

# The CRANKHANDLE

**AUGUST  
2022**

*Newsletter of the Southern Peninsula Classic and Historic Car Club Inc. A00011676Y*  
Print Post Publication PP100002657  
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](http://www.crankhandle.com.au) Email: [admin@crankhandle.com.au](mailto: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.*



**John Becker in his beautiful 1963 Elfin Streamliner See page 6 for his story.**

*What's  
inside*

Page 3-4 Allan's Soap Box  
Page 5 Future Events  
Page 6-7 Caught in the Headlights  
Page 8-9 If at Once You Don't Succeed!

Page 10 Coffee Club Tribute  
Page 11 Meeting minutes  
Page 13 CPS Reminder  
Page 15 Buy, Swap and Sell

**Bendigo Bank**

Community Bank  
Southern Peninsula

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

**Please email copy or information to:**  
[crankeyeditor@gmail.com](mailto:crankeyeditor@gmail.com)



## MORNINGTON PENINSULA'S LEADING AGENT FOR LIFESTYLE & PREMIUM PROPERTIES

PRESENTATION

PROMOTION

PRICE

GET THE RESULTS YOU DESERVE



FOR FREE MARKET APPRAISAL ANYWHERE ON THE PENINSULA

CALL GEOFF OXFORD **0414 282 817**

GEOFF WILL DONATE GENEROUSLY TO SPC&HCC FOR ANY MEMBER THAT LISTS WITH HIM.

FIND US on Facebook:

<https://www.facebook.com/seachangeproperty>

EMAIL:

[geoff@seachangeproperty.com.au](mailto:geoff@seachangeproperty.com.au)

VISIT US:

<https://www.seachangeproperty.com.au>



DELIGHTED WITH GEOFF SELLING OUR HOME, COULD NOT BE HAPPIER,  
WE ARE THRILLED TO BITS AT THE SALE PRICE . HIGHLY RECOMMENDED B&C C FEB21



**FACTORY 7, 9 NEWINGTON AVE ROSEBUD 3939**

- GENERAL REPAIRS AND SERVICING
- RWC INSPECTIONS AND REPAIRS
- TYRES SUPPLIED FITTED AND BALANCED
- LOGBOOK SERVICE
- RED PLATE SAFETY INSPECTIONS

**Contact: Liam Fenney**

5986 5454 / 0407 290 434

[liam@hutchinsonautomotive.com.au](mailto: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 alpays@bigpond.com 0409406690

### Vice President: (interim)

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

### Secretary:

Colin Jordan colin.jordan@bigpond.com 0417 527 812

### Treasurer:

Paul Lucas lucasp14798@gmail.com 0420 927 073

### Membership Officer: (vacant—interim)

Allan Tyler alpays@bigpond.com 0409406690

### Events manager:

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

### Editor

Keith Morrison crankeyeditor@gmail.com 0411 127 765

### Club Permit Officer:

David Doubtfire d.doubtfire@bigpond.com 0409 603 749

### Safety Check Officers:

Liam Fenney liam@hutchinsonautomotive.com.au 5986 5454

David Doubtfire d.doubtfire@bigpond.com 0409 603 749

### Club Regalia:

Rob Lloyd lloydsofmccrae@gmail.com 0407 833 878

### AOMC Representative:

Ray Beagley rayanven@hotmail.com 0414 598 614

### Federation Representative:

Geoff Bartlett helen-geoff@bigpond.com 0419 547 823

### Document Control

Warwick Spinaze petandwozspin@bigpond.com 0407 016 719

### Web Master:

David Doubtfire d.doubtfire@bigpond.com 0409 603 749

### Club Librarian

Roger Howes 385roger@gmail.com 0429 142 464

## OTHER MEMBERS

Julie Jones julieellis2@bigpond.com 0418 144 554

Christine Tyler alpays@bigpond.com 0424 096 393

Geoff Bartlett helen-geoff@bigpond.com 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.

Some news.



## At the last meeting

Our guest speaker at the last meeting was Michael Allfrey. Mike gave a really interesting presentation on his experiences on an expedition cruise, in January 2012, to the Falkland Islands, South Georgia Island and the Antarctic Peninsula. Mike also owns a Jowett Jupiter. Thanks Mike.



## Fund Raising.

Recently the Club was approached by Autopro to help them with their grand opening of a new store in Hastings. It was short notice but it was beneficial for our members. The club provided the manpower and BBQ on the day. Autopro provided all of the consumables. We probably cooked about 250 sausages. There were seven cars on display and the sausage sizzle.

For our efforts we now have a **trade account at Autopro Hastings** Just show your membership card to receive discounts.

They will also help out with raffle prizes etc.

Thanks to Geoff Bartlett, John Becker, Charlie Cassar, Greg Collins, Greg Cripps, Roger Howes, David Kisby, Rob Lloyd and me and the missus who helped out at short notice.







## **CPS Renewals.**

The committee have concluded that the process for signing renewals will be as below.  
This will remove the time delay inherent with using the PO box.  
It provides for the renewals to be properly processed. Signed, stamped and recorded on our records.

### **Option 1**

Post your renewals to David Doubtfire directly.  
Include a self-addressed and stamped envelope. David will process them and return them as soon as possible.  
Please contact David for his postal address. David Doubtfire Phone 0409 603 749

### **Option 2.**

Call David and arrange to Visit personally. He will sign and process them then.

### **Option 3**

Use your My VicRoads account and the online process using email to David and the VicRoads website.

## **Covid News**

In view of the prevalence of this problem we strongly advise individuals to protect themselves and others.  
Please wear a mask when appropriate and follow hygiene recommendations. While most people seem not to be affected greatly others become quite ill. Remember, most of us are in the High Risk Category.  
There have been instances of transmission amongst members at events but no serious cases have occurred.  
I am sure we all hope that no one is badly affected by covid so let us do our best to prevent it.

## **CPR/Defib training.**

The committee have attended a training course on CPR and the use of our defibrillator. It was very informative and reinforced the importance of CPR.  
Hopefully we never have to use either but members may be reassured that there is someone at events that can help if the need arises.  
Thanks to Ciara from Ambulance Victoria.

That's about all the news at the moment.

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



### August

Tues 2 <sup>nd</sup>	General Meeting
Sat–Sun 6 <sup>th</sup> –7 <sup>th</sup>	Winton Historic Festival of Speed Long Track
Mon 8 <sup>th</sup>	Committee Meeting
Tues 16 <sup>th</sup>	Cars'n'Coffee 9.30am onwards, Mornington Golf Club
Thur 25 <sup>th</sup>	Picnic at the Briars, 11:30 onwards BYO every thing.

### September

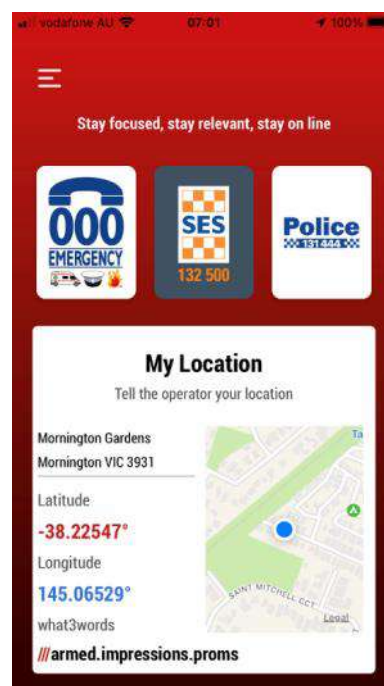
Tues 6 <sup>th</sup>	General Meeting
Sun 11 <sup>th</sup>	Shepparton Swap Meet, Shepparton Show Grounds, High Street.
Mon 12 <sup>th</sup>	Committee Meeting
Thur 15 <sup>th</sup>	Picnic at The Briars, 11:30 onwards BYO everything
Tues 20 <sup>th</sup>	Cars'n'Coffee, Mornington Golf Club 9.30 onwards

## Your Committee Hard At Work

Prior to the July committee meeting paramedic Ciara gave us a very interesting and informative talk and demonstration about CPR and the use of the defibrillator. The one point that was stressed is that if a person has had a cardiac arrest (clinically dead, not breathing and no pulse) it is **ESSENTIAL** to start CPR **IMMEDIATELY** to ensure that blood is still flowing to the brain and lungs.

The other point Ciara suggested is that we should all download the "Emergency Plus" app onto our smartphones. This enables you to call any of the emergency services with a single touch and gives the operator your exact position (within 3m) using co-ordinates or 3 words as displayed on the screen.

We will elaborate further at the next General meeting. Paul Lucas







JOHN BECKER: Motor Sports Enthusiast and Club Man.

John was born at the Burwood Hospital and raised with his older brother in Burwood. He attended the Hartwell primary school but transferred to Wattle Park Primary when it opened just around the corner from his home. He then went on to Burwood High.

After leaving school John commenced his working life in the Insurance and Finance sectors.

Some years later and having a background in surf swimming, John started up his very successful Swimming School in Monbulk which he then ran for the next 25 years producing many age group champions at both State and National levels, including his own children. Most of Johns grandchildren are now involved in swimming, with some also involved at National level.

At the age of 18, and balancing three jobs he was able to buy his first car. It was an Austin Healey 100, not a bad start I would think, and there can be little doubt that it set the bar for any cars he was going to own in the future.

Some years later, and soon to be married, John sold the Healey. He then had quite a list of "company cars" in the following years but also owned an EH Holden which he drove enthusiastically as well as a VL Holden Commodore "Poverty Pack" model that John describes as "A gun of a thing" that went on to cover more than 550,000kms. But it was a 350 GTS Monaro that John owned that he rates as his "Top of the List" at that stage.

As time passed, and now being "40'ish" John spent a couple of years looking for a BN2 Austin Healey which didn't come to fruition. But he certainly didn't emerge from the search empty handed. This is where the 38 years ownership of his beautiful 1963 Elfin Streamliner began.

(In the 1960s Elfin (Adelaide, South Australia) was the second largest manufacturer of Racing Cars in the world. The history of Garrie Cooper and his Elfin cars makes fascinating reading and is easily found on the Internet)

Deciding to move on from sports cars to sports racing cars John saw the Elfin advertised for sale and went to

look at it. Except for the sills the body was in very poor condition, but after 3 months of negotiation with its owner the Elfin became Johns.

Following 200 hours of extensive body work carried out in Chelsea it was ready to be painted. This part of the restoration was then done in Cannons Creek.

It has a space frame, all aluminium body and runs a 1261cc motor...approx. 140BHP with a 13.5:1 compression ratio.

John has competed in the Streamliner with great results at Winton, Phillip Island, Geelong Sprints, Mount Tarrengower, Mangalore and many other venues over those 38 years.



Winton was his favourite track and it was here that John honed his driving skills. His best time of 1.10.00 for the short track is very impressive indeed for a 1.2 litre motor. The Geelong Sprints gave John several Class Wins and was a very social day.

The Mount Tarrengower Hill Climb at Maldon is one the oldest hill climbs in Australia and is very challenging.



Always a great weekend too with track side camping in the early days. Johns best time of 46 seconds one year won 2<sup>nd</sup> fastest time of the day.

John also enjoyed The RACV Great Australia Rally, competing in all of them and one year he and Chrissy won the Best Dressed Couple in gear to be appropriate for the year of your car!



To own such a car and then continue using it for the purposes for which it was built 60 years ago is a rare achievement of the highest order.

John also owns, and regularly drives to Club events, a superb Porsche 924 Turbo, which he purchased with just 28,000 Kms on the "clock" in South Australia. He was having success competing in the Porsche Club with several class wins but when he got the Elfin running he says that the "Porsche seemed quite slow"!



Chrissy has also owned some very desirable sports cars over the years and the Elfin and Porsche now share a garage with Chrissy's very nice 250 CLA Sport Mercedes Benz.



John joined the SPC&HCC around 10 years ago and has been a Committee Officer and Events Manager for many years. Together, John and Chrissy are largely responsible for bringing us all together and the enjoyment this club brings to its members.

Thank you both.

### ***A Gem from Joyce***

#### **AN INTERESTING FACT ABOUT MANURE**

In the 16th and 17th centuries, everything for export had to be transported by ship. It was also before the invention of commercial fertilizers, so large shipments of manure were quite common.

It was shipped dry, because in dry form it weighed a lot less than wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began, of which a by-product is methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane gas began to build up below decks and the first time someone came below at night with a lantern . B00000M.

Several ships were destroyed in this manner before it was determined just what was happening. After that the bundles of manure were always stamped with the instruction "Stow high in transit" on them. which meant for the sailors to show it high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

Thus evolved the term "S.H.I.T." (Stow High in Transit). So, it's not really a 'swear word' which has come down through the ages and is in use to this very day.

You probably didn't know the true history of this word. Neither did I — I had always thought it was a golfing term!!!

*This light-hearted account from recent history was provided by Greg Cripps, it seem to have been published in a Tasmanian Club newsletter sometime ago. I added some images found on the internet.*

I was very sorry when I learned that Greg Cripps was leaving Tasmania. Firstly because Greg was such a very good member and secondly because I was hoping to see his Trojan in a restored state.

Present members may not know of its history and, I was involved in some of it, I'll tell you how I first met it.

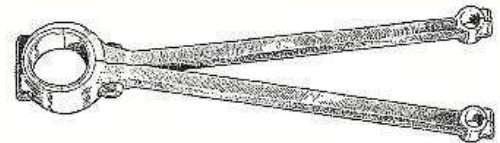
Bob Young learned that there was a Trojan at the Heywood's place at -Koonya. He had arranged to buy it and asked me to go with him in his Porsche 1500 to pick it up. Here, certain coincidences must be mentioned. Both the Trojan and the Porsche have 1488cc engines and, both cars are individualistic designs from, brilliant men. Doctor Porsche's design is well known because the VW is so similar. Leslie Hounsfield's Trojan was much more unusual

If you lift the bonnet to see the engine, you don't. All you see is a petrol tank, the back of the radiator, a carburetor, part of the steering column and a large amount of SFA. The engine lay on the port side of the car. The cylinders were under the floor and the crankcase under the passenger's backside. If you think this was a situation fraught with awful consequences, think of the driver who was sitting over the gearbox – a seething epicyclic mass of cogs and a whopping great chain,

The engine (for want of a better word) was a lethargic two-stroke which could not cope with a respectable rice pudding. It had four cylinders. Each pair of two shared a common combustion chamber. This ended up as being a square four because, like all good pairs, they laid alongside each other. The use of two cylinders with common combustion chamber gave a reasonable amount of exhaust scavenging without having half of the lovely new mixture being sucked out the exhaust port by the burnt gases from the previous bang as they rushed along the exhaust pipe. This arrangement on a two-stroke resulted in a certain amount of 'valve overlap'. One piston opened the exhaust port a little before the other piston allowed the wildly enthusiastic new charge in from the crankcase via the inlet port. (Anyone still with me?)



The pistons were on a V shaped con rod of great length and small thickness and it is bent every revolution. It had to, it wasn't articulated! Anyway, at a maximum of 1500 rpm it never worked hard



If I described the lubrication you wouldn't understand and if you did you wouldn't believe it!

These engines put out 11bhp at 1200 rpm and had a torque curve as flat as a pancake – ie. 10bhp at 450 rpm

They never wore out and 100,000 miles with nothing but the removal of carbon was common. You can see then that although we touched about 100 mph in the Porsche going there, the return trip was no headlong rush.

We got the car out of the garage. Air was already in the tyres. Mud was in the cooling system so that was OK and we put a little two stroke mixture in the tank and tried to start it. No electric starter - Not on a Trojan. Starting handle - No – well not like the ones we know. The Trojan featured a 'mechanical seat starter' The trouble was that we wanted to start the car not the seat. That's what this should have done too. Near the handbrake lever was another lever which moved through an arc (Sorry arc. When you look at a Trojan you just naturally think Ark, if you Noah what I mean.) of about 80 degrees. You had to lean forward, grab the lever and pull back like mad. Sometimes, it was rumoured, that this would start the engine. If it backfired, you were savagely hauled through the steering wheel into the dashboard. On this occasion neither happened-Just a couple of chuffs and then nowt. (If you see someone with broken teeth, a dislocated back and a right arm longer than the left, then be assured he is a Trojan owner.)

No good, it wouldn't start. So, we then towed it behind the Porsche like a reluctant donkey and after about half a mile the chuffing got louder. Bob Young slammed on the brakes and rushed out with the fire extinguisher. Talk about smoke -The local fire warden had a coronary!

We were happy it was going. Full throttle wouldn't move car but it was running at idle speed! Of Course! All the old



petrol/oil mixture had parted company years ago. Petrol evaporates and oil doesn't. Answer. Put in neat petrol! It worked. Ran as well as ever, Terrific performance-'0 to 11 in 60 seconds, old boy!'

From there on, it was smooth sailing. Smooth because of really good suspension and sailing because in a stiff breeze it was very slow-but definitely reliable.

That gearbox which could hasten your end at any time was easy to operate. Move the lever left and forward, release the ratchet to hold it there in bottom gear. Squeeze the lever, move back, across to right and forward again-top! Yank it back and Whacko! Reverse. Being epicyclic there was no need for a clutch-the pedal just relaxed the contracting bands.

The engine had rather rough and crude impulses-no, not that-and to get a smooth drive it had an impulse dampener. The power was taken from the rim of the very large flywheel via a number of coil springs to the input flange and shaft of the gearbox. A dog clutch was provided to keep all this in check on heavy going but I had to resist a strong urge to stand up whilst driving lest in case this diabolical contrivance should explode.

Final drive was by chain and there was no differential. The understeer on gravel roads was alarming. Because there was no diff there was only the need for one brake drum.

On the dash was an Ignition switch cum petrol tap. The carby was about a yard away from the engine so a primer was fitted. I read in Profile Publication No 80 that, provided the priming pump delivered a dose which suited the engine according to temperature, barometric pressure and the proper conjunction between Venus and Aldebaran, the size of the driver's collar and a 'few' other variables, the Trojan was an unfailing starter when cold.

When hot it was a typical two-stroke. If the driver stalled it with too rich mixture he could do one of three things: 1. Yank on the lever for hours. 2. Get underneath, remove a plug from the crankcase and then yank on the lever or 3. Pretend that he meant to stop and go into the nearest tea shop for a leisurely meal. Half an hour later it would probably start first pull.

I've mentioned that the performance was negligible. Bobs car didn't have a speedo. but there was an ammeter of all things. It showed a permanent charge of 2 amps even when the car wasn't running. On a down-hill bit I got up to about 30 mph. (and -2 amps) so the speed was only a little electrifying. I have heard of one that did a frantic 43 mph. on oversize tyres.

Although the absence of a diff gave good grip when going straight ahead, it was inclined to indulge in the dreaded side-slip, especially when fitted with solid tyres. Most owners were used to travelling diagonally

Finally-This is the car which got into the tramlines and the driver had no choice but to drive on until he got to the depot.

Verily a car with character.

P.S. The Trojan was made by Leyland who, as everyone knows, now make the Troyumph 2000!



**A 1924 Trojan Tourer**



### **A Different Point of View**

A nice, calm and respectable lady went into the pharmacy, right up to the pharmacist, looked straight into his eyes, and said, "I would like to buy some cyanide."

The pharmacist asked, "Why in the world do you need cyanide?"

The lady replied, "I need it to poison my husband."

The pharmacist's eyes got big and he exclaimed, "Lord have mercy! I can't give you cyanide to kill your husband!

That's against the law! I'll lose my license! They'll throw both of us in jail! All kinds of bad things will happen.

Absolutely not! You CANNOT have any cyanide!"

The lady reached into her purse and pulled out a picture of her husband in bed with the pharmacist's wife.

The pharmacist looked at the picture and replied, "Well now. That's different. You didn't tell me you had a prescription."

## COFFEE AT THE CLUB ON THE HILL

The regular third Tuesday in the month coffee morning is coming around again and I for one, can't wait to be there. It's such a great format with its totally informal gathering. Doesn't matter if you come late or go early but the thing is to make sure you go if possible. I can't always get there which is my loss but then the breaks! With this month's meeting upon us already, my mind harked back to last month which was one straight out of the box. This idea of John Becker's to create a regular coffee morning each month, especially at the Mornington Golf Club with its superb outlook, was an absolute master stroke and the numbers each month prove that to be the case. We really do owe this guy so much for what he does in organising activities, along with Chrissy. My admiration for you both is boundless. How you get the energy to keep on going is beyond me, especially during the Covid times with your daily email streaming. I know it's not often in print, but I know every member knows it--the club would be lost without you both and the outstanding work you do for us all.

But hey! I have drifted off what I wanted to say about last month's coffee morning. I reckon I had seen it all until you John, produced your master stroke with the Medallion presentation for those turning 80yo this year—to be presented as close as possible to the actual birthday of the member but with presentation made at the coffee morning and who should be the inaugural recipients last month but Charlie Cassar and Wally Allen with Charlie being called up first. Just a brilliant simple idea, beautifully executed, and a presentation of a very handsome medallion. Charlie looked amazed at what was happening and really chuffed, as did Wally when his turn came. I swear there was hardly as dry eye in the house and I'm sure Charlie would have worn his to bed that night. I'm not so sure about Wally wearing his to bed but he was pretty damned chuffed to receive it. It was such an unexpected fun thing to do and only JB could have dreamt it up and executed it so well. I love the club. The fun times, the good natured ribbing, and underneath it all, the way all members are prepared to give to their help to fellow members at all times, makes the club genuinely unique and a large part of that spirit we owe to John and Chrissy for their untiring efforts to make it fun place to be! Long may they reign!!



Octo Mick

## AND TO FILL IN THE SPACE

*From Joyce*

An old man decided his old wife was getting hard of hearing. so he called her doctor to make an appointment to have her hearing checked. The doctor said he could see her in two weeks, but meanwhile there's a simple test the husband could do to give the doctor some idea of the dimensions of her problem. "Here's what you do. Start about 40 feet away from her, speak in a normal conversational tone and see if she hears you. If not, go to 30 feet, then 20 feet, and so on until you get a response."

That evening when she's in the kitchen cooking dinner, and he's in the living room, he says to himself. "I'm about 40 feet away, let's see what happens". "Honey, what's for supper?" No response. So he moves to the other end of the room, about 30 feet away. "Honey, what's for supper?" No response. So he moves into the dining room, about 20 feet away. "Honey, what's for supper? Still no response. On to the kitchen door. about 10 feet away, same question, no response.

So he walks right up behind her. "Honey, what's for supper?" "For the fifth time.....CHICKEN!!!"



## Minutes Summary – SPC&HCC General Meeting – Tuesday 5<sup>th</sup> July 2022

**Meeting Opened** – Allan opened at 7.32 pm

Meeting – 39 Attended

Apologies – 5 as per attendance book

**Minutes of the General Meeting- 4<sup>th</sup> January 2022**

Moved John Watson Sec. John Becker

### Correspondence

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

**Out-** Nil

Moved. Ray Beagley Sec. Brian Evans

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

Total asset \$28,112 (\$290 for defib pads)

Moved. Charlie Cassar Sec Greg Cripps

**Membership Report-** No Report 259 members

**Regalia** – No Report

**Web Site** – No Report

**AOMC-** No Report

**Events** All future events and information are in the Crankhandle

SAT 30<sup>th</sup> Run to Tooradin Foreshore,

THU 21<sup>st</sup> Christmas in July,

TUE 19<sup>th</sup> Cars and Coffee

**General Business:** Questions asked re upgrade of microphones

An interesting talk was given by Mike Allfrey on his trip to the Falkland Islands and the Antarctic Peninsula. The photographs gave a clear impression of the landscape and weather he encountered.

**Meeting Closed** – Allan closed the meeting at 8.14pm



**DARREN McGRATH**  
*Proprietor*

**MUFFLER AND EXHAUST  
SYSTEMS**

**TOWBARS AND SHOCKERS**

*Factory 2/5 Newington Ave  
ROSEBUD  
PH: 03 5981 2299*

**A.A. VINNEY'S**  
Metal Polishers & Electroplaters  
24 - 26 Short Street, Dandenong, 3175

Vince & Anna  
Di Blasio

Ph: (03) 9794 7530  
Fax: (03) 9794 7532

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

### Specialising in

- All Jobbing work
- Car and Boat Parts
- Motor Cycle Parts
- Rare Spares Stockists
- Reconditioning of all Bumper Bars
- Gold Plating
- Aluminium Plating
- Zinc Plating
- Barrel Plating
- Chrome, Nickel, Copper & Silver Plating

Web: [www.vinneys.com.au](http://www.vinneys.com.au)

**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.**



## *A Blast from the Past*

A travesty of vandalising our wonderful language.

I have had one of these, but heaven forbid that I have ever had one of these.

Geoff Bartlett.

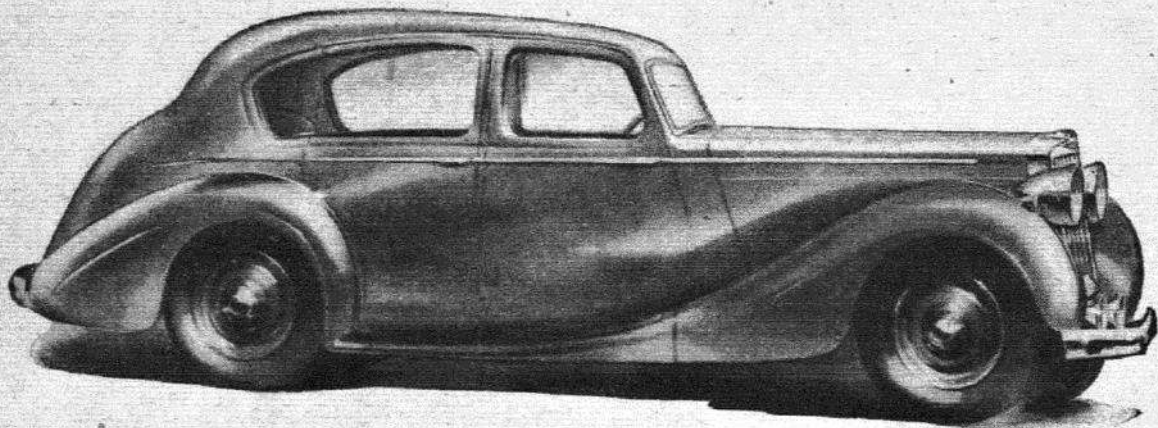
16 Advertisements.

FLIGHT

JULY 4TH, 1946

### Gay Adventure

A car to escape in . . . to seek  
relaxation in the quiet, smooth run as the miles  
tick by . . . freedom in the instant response  
to an impatient foot . . . quick to seize  
openings . . . with an ample reserve of speed.



One needs to take the wheel to appreciate  
a car like this. With a performance un-  
usual even in these days and its debonnaire  
appearance the Sunbeam-Talbot remains  
Britain's most exclusive light car.

THE SUPREME  
**SUNBEAM-TALBOT**  
TEN and 2-Litre

PRODUCTS OF THE ROOTES GROUP



## 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

### AUGUST

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

### SEPTEMBER

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

### OCTOBER

<b>A BEAGLEY</b>	A BLACK	D BRIGGS
<b>A BUCKLAND</b>	<b>G CLARKE</b>	<b>G CRIPPS</b>
D DOUBTFIRE	<b>C DICKIN</b>	J FOSTER
<b>J HEHIR*</b>	R HUDSON	J HUSSEY
P KRUEGER	R LLOYD	D LOWDEN
P LUCAS	<b>D MASON</b>	<b>N MEATES</b>
<b>F PIETERSON</b>	J PALMER	B ROGERS
V PORTEOUS	R THIELE	<b>D TURNER</b>
G URCH	J WHITE	

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 **If your name is in Red above we need your Photos**

**NOTE: If sending renewal notices by mail please send them direct to David Doubtfire.**

Contact him for the address: Ph 0409 603 749



*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**



# SHEPPARTON SWAP MEET

Sunday Sept 11, 2022

SHEPPARTON SHOWGROUNDS,  
HIGH ST, SHEPPARTON  
(MIDLAND HWY A300)

6m x 6m OUTDOOR SITES **\$20**

ENTRY **\$5** ( Children under 14 free )

*Gates open at 6.30am for stall holders.*

*General public 7.30am.*

*No alcohol. No camping. No dogs allowed.*

*Lunch and refreshments available.*

*MAIL: Send stamped self-addressed envelope and booking fee to:  
Shepparton Swap Meet, P.O. Box 1206, Shepparton. 3632.*

*CHEQUE: Please make cheques payable to G.V.M.V.D.C.Inc.*

*DIRECT DEPOSIT: to BSB 633-000, Acct 1366-25076*

*Reference to be "swap" and your name.*

**[www.gvmvdc.com.au/GVMswp.html](http://www.gvmvdc.com.au/GVMswp.html)**

***For further information contact:***

***Lloyd or Kristine Healey on 0438-294 351***

*Member of the Association of Motoring Clubs Inc and  
The Federation of Veteran, Vintage & Classic Vehicle Clubs, Vic*





# 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](mailto: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](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!



**BatteryWorld**  
MORNINGTON



## THE CLASSIC CAR SPECIALISTS

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



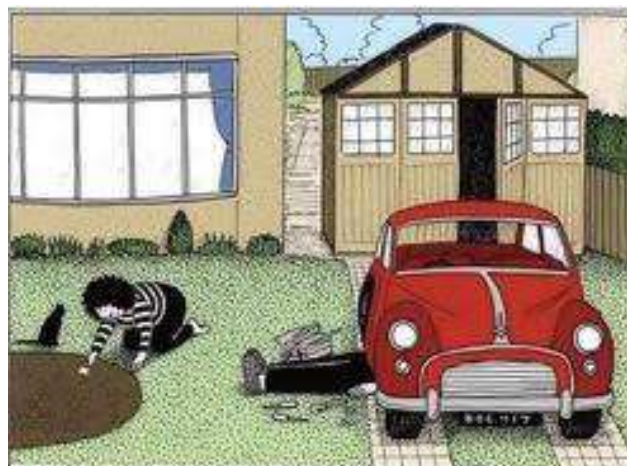
**FREE DELIVERY\***  
**CAN'T GET TO US?**  
**WE'LL COME TO YOU!**

**Battery World Mornington**

1/43 Mornington Tyabb Rd, Mornington

[www.batteryworld.com.au](http://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.



FOR MANY YEARS FRED'S SECRET  
SUNDAY AFTERNOON NAPS  
WENT UNDETECTED



**Your One  
Stop Print Shop**  
1300 43 44 48

**250  
FULL COLOUR  
BUSINESS CARDS  
\$49**

[www.printdepot.com.au](http://www.printdepot.com.au)