lockdown has put a stop to him being able to get out and about, Vinneys in Dandenong to name but one place he needs to go, along with the search for other bits and pieces he needs to procure, to get on with the job of replacing all the wood in the bodywork and organising for replacement of the wooden spokes in each of the wheels etc. None-the-less, he found much to be pleased about in stripping the car down. He was agreeably surprised to find the chassis is in top condition, without appearing to have ever been damaged and a mere 3mm out of alignment. Good as new! Same goes for all the body metal-work including doors skins, the mudguards, the radiator and surround, all in good condition--- so often a problem in a total rebuilds. He was even able to turn the engine over although the water pump housing is badly split, which was the problem that put the car in the barn 30 years ago, but at least he got it running, then turned it off before over heating the motor could become another problem!



I should also mention Bunnings is an important stop on his schedule when they eventually open up again-- as it is for all of us-- wood for both the car and the house, along with paint to finish some of the, in-door, cupboard work. Just another of those jobs in a day in the life of Roger but now I suspect, all about to take a back seat to the restoration of the Studebaker. I can't wait to see its progression over the next year or so. He has certainly set himself a tight schedule to get the car back on the road sometime in early 2023 but I have no doubt he will achieve it!

Roger and I also talked about the idea of another BBQ day at his place, maybe in the late summer/autumn period, which will appeal to a lot of members, given the hugely successful day we had at his place some time ago. The Octos will contact him early next year to fix a date. Meantime for Roger--- back to work on the Studebaker--- for me it is time to go!

Octo Mick



The "Sportscar".

A review of an illustrated book of "Sportscars".

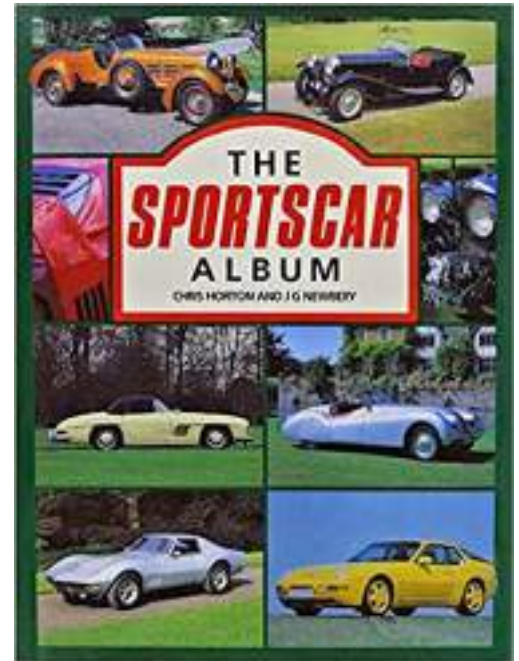
A favourite is a book called "The Sportscar Album" by joint authors Chris Horton and J G Newbery, first published in London by Saturn Books Limited and later in 1994 in Australia by Lifetime books. Not an expensive book. The illustrations, all 400 of them are first class and they range from the origins of the sportscar to the introduction to the Japanese production in the 80s and 90s, cars from makers like Nissen, Mazda, Datsun, Toyota all offering comfort, handling, performance, comfort 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 Fraschini 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 lineup, 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 aluminum and the experience of producing reliable power 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. Companies like MG, Triumph, Singer, Allard, Austin Healey and numerous others like Bristol all made a name for themselves, some new names but most from the names of the late twenties. Porsche made its appearance as a successful sports car after the war and seamlessly branched into racing.

This was a well priced book with loads of information and outstanding photographs, most in colour, I suggest you try and hunt one down.



Bill Glover



*My friend told me
she wouldn't eat
beef tongue cause
it came out of a
cows mouth
So i gave her an egg*

I Finally Did It!
I bought a new pair of
shoes with memory
foam insoles.
No more forgetting
why I walked into
the kitchen.

The 1950s were a dynamic period for the motor industry in Great Britain. One company stood out in the construction of small-bore engined racing cars, it was the Lotus Engineering Company that consisted of the founder Colin Chapman, who was then in his late twenties with just a few employees. There were large number of enthusiasts who worked part-time for nothing at Lotus, except for a beer and a sandwich, just to be given the opportunity to be part of a world beating car racing company.

Colin Chapman's Lotus Eleven was a superbly designed sports racing car dominating the small-bore racing classes in the UK. The Lotus Eleven powered by a Coventry Climax FWA 1100cc engine established the company as a leader in sports car design while making money for the company.

At this time Colin Chapman was looking to build a road-going race car. First and foremost was to design a car using fibreglass, as steel or aluminium had been ruled out due to tooling costs. Chapman being a Structural Engineer had planned for a full monocoque coupe design for light-weight and rigidity. The shape would be aerodynamic for minimum drag at speed as achieved with the eleven and the suspension would be the same as the Lotus 12 which was the first open-wheeler made by Lotus having 4 wheel Independent suspension, using wishbones at the front with disc brakes and Chapman struts at the back with swinging axles with inboard disc brakes. The engine would be the Coventry Climax FWE of 1220cc so that it could compete in the up to 1300 & 1500cc classes in upcoming international events including Nurburgring and the LeMans 24 hour race.

One of Chapman's friends was the 27 year old accountant Kirwin-Taylor who had designed and built a fibreglass sports body for his Lotus 6 and was approached by Chapman to have a go at designing a body shape for what was to become a Lotus14 and named the Elite. It was 1956 when having some sketches of body design from Kirwin-Walker that Chapman called on the services of Lotus aerodynamic specialist Frank Costin and three Ford stylists being John Frayling, Peter Cambridge and Ron Hickman.

Frayling was a master sculptor who translated Kirwin-Taylor's drawings into a full-scale clay model that would be used to form the master fibreglass moulds. Cambridge designed the interior layout and Hickman was an expert at production engineering who designed the three pieces of fibreglass mould, being the

undercarriage, the inner boxed structure and the outer body shape to be bonded to form the body of the Lotus14 Elite. Consider just how advanced Colin Chapman's idea was, a fibreglass monocoque (never done before), advanced aerodynamics, 4 wheel disc brakes, FW (feather weight) Coventry Climax engine, a sleek coupe for road and track racing, a true road-going race car.

Chapman wanted to debut the Elite at the October 1957 Earls Court Motor Show, the rush to have the car ready did not allow for the testing necessary for a production run, however, it caused a sensation amongst the press and spectators at the Motor Show, all agreed the Lotus Elite was the most advanced British car designed since the war.

The first 3 cars were prototypes requiring development work and refinement and were used in competition with great success. These early cars had swinging rear axles [ie. Volkswagen] with 1 forward offset arm to stop rear-end steering, production cars had lateral wishbone rear suspension to limit the change of direction of the swing axles. Cars 1&2 were Lotus works cars (1 driven by Jim Clark) and car number 3 was sold to Peter Lumsden and road registered WUU2.

In 1959 WUU2 driven by Peter Lumsden & Peter Riley won their class against a team of 16 Alfa's at the

Nurburgring 1000 kilometre race. Just two weeks later they won the 1500cc class at Le Man 24hr race finishing 8th outright. It is said that WUU2 was one of the very few cars that did not have a spanner laid on it during the 24hr race. WUU2 had a ZF close-ratio gearbox and a power lock ZF differential and was powered by the 1220 FWE Climax engine. Fuel was carried in the rear and front winged fuel tanks.

An oil tank in the bulkhead was activated by the driver to top up the sump at a predetermined number of laps. WUU2 travelled in the 24 hour race 3,636 km and 271 laps at an average speed of 153 kph with a top speed of 215 kph down Mulsanne straight. This beautiful and very fast Lotus Elite WUU2 became one of the most successful Elites racing at that time along with the Elites DAD10 and LOV1.

The Leighton family purchased and imported WUU2 from the UK. It was driven then by Dianna Leighton here in Victoria as I witnessed at Phillip Island in the early '60's. Sometime later in Western Australia WUU2 was then owned by Max McCracken, Max won 8 of the ten races he entered in. The car was later sold, the new owner rolled WUU2 the first time out! then arriving in

South Australia in a rather poor state. It came up for sale in 1972 and I flew to Adelaide and purchased WUU2. I was shocked to see the state of the car's condition,



serious damage was done by another potential buyer who came in contact with a tree on his test drive! I did question my intentions, but WUU2 was a piece of history, so I relented.

I purchased a book on fibreglass from the technical book shop in Melbourne and set about the major body restoration including purchasing a front outer wing section from Sydney and spliced it into the existing outer shell which to my surprise fitted perfectly. I set about dry sanding many layers of paint from the body and was pleased to find the team logo and white circles on the doors. I then set about gel coating the entire body shell using a fine woven cloth to cover the crazing of years of fatigue. Janet and I had travelled to the UK at this time and introduced ourselves to the Elite Club President who was delighted to finally know of WUU2's whereabouts. I was able there to purchase a liner set with pistons and rings assembled and all the window rubbers and suspension bushes required for the rebuild. WUU2 was now powered with a 1460cc FWB engine which was a high torque 6000 rev max engine coupled to the close-ratio ZF gearbox and the very noisy ZF power lock differential, a perfect mechanical match.



My completed restoration came in for some over restoration criticism, being better than new, but that was

put to rest when I first raced the Elite at Sandown in the AGP historic meeting in 1976 when WUU2 recorded the third fastest time of all entries in practice on a slightly damp track. WUU2 was awarded the AGP Historic Trophy at that meeting. What I loved about the Lotus, it was a road-going race car driven to the circuit, raced successfully and driven home again, Chapman got that right! I would drive the Lotus to Calder race track for mid-week private practice and then often with my two young children in WUU2 drive to Port Melbourne on a non-race Sunday morning for hot doughnuts. When racing the Elite it was very important at speed through corners not to lift off the throttle, if you did, this would cause the tail to lift and the swing axles to change camber. Lotus cars lifting wheels were a common sight, I had many a fellow competitor say to me after a race, do you have any idea what your cars doing, it's lifting wheels! Keeping full throttle on and pushing the front through corners at speed was the correct way to drive an Elite. After a few years with WUU2 and a couple of very scary happenings, one at Sandown having done a '180' and finished on a small patch of grass between the concrete causeway wall and Dunlop bridge and the other at the Amaroo circuit in NSW when the alloy casting holding the front disc brake calliper exploded on the first application of braking at speed and heading towards the sleeper wall at the end of the back straight. I instinctively threw WUU2 into the grassed inner circuit and was able to stop safely. I began to question what if?

Janet and I had two very young children and a business to run. I felt that I had achieved what I set out to do in restoring and competing in this beautiful road-going race car. I did not wish to destroy the car or myself and having competed successfully over the past years in WUU2, it was now time to look for another restoration project. This came in the form of two DB2 Aston Martins, both requiring restoration.

WUU2 was sold to an Adelaide collector who entered the car for the 50th anniversary of Phillip Island. He had taken off the sticky race tyres and re-shod the Lotus in very old Dunlop Racing Tyres and I queried him suggesting that it was unwise, but was informed by him that he was there only for the spirit of the event! I replied, don't get sucked in with those tyres on. He had organized a young gun driver for the car and on his 3rd practice lap having passed all other competitors fell off southern loop corner on his old Dunlop Tyres and barrel-rolled several times, just one week after I had sold the car!



WUU2 was roughly repaired and later a buyer was found in NSW. Sometime later the new owner left the circuit at 100mph with a suspension failure, hit a sand trap and went end for end several times,

WUU2 was severely wrecked and remained that way for 20+ years until it passed hands again. The car now lives in Sydney and when I last inspected WUU2 it still sits as a wreck. The current owner was involved in a



horrific road accident and has lost both eyes. It was heartbreaking for me when I guided him through his workshop to see his Lotus collection and a very damaged WUU2. He said to me I was lucky to have had the best of it with WUU2 and I agreed with him. Historic car treasures like WUU2 should be preserved, at best demonstrated and no longer driven in anger, a remarkable car.

I had installed a super 8 sound movie camera in the car which records footage of a successful Winton meeting in 1977 and my last drive with WUU2 at Calder winning the handicap race from scratch.

I thought it was a good way to finish my time with WUU2, but with a heavy heart, I loved that car!

Down Memory Lane



WUU2 on the limit through the left hander at the end of main straight at Sandown which you have. With 4 wheel discs I could out brake other cars into this corner and drive WUU2 at speed into the corner. Passed a lot of traffic at that part of the circuit in the handicap races which were fun and with WUU2 off scratch you were kept very busy. Loved it!



This is me driving WUU2 at Calder in 1978 winning the handicap race from scratch



Here is the Lotus, WUU2, at rest at home, gosh I miss that car, we were as one, it never let me down and gave so much enjoyment. Opposite are some lap times from the sports car entry list with lap times recorded for the handicap race at Sandown, the fields were much larger in those days as the cars were not as valuable as they are today. I could only guess how many millions of dollars this list of cars would be worth today, but we had serious enjoyment from our cars in those days, so many have gone overseas or garaged, never to be seen again.

I purchased WUU2 from John Fitzpatrick who had purchased David Mc Kay's DB3s Aston Martin [No.47] and at this meeting WUU2 passed him up the back straight at speed, my brother unkindly said to John later "you sold the wrong car"!

That's enough from me!

Allan Lowe

ROTHMANS '10,000' and HANG TEN '400'

Sunday, 11th September, 1977

EVENT TWO - HISTORIC SPORTS HANDICAP

*Started off Scratch
Fastest Lap 1 min 30 Secs
Not enough laps!
Sept 1977*

| PLACE | CAR NO. | ENTRANT/DRIVER | CAR | RACE TIME | PAST LAP |
|---------------|---------|---|------------------------------|-----------|----------|
| 1 | 67 | D. Duff/Daryl DUFF | Austin Healey 100/4 | 7-27.8 | 1-39. |
| 2 | 19 | K. Ricci/Kel RICCI | Triumph TR3 | 7-27.8 | 1-46. |
| 3 | 89 | D.B. Varley/Dennis VARLEY | Austin Healey 100/4 | 7-28.6 | 1-46. |
| 4 | 47 | J. Fitzpatrick/John FITZPATRICK | Aston Martin DB3S | 7-30.9 | 1-35. |
| 5 | 32 | K. Luckins/Kerry LUCKINS | Lola Mark 1 | 7-32.7 | 1-35. |
| 6 | 60 | K.G. Messenger/Ken MESSENGER | Zephyr Special | 7-36.4 | 1-37. |
| 7 | 3 | A. Blight/Alf BLIGHT | Decca Special | 7-37.3 | 1-41. |
| 8 | 92 | J. Veale/John VEALE | Austin Healey 100/4 | 7-44.7 | 1-42. |
| 9 | 30 | G. Hoinville/Graham HOINVILLE | MG TC | 7-44.8 | 1-39. |
| 10 | 8 | LM.Cooper/Morris COOPER | MG TC Special | 7-45.7 | 1-51. |
| 11 | 42 | D. David Russel/Dennis RUSSELL | MG Special | 7-46.7 | 1-41. |
| 12 | 97 | M Richards/Murray RICHARDS | A.C. Ace | 7-47.8 | 1-50. |
| 13 | 54 | J.W. Lawton/John LANTON | MGA Twin Cam | 7-53.2 | 1-45. |
| 14 | 17 | T.J. Butler/Terry BUTLER | MGA Twin Cam | 7-54.8 | 1-44. |
| 15 | 93 | W. Holyoake/Warwick HOLYOAKE | Buckle Zephyr | 7-54.9 | 1-35. |
| 16 | 44 | A. Lowe/Allan LOWE | Lotus Elite | 7-56.8 | 1-30. |
| 17 | 83 | K.A. Theiler/Tony THEILER | Jaguar XK150 | 8-00.8 | 1-36. |
| 18 | 52 | P.M. Candy/Peter CANDY | MG Special | 8-00.8 | 1-33. |
| 19 | 41 | Austin Healey Sprite Drivers Club/ Tony BENNETTO | Austin Healey Sprite Mk 1 | 8-02.0 | 1-55. |
| 20 | 12 | R.L. Williams/Ross WILLIAMS | Elfin Alpine | 8-02.3 | 1-32. |
| 21 | 22 | J. McConville/Jim MCCONVILLE | Austin Healey 100/5 | 8-04.3 | 1-34. |
| 22 | 48 | R. Lee/Ron LEE | MG TF | 8-05.7 | 1-51. |
| 23 | 28 | K. Welsh/Keith WELSH | Prad Holden | 8-05.8 | 1-35. |
| 24 | 21 | A. Bail/Alan BAIL | Lotus 11 Replica | 8-08.9 | 1-36. |
| 25 | 95 | C.M. Williams/Charles WILLIAMS | Aston Martin DB2/4 | 8-09.9 | 1-53. |
| 26 | 7 | R.C. Robertson/Roderick ROBERTSON | MG TC Special | 8-11.6 | 1-37. |
| 27 | 34 | L. Cousin Automotive/John HOSKING | Triumph TR3 | 8-33.1 | 1-43. |
| 28 | 64 | S.J. Powell/Stuart POWELL | Austin Healey 100/4 | 8-39.2 | 1-37. |
| 29 | 35 | L. Cousin Automotive/Paul VEYSEY | Triumph TR3 | 8-41.4 | 1-37. |
| 30 | 68 | B.D. Wilson/Brian WILSON | Jaguar XK 150 | 8-52.0 | 1-47. |
| <u>D.N.F.</u> | | | | | |
| | 79 | R. James/Roger JAMES | Ausca TR | | 1-50. |
| | 45 | Makin & Luby Motors/George MAKIN | MG Ausca | | 3-00. |
| | 91 | S. Pike/Stephen PIKE | Austin Healey BN2 | | - |
| | 24 | D.L. Davidson/David DAVIDSON | Holden Special | | 3-12. |
| | 33 | L. Cousin Automotive/Laurie COUSIN | Triumph TR3 | | 3-23. |
| | 78 | G. Marks/Graeme MARKS | Austin Healey 100/4 | | - |

At the end of June 2021 Sue and I went to Queensland for a break in the sunshine and to provide some support for my sister who was facing placing her husband of 53 years into care. We had had our Vaccine shots.

We set off on our normal route with overnight stops in Narrandera and Coonabarabran. Our border permits for Queensland were checked in Goonawindi where we loaded the Qld check in app and proceeded to Brisbane. A few days there and then to Mooloolaba to enjoy the surf and sunshine. There was a short lock down in Brisbane and NSW was closed. We spent the next six weeks between Brisbane and Mooloolaba hoping things would improve, when it became obvious things were getting worse we considered our options.

Firstly to Fly home and have the car freighted back to Melbourne, high risk of covid in plane and airport.

Secondly apply for Victorian permit which allowed a nonstop 1100 kilometer 24 hour dash across NSW, not an approach to be recommended by any road safety expert.

Thirdly take the long road home via Queensland, NT, South Australia and hope these borders do not get closed.

We chose the third option. Our driving plan was on road by 9.00am off by 4.00pm, two hour rest stops and driver change, if possible no more than 500 kilometers per day although we recognized two days would be more than this, so an early start.

First stop Roma, described as gateway to the outback. Second stop Blackall a town whose water supply both hot and cold comes from the Great Artesian Basin. Third stop Longreach with visits to The Stockmans Hall of Fame and the Qantas Founders Museum. Fourth stop Mt Isa a mining town.

We crossed the border into NT, friendly policeman checked our permits, we loaded the NT check in app and proceeded to Tennant Creek a very depressing town.

On to Alice Springs where we enjoyed some quite time, highlight the Anzac Hill memorial and lookout. Next stop Yalara resort and Uluru. Sunrise, Sunset and a full on day at the Olgas and Ayres Rock. We celebrated our birthdays with a complimentary bottle of champagne and extravagant dinner.

Back the 242 Kilometers to the Highway we stayed at the Eridunda Roadhouse. Then next day we crossed the border into South Australia. We had permits but there were no checks at the border. Load another check in app. Next stop Coober Pedy with its underground Churches, houses and other facilities. We did not try an underground motel.

Next stop Port Augusta, transport hub and the gateway to the west and the north. We discovered the Queenscliff ferry was on a reduced timetable and not running on Sundays, we needed to kill a day in our schedule.

We travelled across South Australia to Loxton for a stay and then on to Naracoorte for the final night of our adventure.

The final dash, permits ready we headed for the border, stop and check going into South Australia but nothing on the Victorian side. Across the countryside to Dunkeld on to Skipton then Geelong/Queenscliff for the ferry and home.

18 days 5600 kilometers. We experienced temperatures of 36 degrees and dust storms, 12 degrees and pouring rain, barren outback paddocks with no livestock to lush green pastures with huge sheep flocks. We saw Kangaroos (Dead & Alive), Camels, Goats, Emus, Eagles and many other birds

We experienced luxury accommodation and some very basic, generally clean, comfortable and welcoming.. Eating out loses its gloss after a while but sure beats washing the dishes.

We live in an amazing country.

For those of us who enjoy our older cars and are in the habit of daily checks of oil, water etc on long trips, have to fight the habit in the modern vehicle. On the Honda HRV I put petrol in 5.9 litres per 100 kilometers, I checked the oil once on the journey and when we got home needed none. Had to top up windscreen washer reservoir, check the tyres. Sat comfortably on the speed limits 110 in Queensland , NSW and SA 130 in the NT. Need all of that speed to pass the road trains at 53.5 meters long.

Minutes Summary – SPC&HCC (ZOOM) General Meeting – Tuesday 5th October 2021

Meeting Opened – Allan opened at 8:30pm following the AGM

Meeting - Zoom 32 attended

Apologies – none listed

Minutes of the General Meeting– 7th September 2021

Moved Julie Jones, Sec. Keith Morrison

Correspondence

In – Information from The Department of Justice, CPS and Membership renewals

Out– Letter to Department of Justice,

Moved. Brian Evans, Sec. David Jones

Treasurer's Report: Our current balance stands at \$30,028 During the year funds from Regalia and raffles where unable to be conducted resulting in a loss of \$700 .

Moved – Alan Lowe Sec – Rob Lloyd

Membership Report– Currently-263 members and 1 for Committee approval.

Regalia – No Report

Web Site – No Report

AOMC- No Report

General Business: Following the AGM there was nothing discussed

Meeting closed – Allan closed the meeting at 8:45pm



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Some Joy from Joyce—To help you pass the time

Not much on the supermarket shelves yesterday so I decided to improvise. Dinner last night was a risotto made with some mushrooms I foraged for locally.

Not only was it delicious, but soon after a Welsh male voice choir of purple elephants showed up and sang the whole of Meatloaf's "Bat out of Hell" album, accompanied by a coloured light show.

SCIENCE LESSON

Four worms were placed in four separate test tubes:

1st in beer

2nd in wine

3rd in whisky

4th in mineral water

The next day, the teacher shows the results:

The 1st worm in beer, dead

The 2nd in wine, dead

The 3rd in whisky, dead

The 4th in mineral water, alive and healthy.

The teacher asks the class: "What do we learn from this experience?"

And a child responds: "Whoever drinks beer, wine and whisky does not have worms!"

WHEN THIS LOCKDOWN IS OVER THE FIRST
PERSON TO WALK OUT OF A CHIP SHOP IS GOING
TO GET TORN APART BY A FLOCK OF STARVING
SEAGULLS!!!

Email to the Editor from Warwick Spinaze

G'day Keith,

Bob Thornhill from Safety Beach likes to take posed car photos – not just passing happy snaps. He has used Martha Cove as a setting

He then enhances the images with colours, metallic duco finishes, cloud formations, backdrops, etc. Attached (*below*) are a couple of examples. You might fit one in the next edition

Members might like to ring Bob on 0416 119 032 or email pixelgaffer@gmail.com



1933,Buick



Warwick Goes to the Beach

Parking behind a newish Gold Wing bike on the Queenscliff Ferry one summer evening I caught a glimpse a lock of grey hair as the rider removed his helmet which prompted me to accost him and start asking questions. (Having once ridden a postie bike riding up cattle this Octo considered himself almost in the same league). The Honda with its 95 BHP flat six now in its tenth year of development attracted attention wherever it went. My first question was "What skills does it take to ride a bike like this ?"(You can see where this is leading) His reply startled me. "You must have a strong son-in-law!" He went on to explain that he once accidentally dropped the bike in his garage one morning and had to wait three days for his son in law to assist him to stand it up. The bike weighs in at 367 Kgs dry weight plus 25 litres of fuel.

We continued our discussion on the upper deck armed with a coffee and I whilst I pursued him with my questions. "Did you consider importing the new American version of the Gold Wing, the Harley Davidson "Electra Drive?"

"No! The US bike has just over half the horsepower at 58 BHP with a top speed of 165 KPH against the 200 KPH of the Honda, does not handle nearly as well, not as comfortable, not finished as well, not as reliable and not as good a bike"

We shook hands, the bike started with smooth muted throb and glided away, whilst Octo climbed into a very ordinary grey car, feeling his age, and followed down the road at an ever increasing distance.



V



Lost Words From Our Childhood (for some)

Mergatroyd! Do you remember that word? Would you believe the spell-checker did not recognize the word Mergatroyd? Heavens to Mergatroyd!

The other day a lady said something to her son about driving a Jalopy; and he looked at her quizzically and said, "What the heck is a Jalopy?" He had never heard of the word Jalopy! She knew she was old ... But not that old. Well, I hope you are Hunky Dory after you read this and chuckle.

About a month ago, I illuminated some old expressions that have become obsolete because of the inexorable march of technology. These phrases included: Don't touch that dial, Carbon copy, You sound like a broken record, and Hung out to dry.

Back in the olden days we put on our best bib and tucker.

Heavens to Betsy! Gee whillikers! Jumping Jehoshaphat! Holy Moley!

We were in like Flynn and living the life of Riley; and even a regular guy couldn't accuse us of being a knucklehead, a nincompoop or a pill. Not for all the tea in China!

We wake up from a short nap, and before we can say, "Well, I'll be a monkey's uncle!" Or, "This is a fine kettle of fish!" Poof, go the words of our youth, the words we've left behind. Where have all those great phrases gone?

Long gone: Pshaw, The milkman did it. Don't forget to pull the chain. Knee high to a grasshopper. Well, Fiddlesticks! I'll see you in the funny farm. Wake up and smell the roses.

Leaves us to wonder where Superman will find a phone booth...

See ya later, alligator! Okidoki.

You'll notice they left out "Monkey Business"!!!

WE ARE THE CHILDREN OF THE FABULOUS 40's and 50'S ... NO ONE WILL EVER HAVE THAT OPPORTUNITY AGAIN .. WE WERE GIVEN ONE OF OUR MOST PRECIOUS GIFTS: LIVING IN THE PEACEFUL AND COMFORTABLE TIMES, CREATED FOR US BY THE "GREATEST GENERATION!"

CLUB MERCHANDISE For Sale

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

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



IMPORTANT NOTICES

CLUB PERMIT SCHEME MANAGEMENT INFO

David Doubtfire is the Club Permit Officer and Brian Evans is deputy officer for emergency only.

DRIVER RESPONSIBILITY

It is the responsibility of the driver of a club red plated vehicle being driven to ensure the vehicle is in a current roadworthy condition.

CLUB PERMIT HOLDER'S RESPONSIBILITY

It is the club permit holder's responsibility to:

Remain a financial member of the club

and

Contact the club permit officer after disposal of a red plate vehicle

CPS RENEWAL REMINDER

NOVEMBER

| | | |
|-----------|------------|-------------|
| 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 | | |

JANUARY

| | | |
|----------------|------------|----------|
| J BEARD/SPENCE | R ROLLINGS | J MARTEN |
| S KNIGHTLEY | D ROBINSON | G CLARKE |
| N ARMSTRONG | M LEONARD | J MASON |
| H WEBSTER | D TRUEMAN | R HOWES |

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 1.

2 Circular domed orange lights, 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.

WANTED 2—CARAVAN STORAGE

Seeking a level accessible site like a carport / shed for a 2.7m high x 6m long caravan. Rent negotiable.

Contact: Ever hopeful - Warwick Spinaze 0407 016 719 Tootgarook VIC



FOR SALE

Car trailer for sale. It was designed for an MGB but would suit any vehicle up to 1 tonne. It has ramps and a hydraulic tilt mechanism plus a winch. It has excellent tyres and has had little use.

I would like \$2500 ONO. It is located in Mornington.

Regards, Bob Armstrong 0417 524 093



FOR SALE - BICYCLE

I am selling my Malvern Star Vector 3.0 Flat Bar road bike.

This bike has not seen a lot of use in the 4 years that I have owned it.

I am looking at buying an e-bike so that I can ride with a group around Mornington.

The bike is a medium size alloy frame, fitted with disc brakes and Shimano 24 speed Acera gear set.

Asking price \$450 or best offer.

Brian Evans 0409 639 118



FOR SALE

1975 HOLDEN PREMIER HJ SEDAN - EX HOLDEN EMPLOYEE CAR

One owner car bought new by former GMH employee as staff purchase. Now deceased it has been taken over by son.

- Excellent original condition both internal and external
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Sale includes original papers and invoices plus photo of the car taken on the assembly line being built for an employee of long standing.

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Chassis. BHJ 33256 A

Reg No. 63278-H

PRICE - \$30,000 FIRM

For further details and to arrange inspection. CALL MICK DADD0 0407 325 267



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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