

# The CRANKHANDLE

**JUNE  
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.*



***Tony Knowlson in his Well Used Triumph TR3A. See Page 6 for his Story***

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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.***

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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:

Vacancy

#### 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

Mick Daddo

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.

I hope you all enjoyed the last club meeting as much as I did. It was back to pre covid days and great to catch up personally.

David and Julie Jones presentation was great and it really showed how much fun they had on the rally.

Thanks David and Julie.

The committee have made good progress with the club history and there will be more news on that shortly.

The committee are also moving towards members being able to have their permit renewals signed at club meetings. Again, more news on that shortly.

We recently ran the Peter Bradbury mystery tour.

The attendance was unfortunately poor. However we pressed on and all I can say is you missed out on a great day.

Wally and Brenda Allen won the trophy with a tie breaker.



Congratulations Wally and Brenda.

If anyone has any suggestions regarding the Peter Bradbury mystery tour that might attract a bit more interest please talk to myself or John Becker. We are keen to run this event but maybe a different format. It does take some effort to organise in its current form.

I hope to see you at the next meeting.



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

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

Allan Tyler.

## FUTURE EVENTS



### JUNE

- Thur 2<sup>nd</sup> Visit to Joe Calleja's car display 4 Cojo Place, Dandenong Sth.  
Meet at 9:30 at Bunnings car park Mornington OR 10:00am at Joe's
- Tue 7<sup>th</sup> General Meeting
- Tue 14<sup>th</sup> Committee Meeting
- Fri 17<sup>th</sup> Breakfast at Flinders Village Café 49 Cook Street Flinders  
9:30am (for members Mornington way, meet at Bunnings Mornington to leave at 9:00am.)  
Our previous visits here have been very enjoyable, great food and a very pleasant atmosphere.
- Tue 21<sup>st</sup> Cars'n'Coffee Mornington Golf club 9:30 onwards. Previous get togethers have been very well attended and enjoyed by all.
- Thur 23<sup>rd</sup> Visit to Vic Spiteri's workshop in Blackburn North. This will be a 6:00pm visit. Vic is going to much effort to make this very interesting for us.

We will hand around 2 boards at the General Meeting, one for each of :

-Breakfast at Flinders Village Café and

-Vic Spiteri's visit

Or register with John at:

johnbecker@westnet.com.au 0411 202 911.

EARLY REGISTRATION FOR THESE  
EVENTS IS ESSENTIAL.

### JULY

- Tues 5<sup>th</sup> General Meeting
- Tues 12<sup>th</sup> Committee Meeting
- Tues 19<sup>th</sup> Cars'n'Coffee at Mornington Golf Club 9:30 onwards.
- Thur 21<sup>st</sup> Christmas in July **Kirks on the Esplanade** (Mornington)  
12 noon. See details for this in this Crankhandle.  
Early registration is ESSENTIAL to enable us to hold the booking at Kirks

BOOK NOW

# CHRISTMAS IN JULY

LUNCH

2 COURSE \$28  
3 COURSE \$32

**JOIN US FOR A FESTIVE CHRISTMAS IN JULY**

Kirks on the esplanade (Mornington)  
Thursday 21st July for lunch.

Our past visits here have been excellent.  
We need early bookings to maintain our reservation, please book early.

John Becker  
johnbecker@westnet.com.au  
0411 202 911

## ***LIFE MEMBERSHIP***

I wish to place on record, my deep thanks to President Allan Tyler and the Committee for the wonderful honour they have bestowed on me by my appointment as a Life Member of our great Club. I was completely taken by surprise at our May general meeting, when asked to step forward, accompanied by my old mate Mike Hurd, to hear him background my time in the Club in the most complimentary fashion. I had absolutely no idea why this was happening, until Allan, in his position as President, actually presented me with my certificate for Life Membership.

I feel deeply honoured although somewhat unworthy, to be taking my place alongside the legends of the Club who already hold this position. It has been and always will be, a privilege to serve our members in any way I can, to ensure the continuing vitality and camaraderie of our Club is always maintained.

My sincere thanks to you all.

Mick Daddo



## ***An Appeal to Members***

### **We need a Vice President. Appeal to members for contribution of talent and time.**

Your Committee now has a vacancy for the position of Vice President, due to Brian Evans' regretted resignation from the role, and from Committee.

It would be preferable for the position to be filled before the next AGM.

Our constitution prescribes a limit of tenure for President to 2 years, except in exceptional circumstances, and the period of an unprecedented virus we have experienced would certainly qualify as exceptional. So the person taking on the role of Vice President would not be staring down a term of only a few months before any expectation of taking the leader's position.

The health of the Club would be enhanced by a "changing of the guard" over a period of time, and that is doubtlessly the reasoning behind this limit of tenure.

Please give serious consideration to being part of the personality of your Club. You would be joining a Committee dedicated to managing the club on behalf of the members.

The Committee members would welcome you, and you would feel great reward from the experience.

Contact any Committee member for discussion.

The Club thanks Brian for a valuable contribution on his part over a period of many years.

Part of the shape of the Club is due to his input.

The Committee.





Tony Knowlson has a story to tell that is nothing short of remarkable. Tony's need for adventure with his passion for early Triumph sports cars is a great story. Tony was born in Hartlepool in the Northeast of England. His father was an Electrical Engineer and was promoted in his workplace to Newcastle near Wallsend where Tony completed his secondary education before studying Civil Engineering at University. There he had met other like-minded young men and that was where it all began. In Tony's own words, here is his story.

I suppose TR involvement started for me as for many others in the UK with a neighbour's son turning up with a TR3A in 1960 when I was 12. It looked and sounded impressive. The interest was rekindled when to my astonishment my flatmate at University Clive, traded his BSA Lightning for a TR3A for our last year as students. Completion of the course resulted in a three week camping trip in the TR from England to France, Switzerland to Southern Italy followed by a ferry to Greece and through Yugoslavia and Germany. Returning to the UK was memorable, to say the least!... 1000 miles in 22 hours to catch the ferry prior to any motorway across Germany and France was an achievement.

My Morris Minor 1000 seemed a bit tame after this so its days were numbered, a job with regular pay meant the purchase of a TR2 1955 model occurred within 6 months. The car was typical of a 200 pound TR in 1970 in the UK, with plenty of rust and filler, however, the SAH 120bhp engine from a TR4 sealed the deal. I ran this car for nearly 3 years upgrading to a TR4. This car had a twisted chassis due to a previous accident and was sold quickly.

A blaze coloured Morris Marina 1300 as a company car rekindled the desire for a side screen TR and hence the purchase of my present TR3A in May 1974 for the then cheap price of 200 pounds. Perhaps I should have guessed that buying a TR from a junk shop owner called Midas in Balham South London. However, it was Primrose yellow except for the white driver's door whose hinge broke as I was going for a test drive. I saw it as a challenge and purchased the TR. The car was at least straight and by UK standards fairly original if a bit worn out. A replacement engine was found via Exchange & Mart for 50 pounds where the buyer removes and collects, so a quick trip in the company



Renault 4 van with an engine hoist rescued a TR 4 engine from a farmyard in Surrey before it disappeared into the mire. The new engine plus an overdrive gearbox were inserted over a weekend and off I went enjoying open top motoring in summer. By the end of summer, the rust was winning the battle. In the UK having holes in the floor is not necessarily a disadvantage when it rains, however once a year MOT roadworthy certificate has to be obtained and the rusty floor plus rotten A & B post meant fail. A rebuild over winter then took place in a single garage at the back of the flat. The car was fairly well in pieces when a job in Holland occurred. Three weeks holiday owing would see the car finished easily before driving the TR to Holland for the new job. Three days before I left, the car was ready to spray with 2 pack and a spray gun was hired. The day for spraying was cold so I did it in the garage with the heater on and was high on fumes for a couple of days afterward. The MOT was obtained and I drove to Harwich the next day with the entire trim etc. piled inside the car.



A couple of blown hoses led to a sprint to the ferry, I was the last car on! The Motel where I was staying had a car park, the TR was out of place amongst the Mercedes and BMW's.

The staff seemed entertained by the funny English car being finished off in their carpark. The failure of the starter motor in the flattest country in the world was an inconvenience as bump starting required a degree of foresight. Luckily I was working at a refinery in Rotterdam when the official roadworthy for the import of the vehicle was to take

place. A Dutch TR6 owner spotted my car and introduced himself and had a friend in the testing station. The test was stringent as it applied to all new cars as well. The sight of the play in the kingpins when viewed on hydraulic plates with strobes led the tester to pass the car and declare he wouldn't even drive it out of the testing station. He obviously didn't appreciate Triumph's design parameters. Obtaining Dutch registration was completed and the winter meant that the car was used daily, although temperatures of minus 10 degrees C with a broken heater and ice on the inside and outside of the windscreen made for entertaining commuting. However, summer trips to Germany for TR meetings in the Eifel Mountains and trips within Holland made it all worthwhile.

The TR was garaged for a couple of years in the UK, whilst a TR5 was purchased and used in Holland and the UK. It was then sold for a deposit on a house for 1800 pounds. Some money was spent on rebuilding the suspension and steering box of the TR3A as the play was now serious enough to fail an MOT.

A job in Greece meant that the TR3A was on the move again. However, I was starting immediately and the car had to be shipped and not driven as I had wanted to. Arrangements were made for collection from North Shields, 10 miles from home for delivery to my new home in Athens. I had flown to Greece and was met by a fax advising the only port of collection was Southampton, some 250 miles from my UK home, so transport was arranged and the car was trailered to Southampton. Delivery in Greece was overdue but when I contacted the shippers was told yes the car had been shipped but was with a consignment of tractors in Thessalonica, a few hundred kilometres from Athens. All the papers to import the car were checked by "Mr.Fixit" prior to an early morning flight to Thessalonica. Arrival at the shipping agents led to the payment for a customs clearance agent to get the car. Three hours later we were in the harbour and there was the TR, intact. Two hours later I was told no, I couldn't have the car as Thessalonica was not a duty free port and the car would not be released. The return flight to Athens led to me doubting the parentage of all Greek shippers, customs agents and my sanity in coming here, especially in the airport bus when the downpour happened to deluge my seat only, it was not a good day.

The next few days led to a compromise with "Mr. Fixit" and his shipper. If I was to pay enough, I could rent a custom official for a day and he would accompany me from Thessalonica to Athens. I would then pay for his flight back after depositing the TR in Athens custom's pound. This duly happened, but as I spoke no Greek and he no English, the trip depended on a lot of sign language and some quick driving to ensure we arrived before the customs closed. He didn't appreciate his side screen blowing out at 70 mph and to hold onto it for the rest of the trip, but I was paying. The car was now in Athens and had to be registered. I now had an understanding that this involved paying the services of a "registration agent" to plot a course through the bureaucracy of the registration department. A full morning was spent obtaining the plates but at least the car was legal in Greece and what a great place for the TR. The trips to Schinia beach over the mountain roads were memorable and great fun, especially blasting by the Ladas on the uphill sections. Spares were imported from the UK and a couple of tea chests of old & new bits which go with me everywhere provide the essentials to keep the TR going. A transfer to site in Oman and an accident in which an Escort definitely came off worse, led the car to be repaired and resprayed in Greece. However, the English guy who had a very smart Mini and promised he would do a similar job on the TR had recently discovered that drugs was a better business and the TR disappeared for a few weeks with the current high class respray as a result when the car was finally found. The car was then shipped back to the UK and garaged before my emigration to Australia resulted in it being put into a container with the windscreen removed and a timber frame protecting it from the rest of the furniture piled on top. Its arrival here in Melbourne has started an easy life and it and its owner get older and wiser together.



Tony as a Civil Engineer was involved in many large contracts firstly in the UK and then in Holland where he learned fluent Dutch, worked for some time in Greece then returned to the UK before a contract in Australia led him to apply for permanent residency, but not before having to jump through the many hoops to achieve this. Tony's resilience and persistence and great dedication to his TR3A are a credit to him, his car is a beautiful example of the marque.

A footnote to this story is, after 50 years Tony will have a reunion with Clive this July in the Cotswolds UK, I'm sure there will be much laughter and many stories told.





Christopher John Higgins 5th June 1936 - 26th April 2022

It is with regret that I have to write to you to inform you of the passing of Chris. I do not know much of his early life. He was born in Tasmania and travelled a lot during his working career, including in the merchant navy and as a teacher. He married the love of his life, Cathleen, who passed away some 25 years ago and together they had 2 children, Peter and Morag. They lived in NSW and eventually in the Blue Mountains.

Chris moved to Victoria after losing his house in a bush fire. His children were living in Victoria and he wanted to be nearer to them. He moved down with his cars, boat, cat and his beloved Irish wolf hound to Capel Sound. Not long after the move Chris had a major heart attack and spent some 2 months in hospital.

The after effects were that he struggled to be able to talk as he used to. Having said that, he was just as alert. Only a month ago he was telling us about the different size rail tracks in Australia, where they ran, when and who ran them!

Chris was always into motor vehicles, including trucks, motor bikes, Trains, boats and of course, his favourite, the Alvis. He has played with this Alvis cars most of his life and was very much involved with the clubs both in England and in 3 states over here.

I think the cars and car clubs, along with the people in them, kept him going for so long. After every meeting he would be getting ready for the next one. I feel it was apt that he passed away just before the "Peter Bradbury mystery tour". Those of you who remember Peter, will recall how he and Chris spent many many hours together and how they would always be racing each other!

So I feel that he popped off in time to visit his late wife before joining Peter in a run together. Chris' family had a private ceremony for him locally and will be taking his ashes back up to Sydney to be with his wife.

My wife and I will certainly miss his visits and phone calls telling us all about the "bits and pieces" he had been up to. Although Chris didn't drink he was happy for others to. So raise a glass with a memory of Chris in his shorts and sandals in the middle of winter wondering why we all wanted to go inside instead of looking at the cars.

Regards Bru Jones



Chris Higgins with his 1938 Alvis Silver Crest and the trophy for Best Early Classic at our 2020 Show and Shine



## Past Event - Picturesque Dandenongs Drive Thursday 19<sup>th</sup> May

We met in the "Bunnings Mornington Carpark" and left at 9:30 am.

It was a lovely fine day. We had each been given a printout of the route we would take, with copies of maps of the area and the name and address of the lunch venue. On route, we stopped for a late cuppa, etc., in a restaurant/gift shop, in the town of "Kallista", before driving on to have lunch, at the lovely old 'Mount Dandenong Hotel', in the town of "Olinda". Our meals were most enjoyable, topped off by a big beautiful open fire.

As to be expected in that area, the roads wound up and around, then down and around the hills. The scenery, with the Autumn tonings in the leaves, the tall, straight trunked gum trees and many tree ferns, with houses dotted throughout, was, as usual, just beautiful, on such a lovely day.

But, to finish off the lovely outing, some of us just had to stop in the town of "Sassafras", on our way home, at the lovely "olde worlde" restaurant "Miss Marple's", for some of their wonderful – scones, jam and cream, with a cup of tea. It was a great day and a great trip, enjoyed by all. Thankyou John and Chrissy for arranging it all for us to enjoy.

Helen Grierson

### Attendees:

Colin & Helen Jordan  
David Kisby  
Allan & Christine Tyler  
Ross & Chris Connell  
John & Chrissy Becker  
Neil Kitchingman  
Roger Howes  
Don & Rosemary Monro  
Colin Pitcher  
Ron & Lorraine Townley  
Greg & Barbara Knox  
Brian Niblock  
Murray, Helen & Ian Grierson  
Peter & Maree Chapman  
Darryl & Gwen Donaldson  
Terry Conroy



The Event. The Spirit of the 20s Rally run by the Vintage Drivers Club.

This was the 50th running of the event which is restricted to Vintage Cars. Criteria for the event is motoring for 1000 miles and includes five competitive activities.

This year's event ran from 22nd April to 1st May and toured through western Victoria, with overnights in Ballarat, Ararat, Horsham, Hamilton, Warrnambool, Apollo Bay and back to Ballarat.

There were 52 Entrants, unfortunately 10 cars did not complete the journey.

The cars were predominately American cars of the era, England was represented by a Crossley and Rolls Royce and France by an Amilcar ( My transport for the Journey)

The car is owned and was driven by my friend Len Jenkins, owner of several Amilcars and longtime marque enthusiast. There is an Amilcar register based in France and an active one here in Australia. Their National Rally is scheduled to be held in Renmark in late September 2022.



Amilcar is a little known French car manufactured from early 1920s until 1939. Enthusiasts would recognize them as a narrow car, with staggered seats, 1100 to 1300 cc motors, light body-work and very good performance and road holding. Amilcar bodies were built to customer specifications so are not a model identifier. Len's car is an unusual model, built in 1926 it is fitted with a 1998 cc side valve engine, magneto ignition, four speed gear box and open aluminium body. The car has been extensively used including a grand tour of Europe and has participated in 30 VDC Spirit events and is a high performance car driven very enthusiastically.

Our journey started at Macedon Ranges Car Club rooms in New Gisborne, with an early dinner then a night observation trial with check points on the back roads to Ballarat, for a two night stop.

Day two saw activities around Ballarat with the Hill Climb event, day three started with a public vehicle display in the Ballarat Gardens with an observation quiz for rally participants before we set out for Ararat, with a lunch stop at the Goods Shed Museum in Beaufort. The afternoon run included an economy test.

Day four morning was spent with the cars on display in Ararat's main street as part of the Anzac Day celebrations. The afternoon we went to Halls Gap and the Zoo. A bus was arranged to take us to Dinner at Barney's Bistro.

Day five saw us travel to Horsham with stops in Stawell, in Rupanyup at Woods Farming and Heritage Museum and at the Murtoa Stick shed. An amazing day.

Day six saw us travel from Horsham to Hamilton with a stop at Campes Motor Museum.

Day seven an easy drive from Hamilton to Warrnambool, with a diversion for the Autokahana at the Hawkesdale Race course. The day ended with dinner and barefoot bowls at the Warrnambool Bowling Club.

Day eight an early start as we headed for Apollo Bay with a stop at the Otway Fly Tree Top Adventure Park. The weather broke and the Zip Line and other activities were cancelled, a damp drive for us via the winding roads to complete the day.

Day nine. The weather was cold but fine as we headed for Ballarat through the magnificent Otways. A stop in Colac for Lunch by the Lake, on to Red Rock scenic lookout and then Ballarat for the Gala Dinner,

Day ten, we headed to Batesford for lunch and the presentation of the awards, after lunch headed for home, in our case the Queenscliff Ferry to avoid City traffic.

My surprise was the number of ladies driving their vintage machines.

An extremely well organized Rally on roads well off the beaten track and ranging from good to dreadful with a good balance between driving, sightseeing and social interaction.

Other SPHCCC members on the journey were Tony & Shirley Howard and Geoff Bartlett & Helen Couch.



I have been "talking of the old days" recently with my cousin in the UK on various topics, and some of the bikes I owned came to light this was during the 1970s in the UK.

I bought a 1924 Royal Enfield 1,000 cc V Twin for nominal money. I soon learned that it would have been better to have bought a complete bike but I had not, basically boxes of bits and without knowing what it should look like – those pre google days.

The engine was of J.A.P. origin but had a brass sign saying built by Wolseley Motors. I think there was much building by different companies during the 1920s. The gearbox a 3 speed by Sturmey Archer was hand change, hand lever throttle and had dummy belt rim brakes.

Over time I went all over the place and got many parts

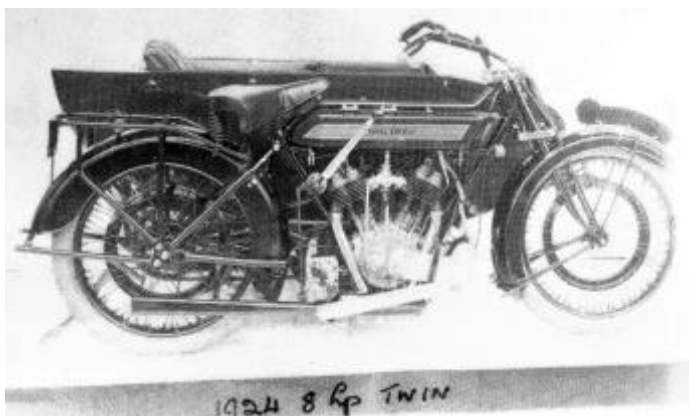
made, hard to get then. Got it going after several years work, first time it ran it caught fire! put that out pronto, petrol had leaked from the brass carb onto the magneto below. I remember sending the magneto to the Lucas factory and they repaired it for very little cost, do not think that would happen today.

The other bike I had at the time (photo of Enfield and yours truly on the Rocket 3 before I got a wide parting of my hair!) a 1970 BSA Rocket 3 Mk 1 750 cc 3 cylinder. For a short while together with the Triumph Trident t150 was one of the fastest road bikes, but then the Honda CB750 overshadowed, I remember seeing my first one at the London Motorcycle show in 1968 - 69 it did look like the future.

Anyway, the Rocket was purchased by me in 1974, heart ruling head, after 2 weeks of ownership developed big engine problems, the time I learned previous owners had thrashed it immensely so it was more time with spanners than riding. But when I did ride there was a great exhaust note, memories of a grid full of Racing BSA and Triumph 3's on the at Mallory Park circuit setting off, and hearing same machines at full song when at the Isle of Man TT in 1973.

The BSA did the ultimate oil leak while entering a roundabout one day, not knowing the oil tank had split through vibration sending oil all over the back tyre, managed to get round speedway style! About as bad as when it jammed the throttle open at over 100 mph, I cut the ignition, pulled in the clutch and said a prayer. One of the 3 Amal carbs slide jammed as one linkage other 2 open as well, I was in Devon at the time but survived without a spill.

I recently looked both bike's registrations in the UK and they are still around so guess I had a part in saving them. I sold the BSA when I left England in 1980 and swapped the RE for a 1979 Laverda 500 twin which I imported here, lovely bike. That was sold to help buy our first house, a familiar story.





Porsche 911 was developed as a replacement for the Porsche 356. It was more powerful, larger and more comfortable. The 911 shape made its public debut in Autumn of 1963 at the Frankfurt Motor Show. Production began in September 1964 and continued through to 1989. The Carrera 911 RS was created from Porsche's obsession with racing and performance. It was developed to compete in the Group 4 GT class of the then newly established European GT Championship. RS standing for Rennsport, German for race sport. The name was first used in 1954

The 2.4L Model 911S had already proven its racing pedigree with success, so it was the obvious choice for further development for the European Championship series. Porsche lined up the Ferrari 365 GTB Daytona 'Competizione' in its crosshairs and set out to design a lighter, more powerful version of the Model 911S that was capable of out-performing the Ferrari on the track.

The design team focused on shaving weight and increasing the power by enlarging the engine to 2687cc that produced 210 horses from its flat six. The interior was very rudimentary, including; no sound deadening and very basic floor covering, door pulls instead of handles and wind-up windows. Fiberglass, thinner steel and glass was used in its production to shave off kilograms. That vehicle was given designation of 911RS.

It was capable of 0 to 100 km/h sprint in 5 seconds and hitting around 255 km/h, very impressive numbers for the day.

Aside from the mechanical upgrades, the Carrera 2.7 RS cars were fitted with a revised and stiffened suspension, and larger brakes. Wider rear fenders were also needed to accommodate the wider rear tires that helped to put all that power to the road.

The defining feature of the fastest production-built German car of its time was its iconic rear spoiler, now popularly referred to as the "duck



tail". The RS was produced in distinctive colours that included; white, bright yellow, orange green as well as blue, with the script colour on the side of the body matching the colour of the Fuchs wheels.

The 911 RS went on to win many championships, proving unbeatable in skilled hands. Today it still remains a very competitive machine, even against more modern cars. It has been voted by many as the ultimate driving experience, the quintessential sports car.

With only 1580 2.7L Carrera RS cars made as well as with many of these used for competition and destroyed, it is no wonder that the original 1973 Carrera RS cars are highly prized amongst enthusiasts.

The presented here car has been recreated to capture the spirit of the 1973 Carrera RS, using mostly original RS parts and featuring the correct air cooled 2687cc dry sump motor fitted with the RS specification camshafts and stainless extractors and connected to matching the 915 five speed gearbox. The body is finished in the crisp Carrera yellow and the car has the offset set of Fuchs wheels.

The interior of 911 RS is basic, with simple floor covering, wind up windows, leather strap door pulls, no heating or air conditioning and period seats.

The ride is very firm, the steering is very direct and handling is very precise. The clutch is hard and the engine noise is overwhelming. The pedals are offset to the centre and the gears need to be selected purposefully, but it does put a smile on your face every time you get behind the wheel.

It is the ultimate classic Porsche look, delivering raw-boned performance with that great rasping engine sound that only a Porsche flat six can create. Not a matching numbers car, but close enough to deliver the thrill of the factory original.

Paul Goethel

Photos by Tony Tang





## ***A Message from VicRoads Club Permit Forms and VIN stamping***

Please read on for the following updates :

- Alignment of VicRoads club permit forms with the Road Safety (Vehicles) Regulations 2021
- Commonwealth requirement - Classic and collectible vehicles imported from 1 July 2021 will be issued a VIN that must be stamped on the vehicle.

### **Alignment of VicRoads club permit forms with the Road Safety (Vehicles) Regulations 2021**

VicRoads has updated a number of Club Permit forms to improve the vehicle data collected by VicRoads, and to ensure that the correct permit types and club permit plates are issued to eligible vehicles.

### **What do Club Permit Scheme clubs and members need to do?**

The updated forms are now available on the VicRoads website at < [vicroads.vic.gov.au](https://vicroads.vic.gov.au) > for you and your members to use.

- Club Permit application form
- Club Permit reassignment form
- Vehicle eligibility and standards declaration form
- Approved club office bearers and scrutineers

**Please encourage your members to use these current forms rather than previous versions.**

### **Why have these changes been made?**

These forms now have an updated layout and align with the Road Safety (Vehicles) Regulations 2021.

### **Club Permit application**

- There are only four categories of Club Permit – Veteran, Vintage, Classic and Historic, and Street Rod.
- Each category now has a sub-category – either Original, Modified or Replica.
- The documents required for each sub-category are listed at the bottom of the form.

### **Vehicle eligibility and standards declaration for Club Permit vehicles**

- Now includes a record of the VASS approval certificate and Vehicle import details, where applicable.

### **Club permit reassignment and Club permit agreement**

- Re-ordering of the data fields.

### **Club Permit logbook**

- The Club Permit logbook has been updated to align with regulation changes.

### **New requirement - Classic and collectible vehicles imported from 1 July 2021 will be issued a VIN that must be stamped on the vehicle.**

With the introduction of the Commonwealth Road Vehicle Standards Act 2018 and Road Vehicle Standards Rules 2019, vehicles imported from 1 July 2021 that do not already have a 17-digit Vehicle Identification Number (VIN) stamped into the vehicle will be issued a VIN, which needs to be stamped on the vehicle.

**Club members who are considering importing these vehicles should familiarise themselves with the new requirements as explained below.**

Most classic and collectible vehicles are issued a chassis number by the vehicle manufacturer. Under the Commonwealth Road Vehicle Standards Act 2018 and Road Vehicle Standards Rules 2019, these types of vehicles are now imported under the concessional entry pathway and recorded on the Register of Approved Vehicles (RAV).

As these vehicles do not have a 17-character VIN that meets the ISO standards, the Commonwealth Department of Transport Infrastructure Regional Development and Communications (DITRDC) will issue a VIN with the condition that the **VIN must be stamped on the vehicle**. It is an offence under the Commonwealth legislation if this condition is not complied with. A plate attached to the vehicle displaying the VIN is not acceptable.

The VIN provided by the Commonwealth via the RAV process is the identifier by which the vehicle must be known throughout Australia for registration and club permit purposes and is how the vehicle's origin will be determined for the purpose of registration/CPS permit eligibility.

### **Further information**

To find out more about the Club Permit Scheme obligations, search 'Club Permit Scheme' at < [vicroads.vic.gov.au](https://vicroads.vic.gov.au) >.

To find out more about the RVS legislation please visit < [infrastructure.gov.au](https://infrastructure.gov.au) >.

Kind regards,  
Director, Registration and Licensing

Practice Standards and Solutions



## Minutes Summary – SPC&HCC General Meeting – Tuesday 3<sup>rd</sup> May 2022

**Meeting Opened** – Allan opened at 7:34pm

Meeting - Zoom 64 attended

Apologies – 4 as per attendance book

**Minutes of the General Meeting– 5<sup>th</sup> April 2022**

Moved Bill Glover, Sec. Charlie Cassar

### Correspondence

**In** – Several email re AOMC many letters of renewal and CPS requests

**Out**– Nil

**Moved.** Bob Hill Sec. Stewart West

**Treasurer's Report:** Presented by Paul Lucas

Total asset \$29,892

Moved. John Watson Sec Brian Niblock

**Membership Report**– 263 members

**Regalia** – No Report

**Web Site** – No Report

**AOMC**– Winton Races on 28&29 May

**Events:** All future events and information to be in the Crankhandle

**General Business:** Questions asked re Club History by Ray Beagley, Committee to report back

**Meeting closed** – Allan closed the meeting at 8:00pm

Meeting was followed by an excellent presentation on the Austin 7 100 year Celebration held at Warrnambool by Julie Ellis-Jones and David Jones



**DARREN McGRATH**  
*Proprietor*

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**The Committee understands that some of our members may not be well. We wish them a speedy recovery. Our unwritten policy is that we don't include their names or details in the magazine.**

**Friends will know them. If you live nearby and can help, (visits, cards, phone texts/calls, lawn mowing, taxi to appointments, shopping, etc), please do. Such kindness would be much appreciated.**



*East Gippsland Historical Automobile Club Inc*

## CLAIMING THE DATE

### MELBOURNE CUP WEEKEND

**28<sup>th</sup> October to 1<sup>st</sup> November 2022**

Please join us again and enjoy the Triennial East  
Gippsland 50<sup>th</sup> Anniversary Rally  
Bring your Veteran/Vintage or Classic/Post  
Classic vehicle and join in the fun

Register your interest with us now by-

*Please note information below is for the Rally Contact ONLY*

By Post:- Rally Director Graham Young  
PO Box 120 Orbost  
Victoria, 3888

Email:- [triannualrally@gmail.com](mailto:triannualrally@gmail.com)

Grahams **Personal** mobile:- 0428 541 925

Entry forms will be available in April 2022

Entries will close on 9<sup>th</sup> September 2022

**PLEASE MARK THESE DATES ON YOUR CLUB'S CALENDAR NOW**

## 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**

#### JUNE

R BARTON	B CROCKER	J ELLIS-JONES
C JORDAN	M GALLICHIO	S KNIGHTLEY
J KLEIN	T OPIE	B LESLIE
D MASON	J MASON	R NASH
E NEILL	B NIBLOCK	L STAMPTON
F PYE	I PYE	C SCHWERKOLT
J SMITH		

#### JULY

R CONNELL	C DICKIN	B JONES
V LATHAM	P LUCAS	B ROLLINGS
S ROSE	D SMILLIE	P WARREN
C WATKINS	C WILTON	R WOOD
S WOOLLEY		

#### AUGUST

D ASKER	C BEAGLEY	D BRIGGS
A BUCKLAND	H COUCH	S HOPPER
M JAGEURS	R HUGHES	P KRUEGER
P McFARLANE	G LOTT	B LANGTON
E McPHERSON	J WATSON	

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

PO BOX 12  
DROMANA VIC. 3936



*for a full range of auto paints  
and finishes, sanding, polishing  
and spray painting equipment*

10% discount on presentation of this advert.

#### NEW ADDRESS

2/16 Autumn Crt, Hastings, 3915

Phone (03)5976 3881 Fax: (03)5976 3882



# 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 TOYOTA Cressida 91.

An old friend passed away recently. This seems to happen to me a lot nowadays.

The children wish to pass the car on.

It looks brand new not a scratch, immaculate inside and out.

98,400 Kms. Car is in Blackrock.

Probably for the collector. \$25,000 RWC and full service record

Ideal club car a veteran with comfort

MIKE LARGE. 0427095185



## FOR SALE

### ALFA ROMEO SPIDER ROADSTER TWIN SPARK - ELEGANT LIMITED EDITION.

2002 model. 55,900 km. Five speed manual. Exterior colour: Black metallic.

Interior colour: Red + Black leather. Electric soft top. Show room condition.

New front and aft shocks, new muffler, Just serviced by DMM mechanical, timing belt replaced, water pump, coolant, oil change + filter. New battery.

Registered till March 2023. Price \$19,500.

Contact: Graeme 0417 633 734. [bukey@tpg.com.au](mailto:bukey@tpg.com.au)



### FOR SALE

#### GU - NISSAN PATROL (3Ltr) DIESEL PARTS

All new in boxes. Purchased for my Patrol that has been sold.

Z332 fuel filter, cost \$25 - sell \$12

Z96 oil filter, cost \$44 - sell \$20

A1412 air filter, cost \$45 - sell \$20

RTK22 transmission filter & gasket, cost \$37 - sell \$18

DB1361 disc pad set, cost \$55 - sell \$30

DB1148 disc pad set, cost \$55 - sell \$30

Front hub re-build kit with bearings and nut spanner, cost \$258 - sell \$130

Sell the lot for \$260 - A BARGAIN! In CRIB POINT

David Nash 0403776913

### FOR SALE

Hillman Series 3 Rough but complete. Ideal for spares for a wide range of Roots group vehicles

Best offer. Contact:

Frank Pye. 59868312



### LOST/WANTED

I know it was on the car when I left Eastbourne Road for the Show and Shine but was missing when I got there! I enclose a photo of the missing bit which is 3¼" O/D by ¾" wide. While I'm not holding my breath for it should a member have one in there box of bits I would be very interested. The side light is a Rotax M515, many thanks.

Contact: Bru Jones 2brujones@gmail.com



### FOR SALE

Mercedes Benz SLK350.2005 Reg XVD-088

Great condition and terrific fun to drive. We did last years "Over the top Tour" in it. 139,000km brand new tyres.

Meggin is over her mid life crisis!

Sold with Registered with RWC, Offers around \$20,000 considered.

Contact: Keith Morrison 0411 127 765



### WANTED – CARAVAN STORAGE SPOT

From late -July on, we seek an accessible level spot near Tootgarook. Van size is 2.3m wide x 2.7m high x 6 m long.

We prefer undercover - carport or shed. Rent negotiable. Your help would be appreciated.

Please ring Warwick on 0407 016 719.

### 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.



**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)

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

See Darron Hodgson and staff for all your auto service needs, from what makes it go .... to what makes it STOP

They'll even give you a 12 month or 20,000 km guarantee on parts and labour

Call and talk to Darron:

Not just brakes!



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