

The CRANKHANDLE

**MARCH
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

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.



Brian Graham with his "Blue Car" among his other Riley cars

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The deadline for articles and advertisements in the next edition of The Crankhandle is 15th of the Month. Items received after then may be held over till the next edition.

**Please email copy or information to:
crankeyeditor@gmail.com**

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

All's Soap box

Hi everyone.

At last we seem to be getting to a point where outings and events are returning to our calendar.



We had a lovely day at Seawinds on Wednesday 2nd. This event was relocated from Charles museum at short notice because Charles had contracted covid. We wish Charles a speedy recovery and will reschedule another visit when convenient.

Another lovely day was organised by Geoff Bartlett. An enjoyable run to Kilcunda and a meandering return home via Kongwak and surrounds. It was a great day as usual. Thanks Geoff.

See the report for both these events in this edition.

Coming up on the 1st of March is our annual show and shine.

This event was postponed earlier due to the spread of Omicron. However we think it is appropriate to conduct the event as it is outdoors and should not pose any problems.

See the details later in this edition of the Crankhandle.

Please see the events calendar below for upcoming events.

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

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

Allan Tyler

FOOT NOTE:

December CARS "n" COFFEE 2021.

The last Cars "n" Coffee for the year John and Chrissy Becker had a great variety of raffle prizes, we would like to thank those companies for donating the prizes.

We should support those who support our club.

Auto Barn.

Bursons.

Dan Murphy.

Opposite Lock.

Repco.

Sea Change Property. Geoff Oxford.

Super Cheap Auto

Christine Tyler.

FUTURE EVENTS



MARCH

- Tues 1st** **Show and Shine BBQ** (General Club Meeting)
 The Shire has allowed us to use the premises:
PROVIDED NO ONE ENTERS THE VENUE UNTIL AFTER 5 PM
 Please enter only via the centre driveway from Hodgkinson Street so that your car is recorded and entered into the Show and Shine.
PLEASE DO NOT BUMP UP OVER THE KERB AROUND THE SITE.
 To enable us to accommodate the cars for the Show and Shine and avoid congestion there will be volunteer members as Marshalls, in hi-vis vests, who will advise you where to park.
 BBQ meat and bread only supplied. BYO everything else. (plates, knife and fork, drinks, salads, chairs and table, etc.)
 Please note:
 CPS renewals will not be processed on the day
 Regalia will be "click and collect" only. Please contact Rob Lloyd prior to the evening so he can bring along your purchases.
 We are required to be fully vaccinated.
 Wearing of masks is not compulsory but we encourage you to do so if you feel more comfortable.
 We look forward to seeing you all there.
- Sat 5 – 6th** **Geelong Revival Sprints.** Ritchie Blvd. Geelong.
- Tues 8th** **Committee meeting**
- Thur 10th** **Visit to Blue Lotus Water Garden** 2628 Warburton Hwy Yarra Junction. Leaving Bunnings Mornington car park at 9am.
 BYO picnic lunch OR lunch available for purchase.
 Entry fee: \$19.50 per person (seniors rates) Please contact John to book in and we do need final numbers by Thurs 3rd March please. This will be a lovely outing through Pakenham, no freeways, and a superb location.
Contact John Becker 0411 202 911 johnbecker@westnet.com.au
- Fri 11th – 13th** **Philip Island Classic festival of Motor Sport.**
- Sat 12th** **Red Hill Show Car Display**—up to 25 cars, must be in place at Red Hill showgrounds by 8:00am, gates open at 6:00am.
 Please call and register your vehicle prior to the event.
Coordinator:- Brian Evans Mob 0409 639 118.
- Tues 15th** **Cars'n'Coffee** at Mornington Golf Club 9:30 onwards.
- Sun 20th** **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 9.00am for a 9:30 start \$10.00 entry.
Book with John Becker 0411 202 911 johnbecker@westnet.com.au
- Tues 29th–April 5th** **Echuca Hub Tour** **Convenors: Stuart and Anne West.**
 If you have not already put your names down on the list and wish to join us all please do so soon.
 You can contact us either by email (swest3934@gmail.com) or by SMS on 0409700904 or 0428882540. Hopefully we will all enjoy a happy, relaxing and covid free time.

APRIL

- Tues 5th** **Monthly General Meeting at Dromana** Guest speaker Allan Lowe
- Thur 7th – 10th** **Formula 1 Australian Grand Prix**
- Sat 9th – 25th** **School holidays**
- Sat 9th** **Goodwood Members Meeting** streamed Saturday and Sunday
- Fri 15th** **Good Friday** Easter break from 15th thru to 19th
- Sun 17th** **Flinders Motoring Heritage 2022** Unique classic car display. Please advise John of your entry so we can all park together. Enter online at the site above \$20.00 entry fee.
- Sat 23rd -24th** **Formula 1 Grand Prix Italy**
- Mon 25th** **Anzac Day**
- Sat 30th** **Mystery Tour** Book in with Allan and Christine Tyler alpays@bigpond.com 0409 406 690

For all events, you will need a double vaccination certificate or official medical exemption.

Past Event - Picnic at Seawinds Gardens Wednesday 2nd February

Seawinds Gardens was a last minute change of venue, as Charles Schwerkolt rang to say he was tested for covid, and he had to close the museum.

As Seawinds was just up the road, it was decided to relocate there. Most of the members received the very late email, and they went straight there. It turned out to be a very nice day with members finding shade under the trees, setting up tables and chairs and enjoying a casual lunch. We had a great line up of cars, and as usual they were being admired by the public. Steven Bond brought his red tractor which did attract some attention. The last of the members left around 4pm.

We hope that Charles is on the mend.

Thanks to all the members that came.

Christine Tyler.





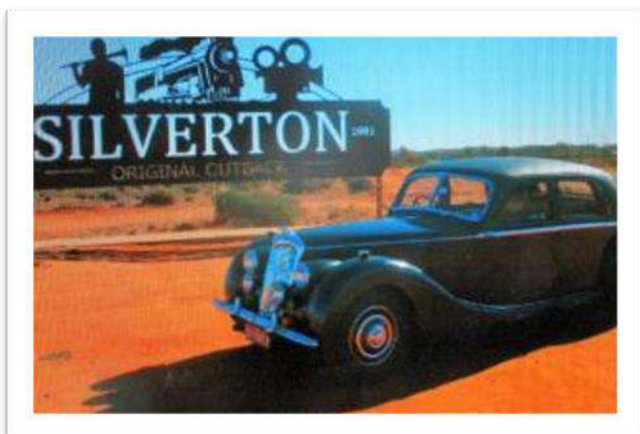
With the retiring of the Octo's after years of writing their column "Caught in the Headlights" a conversation I had with Neil Hussey led us to co-write this column for the Crankhandle. The Octo's were tireless in their pursuit of a good story, introducing new members and their cars as well as from members who have more recently added to their car collection. I have known Neil for several decades. We both have a good dose of Castrol in our veins as between us 39 classic cars have been purchased or restored over the decades. You may well ask why? Dr.Karl Kruszelnicki said, "You have one life so experience as much as you can". This partly explains the multiple car marques we have owned and enjoyed. We are now turning our hands to story writing. This month's interview is with Brian Graham, his story and that of Riley ownership.

Brian was born in Geelong in 1939. He attended Newtown Primary and Geelong High School.

At 17 years of age he found employment with the National Bank in Geelong while studying accountancy by correspondence. At this time his parents had relocated to Hamilton and Brian lived for some months with his Grandmother in Geelong before the National Bank posted him to the Lismore Branch. Brian had admired and then purchased his first car, a 1940 series Riley 1½ litre and so began his passion for the Riley marque. The National Bank had Brian travelling a great deal throughout the district which later led him to become the accountant for the Hamilton Base Hospital.

In 1963 at 24 years of age Brian had the urge to travel overseas. Via many countries, he eventually ended up in London and found employment with Harrods where his accountancy qualifications and technology skills were well received. Harrods offered him contractual work which allowed Brian to travel around Europe between work commitments. He later found work at Dickins & Jones London in the Ladies Fashion Department and that is where he met Sue. Brian and Sue were married in the UK in 1967. Sue said goodbye to her family, packed her bags and came to live in Australia.

Brian returned to the corporate world first working as company secretary for Buckley & Nunn who became the first company to become fully computerised and later taken over by the David Jones corporation. Further employment in information technology with Myer and contract work with Woolworths continued for some time before Brian retired 23 years ago. Brian and Sue have a Son and Daughter and a Granddaughter. Brian and Sue with family had relocated a number of times and now live at the Mount Martha Country Club Resort at Safety Beach where Brian enjoys a Friday game of golf with neighbours. He houses the Riley collection at his factory in Mornington. Brian is very hands on with the construction, maintenance and engine building having the necessary hand skills and knowledge of the Riley Marque. Sue's interest in patchwork and sewing skills were used in the making of the fabric body for the 1929 Riley 9 special, the "Blue Car" that Brian had built.



Together they enjoy Riley Rallies that take them far and wide in Australia, such as driving his Riley 9 special in the 1980 & 1990 re-enactment of Peter Antill who drove in 1929 his Riley 9 from Fremantle to Sydney in 5 days and 20 hours, that is a story! Brian and Sue have attended many overseas rallies to NZ the UK, Europe and South Africa, enjoying the fellowship of other Riley enthusiasts.

The Black Car "Bertha" is a 1952 2½ litre RMB series purchased by Brian in 1962 being only the second owner with 58,425 miles on the clock. It is a 4 cylinder 4 speed manual with hydraulic front brakes and mechanical rear brakes.

Torsion Bar front suspension. Engine overhauled in 2019 and now turned over 100,000 miles, very original car and lovely to drive.

The Red & Black Car "Ruby" was purchased in 2004 in poor condition. This 1949 RMB sedan was converted to a special following the discovery of woodwork failure. 16.5 inches was cut from the chassis and the bodywork made to suit was now 700 lbs lighter than the sedan model and fitted with a Pathfinder engine is capable of 100mph.

The Blue Car "Bluebelle" is a 1929 Riley "S" Special 4-001. The car was constructed by Brian from Riley 9 bits purchased in 1988 from someone who had spent years collecting them. The 1929 chassis was shortened by 10 inches and had fitted with a modified 9 engine, domed pistons, two exhaust cams, twin SU carburettors a crash gearbox and a 4.89 differential ratio.

The lightweight body and shape made by Brian had Sue sewing with skill the fabric cloth covering to the body shape. This car was completed in 1997 and has been driven in many rallies including the Bay to Birdwood run having driven to Adelaide and back again, the RACV fly the flag tours and the cross Nullarbor reenactment tours.

Brian's Project Cars "because I needed something to do" includes the purchase of a completely dismantled 1929 Riley 9 Tourer known now as "Grey & Black" that has an Australian manufactured steel body. This was a serious project from the start and it is a credit to Brian to see the finished car as the attractive tourer that it is today.



The 1927 Riley 9 Sports Replica "Green Car" is a representation of a factory bodied sports car with a full length chassis with standard 9 running gear and engine, with a 4.77 diff ratio. Brian has applied his skills to make the long sweeping front guards and a copy radiator surround in fibreglass. The body is fabric and typical of other Riley Brooklands cars.

The 1932 Riley 9 Lynx style body made by Brian is typical of the factory produced Lynx Rileys. Many arrived in Australia as bare chassis to reduce import tax with sports bodies built to various specifications as required by owners in Australia.



This Lynx car has Riley 9 running gear and engine, with a 5.25 diff ratio which was the standard factory issue in the 1930s, they were sprinters!

The history of the Riley Marque began with William Riley and is a story all of its own.

Beginning in 1896 as a bicycle manufacturer was incorporated as The Riley Company Ltd. Williams middle son Percy left school in the same year. At 16 years of age in 1898, he had built his first car secretly, as his Father did not approve and remained opposed to diverting resources from his bicycle business into motor cars.

William Riley sons Victor, Allan, Percy, Stanley and Cecil would all become involved in the development of the Riley engine manufacture and the motor car. By then their Father had reversed his disapproval of his son's interest in motor vehicles and had developed the detachable wire spoked wheel for motor vehicles, supplying then 180 motor manufacturers.

Such was the success of the Riley car that in the years 1926 to 1938 some 30,000 9 hp Riley Monaco fabric bodied sedans were produced. In 1935 the big 2½ litre engine powered the Adelphi, Kestrel, Lynx and touring saloon and today this engine powers numerous historic racing cars due to its strength, many of them supercharged producing lots of power. For those interested, the Riley history told on the web is very interesting and enthusiasts like Brian Graham along with the many others keep the Riley marque alive today.



A fellow club member at the " Seawinds Club outing asked me had I ever heard of a BULL Tractor as his family had just sold one for \$50,000. The family had owned it for years and it was very rusty. A Tasmanian bought as it was very rare. My research is as follows.....

The Bull Tractor was made in Minneapolis U.S.A. The farmers in 1913 were screaming out for a light weight tractor, not a machine weighing 20 tons (steam engine size or similar etc).

The little BULL Tractor was introduced in 1912/1913. It was a three wheeler with all the weight at the back. The tractor had a " weight ball on the front to stop from lifting. In later years the single wheel at the front was replaced with a much heavier dual axle for obvious reasons!!!

At the end of their first production model many Bull tractors were sold due the tractors lightness and an affordable price of \$335.00.

The sales growth put other tractor Companies on notice for a much lighter machine.

By 1913 and with a heavy promotion to sell, the Bull tractors sold in their thousands!!!!

The Company only sold their units for cash only and it was considered to be a cheap tractor to buy ! The Down Side was, It wasn't very durable, but sales were up !!! In less than a year " Bull " was the top producer of tractors in the United States. Amazing there was nothing else available !

The little BULL Tractor won the hearts of the local farmers as it towed the ploughs and dug deeper channels for farms much quicker than the working horse. It saved a lot of time !

The motto was; The tractor... does the work of five horses and sells for the price of two poor ones!!! All the farmers were wanting a small light tractor the bull tractor filled the gap !

A car dealership in Kansas stopped selling cars and switched to sales of the little bull. The dealer sold \$490,000 in October and all of it in CASH! The dealer could have doubled sales if the production output was much greater. The little Bull had 4 gears and was easy to operate. The little Bull Tractors

suffered wear and tear from an open gearbox (not fully enclosed). Their were many modifications to improve the tractor, but at an increased price. They did their work on small farms, were a part failure on larger commercial properties. The last Little Bull was made in 1918. The Company filed for Bankruptcy in 1920 so that's the tale of the " LITTLE BULL TRACTOR "



Past Event - Picnic at Kilcunda - Monday 14th February

Event Report, Kilcunda Saint Valentines' Day 2022

The weather was kind, maybe too few clouds - as attested to by most hoods up, the one exception being erected after lunch.

Childhood recollections can magnify images, and I was surprised how small the Kilcunda Trestle is, up close, but though it was only in small print on the bucket list, it is done now.

36 of our people participated in the day, and it was probably just what the doctor ordered after so few car events in the past couple of years. We found shade – those who wanted it – for lunch. Kilcunda doesn't offer much protection from any type of weather, but the breeze was pleasant, and the view out to Cape Woolamai quite lovely.

The oldest car out on the day was the earlier of David and Bev Masons A Model Ford and we had several modern classics, including the Porsche Boxter of our Cape Woolamai resident members Neal and Bev Carpenter. A couple of members did the wise thing and brought their air conditioned later model wheels. Helen and I carried extra radiator water, but didn't need it thankfully.

After lunch many of the contingent detoured via Kongwak, and got to see the shady nook by the creek in which Brian can share a quiet ale with he and Leonie's son, behind the lovely little country retreat at which Andrew spends his weekends. We saw the Glen Alvie sports ground which could easily pass for an English cricket ground, and Candowie Reservoir, which supplies Philip Island's water, at Almurta, then regained familiar footings at Grantville.

Thanks to all who came along and made it a good outing.

Geoff Bartlett and Helen Couch.



GERMAN AUTO SHOW January 30th Sandown Racecourse

Wow, what a day we all had on the 30th January at Sandown! Such a diverse turnout of amazing cars! This event had been planned for quite a few months, the first date having been cancelled due to Covid. The day had previously been run by VW and held in St. Kilda Road, but the BMW asked if they could take it over for this year and as the previously venue had become too small, hold it at Sandown.

Approximately 450 cars were displayed, with another huge number in the car park. BMW, Mercedes Benz, Porsche, Audi, VW and other less known makes were represented, from every era – and in every condition! A truly wonderful celebration of all things German, including merchandise, Bratwurst and an Oom-pah band complete with lederhosen.

There were prizes voted for by the spectators and participants for each make and the overall Peoples Choice Award went to Murray Allen with his 1952 Mercedes Benz 220 Cab A. The President's Award went to Patrick Fielding with his i8 Roadster and the Best in Show was the Dymond Family's 1936 Mercedes Benz Roadster.



Shannons were the major sponsors and the day raised \$10,500 for the charity Beyond Blue. It was extremely well organized and the event team and all the volunteers are to be congratulated.

I took my 1975 Mercedes Benz 450SE W116 {Roberta} and she was one of over 70 Mercedes Benz on display. It was



wonderful to be out and about again, looking at fabulous cars with a passionate group of enthusiasts. So much fun!

Words and Photos: Rosemarie Thiele.



“As there was no age limit on the vehicles to be displayed the vast majority were “ modern “ (younger than 25 years) especially the BMW, Porche and MB. However the VW owners had a good display of older cars / kombis etc and couple of beetle specials, a Ute and van “

Paul Lucas



Beaumaris Concourse Car and Bike Show. - Sunday 13th February

On Sunday, 13th February, the 9th annual Car and Bike Show was held at the Beaumaris Concourse Shopping Centre. This event had been postponed twice in 2021, so it was wonderful that the organisers were finally able to put on this great day. With over 250 fabulous cars and bikes, there was certainly plenty to see, plus of course, the bonus of the shopping centre, with numerous cafes and a great variety of cuisine. There was also a band and roaming entertainers to keep us all entertained.

This was a free day for spectators, put on by the Concourse Traders Association, with the assistance of the local Rotary Club. The display cars were all registered prior to the event, with a small fee paid on the day. My 1986 Mercedes Benz 560SEL W126 was part of the Mercedes Benz display, which was organised by Doug Meates. All money raised on the day will go to Rotary projects. A day I would recommend to you all.

Words and Photos: Roremarie Thiele





Minutes Summary – SPC&HCC (ZOOM) General Meeting – Tuesday 4th February 2022

Meeting Opened – Allan opened at 7.40 pm

Meeting - Zoom 16 attended

Apologies – Rob Lloyd Warwick Spinaze David Jones
John Becker Neal Carpenter

Minutes of the General Meeting- 4th January 2022

Moved Geoff Bartlett 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

Moved. Greg Cripps Sec. Geoff Bartlett

Treasurer's Report: Presented by Paul Lucas

Total asset \$32,101

Moved. Colin Jordan Sec Doug Meates

Membership Report- No Report 258 members

Regalia – No Report

Web Site – No Report

AOMC- Details re European and British Yarra Glen

Events All future events and information to be in the
Crankhandle

Picnic 2nd Feb Charlies Auto Museum, Picnic 14th Feb
Kilcunda 15th Cars and Coffee?

General Business: Questions asked re Show and Shine
and Flinders display

Greg Cripps suggested articles for Crankhandle on
Members

Keith Morrison congratulated on superb job with
Crankhandle

Meeting closed – Allan closed the meeting at 8.14pm



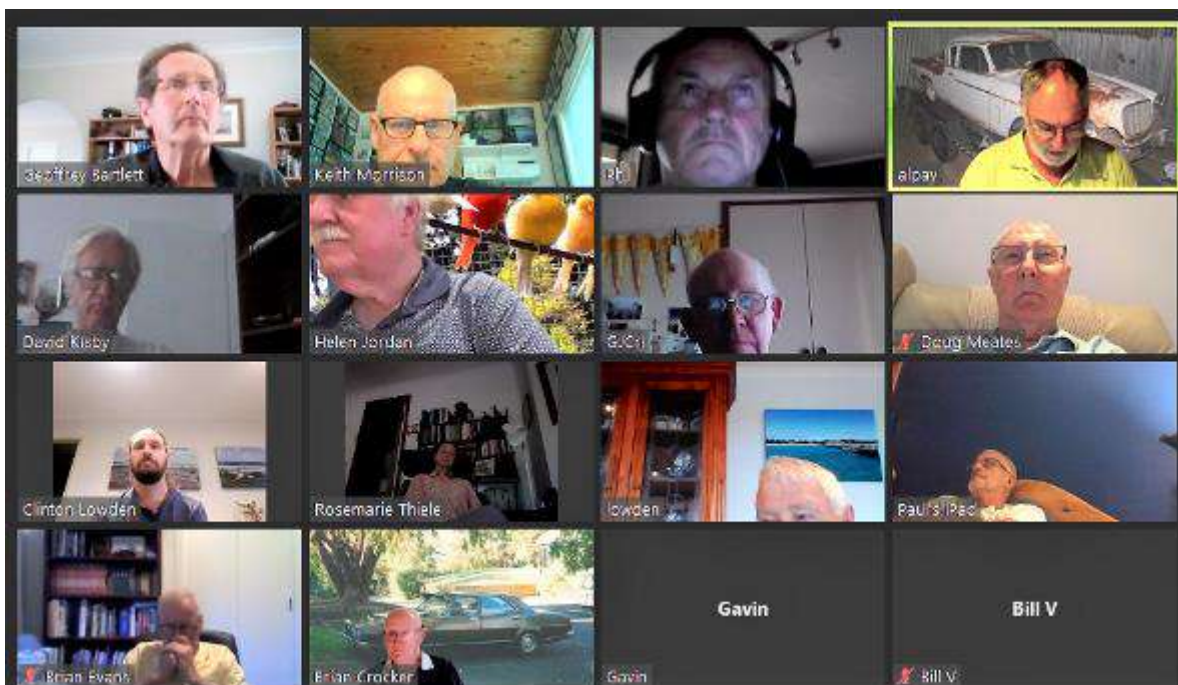
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A New Addition to the Club Library - Allan Lowe

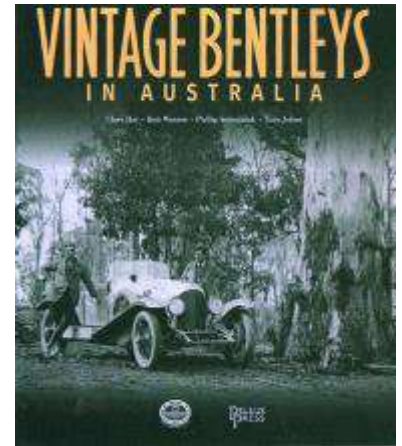
The Bentley Drivers Club Australia have generously donated this beautiful book detailing the arrival and ownership of W.O. Bentleys in Australia. This book makes for interesting reading of Bentleys imported to Australia as early as 1919. The names of the buyers, many from the Western District and other successful businessmen are familiar names.

This book details W.O. Bentleys from the original purchaser to present day ownership and includes historic and up to date photos of each car.

The many black & white photos taken in the 1920s & 1930s in this book are by the prominent photographer Edwin G Adamson who was based in Melbourne and was active from 1920 to 1965. He is best known for his work in photographing the high country and for his high quality photos of vintage cars. His photos of the W.O.s in the Alpine trials in this book are wonderful examples of his work that are represented in the collections of Melbourne and Sydney Universities, the State Library of Victoria, the National Gallery of Victoria and the RACV.

Our thanks go to Tony Johns of the BDCA who played a major role in compiling this amazing book recording the early W.O. Bentley register in Australia and our many thanks go to him.

The Bentley book will be available from our Club Librarian Roger Howes.



Great News of the Club BBQ Trailer Geoff Bartlett

bit the bullet, and contacted Col Kelly, Kelly's Gas and Plumbing. I have had several very satisfactory dealings with Col, and I thought he would be agreeable to come to Newington Avenue and inspect the trailer with me.

The outcome today far exceeded expectations. Col spent about 1½ hours there with me, in which we removed the wind mesh shield Warwick and I had fitted, to gain access to the workings, then removed the 6 burners and 6 injectors (I would have called these jets actually).

We blew out the burners, though these were very clean anyway, Col put the proper drill through each injector to ensure it was in good order, and in doing so found an anomaly. The injector closest to the supply was bigger than the other 5. This situation was reversed so that the sixth injector now has the least resistance to gas flow. Col also optimised the air gas mixture on one burner, and we set all according to that template.

Interestingly, when testing, Col lit the burner furthest from the supply first, which in hindsight is probably sound practice – they all have igniters of their own.

The wind shield is back in place, and I look forward to the next real-world test on March the 1st.

And the best news, Col is very community spirited, and would not charge. So I am using the Crankhandle to let Club members know, I would thoroughly recommend him as a general plumber, and one of few of them who is qualified in gas servicing. His number is 0427 314 570. Mention the Club and that you know me. I am confident he won't load the price on that score.

A Note From Your Editor/Messenger Keith Morrison

In a New Year for the Club it is heartening to see some new contributors to our Crankhandle, all contributions are welcome, I have never had any negative feedback about content so let us all know what you are interested in and what you are or were once up to as a motoring enthusiast, whether it is strictly motoring or not. It will entertain us I'm sure

Many members opt to receive their Crankhandle by email only. Recently emailing them out has resulted in many emails rejected as 'spam' so the Crankhandle was not received by those members.

I have adopted the email delivery system that AOMC use, called "Mailchimp". It seems to have solved the rejected email issue but has created a new problem.

The "unsubscribe" function at the bottom of these emails is the issue. If you do use this you will be cut off from all email contact from your club, which means you won't get the Crankhandle emailed magazine or any messages of new, updated, or cancelled events, including the link for ZOOM meetings that may be needed in the future.

Already several 'email only' members have unsubscribed and will miss further Crankhandle issues until I can find a way to reinstate them., which is not a simple job for a time strapped volunteer .

Please think very carefully before you make the move to unsubscribe from the email system. Remaining subscribed will keep you in touch with the Club, ensure you get the Crankhandle and is a way of demonstrating your interest and participation in the Club .

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

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	

MAY

N BEWSELL	G BOWMAN	G CLIFFORD
I GRIERSON	T HOWARD	R HUDSON
M JAGEURS	F LEES	D MCPHERSON
D NASH	B OSBORNE	J PEEL
R RICE	K SAYERS	S ROSENHAIN
L STAMPTON	R THIELE	B TIDD
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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

1982 Mercedes Benz 280SE AMG Special
Unique with AMG wheels and Grill, Moderate
KMS. Some rust underneath. Will sacrifice at
\$5,000

ENG No 11098912007122, Phone Gary
Dunkerly on 0425 703 925 or 97858027



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 for more photos.



FOR SALE

1948 Hillman Sedan Engine # 1883378 Chassis # SOM815888

Sedan with 1185cc. side valve engine and 4 on the floor. Car was restored by previous owner circa. 2010. Paint is in very good condition, no body rust. Interior has been re-trimmed including new carpet and door cards. There is a moon roof but I have never opened it.

Engine runs well, distributor re-bushed, generator & starter rebuilt. Last classic registration in NSW 2013. Has the original jack and wheel brace. Fuel tank has been POR treated. Could use some TLC.

It would make a great club car and will come with about 2 trailer loads of spares collected from swap meets etc. by the previous owner including 2 gearboxes, 3 diffs, carbies and parts, fuel pumps, generators, starter motors, lights, spare glass and windscreen, a complete engine, heads, gaskets, springs, axles, steering columns, etc.

Car is located on the Mornington Peninsula, contact club member David. 0413776913



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.

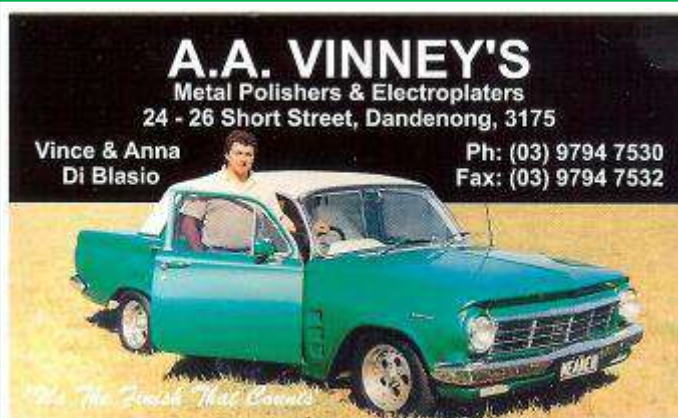
Please supply a written description of items including price, sellers name and phone number. For large or heavy items a photograph will do.

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.

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Email: vinneys@bigpond.com

Web: www.vinneys.com.au

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.

FOR SALE

A friend of mine has a 1999 V70 Volvo that is his third car and has to go

Car is registered until 09-06-2022.

The car drives and stops very well.

Minor hail damage to roof and bonnet.

Price \$ 2000 Car to be sold without a roadworthy.

Have had a roadworthy report and it requires new front lower control arm assemblies, RHF outer CV boot, front brake hoses and rear tyres to pass roadworthy. There are some minor issues with the doors.

Ideal car for father of a P plater. Probably \$1000 to get it roadworthy
Where else can you get registered car in similar condition. only at SPC&HCC. Magazine

Call Mike Large 0427095185



FOR SALE – 1966 GILBERN GT 1800.

This very rare car is now for sale after over 50 years of ownership by its original owner. It was purchased new from the factory as a completed car from the factory in Wales and has been cared for ever since. The owner moved to Australia some years ago and brought the car with him, enjoying his retirement here in Victoria. It now resides here on the Mornington Peninsula and is now finally for sale.

The car is one of only 202 made and is built on a factory designed chassis using all Mk1 MGB running gear. The body is fibreglass. The car has had lots of attention recently to bring it up to RWC standards and is currently on club plates. The owner Murray Arnott is now a member of our club and wishes to pass the ownership on to a new custodian.

The Gilbern is in very original condition and has travelled just 69,800 miles. It has never been restored except for a change of paint colour and an engine rebuild about 20 years ago and has never had an accident. Mechanically it is excellent and cosmetically it is consistent with a well used 50 year old car. This car has never been raced or rallied, used for social purposes only.

For any further information please call David – 0409 603 749, or Murray – 0414 821 741



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(Club members, 10% discount on presentation of this advertisement)

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