

The CRANKHANDLE

**APRIL
2023**

Newsletter of the Southern Peninsula Classic and Historic Car Club Inc. A00011676Y
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The Crankhandle is sponsored by the Bendigo Bank

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The aim of the Club is to cater for people who have an interest in restoring, touring and displaying all types of Veteran, Vintage and Classic cars, motorcycles, trucks and stationary engines, etc. or any piece of machinery of historical interest.

The views and/or opinions expressed in CRANKHANDLE are not necessarily those held by the Committee of the SPC&HCC.



Rob Lloyd With His Treasured 1969 MGB read more p6

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The Editor appreciates articles and advertisements for the next edition of The Crankhandle by 15th of the Month. Items received after then may be held over till the next edition. 11 issues monthly, February–December. Please email copy or information to: crankeyeditor@gmail.com

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CLUB MEETINGS

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

COMMITTEE OFFICERS

President:	
Allan Tyler	0409406690
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Secretary:	
Rosemary Thiele	0412 866 643
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Ray Beagley	0414 598 614
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Geoff Bartlett	0419 547 823
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Club Librarian	
Roger Howes	0429 142 464

OTHER MEMBERS

Julie Jones	0418 144 554
Christine Tyler	0424 096 393
Terry Conroy	0438 004 229

LIFE MEMBERS

Geoff Anderson	John Watson
Ray Beagley	Max Caddy
Greg Cripps	Bill Glover
Mick Daddo	Charlie Cassar
Ray Gardini	Brian Niblock
Tony Howard	Steve Lloyd **
Noel Meates	Eric Evans **
Lawrie Turner**	Peter Bradbury **
Don Robinson	

** Deceased

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

All's Soap box

Hi everyone.

A couple of gentle nudges this month.

1. Name badges.

I would like to remind members to wear name badges when attending club activities.



I know we all forget at times but do try to do so. It is very helpful to new members and also us members who don't remember names very well.

Keep an eye out for name badges with a red dot on them. This signifies the that the person is a new member and as such your effort to make him/her feel welcome is greatly appreciated.

If you have one of those red dots on your name badge please feel free to remove if the "welcoming" becomes too much Ha Ha

2. Pets.

At the show and shine there were some dogs who attended in a less than orderly manner. I am sure these dogs did not belong to any of our members however they did cause concern for some.

The two that did belong to members were well behaved and controlled. Thanks guys.

The committee have no objection to pets attending but please keep others in mind.

Events are continuing regularly and plenty more coming up.

This month's cars and coffee and the ladies coffee morning were well attended.

The show and shine was a great evening although the wind towards the end was uncomfortable.

Thanks to all who assisted in running the event and thanks to those who attended.

The Red Hill show was another great day. I think it was probably one of the best I have attended.

Thanks to Terry Conroy for organising it.

See the reports later in this edition of the "Crankhandle"

To anyone who has a birthday coming up:

"Happy birthday"

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

I hope to catch up at the next meeting.

Allan Tyler

FUTURE EVENTS



APRIL

Mar Thu 30 th – Apr 2 nd	Australian Grand Prix
Sun 2 nd	Brighton Classic Car Show. At Firbank Grammar School Central oval, with more than 100 classic cars on display. Vehicles need to enter between 8 and 10am \$25.00 per vehicle.
Tue 4 th	General Meeting at Club rooms in Dromana. Guest Speaker Frank Braden, Vintage car owner and collector of paraphernalia.
Fri 7 th	Good Friday. Easter break from 7 th to 11 th .
Fri 7 th – 23rd	School Holidays
Sat 8 th	Rye Car show. Cars and bikes RJ Rowley reserve Melbourne Road Rye 9am \$20.00 entry
Sat 8 th	Rotary Car Show Dromana Drive-in 9am to 3pm \$25.00 entry fee.
Sun 9 th	Flinders Motoring Heritage Lions Club https://flindersmotoringheritage.com.au entry fee \$30.00 per car.
Tues 11 th	Committee meeting
Tue 18 th	Cars'n'coffee at Mornington golf club 9:30 onwards Ladies Coffee Club at Kirks Hotel 10am onwards.
Thur 20 th	A Peninsula run starting at Bunnings Mornington 10am Or Alternatively - Moats Corner (Cnr Nepean Hwy and Whitehill Road Dromana) approx. 10:20, for a different, interesting picturesque drive through our Peninsula, ending at the Heritage Hotel Balnaring. A board will be passed around at General meeting. Convenor John Becker 0411 202 911 johnbecker@westnet.com.au
Tue 25 th	Anzac Day.

MAY

Tues 2 nd	Monthly General Meeting
Tues 9 th	Committee Meeting
Thurs 11 th	Picnic at Mornington Rose Gardens 11:30 onwards. Enter off Dunns Road BYO everything. Convenor John Becker johnbecker@westnet.com.au 0411 202 911
Sat 13 th	Autopro Hastings Car Display 1853 Frankston Flinders Road Hastings 9am start to 1pm lunch supplied Convenor John Becker 0411 202 911 johnbecker@westnet.com.au
Tues 16 th	Cars'n'Coffee at Mornington Golf Club 10am onwards. Ladies Coffee Club at Kirks Hotel Esplanade Mornington 10am onwards.
Fri 19 th	Bountiful Barwon Tour Convenor Geoff Bartlett 0417 547 823 helen-geoff@bigpond.com
Sun 21 st	National Heritage Day
Fri 26 th	Winton Tour
Sat 27 th – Sun 28 th	Winton Historic Meeting Austin 7 Club

Email to the Editor

Here are a few shots from Robroy Revival as a few of us from the club went. The cover of the program featured my car (painted red for promotional reasons), the meeting was cancelled on Saturday as it was a total fire ban day. (Only one entrance), so this Sunday

Second one is Ron Townley on his motorised scooter (to assist him to get around), lined up with the race cars, as he used to. Dasher Donaldson is there taking his photo.

Next is Laurie Bennett, who is an international driver (who we all know well). He took out Fastest Time of Day in his open wheel ELFIN 600

Last one is Joe Calleja in his Corvett Stingray, the club visited Joes garage last year.

A great day was had by all.

John Becker





ROB LLOYD

Rob was born in Croydon, Surrey (birthplace of Kate Moss, Dame Peggy Ashcroft and Edward Woodward) in 1949, and came to Australia with his parents and two sisters on the RMS "Strathaird" when he was six



years old. His father had landed a job as a Commonwealth driver for the upcoming 1956 Melbourne Olympic Games.

(His father loved his own Humber that much that he brought it with them on the boat.) The Strathaird berthed in Sydney and from there the family made their way to Melbourne.

Later, his parents settled in Lalor where they built their new home.

He attended Thomastown Primary school and then Merilands High before the family moved to East Brighton where he finished his schooling at Elwood Secondary.

Rob finished school "earlier than expected" and got a job in the Commonwealth Public Service with Customs before he had turned 15 years old. He later met Janet, who also worked in the same field, and they married in 1972. They have a son and a daughter.

Rob's first car was a Ford Prefect 100E that he bought from his mum.

His second car was an EK Holden that he later traded in to buy his third car.

This was a brand new, red, 1969 MGB Mk II Roadster that he bought at "Linacres" of Brighton. His father lent

Rob half the purchase price that Rob then paid back in regular instalments.

Rob and Janet went on their honeymoon in the MGB, up



to the Hawkesbury River in NSW, but not without incident. On the way they visited an open range Lion Park (that no longer exists). It was here that Rob ran over the tail of one of the inmates, incurring the wrath of the entire pride. The rangers were alerted to the standoff by other visitors and soon arrived to fire a shot into the air to disperse the angry lions. Thus Rob and Janet were very grateful just to be able to make it to their honeymoon destination.

In 1974 Rob took long service leave (at 24!) and took a year off to go to Europe. They stored the MG at his parents' home and bought a Commer van in England. After getting it jammed up a narrow lane in a small English village he and Janet sold the van at Earl's Court and bought a yellow 1968 MGBGT in Wembley, fitted it

with a roof rack and then headed off touring Europe in that.



Driving through Italy and Sicily they then made it to Malta where Janet's mother and father were born, and stayed for a couple of months. Rob had his MGBGT repainted and a new 'Webasto' roof installed and, as Rob recalls, all for 90 Maltese pounds. Rob liked the car so much that he brought it back to Australia.

After returning to work they settled in East Burwood for the next 30 years.

After 7 years of ownership Rob eventually sold the red MGB but he kept the yellow MGBGT for six years after that.

It was many years later in 1999, after joining the MG Car Club (without owning an MG) that Rob discovered that his 1969 red MGB was owned by a fellow MG Car Club member, who was still its second owner. Without hesitation the deal was done and he sold it to Rob, who some years later, in 2015, had the engine rebuilt and its outstanding body work and painting carried out in Mornington.

Rob retired after 31 years with Customs, but has not been sitting around. For the next six years he operated a lawn mowing business, became a Limousine Owner/Chauffeur for another four years, Managed the Rye Beach Holiday Apartments and worked in the timber yards of Mornington and Rosebud Bunnings for the next 10 years.

In all that time Rob has owned many cars, most of them he kept for no more than 18 months.

Apart from the 2 MGB's Rob has also owned Renaults, Alfa Romeo, Audi, Nissan, Mazda, Mercedes Benz amongst many more including a very rare 2004 MGZT

In 2013 Rob owned the most exhilarating car of the bunch (MGB aside) when he bought a John Cooper Works Mini (BMW Mini Cooper) but that too has found a new home.

Rob and Janet owned a substantial on-site caravan at the Miami Caravan Park at Safety Beach for 15 years, and eventually moved down to live permanently on The

Peninsula in 2003. He joined the SPC&HCC around 8 years ago and has been coordinating the Club Regalia for most of that time. He is a very keen club member by any measure.



I am delighted to report that Rob still owns his beautiful red MGB, 23 years on from when he was lucky enough to get it back, and has now owned it for a total of 30 years, being both its first and third owner.

Well done Rob.

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Past Event - Annual Show and Shine - 7th March 2023

The weather for our show and shine was cool, windy and overcast, but we did have a good turn out of members. We had over 50 cars, which were parked across the lawn, and was a good display for our members to look at as well as the general public.

The BBQ was started and soon we were all eating sausages, chicken sticks, vegie burgers, bacon and onion. A very well organised machine, with our cooks working very hard. Members were sitting all around the cars enjoying the social atmosphere.

The members were asked to vote for their favourite cars and at the end of the day the votes were tallied and we had some very happy winners. We had a raffle as well and we had some lucky winning members.

The club would like to thank all the members who helped out on the night, it was greatly appreciated.

The winners of the trophies were:

1880 – 1930 Veteran / Vintage	Geoff Bartlett.	1926 Paige
1931 – 1960 Early Classic	Barry Cooper	1948 Bristol.
1961 – 1993 Late Classic	Roger Howes	1964 Studebaker
1994 – ON Modern Classic	Brian Evans.	1998 Jaguar

Overall winner was Barry Cooper with his Bristol.

Congratulations to our winners.

The raffle prizes were won by.

Brian Evans.	\$100.00 Bunnings Voucher.
Rob Lloyd.	\$50.00 Bunnings Voucher.
Rod Grant.	\$20.00 Bunnings Voucher.

Congratulations to our raffle prize winners.

Thankyou to all of the members that came and displayed their cars.

Christine Tyler.





Past Event - Car Display at Red Hill Show

Red Hill Show 11/03/2023

The weather was ideal, having a light cloud coverage with warm to hot phases, when clouds allowed the sun a few minutes viewing.

Being a very busy long weekend, with Red Hill Show only one of many attractions, a good group of members turned up to enjoy the day.

Bringing with them a variety of vehicles, one of which was a beautiful HZ Premier that enabled me to finally meet Philip Hill, looking very well after him enduring a long absence due to major health issues.

It wasn't long before the chairs & tables were out and the banter started.

For a while, this centred on the availability (or not) of good coffee or scones, jam & cream.

A search party was organized and the photos of prominent members later indulging, is proof of their success!

In all, thirteen vehicles were on display, attracting large numbers of spectators sprouting great interest, a number of membership enquiries and discussions with various owners.

The insurance requirement to remain until 4:30pm was frustrating for some, but did not detract from enjoyment of the day.

Although, I did note our space was virtually clear by 4:45pm.

Most unusual, as there are often 'lingerers' enjoying each other's company at club events I have attended.

Terry Conroy



The Queue for Pony Rides was long all Day

Book Review - "The Dog & Lemon Guide 2006"

You may know one. You might even have been one. There may be some in our club.

They're are larger-than- life characters who are as handy with a spanner as they are with a typewriter.

They're friendly, matey, expressive and opinionated. They can remember small details of some long-ago machine or race or prank or prang.

Their turn-of-phrase is well matched to their technical vocab and mastery of the lingo. Some have a party-animal reputation or so I'm told.

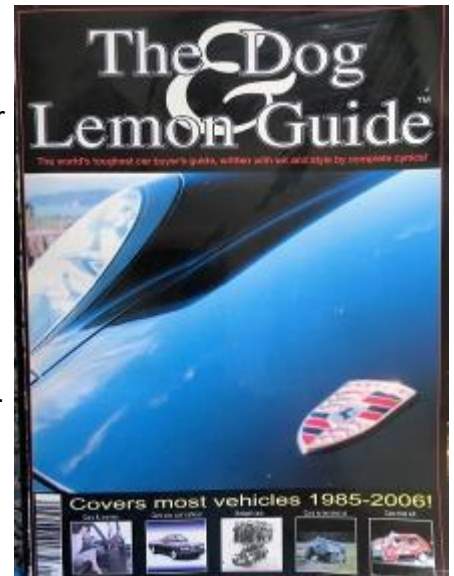
Yes I'm talking about a motoring writer. And in this case, the writers in NZ who compiled this 800 page buyers guide I found in my library.

It's packed with facts and figures of all car makes and models from A to Z and the companies that built them - successes, failures, bankruptcies, bail-outs, mergers.

For each car, there's a "general blurb" then an irreverent punchy coverage of its design, safety, faults, recalls and reliability or lack of.

Each car gets an overall rating - advice for the potential buyer. Some examples- "NOT recommended" "Avoid like the plague-unless totally rebuilt" and "It's OK but don't say we didn't warn you"

Recommended bedtime or siesta reading Warwick Spinaze



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BLUE LOTUS WATER GARDEN, YARRA JUNCTION, 23rd FEBRUARY 2023

Many members who registered for this club outing met at Bunnings in Mornington for a long drive to Blue Lotus Water Garden in Yarra Junction. The remainder, who lived on the other side of the peninsula, drove straight to the gardens. After confirming everyone who should be there had arrived, John sent us on our way. The general idea was to follow the car in front, which is good in theory but only sometimes goes to plan. There were six of us keeping together, then four to the final two. We were determined not to lose the car in front. The Yarra Valley is a drawcard, and the drive was incredible through villages and towns. Such places are growing, which means lots of traffic hence making sure we didn't get lost. Finally, we arrived at our destination and went to the café for coffee. The place was hectic, with various areas of seating in the gardens. Having joined the rest of the group, we had our lunches undercover, which was much more relaxing.

Time was on the wing to see as much as we could, knowing the heat would be a problem. We each had a map, and off we went. In sweltering weather, as we crossed the Bridge of Mist to begin our journey, we appreciated the fine cool spray. Umbrellas were available, but for our group, it was enough to wear hats. There was so much to see and



experience as we walked around and passed club members more than once. We came upon the president and editor in one of the many gazebos, enjoying the quietness and calmness of the lake with Christine and Meggan. We met them again later on to discuss the fantastic Giant Amazon Waterlilies. Although children have successfully sat upon them, the thought of jumping onto one soon disappeared because of the information available. They may be huge, but sharp thorns covered the stalks and leaves. We all moved on.

The Lotus and Water Lilies are something else. The flowers were huge, particularly the Lotus, and it was interesting to see the remains of the plant tops after flowering. They looked like hose nozzles, expecting, at any time, water to sprout forth.

Monet was known for his series of serene water lilies paintings, and the Monet Lake Bridge walk took us to the most fantastic display of water lilies, a wonderland of colour and beauty. For those who need more clarification about the Lotus and Water Lily, the difference between these two is that the water lily sits on the water, and the Lotus has a long stem out of the water. It made for a better understanding of the gorgeous displays. There were surprises around each corner, and there were many twists and turns to the point that we got lost. We could see where we wanted to venture above the flowers, but getting there was the challenge. There were so many structures to see and enjoy, and what more could anyone want besides a fairy garden and to follow the dragon trail to two colourful dragons sitting majestically in the pond? They were also huge. And that's what we found during a long walk around the fourteen acres that comprise the gardens. Concrete crocodiles were aplenty, which we passed by quickly. There were elves and fairies—a child's delight in their fantasy world. It was fun for adults to see the giant mushrooms, a rainbow slide, garden ornaments, and little houses in which to play – especially for children. The river trail took us to the shady Little Yarra River; although we looked, there were no fish. However, elsewhere were dozens of tadpoles waiting to emerge as frogs. As much as Brenda, Barb, and I looked, unfortunately, there were no Koalas on Koala Island and no Kingfishers scratching in the undergrowth along the riverbank. Finches were darting amongst the tree canopies. It was purely the walk and fun of the whole area, and if we saw animals, birds, or insects, we delighted in their antics. A Crane stood on the Waterlily leaves and looked majestic.

At one point, four members stood at crossroads to work out which way to go to the café and ice creams. John offered advice to David, Roger, and Terry; however, no one seemed to be able to decide, so I left them to it. When they arrived, I was already undercover, enjoying the cafe's coolness. They were hot and flustered. We joined the rest of the group and compared the walks. However, by 2 pm, we decided that having walked far and long enough, it was time to put on the air con in our modern (and old) cars and travel home.

Unbelievably, the classics outnumbered the moderns, seven to six. The classics, of course, also had air conditioning. And if not, windows wound down. On such a day when the mercury hit thirty-three, no one blamed anyone for changing tact. Comfort was the call of the day.

Asked for a breakdown of the cars, John explained: 'There were seven classics, Terry in the MG TF, The Grierson's Mercedes SEL, Darryl and Gwen in their 87 Mercedes 560 SEL, Roger in the Studebaker, Allan and Christine in their 90s 500 SL Mercedes Sports, Peter and Marie Chapman in their 60s Mustang Coupe, with Greg and Barb Knox in their M G B. There were six moderns, two for carpooling and I suggest the other four preferred air conditioning'.

Thank you so much, John and Chrissie, for an incredible drive and fabulous day out in our cars, old and new.

Words and Photos: Anne Kruger





The latest conversations Gloria has had with me consisted of a vibration in the drive train that was most apparent in the 55-65 km/h range.

Having had the universal set up in a lathe to check it for runout I was confident that the issue was not that. I asked around the Riley 9 gurus at club night and decided that the torque tube centre bearing needed looking into.

With the rear end jacked up off the ground and chassis stands in place I removed the rear axle assembly. The first thing I noticed was that there were two holes on top of the torque tube where the centre bearing retaining bolts ought to be, this job was heading in the right direction!

With a length of no:8 fence wire bent to a hook on the end I withdrew the wayward centre bearing from somewhere down near the muff coupling at the pinion. It looked to me that the fit of this bush on the bearing part of the shaft was acceptable so I replaced what looked like foam rubber with some teflon type gland packing and put the whole assembly back in place. I located one of the brake cable steady brackets to sit tightly on top of one of the bearing retaining bolts so I'm sure at least that bolt won't fall out!

I rolled around under the car and wrestled the axle assembly back into place and finally was ready for a test drive. Thanks, Gloria, for the new message, the vibration was gone but replaced by a different groaning and rumbling from down that same area.

I suspected there was more backlash in the diff' than should be so I decided to look at that.

I thought to take the back cover off the diff' housing I ought to drain the oil, in the end that wasn't necessary as I found that there was so little oil in there it wouldn't drain!

With bearing blue I examined the contact between the crown wheel and pinion, studying the example diagrams from a workshop guide I went on and adjusted the pinion in and the crown wheel across and was happy with the result.

The floor of the luggage compartment, behind the back seat, was removed to gain access to the pinion adjustment. With this screwed back in place and some oil in the diff' a test drive had Gloria gently humming along and ready for the next adventure.

Thanks to the oil pressure gauge, I was able to investigate the next issue before Gloria had to send me a new message, it could have been that that message would be too late to avoid extensive, expensive repairs.

Over the space of two or three drives of no more than 50 km the oil pressure when hot had gone from 20psi or more to about 5psi when driving at 60km/h.

I recalled reading in the Riley Club magazine "Blue Diamond" from September 1963 "RILEY '9' TROUBLES AND FAULTS" - by Club members Marshall Maclean and Graeme Pinkney.

In this it was suggested a way that main bearing wear could be diagnosed. It involved having the sump off, supplying oil from a container, via a flexible hose, to the oil pick up pipe then running the engine to check if there is excessive oil is escaping from the bearings.

When I did this most oil was coming from the pressure relief valve and when this was blocked off with a finger the pressure still didn't rise on the gauge. It was interesting that the oil from all the bearings was only apparent after a minute or so of running because of the fine spray collecting on the floor, I had expected more of a messy gush!

I did further investigation with a compressed air hose and eventually found that a stripped banjo bolt in the feed to the oil pressure gauge meant the banjo wasn't sealed and so the only loss of pressure was in the feed to the gauge itself.

I am waiting now for the next message from My Gloria, I suspect it may be about soot on the spark plugs.



Look out Tassie, here we come!

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.

HERE IS AN MG YOU HAVE NEVER SEEN ON AUSSIE ROADS!

1953 ARNOLT- MG



During a period of research on Dr Google looking for some details on the 1930s legendary MG K3, one of those very annoying “pop-ups” appeared on the screen right next to the info on the K3. Normally I would curse and delete the junk but this one was enticing with “you may be interested in this,” an Arnolt-MG? Never heard of it! I just had to find out more on the story. So here it is.

The Arnolt-MG was a Bertone bodied car, designed on the chassis of the 1952 model MG TD and powered by the TD EXAG 54hp engine, produced in the US by an American, Mr S.H.Arnolt, a man with a love of sports and racing cars. Of a planned production of 200 cars, 103 have been documented as built, being 67 coupes and 36 convertibles. As you can see in the photographs, they were beautiful looking cars with that signature Bertone flair. The question then arises why were only 103 of the planned 200 built? The answer-- in 1954 MG management informed Arnolt that it could no longer supply chassis and engines due to its own demand for TDs and later TFs. This brought the arrangement to an end and Arnolt moved to secure further deals with other English manufacturers.



The Arnolt-MGs produced in the US, were expensive compared to the imported MG TDs but much more luxurious

in fit-out and interior room. Their niche market was more attuned to the young upper class American looking for a stylish foreign sports car. The only local option in the early 1950s was the huge, finned “open” style models mainly supplied by Ford and GM, prior to the arrival of Mustang and Corvette in the later 1950s. The Arnolt-MGs were priced just below the Jaguar XK120 but obviously sold well with the American liking for boot room and interior comfort.

Of course, the natural question for an ignorant like me to ask is –who is Arnolt and how did he get into car manufacture and how did he become tied up with Bertone and MGs? The next paragraph is straight out of Wikipedia.

“Stanley H. Arnolt was a Chicago industrialist who began importing foreign cars from the UK in the 1950s.. He also entered into a contract with MG to import chassis and engines of the 1952 MG TD sports car. Though sold as American cars, they were true hybrids with British mechanicals, Italian bodywork with US sales and distribution, as well in some cases, final assembly and bodywork. Arnold was a licensed automobile manufacturer in the State of Illinois. He also had a dealership in Chicago for popular British cars and started a company called Autocessories in Warsaw, Indiana, making and selling after-market parts for MG sports cars.”

A fortuitous meeting with Bertone at the 1952 Turin Auto Show resulted in four collaborative efforts between Arnolt and Bertone during the 1950s, involving running gear and engines from British manufacturers MG, Aston Martin, Bentley and Bristol.

A brief summary of the arrangements between Arnolt and each of the four legendary British car manufacturers, was to import chassis and engines with Bertone designing the bodies. Following the break-up with MG after the production of 103 cars, Arnolt entered into an arrangement with Aston Martin but it broke up after the building of only 3 cars. With Bentley, it was a more personal affair with just one car built on the chassis of the 1953 R type Continental commissioned by Arnolt, painted gold and included a personal interior fit-out as per the requirements of Mrs Arnolt. Then followed a deal with Bristol Cars. It was for a contract along the lines he had established with MG, for the purchase of 200 of their 404 series chassis fitted with the 1971cc six cyl 130 hp engines from the earlier 403 model. This became a significant relationship with 142 cars produced between 1953 and 1959 including six coupes and two aluminium alloy bodied sports cars, built as competition cars that raced with some success at Sebring but I’ll leave the Bristol relationship for another day. It is an interesting story in itself.

Mick Daddo



Bills Ramblings

The writer was struck by the number of books written about the vast improvement in suspension of English sixties cars but not one word about the introduction of the radial tyres that vastly improved the ride, reliability and handling. Can the readers remember the slow punctures, the rugged ride of tyres prior to this great development, not to mention the short life of the earlier tyres. One tends to think back on earlier times with rose tinted glasses. The writer can recall re-treads lifting in the heat, cars boiling in summer, even new cars. Recall the regular valve grinds and having to remember that if money was required at the weekend one had to visit the bank before 3 o'clock Friday afternoon or stay home, and that's just the start. One always examined the level on the dip stick and water level in the radiator before any trip and remembered to check the tyre pressure but considering many of us drive these cars on a daily basis just what is the point of these ramblings.

Bill Glover



DARREN McGRATH

Proprietor (and a good bloke!)

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SHANNONS SUMMER AUCTION

RESULTS SUMMARY 21—28TH FEBRUARY 2023



The top seller of the 283 lots in the seven-day sale was the early Victorian number plate '80' which sold for \$1,601,000 – more than three times that paid for the top-selling car, a 1971 Ford Falcon XY GT-HO Phase 111 that brought \$451,000

Meanwhile a previous award-winning, restored 1970 Mercedes-Benz 280SE 3.5 V8 Coupe went for \$245,000, a fully -restored 1969 Holden HK Monaro GTS 307 Coupe went for \$255,000 and a 2001 Rolls-Royce Silver Seraph saloon also exceeded its high estimate to sell for \$169,000.

A detail-specific replica GT-HO Phase 111 based on an XY Falcon sold for \$98,000 while a right hand drive 2000 model Dodge Viper RT/10 coupe sold for \$99,000.

This was overall a very large auction of memorabilia/number plates/motorbikes/cars.

As I only report on the car part of the auction, it was certainly a very “up and down” auction as far as prices go!!

A total of 152 cars with a high rate of passed in vehicles and also quite a large number of cars sold unreserved well under the estimates. This would be very disappointing to both Shannons and owners.

Out of the 151 cars offered, 40 were passed in!!! Approximately 28%.

Too many cars to individually list but a few that were well above estimates and a few well below but still sold!!

HIGHS

LOT	ESTIMATE	SOLD
152 – '71 Valiant Pacer	\$45 - \$55,000	\$100,000
270 – Aston Martin Vantage	\$70 - \$80,000	\$98,000
271—Rolls-Royce 2001 Seraph	\$80 - \$100,000	\$169,000
155 Rover P5B	\$10 - \$20,000	\$30,000

LOWS

LOT	ESTIMATE	SOLD
153 -Triumph '78 TR7 Coupe	\$6 - \$10,000	\$5,600
173 -Mercedes Benz '66 230SL	\$120 - \$140,000	\$76,000
179 – Ford Thunderbird '78 Coupe	\$15 - \$20,000	\$7,800
193 – Daimler '58 Majestic	\$15 - \$20,000	\$9,800
200 – Mercedes Benz '76 230/4	\$15 - \$20,000	\$10,500
203 - Volvo P1800 Estate	\$40 - \$50,000	\$26,500
207 – Porche 911 '73 Targa	\$60 - \$80,000	\$36,500

As an overall comment it would seem many of the passed-in lots were of the higher prices cars.

The area which seems to be holding up is in the Australian cars of the late '50's to mid '60's – Holdens, Fords, Chryslers and Mini Mokes!!!

Is this a sign of the times?

Mike Hurd



Lot 198 – 1935 SS1 Airline Saloon \$250 - \$27,000 (passed in)

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

HALF PRICE SALE!! WHILE STOCK LAST

Small, Medium and Large sizes only

POLO T SHIRTS.	\$15
RUGBY TOPS.	\$20
JACKETS (sleeveless vest).	\$25

IMPORTANT NOTICES

CLUB PERMIT SCHEME MANAGEMENT INFO

David Doubtfire is the Club Permit Officer and the Deputy officer for emergency only is:
pending

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

APRIL

W ALLEN	R BEAGLEY	C CASSAR
B CROCKER	G DUNKERLY	P GEERMANS
B JONES	J MASON	P NOTT
A NASH	P ORAM	D WILKINSON

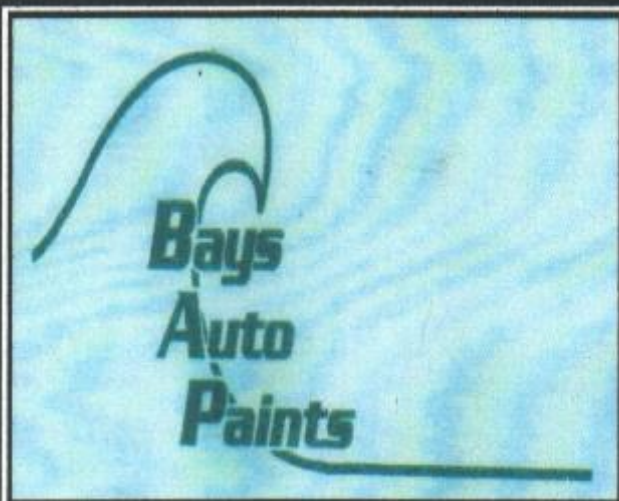
MAY

B TIDD	G CLIFFORD	M GAGLIARDI
J VOGT	T HOWARD	P KRUEGER
R THIELE	S ROSENHAIN	B OSBORNE
J PEEL	G BOWMAN	R RICE
K SAYERS	N BEWSELL	L STAMPTON
C WATKINS	J WATSON	P WELLWOOD
R HUDSON	I GRIERSON	M JAGEURS
D NASH	R ARMSTRONG	D McPHERSON

JUNE

B CROCKER	M GALLICHIO	S GILLARD
D KISBY	G GRIERSON	J JONES
C JORDAN	S KNIGHTLEY	J MASON
J MASON	D MASON	B NIBLOCK
T OPIE	F PYE	I PYE
P CHAPMAN	C SCHWERKOLT	J SMITH
R NEWMAN	L STAMPTON	J KLEIN
R NASH		

NOTE: If sending renewal notices by mail
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Contact him for the address: Ph 0409 603 749



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BUY, SWAP OR SELL

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

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

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

For Sale

I have been asked to help sell a 1963 Morris Mini 850 delux for a friend in Kinglake. They have decided to down size. The asking price is \$25,000. If anyone is interested and wants to know more they can ring: Stuart West on 0409 700 904



For Sale

Mag wheels for sale. Can you please advertise these 14inch mags in the magazine. Tyres are not much good but mags only need a clean. Asking \$100 the lot.

Graeme Hocking
0418 367 651



Wanted

Reliable van or Ute to be used as a daily runabout / workhorse with RWC if possible.

Contact. Paul Lucas. 0420 927 073.
lucasp14798@gmail.com.

Wanted - Caravan Storage

Carport in suburbs near Tootgarook (say Dromana to Blairgowrie).

Or shed with power to keep batteries charged. Van size is 2.7m high, 2.3m wide & 6m long.

Rent negotiable - in cash and/or lawn mowing or similar.

Warwick Spinaze 0407 016 719

For Sale

1951 Ford Victoria in restored condition. 239 Cu" original flat head engine/3 speed trans'. The overdrive is factory original & works well.

Will be supplied with full history & RWC. \$55,000.

Peter Hibbert, email:
peter_hibbert@bigpond.com.
Ph: 0419 800 122.



For Sale 1972 Australian Prod. MGB MK2 Roadster with O/Drive.

Previously owned by club member the late Gary Brasher the MGB has only travelled 104,900 miles (1,800 miles since last RWC inspection)

Body is unrestored in its original Cadiz orange paint with black interior. In excellent condition

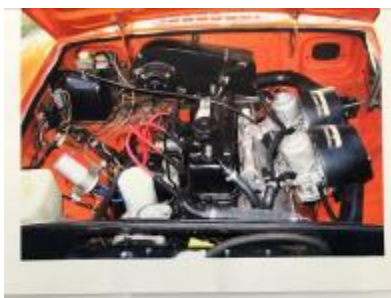
Lots of mechanical documented work done since purchase in 2006.

\$27,000

The car is located in Mornington and for further details or an inspection please contact Graeme Urch:

Ph 0491 707 474 or

Email graemeurch@gmail.com



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.

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