

The CRANKHANDLE

**JULY
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

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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.



Ron Townley in his magnificent speed car. See page 6 for his story.

*What's
inside*

Page 3 Allan's Soap Box
Page 4 Future Events & A Thankyou
Page 5 Past Event & A Vanguard Story
Page 6-8 Caught in the Headlights
Page 8-9 Past Event

Page 10 Shannons Report
Page 11 Meeting minutes
Page 12 The Hartnett Car
Page 13 CPS Reminder
Page 15 Buy, Swap and Sell

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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:
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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

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Geoff Anderson

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

All's Soap box

Hi everyone.

There is not a lot of news this month.

We are enjoying some good outings thanks to John and Chrissy Becker.

Yesterday (Friday 17th) we had a most enjoyable breakfast at Flinders.

It was a nice morning with the usual chill in the air at this time of year. So much chatter filled the room that it was hard to hear. The breakfast was good and it was thoroughly enjoyed by everyone.

In the meantime here is a little puzzle.

I bought 12 new fuel injectors of EBAY at \$10 each. (12 because they come in a pack of 6 and I needed 8)

These have the correct Bosch part number on them and advertised as 19lb EV1 for 6 cyl Ford.

EV1 being the plug type and 19lb meaning 19 pounds of fuel per hour.

They are the type I have used successfully in my Ford 5.0 for 5 years.

I replaced them all and the car was running so rich it filled the garage with black smoke real quick.

I reduced the amount of fuel being delivered to almost zero and it just ran worse with no reduction in the amount of smoke.

The answer is in the photo below.

What is wrong with this injector?



There is nothing wrong with the spray pattern which is perfect. Just as well I bought 12 as so far 4 are faulty.

Well they were not expensive and they came in boxes that had the appropriate warnings on them:

"Made in China"

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



JULY

Tues 5 th	General Meeting
Tues 12 th	Committee Meeting
Tues 19 th	Cars'n'Coffee at Mornington Golf Club 9:30 onwards.
Thur 21 st	<p>Christmas in July Kirks on the Esplanade (Mornington) 12 noon. See details Early registration is ESSENTIAL to enable us to hold the booking at Kirks</p>
Sat 30 th	<p>Picnic Lunch Tooradin Foreshore Reserve 11.30am. Meet at Bunnings Mornington Car Park 11am or Travel direct and meet at the Reserve. When you cross the Bridge at Tooradin, immediately turn RIGHT and drive to the end where the reserve is. For those that do not wish to pack a picnic lunch, there are ample shops near by, to buy your lunch.</p>

August

Tues 2 nd	General Meeting
Sat-Sun 6 th -7 th	Winton Historic Festival of Speed Long Track
Mon 8 th	Committee Meeting
Tues 16 th	Cars'n'Coffee 9.30am onwards, Mornington Golf Club
Thur 25 th	Picnic at the Briars, 11.30 onwards BYO every thing.

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

A Big Thankyou From Max Caddy

A note of thanks to all those members of our club who were good enough to call and for their concern about my welfare after my ladder 'escapade'.

I am now back at home after a long stint in hospital and several operations. I particularly want to thank Micahel Hird and Rob Loyd for accepting phone calls to support Lorraine as she was under constant demand from friends, medics and the hospital.

When I returned home, it was very rewarding to find a display of the many cards and letters, all laid out on our dining room table.

I have now had the feeding tube removed from my nose and I am carefully eating by mouth and watching how I eat and swallow.

I have lost over 10kg in weight and am trying to fatten up somewhat.

I am undergoing constant follow ups with all manner of medical specialists which keeps our days busy.

I have been told that I am lucky to be alive or not confined to a wheelchair. I am now on the way to recovery and hope to see you soon.

Regards, Max XXOO for the ladies.

At Past Event Cars 'n Coffee—Mornington Golf Club Tuesday 21st June



Two more members, Walley Allen and Charlie Cassar, have reached this age milestone (80) and been awarded an "OBE from your mates at SPC&HCC". Presented to them by John Becker at Cars'n'Coffee, June.

Testing the Vanguard Mark 111 "Estate Car"



In the February edition of 1957 "The Autocar" the newly released Vanguard Estate Car was tested at great length, nearly ten years after the Vanguard Sedan was first announced to a growing motoring public. Few Estate Cars were imported into Australia. The flexible and reliable engine which also found its way into the Ferguson Tractor, powered the Vanguard giving it a very good top gear performance. The vehicle had a three speed box with synchromesh on all gears and as an extra, a prospective buyer could order a factory fitted Laycock-de Normanville overdrive. The tester was critical of clutch judder when taking off in first,

and mentioned "windup" between the front wheels and the steering wheel.

A 14 gallon petrol tank was unusually large for its day, and the tester remarked that the "estate" body gave rise to considerable wing noise but an unlikely inclusion for its day was an efficient heater and demister. The glove box lid came in for criticism, having to open and close with a key (like earlier MG's B's and a its real pain...BG)). Like all "The Autocar" road tests it reported fully, the weather was 50/55 degrees, with a strong crosswind and dry tarmac surface.

In the mid 50's the writer helped a friend who had a Standard franchise to drive two brand new Vanguard sedans on trade plates from Melbourne to Maffra. One car was a petrol model and the other a diesel powered car, the first to be delivered, and it was specially ordered and purchased by the driver of the local diesel rail motor. The diesel car's performance was "diesel like" and very sluggish, compared to its petrol counterpart.

Bill Glover



I have known Ron Townley for some time, my brother David restored a number of cars for him and I observed with interest the rebuilds of the many beautiful historic cars Ron has owned.

I enjoyed saying hello to Ron at historic race meetings and there were times when we shared the track together. Ron was a serious punter on the track but also a Gentleman, typical of so many involved in the early days of motor sport in Victoria. It was such a pleasure to hear Ron's story and share so many great memories with him.

As a young boy Ron lived on the family farm in Bayles near Koo Wee Rup. It was typical of the area, being dairy and potato growing country. Ron first learned to drive at four years of age in his dad's Ford ute. Ron standing upright on the seat with hands tight on the wheel and a little choke applied to the engine the ute would creep along while his Father unloaded bails of feed for the cows then shout to Ron to steer to other locations in the paddock. Ron's first car was a Standard Eight that would do 55 mph down a steep hill with a tail wind. This was followed by an MG TC and on the dirt roads around the district he believed he was duty bound to hang the tail on corners. This did not go unnoticed by locals as one of the spud farmers Reece Rudder was a stock car driver and Victorian champion who competed at Brenock Park Speedway. Ron and many others would be regular spectators there. In 1956 Reece Rudder said to Ron you're a TC driver, you wouldn't be interested to drive stock cars, without hesitation or thought Ron said 'Yes I would!' 'Good said Reece, because next Sunday at Brenock Speedway, you're driving Laurie Squires straight eight Hudson'. The Catholic Church owned the land and built the speedway track in 1947 at Ferntree Gully, it was previously used as horse racing track. People would flock to the track on Sundays to witness the thrill and spills of speedway racing. A win in those days paid 10 pounds, about a weeks wages and Ron in his first event was dicing with the front running V8 Cadillac. He entertained the crowd and was awarded the "Best



Performance" prize of 20 pounds, this was paid to the car's owner! Ron was hooked and would soon have his own speed car. Tommy Burton who was very involved in speedcars suggested to him if he was able to purchase a speed car they would prepare it in exchange for prize money.



Ron purchased a Holden engined speed car with an A model Ford front axle, a quick change Ford rear axle and an Eddy Thomas 2 speed gearbox. In 1958 he drove at Traceys Speedway where a number of very good interstate and international drivers raced. Ron said, "starting three abreast and with a lot of brute force and stupidity it became very exciting indeed!"

Ron purchased his first truck in 1958 when he started his business as a produce merchant buying potatoes and onions from local growers and finding retail outlets for them, then in 1959 he purchased a larger truck with a trailer. By the 1960's his Koo Wee Rup transport business had grown and employed 50 people. Ron was now married and thought maybe it was time settle down while continuing to build his transport business. After a couple more race meetings Ron retired from speedway racing. He with his father continued to be interested in motor sport and attended meetings at Fishermans Bend, Templestowe Hillclimb, Rob Roy, before heading home to milk cows and for Ron to attend to business matters. Ron having experienced the adrenaline of motor sport found himself as a spectator at an Historic Sandown race meeting in the 1970's. He observed the cars and knew many of the drivers, such as Lou Molina and others and thought, I could do this! Historic Racing In those days was for production cars and racing cars constructed prior to 1960.

This was a great period for motor sport in Australia with many historic production sports and racing cars being

found and rebirthed that would have otherwise been lost forever. Ron heard of an Historic Monoposto MG TB racing car that Greg Smith had in bits and having



confirmed the chassis number as being correct he purchased the car. An extensive rebuild was required before being race ready. Ron sat high in the car over the transmission as one often did in those days, the car had a few handling issues that caused Ron to "spill it" and roll several times, but as they say "a lesser driver would have lost it completely!" This event set about fixing the handling issues and also lowering the driver position by 7 inches installing a drop gear drive for the transmission. It became a very good car with Ron competing in historic racing here in Victoria, SA, NSW, and Queensland.

Some years later Ron was reading the Age classified section as we all did and noticed an historic racing car called the BWA was offered for sale. He went to inspect what was left of the car sitting in long grass at Ron Egertons. The cars history won Ron over and he paid a good price, just for the cars history. The BWA was conceived in the late 39/40's by Gib Barret, John White and Alan Ashton. The car had considerable success at Bathurst and driven by Alf and Gib Barrett in the Australian Grand Prix in 1953 finished 12th outright. At Fishermens Bend in 1954 Gib won the 1500cc class and finished 3rd outright. The BWA also held class record times at Rob Roy. When Ron purchased the car it was without an engine as the original 1.5 litre Meadows engine was one of only 23 ever built and were unobtainable. After a lengthy discussion with CAMS it was agreed that a 1.5 litre Lea-Francis push rod engine first produced in 1937/38 would be in keeping of the period and could be used with a GM super charger. Ron had knowledge of the Lea-Francis engines as used by Stud Beasley in his speed car. The engine was made bullet proof and after an extensive rebuild of the car saw



Ron driving the BWA hard at many Historic race meetings, with 160 bhp it was a lot of fun to drive.

Ron had thoughts of having a Bugatti Grand Prix car, not easy to find, but with investigation found a collection of Bugatti bits and pieces from Tom Roberts, a replica type 40 chassis from Coad Bros. and a Bugatti body from Murray Rainey. A Grey Holden engine and Repco head were found in cardboard boxes in a chook shed in Healsville. Work began on the construction of a beautiful looking Bugatti Grand Prix replica. A hybrid you say? but only if the bonnet was lifted to see the Repco headed



grey Holden engine and the MG gear box. Sitting on it's 16 wire wheels it looked the part, Ron said it was a ripper of a car, just magnificent.

About this time Ron also had a type 40 Bugatti beautifully restored and by chance had the engine out of the Arthur Terdich Bugatti type 40 that ran in the first Phillip Island GP.



On hearing that Reg Hunt was selling some of his treasures he arranged to meet with him about the Grand Prix Lago Talbert and if it could be purchased. The Lago was built in 1948 to formula 1 specifications with a 4.5 ltr. Engine and ran in the first GP at Silverton in 1950 finishing fourth driven by Yves Geraud-Cabantous. Later Louis Rosier drove a brilliant race to finish third in the Swiss GP. Doug Whiteford purchased the car in 1954 and it came to Australia and driven by him at Albert Park in 1955 won the Argus Trophy. The Australian GP was held at Port Wakefield in 1955 and the Lago came in third behind Brabham in a Cooper Bristol and Reg Hunt in a Maserati. A 12 year old Vern Schuppan was photographed in the drivers seat after the event.

A second in the 1956 Victorian Trophy race behind Reg Hunts Maserati was followed by a win in the Astor Trophy at Fishermans Bend in October 1956 and in the same year the Lago finished eighth at the Australian GP

at Albert Park. More history of the Lago can be found on the web. This being a serious historic racing car and after several hours with Reg Hunt and plenty of story telling a price was agreed upon which Ron said left something of a hole in his pocket. At this time new homes were found for some of his cars and the Lago became Rons focus.

Having purchased the car it was necessary to make it race ready after some years of storage that included a general clean up and repair work on the brakes, a new radiator and water pump.

At one Winton meeting Ron checked oil levels only to discover liquid that clearly was not oil that was found to be a water leak between number 6 cylinder and the block. This necessitated an engine rebuild that included a new steel crankshaft as the original showed cracks, new forged pistons and new rods were part of the engine rebuild.



Ron restricted the engine revs to 4000 rpm which was 140mph which he could achieve down the Sandown main straight and the historic demonstration event at Albert Park GP meetings.

Throwing everything to the wind, the Lago at 4600 revs would see 175 mp, a very long main straight being required. In the ten years Ron owned the Lago he and Lorraine were invited here there and everywhere, to all the Historic meetings. While attending a Phillip Island Historic weekend he decided after 10 years of Lago ownership, that maybe it was time! Ron wrote on a piece of A4 paper a for sale sign that was met with a certain amount of amusement. Not the normal way to sell such an historic and valuable vehicle in a world market. As it happened Vern Schuppan who drove F1, Indianapolis and won Le Mans in a Porsche in 1983 and now living in the UK. said to Ron, your selling the Largo! After just 5 minutes of bargaining Schuppan was to be the new owner. Ron would take the Lago to Adelaide for Vern to test drive and he loved it. The Largo went back with Vern to the UK for a period of time before finding new ownership in Germany.

Ron still has treasures in his garage, Lorraines lovely little Austin 7 the magnificent speed car as seen on the front cover and the beautifully restored 1926 Chevrolet tray truck, all a reminder of a productive and interesting life Ron has lived. The Koo Wee Rup depot where the



head office is today is now operated by his Son and employing over 100 people with 40 prime movers and many more trailers in depots in the eastern and western regions of Australia.

Ron said, "We grew our transport business by gaining a very good reputation for delivery on what we said we'd do!"

Yours is a great story Ron, well done to you.

PAST EVENT

There were well over 80 motor bikes, the earliest bike was a 1917 Indian which still runs. The collection was mostly racing bikes, Ducati's by the dozens and many very valuable bikes through rarity.

Joe's enthusiasm and passion just poured out. With each bike there was a run down on the bike and then the known history. With Charlie Cassar and Joe Barbieri and Joe Calleja all being Maltese, the banter was sensational. Joe Calleja took his Stingray racing car over to race in Malta in 2018, well our boys knew the town etc. and the conversation with these guys was really intoxicating. Fortunately for us, it was all in English!

Then we went to the cars in another huge garage. The alarm system would not work correctly and it was blaring away, but Joe, not to be perturbed, went on about the cars. However, then the place was filled with smoke (part of the alarm system) and we had to



evacuate thru the now open roller doors to disperse the smoke. Eventually, the IT guy came down and shut

VISIT TO JOE CALLEJA'S COLLECTION - JUNE 2nd

everything off. There were some quite valuable sports racing cars, which were being sent to America to be sold, there was his immaculate Mustang historic racing car and a very valuable original racing AC Cobra which was raced in America, restored to concours standard. The whole display was just amazing.

Unfortunately, a lot of this collection is going to be sold off as Joe had a very rough time with Covid and at this stage is unable to retain his racing licence. We were very privileged to get thru his display.

After having a real struggle to get numbers, this turned out to be among the most enjoyable events we have had and thank you to our members that made the effort and brought friends along. I'm sure a lot of Joe's passion rubbed off on our members which made all of us aware of how fortunate we are to be able to share this interest.

John Becker.



SHANNONS AUTUMN AUCTION

RESULTS SUMMARY 17—24TH MAY 2022



Although this report is only about cars, it must be noted that a record price was paid for Vic. Number Plate '14' – \$2,270,500 which last changed hands for \$75,000 at the 1988 Shannons Motor Show Auction.

The previous record held for one of the 90 two-digit Victorian Heritage plates in circulation was \$1.1m for number '26' at Shannons Autumn Auction in March 2020.

Amongst the 131 vehicles on offer, the left hand drive 2000 Lamborghini Diablo GTR race-prepared coupe – the fourth of 30 built to compete in the European Lamborghini GTR Supertrophy series and the winner of Australia's Sandown 500 race in 2002 and the Nations Cup in 2003 and 2004 – sold on expectation for \$700,500.

There were 132 cars offered from Victoria, NSW and Queensland and a rather high rate of cars passed in – 30 cars!! Is this a sign of a softening in the market or a rather too optimistic estimate in some cases. It would be interesting to know if Shannons will ever go back to the Live Auction system. My observation would be that the

online method is very successful and probably much more cost effective. Of course, in Victoria we can visit Shannons showroom and physically check out the cars.

The following are highlights that sold well above the estimates:

<u>LOT</u>	<u>ESTIMATE</u>	<u>SOLD</u>
60 - 1958 Messerschmitt 3 Wheeler	\$25 - \$35,000	\$45,000
81 - 1934 Buick Roadster	\$35 - \$45,000	\$62,000
89 - 1984 Holden WB Ute	\$25 - \$30,000	\$46,000
93 - 1995 Jaguar XJR	\$20 - \$25,000	\$39,000
106- 1965 Ford Cortina Lotus	\$35 - \$45,000	\$63,000
135- 2017 VF Commodore SSV	\$45 - \$55,000	\$70,000
145- 1978Mercedes Benz 280 CE	\$16 - \$20,000	\$41,000
154- 1965 MG B MK1 Roadster	\$20 - \$25,000	\$37,000
155- 1967 Jaguar S-type 3.8 Saloon	\$20 - \$25,000	\$37,500
165- 1972 BMW 3.0 CSI Coupe	\$40 - \$60,000	\$82,000
171- 1970 Holden LC Torana 2-door	\$25 - \$35,000	\$47,000
174- 1971 Chrysler Valiant Charger	\$130 - \$150,000	\$200,000

In conclusion, the highlight of the car auction which we feature is

LOT 191 - 2000 LAMBORGHINI DIABLO GTR COUPE - \$760,000

Mike Hurd



Minutes Summary – SPC&HCC General Meeting – Tuesday 7th June 2022

Meeting Opened – Allan opened at 7.40 pm

Meeting – 35 Attendance

Apologies – 5

Minutes of the General Meeting- 3rd May 2022

Moved John Becker Sec. Charlie Cassar

Correspondence

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

Out- Email to MPS re Hall

Moved. Keith Morrison Sec. Neal Carpenter

Treasurer's Report: Presented by Paul Lucas

Total asset \$28,911

Moved. Colin Jordan Sec Charlie Cassar

Membership Report- 263 members

Regalia – 3 RED hats sold

Web Site – No Report

AOMC- No Report

FEDERATION- Bendigo swap meet 12th-13th November

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

17th Breakfast Flinders - 21st July Christmas in July (Kirks Hotel) Early Booking essential.

General Business: Allan notified members of Brian Evans resignation from the committee and thanked him for all his work during his time on committee. This has left the position of Vice President vacant and members were asked to consider taking on this important role within our club.

Meeting closed – Allan closed the meeting at 8:10



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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.

The Hartnett car's name was taken from its founder, Sir Lawrence Hartnett of Mount Eliza, when in 1951 a prototype car was revealed at the Sydney Show. The car was the size of a Morris Minor. Although the writer knew Sir Lawrence and lived 50 metres from his home he never asked him about the Hartnett, mostly because the venture failed rather dramatically. It has been alleged that politics were partly responsible for the Company's failure.

Sir Lawrence met Prime Minister Chifley in 1948 to whom he proposed to build a "peoples Car" in Australia with an estimated volume of 5000 vehicles per year. Production of the car first commenced in UK in 1951 before production was transferred to Victoria. The Commonwealth Engineering Corporation (now Bombardier, maker of our trains) of Dandenong pressed the panels but just where they were assembled is apparently unknown. Sir Lawrence favoured an assembly plant in Frankston but trying to verify the claim that any were made in Frankston has proved elusive.

The car was designed by Frenchman Jean Gregoire, the horizontally opposed 2 cylinder engine of 594cc, made of aluminum with steel inserts, developed 19 BHP at 4000revs. The car weighing in only 1000 pounds with an attractive body, in tourer, station wagon and sedan bodies, its light weight delivering a sprightly performance. Reports at the time claimed 60 miles per gallon and a top speed of around 68 mph.

Unfortunately costs could not be contained and the whole venture collapsed after some 120 cars were built. It all ended in court where the Hartnett company obtained a judgement against the Dandenong company who settled for a sum of money. It was alleged that the Commonwealth Engineering Corporation failed to supply the panels required.



Sir Lawrence was an extraordinary man of great vision, a clever automotive engineer came to Australia from UK to head up the infant General Motors Holdings in 1934 as Managing Director. He commenced an expansion that saw the manufacture of the Holden, an all Australian car. He also was responsible for Nissan commencing manufacturing in Australia.. When war broke out he offered the services of the company, making vehicles and equipment for the Army. He joined Essington Lewis of BHP fame and they established the Commonwealth Aircraft Company which saw the vital production of military hardware including the Wirraway, which became an important training aircraft CAC also designed and built the Boomerang in record time Sir Lawrence was awarded a CBE for his services to Australia. The apparent collapse of the car company did not dampen his drive, he had many interests, the establishment of Canadian Bay Club being one of them. Quite a remarkable man.

I received research help from Sally Lim at the Frankston Library. She uncovered political problems as to the proposed location of the assembly plant. In a report from The Sunday Times in Perth on 17-7-1949 they reported that the "Hollway Govt. would not continue negotiations with the Hartnett group therefore there would be no manufacturing plant in Victoria". Obviously politics have not changed.

The Age on a later occasion reported that Frankston councilors and staff were driven in one of the early models down Hastings Road and expressed surprise of the quality of the ride from its all independent suspension.

The writer spoke with good friend and past Club member, John Robinson about the possibility of a long forgotten site of the Hartnett car plant in Frankston. John as a young man purchased his factory site in Hartnett Drive Frankston from Sir Lawrence Hartnett in person in the early 60's. John moved his existing manufacturing business to the Hartnett Drive site, built a tailor made factory and went on to establish a very successful business. Sir Lawrence took a real interest in John's enterprise and visited him often John cannot recall any Hartnett assembly plant in Frankston. Other sources suggest the bulk of the cars were assembled in Geelong.

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

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	

SEPTEMBER

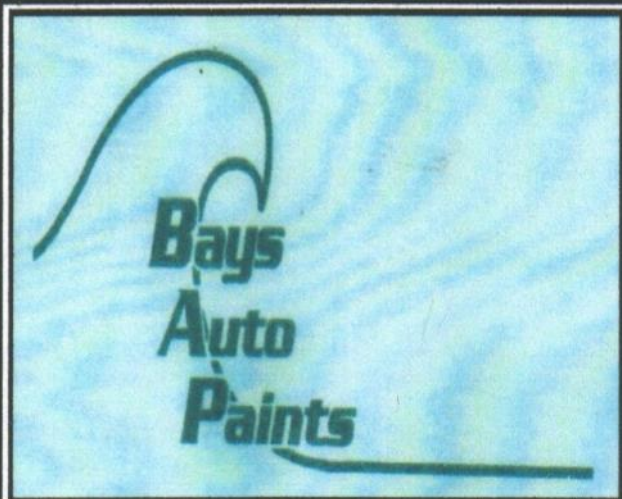
P BECKMAN	C CASSAR	S COOMBS
T GUY	B EVANS	P DONNELLY
T HOWARD	R HUDSON	N HUSSEY
M JAGEURS	D JONES	G MATTHESIU
D KISBY	D MONRO	T MULVOGUE
R NASH	C PITCHER	S ROSENHAIN
S ROSE	D PITMAN	C SCHWERKOLT
J TURNER	J WATSON	R BEAGLEY

A VicRoads requirement is that we have on file photos of your CPS vehicle. Your renewal will not be able to be signed off if we don't have your photos recorded.

If you need assistance in this matter please contact a committee member. (Contacts are listed on p3)
The 5 photos should show: Front, Back, Side on, Driving position with door open and Compliance Plate

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

AUSTRALIAN NATIONAL SHOW AND SHINE

Seven Creeks Park – Euroa Vic.



**Next
Event**



**Our
theme:
1920s**

**Prizes for
Best costumes,
1920s car and
bike**



SUNDAY 2nd October 2022

COME AND ENJOY A GREAT DAY IN THE BEAUTIFUL PARKS
ADJOINING SEVEN CREEKS



Much more than just a Car Show

MAGNIFICENT VEHICLES PLUS ALL THE FUN OF THE FAIR

- Unique & Exceptional Cars
 - Trophies for most marques
 - Amazing Displays
 - Huge motorbike display
 - Trucks & Tractors
 - Steam engines
 - GREEN PARKS BESIDE THE CREEK
 - PICNIC ATMOSPHERE
 - MINIATURE TRAIN RIDES
 - LOTS OF GREAT FOOD
 - MARKET STALLS
 - AUTO STALLS
 - HORSE AND CART RIDES
 - FACE PAINTING AND MORE
 - MUSIC - GREAT BANDS
 - CFA DISPLAY
- & CARS, CARS, CARS, & more CARS**

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

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

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



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

OR check the ABS website: 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!



BatteryWorld
MORNINGTON



THE CLASSIC CAR SPECIALISTS

With over 30+ Years of Experience, we offer special **Car Club Prices** and expert advice.



FREE DELIVERY*
CAN'T GET TO US?
WE'LL COME TO YOU!

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1/43 Mornington Tyabb Rd, Mornington

www.batteryworld.com.au ☎ 03 5925 6130

Ts & Cs: Free Standard Delivery on orders over \$50 (3-7 business day Metro) (10-15 business days Regional) OR \$10 Same Day Delivery (Orders placed before 1:00pm) (Available on items that are in stock and not available for 'Low Stock' or 'Special Order' products). See full disclosure on website.



Why isn't John at work today?

He's in the hospital

But I saw him dancing with some chick last night

His wife saw him too



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