

The CRANKHANDLE

NOVEMBER
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.



Barry Osborne with his BN4, Big 6 cylinder Healey , read more p6

*What's
inside*

Page 3 Allan's Soap Box
Page 4-5 Future Event
Page 6-7 Caught in the Headlights
Page 8 Past Event Rosebud Retirement Village
Page 10 Ladies' and Men's Coffee Club
Page 11 Members Day Out
Page 12 More about Paull Lucas' Project

Page 14 Story of American Motors
Page 15 Meeting Minutes
Page 16 An FX Holden
Page 17 CPS Reminder
Page 18 Another- Members Day Out
Page 19 Buy, Swap and Sell

Bendigo Bank

Community Bank
Southern Peninsula

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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Contact: *Liam Fenney*

5986 5454 / 0407 290 434

liam@hutchinsonautomotive.com.au

CLUB MEETINGS

General meetings are held on the first Tuesday of each month at Dromana Community Hall, cnr of Hodgkinson St and Verdon St, Dromana at 7.30 pm. Melway Ref 159 G7

COMMITTEE OFFICERS

President:

Allan Tyler 0409406690

Vice President:

Geoff Bartlett 0419 547 823

Secretary:

Colin Jordan 0417 527 812

Treasurer:

Paul Lucas 0420 927 073

Membership Officer:

Anne Kruger

Events manager:

John Becker 0411 202 911

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Club Permit Officer:

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AOMC Representative:

Ray Beagley 0414 598 614

Federation Representative:

Geoff Bartlett 0419 547 823

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Warwick Spinaze 0407 016 719

Web Master:

David Doubtfire 0409 603 749

Club Librarian

Roger Howes 0429 142 464

OTHER MEMBERS

Julie Jones 0418 144 554

Christine Tyler 0424 096 393

Rosemary Thiele

Terry Conroy

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

All's Soap box

Hello everyone.

Well, here we are and Christmas is not far away again.

We have been busy organising the Christmas dinner for this year, to be held at the Mornington golf club. See the details later in this issue.

It will be another great night so don't miss out.

At the next meeting we have a guest speaker from the Citroen car club. Dave Rogers will present images and stories about 2CV Raids which are extreme adventures into wild outback areas. Be sure to see this one.

The December meeting will be a show and shine. This is because the show and shine earlier this year was a wash out. Well, we have the trophies sitting here and they should be awarded to a deserving member and his or her car for 2022. We will try again for the show and shine early in 2023.

It was good to see the attendance at the AGM was returning to pre covid levels.

Thanks to all who attended.

A couple of show and shines at retirement villages have put smiles on the residents faces.

These events are really enjoyable for everyone. A great opportunity to look at cars, catch up with other members and chat with residents over a coffee.

The weather has played havoc with our event scheduling so keep an eye on emails for notifications.

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.



COMMITTEE MEETINGS are held at "The Library"
Mornington Gardens, 98 Bungower Rd, Mornington.
2nd Monday each month at 1:15pm
Tel 0420 927 073 (Paul Lucas) .



**SOUTHERN PENINSULA
CLASSIC & HISTORIC CAR CLUB**

CHRISTMAS DINNER

Saturday Dec 3rd 2022

Mornington Golf Club

Tallis Drive Mornington

Victoria 3931



Arrive 6.30pm for a welcome and 7.00pm start
Come and enjoy the company of all your fellow members
3 course Christmas Dinner
Drinks at bar prices.
Please advise of any dietary requirements.

Christmas Dinner Booking Details Saturday Dec 3rd 2022

COST \$35 Per person.

Payment as below.

By Direct Debit to BSB 633-000 Acc. 131808131 Ref. YOUR NAME

Cash Payment to above account at any Bendigo Bank branch.

Cheque to: PO Box 12 DROMANA VIC 3936

Please advise Geoff or Helen of your booking as below.

Email Geoff Bartlett helen-geoff@bigpond.com

Ph. 59857739 Mob. 0419547823

Closing Date for booking Sun. November 21st.

"So Book Early"

FUTURE EVENTS



NOVEMBER

- Tues 1st Monthly General Meeting Guest Speaker Dave Rogers,
A very interesting presentation is ensured, Dave is with the Citroen Car Club and very well travelled.
- Fri 4th – 6th Historic Sandown ,Great collection of historic Race cars and
Good viewing for spectators
- Sun 6th MGCC classic historic Rob Roy Hill Climb
- Thur 10th Lunch at St Andrews Brewery 160 Sandy Road Fingal 11:30am
WE NEED MORE NUMBERS FOR THIS EVENT TO GO AHEAD, IT
PREVIOUSLY HAS BEEN ONE OF OUR BEST EVENTS, PLEASE ADVISE
Co-ordinator John Becker 0411 202 911 johnbecker@westnet.com.au
- Sat 12th – 13th Bendigo Swap Meet
- Tue 15th Cars'N'Coffee 9.45 onwards Mornington Golf Club, come along and have a chat to
your fellow members.
Ladies Coffee Club Kirks Hotel The Esplanade Mornington
10am onwards
- Sun 20th Car Show Hobsons Bay Men's Shed car show 280 Queen Street Altona.
- Sat 26th – 27th Geelong Revival Motor Festival Eastern Beach Geelong. THIS EVENT IS
SENSATIONAL FOR SPECTATOR VIEWING, FABULOUS CLASSIC & HISTORIC
CARS OVER QUARTER MILE SPRINT AND HUGE STATIC DISPLAY.
MODERNS AND MODIFIED SAT. HISTORICS AND CLASSICS SUN
- Sun 27th Rob Roy Historic Hill Climb.

DECEMBER

- Sat 3rd Christmas Dinner and Presentation night at Mornington Golf Club. 6:30pm for a
7pm start. Confirm and pay for this night \$35.00 per person. See further
information in this Crankhandle.
- Tue 6th General Meeting Christmas BBQ at the club rooms in Dromana 4:30 onwards.
JUST A REMINDER due to weather, we were unable to have the Show and Shine
awards in February, now that will be part of this night so bring your special car
along.
- Tue 13th Committee meeting
- Tue 20th Cars'n'Coffee at Mornington Golf Club. Special Christmas meeting with prizes etc.
9:30 onwards.
- Ladies Coffee Club at Kirks Hotel Esplanade Mornington 10am onwards, meet in
front of the fire place.

WE NEVER STOP PLAYING BECAUSE WE ARE OLD.
WE GROW OLD BECAUSE WE STOP PLAYING.



Barry Osborne was born in 1942 and grew up in Ormond near Ormond park. Barry attended the local primary school, where his parents were active on the school council. Barry enjoyed his schooling with a leaning toward practical pursuits that came to serve him very well. Typical of that period, was pride in your front lawn. Barry was permitted to mow only the corner front nature strips with a push mower. His Father mowed the front lawn with his Atco powered drum roller cutting at 45 degree angles both ways and nobody was permitted to walk on his lawn! Barry later found a disused push drum roller mower and a Villiers engine, he soon had them coupled up to make easy work of the corner nature strips.

Barry had an interest in aircraft and would buy model aircraft kits from the local model shop build them and then sell them back to the model shop. In between all this he would fly aircraft in the Ormond park before joining the Model Aero Club located at Moorabbin Air Field and inevitably the occasional crash would require many hours of rebuild time.

Weekends would often see his Dad head off to the local Rosstown tip site with his wheel barrow. On returning one day he told Barry there is was an old motor bike at the tip. This was all Barry needed to hear and later returned with a BSA Golden Flash twin cylinder 646cc motor bike requiring some work with some missing bits found, thus Barry had his first taste of adrenaline; riding the Golden Flash designed by



Bert Hopwood and first produced in 1950. It was while riding the motorcycle on the oval opposite Caulfield Tech. that the throttle jammed wide open

and he had to decide to chance going under the steel rope perimeter wire of the oval or attempt a broadside at speed. Barry's attempt at a broadside on the turf wicket was successful but did require a change of underwear. The very next day he sold the bike to a fellow school student that had shown interest in it for some time.

Barry was now a Plumbing apprentice and rode his push bike up James Street to his work place in Glen Huntley. Barry had observed an old car sitting on a

nature strip for some months and asked his dad if he could have it. After an enquiry with the owner who said, "I'd be pleased to get rid of it" and with the payment of a few quid the car was Barry's. Dad and six mates helped to confirm it had brakes, then pumped up the tyres and together they pushed the car 2 miles to home.

The car was a 1934 Wosley Hornet sedan with a four cylinder single overhead camshaft engine. The body work was in very poor condition so Barry removed the body and set about



turning it into an attractive sports tourer. Barry had the practical skills to build a frame using small bore gal pipe and gal sheet to form the body with lead wiping of the joints as was done in the days before bog! Barry's Dad took the car into the registration branch in the city but the cars track was too narrow to go over the inspection pit. As was often the case in those days the approving officer said, then let me see the lights, starting with high beam. Barry's Dad said there is no high beam, only low and lower. The car was duly registered and Barry who was courting Nancy was required to install a soft top to his car as he and Nancy would often go to the drive-in theatre.

Barry had met Nancy in 1959 while camping at Dromana where the ski boat scene was big at the time. Barry enjoyed water skiing and was very impressed with a good looking clinker ski boat that had arrived at Dromana. He and a couple of mates swam out to the ski boat and were invited on board. Barry lost his footing and hooked his bathers that left him somewhat exposed to the onlookers and was embarrassed when walking back along the beach to his camp site.

One of the good looking girls on the boat was Nancy, it was her Dad's ski boat. He owned and operated Lawrence's Cycles in Glenferrie Road Malvern that is still in the family today.

Barry was one of 'twelve up' skiing behind a powerful boat that was featured on the second page in the Herald Sun. Barry and Nancy travelled endless miles in the Wolsley Hornet, often at speed. He was seen by a Constable on traffic control at one of Melbourne's busy intersections and was directed to pull over for a chat. The police officer had noted the car on previous occasions at speed and

said to Barry the reason I've pulled you over is that you do not have your headlights on. After a brief conversation the officer said, "when I next see you coming I'll hold the intersection and wave you through". They were the good old days! Barry at this time purchased an Austin A90 top of the range, with arm rests for the front seats, graceful and very British. He had noticed that the latest Holden car was two tone yellow and black, it was not long before Barry was driving a Yellow and Black Austin A90.

Barry had heard of a demo Morris Major for sale at a good price and purchased the car. He fitted twin carbs, extractors, and upgraded ignition system to the 1600 cc engine and ran it on AV gas. The car was quick but an occasional meeting with a Morris Minor left Barry in his wake. Knowing that Morrie was special and on a further meeting of these two cars, Barry was able to ask the question "what's under the bonnet" The Morrie driver said "pull over and I'll show you". The Morrie had a twin cam MGA engine and the owner was the foreman at Head Motors.



One of Barry's other passions was music and in particular the drums. It was at primary school that Barry first played drums and those who can remember marching at early assemblies to the beat of drums will understand the rhythm of well played drums. Barry and some friends formed their own band with a variety of names including "The Tidings", "True Blue" and "Saltarna". They played at Hawthorn Town Hall, Heidelberg Town Hall, The Post Masters Ball and other venues.

At 21 years of age Barry started his own Plumbing business and later employed a number of tradesmen. With business going well Barry and Nancy married in 1966 and bought a home in Ashwood. He later purchased a beautiful Triumph TR2. A builder client of Barry's was involved with the Mud Trials held at Park Orchids and run by the Austin 7 Club. Special cars were built to perform at the highest level including the one Barry owned and drove with Nancy as passenger. These cars also competed in Motor Kana events held within major shopping centre



carparks. It became so competitive and dangerous that Barry called an end to this particular sport. Barry and Nancy travelled throughout Australia and overseas as often as time permitted. They had their first child in 1966, their second in 1967, their third in 1969 and their twins in 1971.

Barry acquired an MGA and prepared the car for



competition in MG Series Racing. He became an experienced driver competing at all the major circuits in Victoria with his family including Amaroo in NSW, Adelaide Raceway and Collingrove hillclimb in SA. Barry later purchased a 100/4 Austin Healey for competition. He ran the car at the Arthurs Seat Hillclimb, what a wonderful challenging hillclimb it was.



Barry also had a BN4, the first of the big 6 cylinder Healeys as seen on the front cover. It has been beautifully restored by Steve Pike in Bacchus Marsh in classic 100/S colours of cream and blue, the reverse of the colour scheme as was seen on the 100/4 competition car.

While he and Nancy were overseas one of their twin boys bid on a farm in Browns Road Rye that Barry and Nancy were interested in. He was the successful bidder and that was 38 years ago. Barry and Nancy now live there in retirement, although Barry said, I'm still on the tools.

He and Nancy have had many happy years together travelling here there and everywhere in Australia and overseas and their interest in motorsport had them always travelling together as a family.

To think it all began due to an adventurous young lad having chosen to swim out to inspect a clinker ski boat at Dromana in 1959.

Past Event—Rosebud Retirement Village car show Saturday 8th October

We were invited to the Village as part of their open day, where they had cake stalls, books for sale and various other stalls. We all arrived about 9am and had the cars all lined up, for the residents to come and look and vote for the people's choice award. We had a complimentary sausage from the sausage sizzle and tea and coffee. It was a little cold outside so most of us went inside or out the back under cover to sit and have chat with some of the residents. The residents were very interested in the cars and enjoyed talking to the owners. Some very interesting stories were had. It was a lovely day and we would like to thank the Rosebud Retirement Village for having us.

Congratulations to the members who featured in the people's choice awards and a big thanks to the members who attended.

Thanks to John Becker for organising this event and obtaining the prizes.

Christine Tyler.



THE WINNERS!





Past Event - Ladies Coffee Club, September 20th

Our second Ladies Coffee Club took place 20th September at Kirks Hotel in Mornington. We had a great attendance and a fantastic time chatting and catching up and of course drinking Kirks very nice coffee, tea and hot chocolate

Most of our members and their partners elected to stay for lunch and we were joined by some 'Cars and Coffee' members. It was an exceptionally popular occasion. We had 22 stay for lunch, more would have joined us, however a teeny glitch occurred in the lunch time booking, that glitch has now been resolved.

We look forward to seeing next month even more ladies for coffee and lunch and of course the cars and coffee members joining us again. Helen Jordan



Past Event - Meanwhile at Cars'n'Coffee, September 20th

The September meeting of the coffee morning at the Mornington Golf Club saw Allan Lowe, our monthly scribe of "Caught in the Headlights," reaching the magical age of a senior citizen of some note, being eligible and worthy of the illustrious award of 'Over Bloody Eighty' and duly presented with his OBE medallion by our fearless coffee club leader and instigator of the award, John Becker.

Allan's acceptance speech concluded with the classic words from former Hawthorn coach and legend, John Kennedy, who in a desperate third quarter speech to his players, implored them to "do something! Anything!---JUST Do IT!!!" words that Allan lives by in his day to day life and strongly suggested to all present to follow JK's inspirational words.

Not a bad note to finish on and to add our congratulations to Allan on gaining his OBE.

Mick Daddo



Members Out and About, Enjoying their Cars

DRIVING A HEALEY AND PONTIAC

The extra-long weekend for the Queen's Memorial Day, and the footy finals had us out and about, fighting with the long line of traffic that descended upon the peninsula. We began by meeting with another club member, Gary Mulcahy, and having tea and coffee at Indulge on the Bay in Rye. Cars, visitors, dogs and walkers were everywhere. On such a gloriously sunny day, why not? Take any opportunity to be out and about, free from COVID (we hoped). Gary's Pontiac safely parked in front of the café but trying to get to the Healey across the road from the café was a trial. Duck and weave from now on with the traffic at its peak from December for about three months.

Where to next, the boys wondered? Just get in our cars and drive, I suggested. And so a drive to Sorrento began and was excellent. No real dramas with traffic, except there was a lot of it. As we neared Sorrento, we noticed a long line approaching the ferry. We couldn't see whether it was for the ferry itself; we couldn't see, except the line wasn't moving.

Sorrento had no parking available, so we missed its beautiful shops and vibrancy. We did the circuit and out again. On the way home, we looked for the Peninsula Panty off the highway, but it was closed. Disappointed that we were, we looked at any of this as a drive to be with friends and be in our classic cars, particularly the Healey, hood down, and enjoying the freedom afforded on this wonderfully fine and sunny day was fantastic.



A DAY OUT IN A HEALEY AND MGB

The google weather chart predicted clouds but fine and some sunshine. Luckily for us, it was mainly sunny. What better chance than a drive in the Austin Healey? Hood down, of course. We had a bite to eat at The Kitchen and Bistro in Rye, and a chance encounter with friends in their MGB had us join their run in our Healey. Trying to stay away from the highway was entertaining in itself. The extra-long weekend had the peninsular roads clogged with traffic. We managed to keep our sanity and headed for Hawkes Farm in Boneo. The fantastic array of fresh vegetables had us listing what we needed. Unfortunately, the café closed on this particular day.

Not to be thwarted, we drove to the Boneo Equestrian Centre in Rosebud. We planned to have a late lunch, but the restaurant was also closed. We wandered around the area and marvelled at the horses, riders and regions of exercise. David found a measuring stick, of sorts which we decided was for horse jumping; we stand to be corrected. A truly amazing centre with this vast area unseen from Boneo Road.

And so we continued to the Moonah Links Golf Course. The parking was non-existent, so we missed another chance at a cuppa—we weren't doing well at all. Finally, we went to where the invitation originated, at our friends' house. There, we had cups of tea and coffee, wine and cake. All in all, a great day which ended before the coolness of the evening descended.

Words and photo: Anne Kruger

Transferring Independence—More detail of the Project Paul Lucas is Involved In

With this innovative design, hospital patients can now practice getting in and out of differently-sized cars



Solve-TAD Volunteers Paul, Don and Peter dedicated more than 200 hours to build a brand new Car Transfer Simulator for the Royal Talbot Hospital in Kew, Melbourne.

This half car, made for patients at the Royal Talbot, is to help patients after surgery practice transferring to and from a car before they go home.

The main highlight of this simulator is that the whole car can be raised and lowered. This is so that patients can pra

“The biggest challenge for our patients is practicing getting into the car that they’re going to go home with. And everyone has a different sized car! Many patients go home in their family car, which usually ends up being an SUV or a bigger car. By having the ability to adjust the height of the simulator, our patients are now able to practice getting into and out of their car in a safe environment right here at the hospital” – Mark, Royal Talbot Team

By practicing on this simulator, patients will be much safer when discharging from hospital and returning home.



Solve-TAD Volunteer Peter also installed an electrical system underneath the seats (pictured above).

The four buttons can be easily pressed, and moves the car seat forwards, backwards, and tilts the seat forwards or backwards. What an incredible result from our volunteer team! A project that involved multiple disciplines, and lasted over 200hrs across four months. Volunteers made this simulator by buying a car from a wreckers, cutting it in ½ and then working on the interior design.

The final design operates the same way that a hospital bed does – using a hand-held remote to either lift or drop the height of the car to simulate different size vehicles.

Solve-TAD Engineer Hassan helped as a project manager for the project, and was over the moon with the results! He conducted multiple safety checks throughout the process, and helped the volunteer team wherever needed:

“It’s a very complex project! You have to carefully remove all the internal and engine-related components of the car first. And then to even just saw the car in half is a major achievement!” – Hassan, Solve-TAD Lead Engineer

“This is more than what we could have asked for. We’re now going to be able to help so many of our patients to get home safe after leaving here” – Mark, Royal Talbot Team.



Pictured above: The front of the car, with an indicator that shows you what type of car requires which height level. And a Freedom number plate to go with it!

Cross Channel Tunnel... What rubbish !!

The **April 1957** edition of **Autocar** recounted the latest from the Government at Westminster, UK.

“Prompted by a recent interest displayed by American backers, the “Cross Channel Project” has once again been taken out of its pigeon hole at the Ministry of Transport where it has sat after being considered by successive Ministers as impractical.”

Mr Wilkenson warned that despite being desirable, no plans have been found feasible for a road tunnel and a rail tunnel would cost 100 million pounds..... If only they knew what lay ahead.

Bill Glover

The Story of American Motors

Nash and Hudson merged in 1954 calling themselves American Motors after both companies having had a very profitable war supplying components for the US armed services. They both found the peace very a very different environment competing against the likes of Ford, Chrysler and General Motors who had at that stage deep pockets. all this despite being reasonably successful for a long period prior to the outbreak of war in Europe in 1939.

Nash who started off as General Manager of General Motors before setting up his own business introducing monocoque construction and independent suspension plus using Pininfarina as an outside designer. His cars sold well in the first few years after the war. In 1951 Nash joined with Healey in UK and produced the Nash Healey a two seater sports car.



The other half of the new enterprise was the Hudson who started business in 1909 and in the 20's introduced the Essex brand which sold well in Australia, the name Terraplane replaced Essex and finally in 1938 the Hudson name replaced the Terraplane. They produced good cars reaching 80000 cars in 1941 and in 1949 produced the Hudson Commodore Eight with its unique



step down body and streamlined appearance created a completely new look. In the four years that followed they made 980,000 cars but their sales started to drop forcing a merger with Nash.

Nash continued with the Rambler after the war featuring a curved windscreen and fitted with a Packard V8 engine and with their own automatic transmission. The good years continued until 1954 when sales went through the floor forcing a merger with Nash who appeared to be the dominant partner. In fact, all US car manufacturers suffered with poor sales in 1956 and more changes followed.

Cars were sold under the new banner, American Motors, cars like the Javelin pitched against the GM's Chevrolet Camaro using a 6 cylinder and big V8s up to 6.6 litres. They sold 235497 cars in the 6 years of production. They also produced a very small car called "The Gremlin" aimed at students. The car was not much larger than the popular seller, the VW and in 8 years they sold more than 600,000 Gremlins. The Gremlin had either 6 cylinder or V8 engines. The Gremlin had a strange birth, American Motors had a car called "The Hornet" which, when sales dropped off they cut the back off. just behind the front seats and added a new rear end thus creating a new small car which sold well. American Motors produced some very good cars but despite this they went out of business in 1988.



Some reference material once again came from Rob De La Rive Box's fine book "Encyclopaedia of Classic Cars". and other sources.

Bill Glover

Some Joy from Joyce

For all of us who are married, were married, wish you were married or wish you weren't married, this is something to smile about next time you see a bottle of wine.

Sally was driving home from one of her business trips to Northern Arizona when she saw an elderly Navajo woman walking beside the road.

As it the trip was a long and quiet one, she stopped the car and asked the Navajo woman if she would like a ride. With a silent nod of thanks, the woman got into the car.

Resuming the journey, Sally tried in vain to make a bit of small talk with the Navajo woman. The old woman just sat silently, looking intently at everything she saw, studying every detail, until she noticed a brown bag next to Sally.

"What's in the bag" asked the old woman. Sally looked down at the bag and said: "It's a bottle of wine. I got it for my husband"

The Navajo woman was silent for another moment or two. Then speaking with the quiet wisdom of an elder, she said:

"Good trade....."

Minutes Summary – SPC&HCC General Meeting – Tuesday 4th October 2022

Meeting Opened – Allan opened at 7.40 pm

Meeting – 66 attended

Apologies – 8 received

Minutes of the Annual General Meeting- 2021

Moved Ray Beagley Sec. Mick Daddo

Correspondence

In – Consumer Affairs Shire Bendigo Bank

Out- Letter to AOMC Bendigo bank

Moved. Bill Glover Sec. Brian Niblock

Treasurer's Report: Presented by Paul Lucas

Total asset \$31,461

Moved. Colin Jordan Sec Doug Meates

Membership Report- No Report 269 members

Regalia – Stock on hand \$4500

Web Site – No Report

AOMC– No Report

Events All future events and information to be in the Crankhandle

General Business: Allen to hand over to chairman Mick Daddo for election of committee

Meeting closed – Allan closed the meeting at 8.14pm



DARREN McGRATH
Proprietor

Factory 2/5 Newington Ave

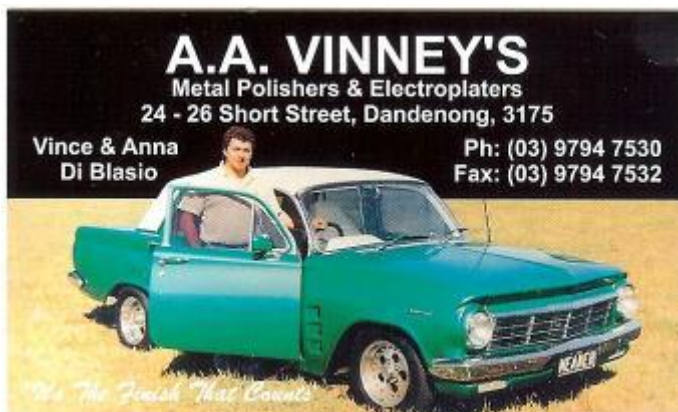
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- He is not a 'BAD DANCER' — He is 'OVERLY CAUCASION'
- He does not 'GET LOST ALL THE TIME' — He 'INVESTIGATES ALTERNATIVE DESTINATIONS'
- He is not 'BALDING' — He is in 'FOLLICLE REGRESSION'
- He does not act like a 'TOTAL ASS' — He develops a case of 'RECTAL-CRANIAL INVERSION'



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Whilst visiting a mate in Gippsland a few months ago, we visited the Maffra Car Shed to see the display of English and Italian Cars on show. As we walked around the large shed admiring the displays, we came upon the FX Holden pictured below. At first it just looked like an ordinary 48 FX Holden.



However as we walked closer to the FX, it became very obvious, that this was not your common 48 FX Holden.

The notice on a stand beside the FX explained it all.

48/215 Holden Cordwell Wagon

While Sedan and Utility versions of the 48 – 215 FX and the FJ Holden were part of the line up from the start. General Motors Holden (GMH) never marketed a station Wagon until 1957 midway through the FE Holden's life span. They did however build one example as a design exercise and it is known that it's owner has turned down offers in excess of \$1 million for it.

However Stanley Cordwell of Hampton Victoria is known to have produced two or three 48/215 and up to six FJ Station

Wagons.

At a price of approximately 40% over the Standard Sedan, they were a rarity and a luxury in their day, and even more so today.

Cordwell was a skilled specialist body builder having a background that began with his apprenticeship at Floods, a well known body builder from Melbourne. With his wife Gwen he ran his specialist business for many years during which he created some unusual vehicles.

GMH purchased this Cordwell Wagon 10 years ago to expand their collection.

Gippsland Vehicle Collection is very thankful to GMH for allowing us to display this vehicle as many other Museums have been trying to obtain it for their displays.

Exhibited by General Motors Holden



Footnote. If you haven't been to the Maffra Car Shed, the address is; The Gippsland Vehicle Collection - Maffra Shed. Address: 1a Sale Road, Maffra, Victoria 3860.

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.

CLUB MERCHANDISE For Sale

POLO T SHIRT	\$30
RUGBY TOP	\$40
JACKET (Sleeveless)	\$45
CAP	\$20
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

NOVEMBER

P ANDREWS	R BEAGLEY*	J CHIDGZEY
P CRIPPS	G CLIFFORD	J DICKIN
J HARLEY*	J PALMER*	K MORRISON
M LEHEY	P LITTLE*	G MEANEY
D MORICE	W INNES	B NUTBEAN*
D PAYNE	D PAYNE	S ROSENHAIN
B STRATING	I WHITEHEAD	S ZOIS*

DECEMBER

R CHILIANIS	J ELLIS-JONES	M CROW
M GAGLIARDI	M GRIERSON	W HALL
K HALLAM	R HILL	G HOCKING
W INNES	M JAGEURS	B JONES
P KRUEGER	B LESLIE	B MASON
V PORTEOUS	J TREWARNE	C WATKINS

JANUARY

G CLARKE	D DONALDSON*	M GAGLIARDI*
T GUY	R HOWES	C JORDAN
J MARTEN*	S KNIGHTLEY	D ROBINSON
J ROLLINGS	J SPENCE	D TRUEMAN*
H WEBSTER*		

FEBRUARY

G ANDERSON*	M CADDY*	C CASSAR
K BEARD	G CASTLE	R CHILIANIS
I DAVIS	D DONALDSON*	P DUBOURG
T HOWARD *	G DUNKERLEY *	J KLEIN
M LEONARD	P LITTLE*	F LITTLE*
D MORICE	T MULVOGUE	G OTTAWAY
B ROGERS	K SMITH	L THOMSON*
C WATKINS	A WEBSTER	I WILLIAMS

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



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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

Autopro Hastings



Unit 2, 1853 Frankston Flinders Rd, HASTINGS, 3915

Phone: (03) 5908 3300 Email: sales@hastings.autopro.com.au

Whatever you need for automotive repair, maintenance and general care, you'll find it at Autopro Hastings. Ask our friendly staff about our wide range of spare parts, electrical, car care, touring and vehicle accessories. We specialise in solutions for under bonnet and under car repair & maintenance. Do it yourself with all the best oils, tools, paints and workshop accessories. Whatever your car means to you, at Autopro Hastings we ARE the automotive parts & accessories professionals.

10% Discount for SPC&HCC members on presentation of your Membership Card

Members Out and About, Enjoying their Cars Again!

When the sun shines, it's off to the local café, Indulge on the Bay, in Rye with friends for lunch. Two new SPC members, Gary Mulcahy and Rod Grant, were also involved. On display were the Pontiac, A Ford truck, and Mustang.

Many residents and visitors were noticeable as were the many dogs on leads. The water scooters were also in demand, and why not? On such a gloriously sunny day, all roads led to the beach. The Bay looked perfect, so clear and calm, the sun sparkling across the stillness of the water. When Victoria puts on good weather, she does a good job!

Words and photos Anne Kruger



BUY, SWAP OR SELL

Members may submit notices of items they wish to *BUY, SWAP or SELL* at no charge (2 issues only). Non Members (not commercial) shall be charged \$10.00 for seven lines, max. two issues only. Club Permit eligible vehicles only.

Commercial advertising enquiries should be addressed to: The Treasurer, S.P.C. & H.C.C., PO Box 12, Dromana, Vic., 3936. *Government regulations require that the registration, engine or chassis number of the vehicle MUST be included in all "FOR SALE" advertisements.*

NOTIFY THE EDITOR ONCE YOUR ARTICLE HAS BEEN SOLD OR THE ADVERT. IS NO LONGER REQUIRED.

FOR SALE

1928 Oakland 'G Cab' Restored and working, big 6, 4 wheel brakes. A known club car
Eng. No: RL18923.

Also

2 x 1927 Oakland Tourer under restoration. Much spent.

Eng. No's: RL94303 and RL15524

All owned for more than 35+ years.

All this including a spare gear box and engine, to sell as one lot for \$26,000

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

Club permit No: 04898H \$18,800

Contact Greg Hocking: 0407 033 303 or 0426 914 232



FOR SALE

- **1978 MERCEDES BENZ with**
- **283 CHEVROLET MOTOR**
- **FULLY ENGINEERED**
- **ON CLUB PLATES**
- **BARN FIND ---- A REAL SLEEPER**
- **CONTACT FRANK- 0407 547 330**



For Sale

For Sale. 1975. 14ft "Eazy Tow" Pop Top Caravan Restored inside and out

Reg till Feb 2023 X13-763 Air con and many extras \$10,000 phone Don 0417373540



For Sale

1. Alfa Romeo dealer sign 850mm diameter. 12v LED with 240v adaptor. \$450
2. Abarth dealer sign, Approx 1100mm x 1100mm. No lights or back panel. \$350
3. Golden Fleece grease drum, no lid \$15
4. Golden Fleece oil can, bottom rusted. \$15
5. Castrol, Victor and Shell cans \$15 each.
6. Early Morris Oxford gearbox, 4 speed column shift \$50

John Hehir 0409932943



SALES TABLE at Club Meeting Nights

Bring along any car related items you wish to sell or give away.

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!



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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.



Some days
I amaze myself.

Other days, I put my
keys in the fridge.



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