

# The CRANKHANDLE

**FEBRUARY  
2022**

*Newsletter of the Southern Peninsula Classic and Historic Car Club Inc. A00011676Y*  
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The Crankhandle is sponsored by the Bendigo Bank

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

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



***The Indefatigable David Doubtfire - He's been at it again! (See Page 8)***

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***The deadline for articles and advertisements in the next edition of The Crankhandle is 15<sup>th</sup> 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:**

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Ray Beagley 0414 598 614

**Federation Representative:**

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

### All's Soap box

Hi everyone.

Well just as things were improving we find ourselves back to being recluses.

I apologise to anyone inconvenienced by the late cancellation of the last meeting.



With the explosion of covid cases on the peninsula the last thing we wanted was to inadvertently spread it amongst our members.

For the foreseeable future we will restrict our events to outside, and in a manner which does not encourage public interaction.

There are some reports in this issue on recent past events.

Please keep an eye on newsletter and more appropriately on your emails for updates.

Below is an article that follows on from the previous one regarding Nissan and Studebaker.

To anyone who has a birthday coming up,

"Happy birthday"

And anyone who is not feeling well,

"Get well soon"

Happy new year to you and your family.

Allan Tyler

### The Studebaker Bellet was almost the future of the company

By Pat Foster from April 2020 issue of Hemmings Classic Car

I'm curious what you think of the compact sedan pictured below, and I'm especially interested if you're a longtime Studebaker enthusiast. Why? Because this was almost the future of Studebaker cars worldwide. Presenting the almost 1966 Studebaker Bellet, designed by Isuzu— the car that really might have saved the company.

By 1964, Studebaker car production for the U.S. and Canada was centred in Hamilton, Ontario. In 1965, the president of Studebaker Canada, Gordon Grundy, was searching for an import car to supplement the Studebakers his dealers were selling (and, possibly, an import that could be assembled in Canada). Studebaker Canada was already involved with importing foreign cars via a deal with Volkswagen of Canada, which was paying a hefty duty on cars



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brought in from Germany. With the new Canada/U.S. Auto Pact agreement, Studebaker was allowed to import any foreign car, duty-free. So, Grundy made a deal to import 31,600 VWs at a duty-free savings of \$165 per car. These were sold to VW Canada at \$150 profit per car, pocketing a net profit of \$4.74 million—while VW saved \$474,000. It was strictly a paper transaction, and all perfectly legal.

Looking for other ways to generate profits, Grundy met with Nissan in Japan to acquire the rights to sell Datsuns in North America. Some of the Datsuns would be badged as Studebakers, and eventually, even built in Canada. But, in the middle of negotiation, management instructed Grundy to break off talks with Nissan and pursue an arrangement with Toyota. The end result was that neither company wanted to do business with Studebaker. The lawyer behind this unfortunate debacle? Future U.S. president Richard Nixon.

Grundy next looked at the Prince, a Japanese auto they could offer as low as \$1,895. Also investigated was the DAF line of cars; several were brought over from Europe for testing. In the end, neither Prince nor DAF were considered viable because they wouldn't have appealed to enough Canadian drivers. But the next car

investigated, the Isuzu Bellet, certainly would have.

The Bellet was larger than most of the imports Studebaker Canada had considered, and was sturdy and well built. The Isuzu had very pleasing styling, and its 1.5-liter four-cylinder engine could easily handle North American highways. Studebaker began to seriously consider the idea of importing the Bellet, and later assembling them as well. The company brought test cars to its Hamilton headquarters and were surprised at their comfort and roominess. A handful of Bellets were mocked up with Studebaker emblems and badges; marketing men drove the badged imports to a few dealers to get their reaction. The dealers were very pleased with the Bellet, and the plan to sell them in conjunction with Studebaker's carryover Lark-based models.

Studebaker looked carefully at introducing the Bellet for 1966 and even made plans to charter an ocean liner so they could take Studebaker's U.S. and Canadian dealers on a weekend jaunt to talk about their exciting future.

However, Studebaker Canada was also involved in negotiations to be acquired by importer and distributor Canadian Motor Industries. CMI had distribution rights for Toyota, 60 dealers, and was interested in acquiring Studebaker's network of about 1,000 dealers in the U.S. and Canada. It would make CMI a big player in the auto industry. Negotiations led to a proposed deal; CMI would purchase the assets of Studebaker's Automotive Division for about \$1 million, including all production equipment, the Hamilton factory and offices, and the parts warehouse in South Bend, Indiana. The deal was agreed upon—Studebaker's U.S. management was anxious to get rid of its Auto Division—and signing was scheduled when, unbelievably, one of CMI's principals got cold feet mere hours before the deal was to be signed. He worried it was taking on too much—he

and his partners would need to raise a great deal of capital to finance ongoing operations. He convinced CMI to walk away.

Once the CMI deal fell through, the plans to introduce the Bellet for 1966 were put on hold. Then, in March 1966, Studebaker's management pulled the plug on the auto division.

And that was that.

## ***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

### **February**

- Tues 1<sup>st</sup> **Monthly General Meeting** will be a zoom meeting and you will be advised of the address for this.
- Wed 2<sup>nd</sup> **BYO Picnic Lunch at Charlies Auto Museum**  
175 Purves Rd, Arthurs Seat.  
11am onwards, BYO everything  
Grassed area under the trees at the front.  
Complimentary admission to the museum (Thanks Charles)  
Convener: Allan Tyler: 0409 406 690
- Fri 4<sup>th</sup> – 6<sup>th</sup> **Geelong Revival Motoring Festival** at Geelong Water front, 95 Eastern Beach Road Geelong.
- Tues 8<sup>th</sup> **Committee Meeting**
- Mon 14<sup>th</sup> **Valentines Day**
- Mon 14<sup>th</sup> **Kilcunda Trestle Bridge**  
Meet at Bunnings Mornington at 9.00am.  
So, BYO everything, and we will have a morning tea stop at the Koo Wee Rup Observation Tower, lunch at Kilcunda.  
If the weather is good, there should be plenty to do wandering around the Bridge and ocean beach before a leisurely drive home.  
Please let me know if you are coming, Geoff Bartlett,  
0419 547 823, helen-geoff@bigpond.com
- Tues 15<sup>th</sup> **Cars'n'Coffee** at Mornington Golf Club 9.30 onwards.
- Sun 20<sup>th</sup> **RACV Great Australian Rally** run by the All British Car Club at Yarra Glen Racecourse.  
Please register for this event with Geoff Bartlett: helen-geoff@bigpond.com 0419 547 823

### **March**

- Tues 1<sup>st</sup> **Show and Shine BBQ** (General Club Meeting)  
In front of Club Rooms Dromana 5pm onwards.  
BYO tables, chairs, salads, drinks, plates, cutlery etc.  
BBQ will be provided.
- Tues 8<sup>th</sup> **Committee meeting.**
- Fri 11<sup>th</sup> - 13<sup>th</sup> **Philip Island Classic Festival of Motor Sport**
- Mon 14<sup>th</sup> **Labour Day**
- Tues 15<sup>th</sup> **Cars'n'Coffee** at Mornington Golf Club 9.30 onwards.
- Sun 20<sup>th</sup> **Kalorama Vintage Rally** featuring Historic Vintage and Classic Specials. Vehicles manufactured prior to 1990 eligible for Mystery Tour and display on oval.  
Mystery tour commences at Manhattan Hotel 9am for a 9.30 start \$10.00 entry.  
Book with John: johnbecker@westnet.com.au 0411 202 911

Tues 29<sup>th</sup> – Apr 5<sup>th</sup> **Echuca Hub Tour** details Stuart and Ann West: 0409 700 904

## ***Past Event - Club Christmas Dinner Thursday 16<sup>th</sup> December***

After some thought, it was decided that the club would hold its annual Christmas Dinner.

The last two years has been very difficult for all of us, and we hope that this celebration would make us all feel a bit normal.

The meet and greet was kept low key due to the covid restrictions.

The tables looked lovely, with bon bons, Christmas boot, lollies and the talked about place mats, with members trying to find their cars. (Hopefully).

The background music was playing, and we had the slide show running of previous events.

When everyone was seated, we had entrée, mains and of course the plum pudding with brandy custard.

In between the 3 course meal, we had raffle prizes, with some very happy members, and the main hamper prize was won by Helen Jordan.

We also had some ditties from Vince Latham who kept the audience entertained.

The Club Member of the Year trophy was presented to Keith Morrison, who has been keeping us informed via the newsletter, and other magazines of interest. Without a lot of events happening it is still a very informative magazine, for all the members.

Congratulations Keith.

It was good to see all the members enjoying the night and catching up, as it has not been happening.

Thanks to the following members.

- Brian and Leonie Evans for organising the event.
- Julie Jones for the lovely hamper.
- Allan Tyler for the place mats and slide show.
- Paul Lucas for organising the payments etc, making sure it was all in order.

A big thank you to Sportspower in Rosebud and Frankston Tyrepower in Frankston for supporting our Club.

Christine Tyler.











## *Caught in the Headlights*

### *The Octogenarians*

#### **David Doubtfire ....He is at it again!**

The Octos always enjoy the company of David Doubtfire, and we learn a lot, especially with his long association and success with the car racing scene in Australia. We could call on David every few months and be able to write up a completely new set of cars. We don't know how he does it but he has the unique ability to find great and interesting cars (although he claims that the cars find him) We recall an earlier visit when the current stable consisted of a 3.4 Jaguar, a quite magnificent Mini Cooper Monte Rally Car replica that he completely restored, a very nice MG A, a Porsche Boxter and a 1936 Meteor.... All Gone! The only car left is an MG C undergoing a complete rebuild with a rebuilt motor complete with 3 carbys on a stand awaiting installation

David kindly supplied a list of the mechanicals of his cars so he wrote "I have a soft spot for the MGC. Apart from it being a rare MG with some interesting mechanical differences to the MGB, I spent years racing an even rarer replica of the famous MGC GT Sebring Racer that did so well for the factory racing team in Europe. My MG was built from a brand new MGC GT and raced successfully here in Australia from 1970 to the current day. I always hankered for a road going version and this one (Pointing over his shoulder) popped up in Northern Victoria that had languished in his shed for ten years. I purchased it sight unseen. Something I would not normally recommend."

"The car was delivered and I spent the day going over it. There was good and bad. Paintwork was good and would come up with a cut and polish. The dashboard was junk, interior not much better but came with two new seats. A short test drive showed poor brakes, a noisy suspension, hardly any clutch, most instruments not working, poor oil pressure, and the engine stopped and would not restart."

David's list of jobs to be done:

Full engine rebuild, with conversion to triple webers and sports headers, repaint the engine bay and fit a new wiring harness. A full brake restoration including all hard lines and master cylinders, full suspension rebuild, including rubbers and shockers. A new windscreen and rubbers was required, including doors and boot. New carpets were required as was a new dashboard and instruments including a period radio. A new oil cooler, radiator and electronic distributor was required as was a new hood. After nine months the motor is done and almost ready for installation.



Whilst all this is going on another advertisement caught David eye. an MGB Mark 1 and sitting in a museum for 20 years. The car was practically perfect in body and mechanicals. A list of the specifications follows.

The engine is a Rover V8, fully balanced and blueprinted fitted with Electronic Fuel Injection fully controlled by a Haltech management system, including full tubular exhaust system. The car is fitted with a Toyota 5 speed box fitted to a heavy duty clutch. The brakes on the front are Volvo 4 pot calipers and ventilated discs with rear Nissen discs and calipers, power brakes and a Borg Warner Limited Slip Differential.

The wheels are 15 inch Superlites with Bridgestone Potenza tyres and is suspended by Koni Shock Absorbers all around. Needless to say, the car looks exactly like a very well restored Mark 1, no stripes, nor any V8 badges, or any extra driving lights, nothing to give it away, THAT IS until one walks behind the car and hears the rumble rising to a spine tingling bellow. In answer to a question David admitted to around 400 BHP. It would sure jazz up a coffee



morning.



Another acquisition is a most unusual car of extreme performance, a Subaru WRX, built in Australia by STI engineers to celebrate 10 years since the WRX introduction into Australia. They took a lot of parts from their world winning rally car (What was known as 'The Super car') including engine performance components and the special suspension modifications and very special, one off, wheels. Only 200 cars were built, most of which never reached the showrooms, such was the demand for this car. David reports "the car is quite extraordinary, very well sorted and beautiful to handle".

This is the last regular appearance of the Octos in Crankhandle except for some specials later in the year. The Octos.... Mick, Ray and Bill wish to acknowledge our really great Editor, Keith Morrison, a pleasure to write and photograph for and all those very kind members who allowed us into their homes over the years to be interviewed and questioned. A new, much younger, much more vital, highly skilled and experienced pair will be continuing the task. So it's "bye for now".



**SO IT'S FAREWELL FROM HIM AND HIM!!**



Here they are, "resting" during our last visit as the Octos, to David's garage, surrounded by his latest projects and diverse range of memorabilia. It's a fitting place for us to say farewell as the Octo team. We have visited this humble genius on many occasions during our years since 2015, writing articles on his ever-changing fleet of cars, and have always been super impressed with David's abilities in restoring and repairing an amazing range of classics, along with his talent to fully recondition motors of all descriptions to standards often better than new. He also makes a bloody good coffee, something the Octos always looked forward to.

For my part, it has been the best of times working with Bill the writer and Ray the photographer—two talented Life Members whose monthly member profiles have been enjoyed by us all. Now this chapter ends and the new team of Allan Lowe and Neil Hussey will be regularly putting their talents to work for you, but I'm sure we will see Bill's individual contributions appearing in "the Cranky" from time to time. He just can't put the pen down for long!

So now it's time to say a very big "thank you" to you all for allowing us into your homes and your wonderful hospitality. We have always felt very privileged and it's something we have never taken lightly. Finally, a huge vote of thanks to our Editor Keith, whose patience with the Octos was never ending and whose abilities to produce an outstanding magazine each month, leave us in awe!

Octo Mick

## ***Past Event Christmas BBQ Tuesday 7<sup>th</sup> December***

It was great to see club members bringing their cars out and getting together again, catching up with old and new friends.

Like a well oiled machine, the Committee BBQ team produced the goods and it seems like everyone who attended had a wonderful time.









## Past Event Cars 'n Coffee—Mornington Golf Club Tuesday 21<sup>st</sup> December

The final outing for the club for the year at the Mornington Golf Club brought a cheery lot of 35 men and four women to the venue. It was too close to Christmas for many others to join in the frivolity of the morning. A lovely day for the club members to look over the green outside the room for our morning tea and see the trees lightly swaying in the distance. Calming indeed. Until it came time for the raffle drawings, which were quick-paced as many ran to choose a prize—great fun for all. The raffle proved to be very successful.

From there, we drove to two factories. The stairs leading to the office at the top of John Watson's factory was not for the faint-hearted. One held tightly to the wall ledge for support and to pull upwards. The steps were wide but well apart from the next, which meant significant stepping from one to the next. Not easy but a great height from which to take photographs. John is presently working on a canary yellow Ford Customline two-door convertible. Big and long.

John has been a Ford man for many years with many pristine clean cars to match the same cleanliness of his workshop. It was easy walking between the vehicles and a delight to see, with many envious of such a display, let alone the size of the factory!

It was then over to new club member John White's factory, a mere stone's throw away. Here, we saw the paraphernalia of Peter Brock, racing competitions by John and the history of Bathurst in which he participated. Three signed helmets by Mick Doohan, took centre stage. Another well-kept and clean area in which to work.

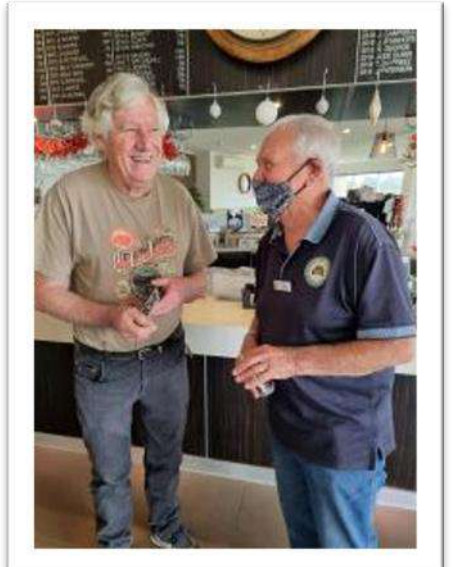
The benefit of such visits is to learn something new each time and see different aspects of engineering. Renewed enthusiasm comes to the fore to work on their cars and fix annoying problems that had irked for so long.

Thank you to Chrissy and John who garnered gifts from various businesses for the raffle, and being able to gather together so many at this time of year

.Words Anne Kruger









## ***Past Event New Years Day Picnic at the Briars***

Meeting at the Briars has been a club tradition for quite a while now, and the members obviously enjoy this day out as it is always well attended. This year was no exception despite being a very warm day. There is always plenty of shade under those lovely trees for all of us to have lunch and chat with everyone.

The cars looked shiny all lined up and they attract quite a bit of attention, from the public driving and walking by. We had about 26 cars to show off.

Thank you to all the members for attending.

Christine Tyler.





China's car market returned growth in 2021 after three years in negative territory, with sales of passenger cars up 4.4% from a year earlier to a total of 20.1 million vehicles according to the China Passenger Car Association. Included in this number were sales for electric and hybrid plug-in cars totalling 2.99 million vehicles, approx. 15% of total China passenger cars sold in 2021.

A graph included in the article, shows "new-energy" car sales rose strongly each month through the year from 100,000 units in January 2021 to approx. 390,000 by the end of December last year. Chinese brands such as BYD [sold nearly 600,000 EVs] while XPeng and NIO along with Tesla, showed strong increases. Estimates show China's passenger car market is expected to grow by 5% this year with new energy cars estimated to account for about a quarter of total cars sales, according to the Association. Within these figures, analysts and industry executives are expecting internal combustion engine [ICEs] to remain flat or decline slightly this year.

The soaring cost of raw materials, especially those used in EV batteries eg lithium, cobalt and nickel, look likely to loom large over the industry again this year while the difficulties in meeting demand for semi-conductor chips will certainly inhibit overall production figures world-wide for at least the first six months of this year. Meanwhile, foreign carmakers suffered more than others in the China market in 2021 because of the semi-conductor chip shortage along with component supply issues as well. VW, the biggest foreign brand in China, suffered a drop of 14% in total China sales to 3.3 million vehicles, especially evident in the last quarter of 2021 as China's economic slowdown hit hard. Others to suffer were Nissan whose sales dropped 5.2% and Honda with fall of 4%. Toyota seems to have navigated the conditions somewhat better than its competitors, reporting a rise in total China car sales of 8.2% in 2021.

China's subsidy package for EV buyers, is set to end this year with the subsidy reduced by 30% to around \$US 2000 or less for this year. According to the article, analysts expect the end of subsidy, at the start of 2023, to have limited impact on the China market for EV sales.

The full article of this synopsis of China car sales appeared in The Wall Street Journal and printed under licence agreement by the AUSTRALIAN newspaper on Thursday 13<sup>th</sup> January 2022 as part of the AUSTRALIAN regular articles attributed to and appearing in The Wall Street Journal.

Octo Mick

I don't quite know what I would do without Octo Mick's constant presence in my life. I look forward to our times together, usually over coffee. He is always there for me in the tough times and the fun times. He was the beating heart of the Octos, always on the ball, a born organizer, he gets things done, always on time and without a flaw. His instinct for a story and his ability to extract the story and get the best out of two rather wayward Octos is quite extraordinary. He loves the Club and as a former President, constantly thinking of what is next. A wonderful person and great company.

Octo Ray has been a very close constant friend for the past 56 years, a highly intelligent man with a large range of interests. Cars being just one of them. His father gave him a camera when he was 6 years of age and he has virtually carried one all his life, always first with the latest he has been a vital part of the Octos for their whole existence. Nearly every front cover of Crankhandle for nearly 20 years has been a product of Rays' camera lens, never intrusive he quietly goes about his task to produce a top photograph. He listens intently to the story being told and instinctively knows how best to portray and improve our best efforts. A former committee member and Editor of Crankhandle, he loves the Club. He is a real Gem and good friend. A Life Member of the prestigious Melbourne Camera Club and thru his lens he will continue to give the club much pleasure.

Our successors are going to do a terrific job, they are keen and compared with the Octos, very young. They have had a strong car background since school days, and have had many many cars between them, are old friends and have a very successful competition background. Their current cars are quite stunning and rare and they will bring a new vitality to the magazine. The Octos are looking forward with great anticipation and enthusiasm to a whole new scene. They will be terrific.!

Octo B

I'm involved in a collectables club, The Mornington Peninsula Antique Bottle and Collectables Club, of which I am the current President and News Letter editor.

At our very welcome face to face, November 2021 monthly meeting, a club member showed this advertising envelope in our Show and Tell (latest finds) section of our meeting,



Researching this event through Google, uncovered a rather unique car racing track.

#### THE BEGINNINGS

Civil Engineer H. Clay Kellogg designed the three mile round Grand Boulevard in 1886. During that year Kellogg, working closely with real estate developer R. B. Taylor, laid out the plans for the town of South Riverside, later known as Corona. Taylor wanted a design for the newly formed community to have some character and the concept of the circular boulevard was born. Little did anyone realize what importance that road would bring to Corona just 27 years later.

In 1912, city officials were again looking for some means to bring their community to the attention of the world. With the invention of the automobile and the ensuing interest in testing the speed of these vehicles, raceways began to form all around the country. Several wealthy residents and local businessmen began to make plans to promote their idea for turning the circular Grand Boulevard into a racecourse.

On January 13, 1913, Barney Oldfield and members of the Western Auto Association were invited to Corona to test the track. Barney Oldfield proclaimed that "a race car could maintain 95 mph on the course and could make 120 mph for short distances." This was even better than the best times on other courses, which did not top 84.3 mph. The group recommended that an "auto club" be formed to run the races, and soon after the Corona automobile club was formed with F. H. Ott, President; George E. Snidecor, Vice President; and F. W. Reynolds as Secretary.

Club members worked hard to get permission and sanctions from the Corona City Trustees, the American Auto Association, and the residents along Grand Boulevard who would be affected.

It seems that everyone in the community was involved in one way or another. Even John H. Flagler, a prominent eastern businessman and owner of El Cerrito Ranch, got involved. He donated the perpetual "Flagler Trophy" for the upcoming races.

The auto club worked closely with city engineer Mr. Gully on preparing the Boulevard for the first race, which was set for September 1913. Gully said "the average man has no conception of the difficulties incident to the establishment of a grade that had to run from level to a 3% grade in a circle. Not only that, there were in addition 84 intersections to



contend with, and the pavement had to be such as would hold 6,000 pounds, running at speeds of over 90 mph.”

Local citizens also set to work on improvements now that Corona would be on everyone’s map. Streets were cleaned, cement sidewalks, trees, flowers and new lawns were put in. Local businesses decorated with attractive flags and banners, and a publicity committee worked on newspaper coverage. Postal booster stamps were placed on every letter that left Corona announcing the upcoming race on September 9th. A postcard and colorful poster were reproduced and made available to the public.

The grandstands, which would hold 30,000 people, were ready by September 1st. With a winner’s purse of \$11,000 collected by the Corona Auto Club, the highest prize in its day, Coronans hoped to attract race car drivers from all over the world. The town was ready to begin its first race!

#### CORONA ROAD RACING ON GRAND BOULEVARD SEPTEMBER 9, 1913

Three days before the races, hundreds of people started coming into town to watch the great drivers practice. Some of the well known names included: Earl Cooper, Terrible Teddy Tetzlaff, Barney Oldfield, Felix Magone, and Ralph DePalma. Hotels for miles around were booked solid and the local Santa Fe Railroad brought in spectators from Los Angeles, San Diego, Pomona, and Riverside.

By 5 a.m. on September 9th, hundreds of automobiles began pouring into town to see the two events that were scheduled. The Corona Auto Association estimated that they would have a crowd of between 30,000 and 50,000 people. Ten cars were competing for a purse of \$750 in the light car race that began at 10 a.m. There was one slight accident during the race, with only minor injuries. Ed Waterman won the race in the 37th lap. He had broken the light car world record with a time of 1:37:12!

The second race was the medium and “free-for-all” classes. Medium car drivers were going 91 laps for the \$3,000 purse, and drivers in the “free-for-all” were to continue another 19 laps to try for the prize of \$5,250.

Each car had two seats, one for the driver, and the other for the riding mechanic. Throughout the race, Cooper, Oldfield, DePalma and Magone competed for first. DePalma dropped out in the 23rd lap with a cracked cylinder. Magone’s Stutz battled with Tetzlaff’s Fiat.

By the 40th lap the heat and oil began to break up the carefully laid track. Oil spots showed and drivers moved to the outside of the circle. Frequent stops were made by all cars to change tires.

Cooper and Oldfield began to battle it out for the lead! A young boy excited about the race broke away from his father and ran on to the track to cheer Oldfield on. Oldfield swerved and missed the boy but lost control of his Mercer. The action caused a front wheel to buckle and the car was thrown off of the track. Oldfield was not hurt, but his mechanic received some injuries and a spectator suffered a broken leg. Cooper stopped to help and Teddy Tetzlaff roared past! Rumor says that Oldfield said “I’m okay ... go on, you have a race to win!”

Earl Cooper, 27 years old, did go on to win the first Corona road race in his #8 Stutz. He broke the world record for the medium car event at 3:21:29.5, and won the “free-for-all” with a time of 4:02:38. In later years, this Californian would become the greatest overall winner of early American car racing history.

Corona’s first road race was deemed a huge success. Crowd estimates ranged from 65,000 to 100,000 people. Two world records had been broken, and the Corona Auto Club netted \$1,571.75.

On the negative side, there had been three wrecks, five people were injured, and the tarred dirt racing surface had begun to break up causing the course to become dangerous and slippery. Nevertheless, people loved it, and the townspeople had no doubt that they wanted to try to have the races again in 1914.

This is just a very brief history of this unique race track. A complete history can be found through Google which I can thoroughly recommend to all readers.

Footnote: While the races were reasonably successful most of the residents found it too disruptive and the last race was held in 1916.

# SHANNONS 40<sup>TH</sup> ANNIVERSARY SALE

## RESULTS SUMMARY 23—30<sup>TH</sup> NOVEMBER '21



It was indeed a “mammoth” sale with 135 cars offered from 3 points of on-line sale – Melbourne/Sydney/Brisbane.

Although this report only covers “cars”, I believe a record price was achieved in the number plate area. Number “96 NSW” sold for \$830,000!.

Without doubt, the outstanding car offered would have to be the 1971 Ford Falcon XY GTHO Phase 3 owned and driven by Alan Moffat. The final price to be confirmed at ONE MILLION DOLLARS!



The market for true classics still seems to be very firm, although 17 were passed in at approximately 12%

The following list shows cars that exceeded the Shannon's top estimate

LOT	MODEL	TOP ESTIMATE	ACTUAL SALE
95	Willys Jeep	\$15,000	\$30,000
100	'38 Morris 8	\$16,000	\$25,750
101	'53 Vauxhall	\$35,000	\$47,500
111	Holden EJ Ute	\$30,000	\$45,200
115	Holden FJ Panel Van	\$95,000	\$115,000
132	Holden HZ Sandman	\$70,000	\$98,000
140	'65 Mustang	\$65,000	\$95,000
141	'67 Mustang Convertible	\$70,000	\$85,000
145	Ford XE Fairmont	\$50,000	\$62,000
151	'05 Holden Monaro CV82	\$190,000	\$230,000
158	'60 Jaguar MKII	\$58,000	\$76,500
170	Porsche 928	\$100,000	\$122,000
174	MGB MK2	\$28,000	\$38,000
177	'78 XJC Coupe	\$48,000	\$57,500
182	'54 VW Beetle	\$35,000	\$40,000
184	'76 Porsche 911S	\$80,000	\$97,500
203	Nissan Skyline	\$350,000	\$378,000
210	'82 Porsche 911 SC	\$120,000	\$139,500
212	'87 Ferrari Testarossa	\$350,000	\$420,000

Shannon's valuations were pretty good but there were many sold below estimate.

Mike Hurd



## **Minutes Summary – SPC&HCC (ZOOM) General Meeting – Tuesday 4<sup>th</sup> January 2022**

**Meeting Opened** – Allan opened at 7:39pm

Meeting - Zoom 14 attended

Apologies – Paul Lucas

**Minutes of the General Meeting– 2<sup>nd</sup> October 2021**

Moved Geoff Bartlett, Sec. Greg Cripps

### **Correspondence**

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

**Out**– Email to MPS re Hall and confirmation of Indemnity insurance to Parks for the Briars New Years Day ,

Moved. John Becker, Sec. Neil Carpenter

**Treasurer's Report:** Presented in Paul Lucas absence

Total asset \$32,453

Moved. Greg Cripps Sec David Kisby

**Membership Report**– No Report (David to check on badge for John White

**Regalia** – No Report

**Web Site** – No Report

**AOMC**- No Report

**Events:** Phillip Island run enjoyed by all morning tea at Loch and lunch at RSL. Christmas dinner enjoyed by all who attended although some comments on food not up to previous standard. Cars N Coffee well supported and New Year at Briars had good weather and enjoyed by all who attended.

All future events and information to be in the Crankhandle

**General Business:** Questions asked re Show and Shine and future events. It was advised that these items would be discussed at Committee and information distributed asap

**Meeting closed** – Allan closed the meeting at 8:21pm



**DARREN McGRATH**  
*Proprietor*

*Factory 2/5 Newington Ave*

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SYSTEMS**

**TOWBARS AND SHOCKERS**

**ROSEBUD**  
**PH: 03 5981 2299**



Eldest son Leigh arrived last week driving a Tesla X. A sailing friend was taking his family to a mountain bike event at Bulla and he was unsure about charging facilities and the suggestion was made that they swap cars for a few days. Leigh drives a Toyota 4x4. The Octos received the benefit of this arrangement. We ventured out as passengers in the Tesla X, but first picking up Octo Ray, Octo Mick, being unwell.

The three of us went for a trial run in absolute silence but with some road noise from the huge 20 inch wheels. The driver has complete control a 17 inch touch screen is used to open all the doors, the screen shows Google maps, and sat nav, real time traffic updates, blue tooth phone and keeps a constant check on tyre pressures and a constant readout on battery range, plus warnings if cars or people come too close. (it's very American) It has an electric tail gate, heated seats and normal air conditioning that can be turned on remotely, a nice touch in a cold winter...There is no start up procedure, the driver just sits in the car and presses the accelerator. Leigh, our driver, gave the car a bit of a nudge and the effect was astounding and dramatic, ie. the two old Octos were pressed back in their very comfortable seats as the car responded instantly and took off, again in total silence., the writer cannot recall if our feet left the floor, but it was a long time since we had experienced such an effect, if ever. One very unique and very noticeable feature is the workings of the regenerative braking system, just lifting of the driver's accelerator foot results in the feeling that he is gently touching the brake.

The car left to its own devices would quickly come to a stop upon the lifting of the driver's foot. One unusual feature is the windscreen extends in a curve back as far as the back of the driver's seat.

The Tesla weighs in at a considerable 2604 Kg, powered by two electric motors one in front and one in the rear giving all-wheel drive and claims to reach 100kph in 5.2 seconds, and topping out at 240 kph (150 mph). Needless to say, we missed that bit.

Cameras give 360 degrees coverage around the car, the batteries are fitted under the floor, pushing the car to 9.9 seconds for the quarter mile. The car has wide conventional opening front doors and rear doors rose vertically for access, they have built in sensors to prevent touching a nearby parked car. There is a smallish boot in front (full of sailing gear) and the body is SUV style with considerable rear space. This is a very sophisticated car, a different car, an interesting and desirable car, unlike anything we had experienced and I agree with my daughter in law. I want one - but the old “wants and needs” will possibly come into consideration.





## CLUB MERCHANDISE For Sale

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

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



## IMPORTANT NOTICES

### CLUB PERMIT SCHEME MANAGEMENT INFO

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

#### DRIVER RESPONSIBILITY

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

#### CLUB PERMIT HOLDER'S RESPONSIBILITY

It is the club permit holder's responsibility to:

Remain a financial member of the club

and

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

### **CPS RENEWAL REMINDER**

#### FEBRUARY

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

#### MARCH

G BARTLETT	P BECKMAN	R BRADFORD
M GAGLIARDI	C JORDAN	G HOCKING
J HARTNETT	M LARGE	J MARTEN
E MCPHERSON	G MEANEY	M PERRIN

#### APRIL

W ALLEN	R BEAGLEY	C CASSAR
B CROCKER	G DUNKERLY	P GEERMANS
C HIGGINS	P HILL	B JONES
J MASON	A NASH	P NOTT
P ORAM	D WILKINSON	

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.**

## FOR SALE

**1928 Oakland 'G Cab'** Restored and working, big 6, 4 wheel brakes.

A known club car Eng No: RL18923

2 x 1927 Oakland Tourer under restoration. Much spent.

Eng No's: RL94303 and RL15524

All owned for more than 35+ years

All this including a spare gear box and engine, Buy the lot for \$20,000



**Also Morris 8/40 'E' Tourer**, factory convertible. Burgundy body, an older extensive restoration but driven little. Also a known club car. Ready to drive.

Club permit No: 04898H      \$20,000

Contact Greg Hocking: 0406703303 or 03 59750934



## FOR SALE

1975 6.8 litre Rolls Royce Silver Shadow 99,000k on the clock , needs some TLC inspection welcome in Caple sound . On club plates. Offers around \$14,999 would be welcome .Call Chris on 5986 1510.

Or email [4chrishiggins@gmail.com](mailto:4chrishiggins@gmail.com) for more photos.





## WANTED

### TRAILER - ON LOAN OR HIRE

I have to deliver my latest project "Car Simulator" from Mornington to the Austin Hospital Heidelberg. A golf buggy trailer or similar with a flat or chequer plate base and ramps is what I am looking for as the unit is on castors. Unit dimensions are L - 2000mm x W - 1100mm x H 1500mm weight 350kg.

Any offers would be greatly appreciated

Paul Lucas. Mob. 0420 927 073.

lucasp14798@gmail.com



## SALES TABLE

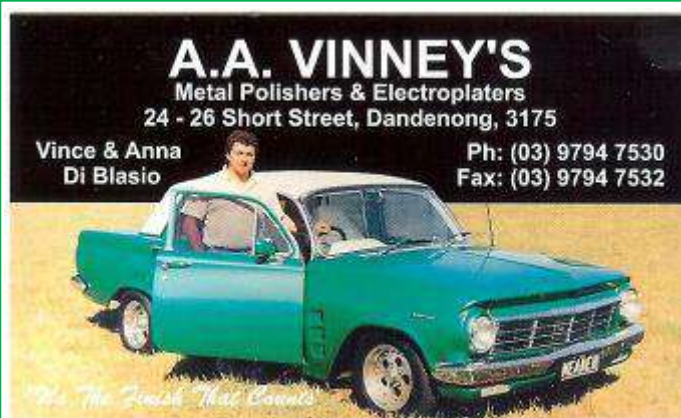
### **This is a new Idea for Club Meeting Nights**

As from the next real club meeting we will trial a sales table for members to bring along car related items they wish to sell.

Please supply a written description of items including price, sellers name and phone number. For large or heavy items a photograph will do.

Please note that the items will be the owners responsibility and all unsold items must be taken away at the end of the evening.

Good luck, SPC&HCC Committee.



Email: [vinneys@bigpond.com](mailto:vinneys@bigpond.com)

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***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.***

**STOP.....AND GO, TO**



## ABS MORNINGTON

53 Tyabb Road, Mornington, Vic 3931

Phone: (03) 59736855 Fax: (03) 59736344

Email: [mornington@absauto.com.au](mailto:mornington@absauto.com.au)

OR check the ABS website: [www.absauto.com.au](http://www.absauto.com.au)

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