

The CRANKHANDLE

NOVEMBER
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

Postal Address: S.P.C. & H.C.C. Inc., P.O. BOX 12, DROMANA, VIC., 3936
Website: www.crankhandle.com.au Email: 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.



Terry Conroy and Rosie with his T200 Mk V, TF MG look alike , see more on p6

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inside*

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Community Bank
Southern Peninsula

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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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:	
Geoff Bartlett	0419 547 823
Vice President:	
Allan Tyler	0409406690
Secretary:	
Rosemarie Thiele	0412 866 643
Treasurer:	
Paul Lucas	0420 927 073
Membership Officer:	
Anne Kruger	0417 830 755
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Terry Conroy	0438 004 229
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Liam Fenney	5986 5454
David Doubtfire	0409 603 749
Club Regalia:	
Rob Lloyd	0407 833 878
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Ray Beagley	0414 598 614
Federation Representative:	
Geoff Bartlett	0419 547 823
Document Control	
Warwick Spinaze	0407 016 719
Web Master:	
David Doubtfire	0409 603 749
Club Librarian	
Roger Howes	0429 142 464
OTHER MEMBERS	
Julie Jones	0418 144 554
Christine Tyler	0424 096 393

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) .

Presidential Jottings

Well, I've got the Man Flu. It's hard to get enthusiastic about anything, but today I loaded the [ex Alan and Marie Turner]

Morris Minor onto the [ex Murray, Ian and Helen Grierson] tandem trailer, and it is ready to hook up again as



soon as possible tomorrow after midday, following my bus tour with my aged care friends. The intention is to catch the 1.00 pm ferry to Queenscliff, aiming for a bed at Ararat Motel. On Friday we want to arrive at Murray Bridge soon after lunchtime where friends from the Graham Owners Club, Southern Cross Division, kindly allow us to park the Pajero and trailer. Fellow Paige owners, Richard and Anne Wilson from Swan Hill will meet us there, and this year they will have their Triumph TR3A [or is it a 4? Yes I think it is a 4].

After 2 nights at Glenelg, a pleasant location, we awake Sunday to become part of [claimed] 1500 vehicles heading to Birdwood Mill. At the conclusion of this mammoth event we will drive a short distance to Harndorf. On Monday it will all be over, so return to Murray Bridge, load trailers, and drive home anticipating a fairly late arrival.

Oh, yes, and I couldn't stop the flaming lawn growing. If I hadn't mown today, there would be a serious risk a search party might have been necessitated when I attempted mowing after the weekend.

I feel good about returning to the role of President for a one year stint, and as a Club we celebrate 50 years just after the middle of 2024, so expect a celebratory car rally, and we already have a special car badge design, attractive and unusual thanks to Allan Tyler's artistic flair, acquisition of which will be a part of participation in that rally.

There, sitting down and talking to you has made me feel better already. There is fun to be had.

Cheers,

Geoff, and greetings from Helen too.

FUTURE EVENTS



November

- Sun 5th **Point Nepean Heritage Motor Show.** We are not entering as a Club as cars are allotted to categories. Entry is on line if you wish to enter For details see: <https://pointnepeanmotorshow.com.au/>
- Tue 7th **Monthly General Meeting** Cup Day
- Fri 10th **Visit to Darryl and Gwen Donaldson's garage** 10:30am at Bunnings Mornington or 11am at their house at 1849 Point Nepean Road Tootgarook.
- Park on beach side of highway or in side street. Watch parking signs! We are invited to view Darryl's memorabilia, cars and enjoy a pizza lunch.
- Sat 11th – Sun 12th **Historic Sandown** Many classic cars on display and sensational racing.
- Sat 11th – Sun 12th **Bendigo Swap Meet** at Bendigo show grounds.
- Thur 16th **Tour to Noojee.** Meet at Bunnings Mornington 9am and travel to this pretty town. Lunch will be at 12:30pm at the Toolshed Bar and Bistro.
- We will visit the waterfall and other attractions in the area.
- Tue 21st **Cars'n'Coffee** 9:30am onwards at Mornington Golf Club.
- Ladies Coffee Club** 10am onwards at Kirks Hotel Esplanade Mornington. Lunch optional.
- Sun 26th **Geelong Revival** A 'banana straight' quarter mile sprint on Ritchie Blvd Geelong Beach. A magnificent venue with superb viewing of events. Sunday is all historic with some very interesting vehicles competing and hundreds of classic and historic cars on display. For those interested in attending, book into "Shannons Motorshow Entry - Sunday" at: <https://www.trybooking.com/events/landing/1038711> for free parking for your classic vehicle. Contact John 0418515140 and we can organize to park together.
- Wed 29th **Picnic at Seawinds** Purves Road Arthurs Seat 11:30am onwards. BYO everything.

DECEMBER

- Fri 1st **Visit to Austin 7 Club** at 19 Kylie Place Cheltenham. Meet at Bunnings Mornington at 9:30am. Lunch at Sandbelt Club Hotel 630 South Road Moorabbin. Then afterwards visit to Sevenheaven Murdock Street ,Clayton.
- Tue 5th **Monthly General Meeting** 5pm onwards with BBQ and parking on the lawn at Clubrooms in Dromana. Meat supplied, BYO salad, Utensils, table, chairs, drinks etc.
- Tue 12th **Committee Meeting**
- Sat 16th **Christmas Luncheon at Mornington Golf Club** from 12 noon onwards. Please book early for this event. Details on separate page in Crankhandle.
- Tue 19th **Cars'n'Coffee and Ladies Coffee Club** at Mornington Golf Club 9:30am onwards for Christmas breakup.
- Mon 25th **Christmas Day**
- Tues 26th **Boxing Day**

JANUARY 2024

- Mon 1st **New Years Day Our Annual Picnic at The Briars** 11:30 onwards. BYO everything

FLETCHERS
Point Nepean Heritage
MOTOR SHOW



AT POINT NEPEAN QUARANTINE STATION
SUNDAY 5 NOVEMBER 2023

MG CAR CLUB VICTORIA
Venue of the first Victorian & Australian Hillclimb Championship 1928
Children Road Christmas Hills

31st ROB ROY
Historic & Classic Hillclimb
19 NOV 2023

100 CELEBRATING 100 YEARS OF
MG CLUB



Competition Entries via Motorsport Australia entry system or manually via robroyhillclimb.com.au

Competition Commences 9.30am. Admission - \$10 Single entry or \$20 full car
Full catering provided by Panton Hill CFM who will receive all catering proceeds
Enquiries - General: Wayne Rushton 0412 339 934 / Competition: John Kelso 0417 398 606

SUN 3RD DEC
12 NOON - 4PM



WESTERNPORT REGIONAL BAND
Jazz @ Jan & Joe's



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Friends and Family Welcome!
BYO food, drink, chairs/rug (BBQ avail)

Huge Raffle - including tickets to the MSO!
Get in touch: call Jan on 0458 776 000



RACV **Beyond Blue** **AOMC** THE ASSOCIATION OF MOTORING CLUBS

Festival of Motoring
at Cruden Farm
Sunday 21st January 2024

Open to all Historic, Veteran, Vintage, and Classic vehicles over 25 years old.
Club displays welcome
A Celebration of Motoring Throughout the Decades.



- Display Vehicles Must Be Pre Booked www.aomc.asn.au/festival-of-motoring
- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 8am
- \$20 Entry for display cars (Includes passengers)
- Spectator entry and car park off Cranhaven Rd.
- Spectator Admission \$10 per person. Children free
- All profits from this event will be donated to Beyond Blue
- Childrens Entertainment, Music, Food & Trophies



Presented by the Association of Motoring Clubs in association with RACV
For further details contact 0473 832 277
www.aomc.asn.au and aomc facebook



TERRY CONROY

Terry was born in Melbourne in 1947 and lived his early years in one room of an old house in Richmond with his parents, an older sister and four other families. His family later moved to a new home in East Bentleigh where he attended Bentleigh East Primary School. From there he finished his school days at Brighton Tech and then Moorabbin Technical School.

Terry's grandfather (on his mother's side) was Wells Eicke, one of the greatest players in the history of the St Kilda Football Club who was only fifteen years and 315 days old when he played his first game with the Saints in 1909. (and still holds the record for a 'place kick' of 95 yards) He later became North Melbourne's inaugural VFL coach.

Terry was eleven years old when his parents separated and he lived with his father until he was fifteen when he left, and boarded in Moorabbin until he completed 4th form. At this time his landlady had a much loved Fiat 500 claiming that it held a record for regularly achieving 70mpg. She gave Terry his first driving lessons in this little car which he remembers fondly.

In December 1963 he became an apprentice motor mechanic and completed this five year course at C.B.McConnell's Motors, a Holden Dealership/Ampol Garage in Healesville under the tutorship of one Maxwell James Tucker, a brilliant "A" Grade mechanic and one of the first real men that he had the privilege of knowing.

His first car was an unregistered 1936 Wolseley sedan, which he got for nothing, followed by an unregistered Morris Minor convertible with an MGYB engine and gearbox.

Eventually Terry bought his first registered vehicle. It was a 1948 Wolseley for which he paid ten quid. It had an 18/60 6cyl engine with twin downdraught S.U. carbies which Terry replaced with Strombergs and discovered how the introduction of a couple of accelerator pumps could really make it 'boogy'.

This was followed by a burgundy, 1953, 48-215 Holden which he bought when he was nineteen and it had all the stuff that every teenage boy racer wanted back then. It was lowered, had twin carbies, finned drum brakes and a 2 inch copper exhaust pipe. He later "wrote it off" when, unconscious, he drove it into a tree.

Next came a \$15, 1952 Vauxhall, with a dual exhaust (one standard, the second a hose to vent the fumes to the rear!) A 1958 Chevrolet Belair replaced this which he also "bingled" after dropping a cigarette in his lap. Fortunately the car was insured and Terry was thus able to have it repaired as well as repainted in just the colour scheme that he wanted.

After his five year apprenticeship was up he left the Holden dealership and took a job at the Chrysler Dealership/BP Service Station also in Healesville. Following this he wound up at Shell Service Station and then the Healesville Toyota/Triumph Dealer (Caltex). It would seem that if you bought a car in Healesville back then Terry had most likely worked on it no matter who made it.

In 1972 Terry took on a job with Repco Spare Parts in Ringwood. He later moved to Repco, Box Hill and became a Sales Rep.

A few years later he got away from motor cars and accepted a position with Stokes Foundry, (badges etc.) at their new Ringwood factory, now manufacturing stove heating elements. Unfortunately he suffered severe breathing problems caused by the fumes from welding stainless steel and so sought a new path working in the open air.

As such Terry joined the State Government Lands Department only to end up spraying weeds on Crown Land, ironically with 2,4-D and 2,4,5-T for 18 months.

It was then that he decided to set up his own garage and workshop and started a business with a single bay workshop in a shed on a farm in Dixons Creek. After 12 months, and with the help of some mates, he put in a concrete floor and from there operated as a motor mechanic for a total of seven years.

However, Terry's wife found it difficult to assist him in the workshop chasing parts and doing deliveries as well as looking after a baby when their first child had come along and so the business was closed down.

It was around this time that Terry obtained work as a vehicle inspector at the RACV Inspection Centre in Carlton, then Ringwood and Noble Park Inspection Centres. Following a serious crash when he was "rear ended" in a VH Valiant, Terry suffered headaches for the following 12 years, making work difficult. Having a terrific boss, (Peter Hassell), Terry was allowed to work extended hours enabling him to retain his position and

after improving his qualifications Terry spent a further eight years as an RACV Technical Trainer putting together 16 years at the RACV.

Finally, Terry left the RACV to take up a role with the Victorian Automobile Chamber of Commerce (VACC) where he commenced compiling input for their pending computer program. This evolved into managing the Service Station Division, one of 16 divisions dedicated to members in each facet of the automotive industry.

Over the following years he also added the Tyre and Engine Reconditioners Divisions while also commencing the VACC's first new Division in 30 years, for the Automotive Recycling sector. A Glaziers group was also commenced a few years prior to retiring.

When a reshuffle to reduce management staff meant that he had to compete with colleagues who had families and home loan responsibilities to contend with, at 68 Terry figured that he had achieved a number of worthwhile successes over his 16 years at the VACC and it was time to pull the pin. His decision was much to the chagrin of the Division Committees that he had greatly enjoyed working with.

Terry considers that he now has one of each type of vehicle in his current collection:

One Vintage 1929 Chev Club Sedan

Drove it home from Wollongong over 12 years ago, a saga deserving of it's own story



One Workhorse 1977 HX 1 Tonner

(ex factory 'ambulance pack') The white box body replaced by orange to camouflage the rust stains most have.



One Cruiser 1971 Chev Impala

Purchased in 1980 during the Fuel Crisis.

Family car for 10 years then stored the next 25 years
Restored in 2003-4



One Rollerskate T200 Mk V TF MG look alike.

New Zealand Car Kit. Nissan engined with Torana components



And we reckon that sounds just about right



**SOUTHERN PENINSULA
CLASSIC & HISTORIC CAR CLUB**



CHRISTMAS LUNCHEON

Saturday Dec 16th 2023

Mornington Golf Club

Tallis Drive Mornington

Victoria 3931



Arrive 12.00 midday for a welcome and 12.30pm start
Come and enjoy the company of all your fellow members

2 course Christmas Dinner

Drinks at bar prices.

Please advise of any dietary requirements.

Awards and door prizes

Christmas Dinner Booking Details Saturday Dec 16th 2023

COST \$40 Per person.

Payment as below.

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Cheque to: PO Box 12 DROMANA VIC 3936

Please advise Allan of your booking as below.

Email Allan Tyler alpays@bigpond.com

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Closing Date for booking Sun. November 26th.

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Past Event: Beleura Village Visit. 16th September 2023

We were very lucky to have a lovely sunny day for our visit to Beleura Village. We had all the cars lined up at the front near the entrance. We had many interested people looking at our cars, and they very keen to cast their vote for the people's choice award. We were invited in for afternoon tea, scones and muffins were much enjoyed.

Thanks everyone for attending.

Christine Tyler.

Our lucky winners of the people's choice award were:



First place: Carole and Bill Vaughan. 1929 Austin Seven



Second place: Bob Parsons. 1937 Cord



Third place: Anne and David Kisby
1955 Austin Healey

Past Event: Tallarida Vineyard & Winery. 24th September 2023

Our club outing on the day of "The Gentleman's Drive" had two meeting places: Bunnings in Mornington and Moats Corner in Dromana. Everyone arrived on time, and seeing 23 classic cars parked along Whitehill Road in Dromana was terrific. The drive to Tallarida was excellent, with Terry Pemberton leading the way and Charlie Cassar bringing up the rear. In total, there were 36 members.

We drove through beautiful scenery, passing Arthur's Seat, Red Hill, Main Creek, Main Ridge, Shands Road, Shoreham Road, and Red Hill winery estate. On the other side of the road, we saw Red Hill Brewery. We also stopped for ten minutes in Flinders and saw many other car clubs out and about. We continued our journey on Boneo Road, which had many twists and turns and was a "driver's road" per the instruction page. We passed the Cape Shank Lighthouse and the RACV Cape Shank Resort before finally turning into Browns Road and arriving at the Tallarida Estate parking area.

When we arrived, all the cars from our club gathered in the green expanse of the winery. We quickly set up picnic tables and enjoyed sandwiches, fruit, and treats. Hats were a must due to the sunny weather. It was a perfect setting for our club's day out, and we loved seeing all the cars arrive, polished to perfection and admired by many visitors, including those from Brazil.

We were fortunate to have an excellent spot for taking photos, and we also had the opportunity to sample wine and cheese platters from the winery, adding to the day's fun. Speaking to the Matriarch of the Tallarida family, we learned that they have been involved in Australia's wine industry for over 40 years, processing grapes from their property and selling their equipment to many wineries across Victoria, NSW, and South Australia. Tallarida is 25 acres of boutique wine-making.

All too soon, it was time to pack up and say goodbye to one of our best club outings. We want to thank John Becker for organising this trip on short notice. Everyone was eager to participate, and it was a great success. Thank you to John's co-convenors, Terry Pemberton and Terry Conroy.

Words Anne Kruger



Commencing on September 4th the Vintage Drivers Club held an event “**Where the Rivers Run**”. A fourteen day adventure travelling along the Murray and Darling River systems and exploring some of the NSW outback. Thirteen cars participated Ford A & T models, Chevrolet, Chrysler, Rugby and my friend Len Jenkins and myself in his Amilcar. Some five of the cars towed small caravans or camper trailers and all cars were from the 20s and early 30s. Club members Tony and Shirley Howard participated in their Ford A Woodie.

Day One saw us travel via Heathcote (excellent Bakery for lunch) to Echuca where we enjoyed a welcome dinner, got our briefing and rally books.

Day Two we travel to Mildura via Moulamein, Balranald and Euston, a day travel of 411 kilometres with some gravel roads.

Day Three. Local touring and sightseeing around Mildura

Day Four. Mildura to Broken Hill. Today we headed for Broken Hill via Pooncarie and Menindee. Good road to Pooncarie, then 127 kms of road reconstruction with big machinery and poorly marked detours, corrugations and a nonexistent road to Menindee for our lunch stop. Afternoon an easy drive into Broken Hill. 405 Kilometres today.

Day Five. Trip to Silverton, the lookout and dam where the local car Club provided us with morning tea. Dinner at the Musician's Club.

Day Six. Broken Hill was alive celebrating the “Broken Heel Festival” an event to remember the film “Priscilla Queen of the Desert”. Music, entertainment and a procession down the main street with all the appropriate dress and features.

Day Seven. Sealed road to Wilcannia for lunch and then gravel to White Cliffs, a comfortable days drive of 292 kilometres. Dinner at the Pub which is staffed by several Irish backpackers. Tonight we did some Opal fossicking using UV lights, found a small piece.

Day Eight. An underground tour of a very successful Red Earth Opal mine. A very informative bus tour of the town including a visit to an underground home and Australia's first solar power plant completed the visit to White Cliffs.

Day Nine. Back on the gravel road to Wilcannia and then more gravel to Tilpa Pub where we stopped for lunch. Minor crisis here as the town was out of petrol so some participants needed to use their emergency supply. More gravel and corrugations for the 45 kilometres to Trilby Station where we stayed in the shearers quarters, they also have camp sites, cabins etc. alongside the Darling river which flooded the area in 2022. An amazing farm 320000 acres 25000 sheep 5000 goats which are bred for meat export to the Middle East. Airstrip for their planes and helicopters.



Day Ten. Today we visit Dunlop Station for morning tea and a tour of the homestead, store and historic shearing shed. Dunlop Station was established in 1880 and at its peak was one million acres, Trilby Station was originally part of Dunlop Station. The shearing shed was the first shed in Australia for the flock to be shorn by mechanical shears using 45 shearers stands. Unfortunately like so much of Australia's history the building needs extensive repairs. Tonight back at Tilby we enjoyed an excellent dinner prepared Liz the lady in charge. Earlier in day she was taken for an exciting ride in the Amilcar.

Day Eleven. First stop Louth for fuel then on to Cobar for lunch, then Nyngan and Nevertire for our overnight stop at Warren. 398Kilometres today and we have left the rough gravel roads and bone shaking corrugations. Today we had one car which required support from RACV Total care.

Day Twelve. We head for Temora. Magnificent Silo painting at Tottenham. We travel though Condobolin and West Wyalong to Temora. 400 Kilometres today.

Day Thirteen. Today we travel to Howlong via Coolamon and Lockhart. We stayed at Kismet Holiday park and our hosts provided a very tasty dinner. 250 Kilometres for the day..

Day Fourteen. Last day, we cross the Murray at Mulwala/Yarrawonga then to Benalla on to Healsville and then home to the Peninsula.

We travelled approx. 2180 miles, got 28.15 mpg and used 2 litres of oil and had a great time.

Some Weirdness from Warwick

Many members will recognise the double chevron as the brand or logo for Citroen. It appears on all models and in many ways. The logo has also been re-styled several times since the 1920's.

It has appeared in massive lighting arrays on the Eiffel Tower and has been written in the sky by "sky-writing" pilots. Andre Citroen was a big-ideas marketer and a brilliant engineer.

The logo was adopted after he invented a new type of cog for gearboxes in army tanks in WW1. This cog transmitted power with no lateral forces. "

And now for the first time, local Citroen enthusiasts can use a silly gadget to put that logo on his/her cappuccino with powdered chocolate. Tres bien.

It was launched at Chit-Chat Tuesday – a monthly meeting of Citroenians at Laneway Café, Dromana.

It is a unique patented invention. I'm sure there's a massive global market.

I wonder what is the French word for "weird".



A language translator gives that the French version of "weird" is "weird" and so it is! (ed)

Freedom Solutions

As a technical volunteer with the not for profit organisation FREEDOM SOLUTIONS AUSTRALIA, you may recall that a year ago a couple of volunteers and myself built a height adjustable car simulator for the Royal Talbot Rehabilitation Hospital - Spinal Unit, for patients to practice transferring from wheelchairs into vehicles.

Since then I have been converting 4 Wheel Walkers for people who can only operate a walker using only one hand i.e. stroke patients or ones who have a broken arm etc.

I have donated units to local and interstate rehabilitation hospitals.



The modification can be RH or LH operated depending on the effected side.

The organisation only designs and builds unique equipment that is not commercially available and is an approved NDIS supplier.

There is also a program called FREEDOM WHEELS which converts bicycles to suit any handicap or disability client.

If anyone in the club knows of a member who might benefit from some special equipment / item to help them in their everyday life contact me Paul Lucas 0420 927 073 or go to the Freedom Solutions website :
- freedom solutions.org.au



Wanted

Donations of unneeded 4 WW for conversion to one hand operation (see article elsewhere in this magazine)

The modified units would then be donated to Rehabilitation Hospitals or individuals etc.

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



DARREN McGRATH

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A green Holden Commodore car parked on a grassy field. The car is a four-door sedan with a white roof rack. The background is a bright, sunny day with a clear sky.

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Alex Wilson, a clever Scottish engineer commenced business in 1857 producing pumps and travelling cranes and for a time was very successful, but after some 40 years the business failed thru poor management. He was bought out by Andrew Bette whose company was named the Vauxhall Iron Works and they had an interest in manufacturing the newly invented motor car thru the influence of a 22 year old engineer called Lawrence Pomero who produced his first car in 1901. It had a single cylinder engine and no reverse gear but by 1903 they were selling cars that the public would buy. By 1908 he was manufacturing a car that sold very well.



1933 6 light

In 1925 the company became part of the great US General Motors complex and about this time Vauxhall cars were selling the most appealing sporting cars (winning Le Mons) comparable with the modern Ferraris and Lambo's, but these great cars produced little profit to the new owners so they concentrated on cars for the common man.

When WW2 broke out they were amongst the first to convert to military production, and by war's end had produced five million jerry cans and 250 000 Bedford trucks, thousands of tanks as well as major parts for the new jet fighters.

At the end of hostilities Vauxhall moved quickly back into peace time production concentrating on family size cars which were in great demand and all had monocoque construction, one of the first to adopt this form of construction.. Their cars appealed to the mass market, there was the 'Ten' "Twelve" and "Fourteen" models the latter having a six cylinder engine. In 1957 Vauxhall produced the Victor, and sold a million of them and it lasted 18 years having various modifications. Another very popular model produced in 1957 was the Velox, with a six cylinder engine. In total Vauxhall made 81841 Velox. an upmarket version was called the Cresta. Vauxhall may be best remembered in Australia for the Cresta sedan capturing the inaugural Armstrong 500-mile race at Phillip Island



1952 Wyvern



in 1960, the precursor to the Bathurst endurance classic.

Australia and South Africa proved a ready market especially the bigger cars like the Velox. The only current remnant



of Vauxhall in Australia is the Holden Barina (German Opal) and the Astra.

Opal in Germany and Vauxhall work very closely together, selling over a million cars a year between them, Opal was also owned by GM but in 2017 ownership passed to PSA (As regards PSA just let say there is Chinese and French Government money involved) and Fiat Chrysler, Peugeot, Alfa, and Citroen and operate under the name of PSA, its all very complex.

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.

Minutes Summary SPC&HCC General Meeting Tuesday 3rd October 2023

MEETING OPENED: Allan opened the meeting at 7:35pm and the emergency OH&S notice was read out. Allan was the committee emergency delegate for the night.

NEW MEMBER: None

VISITORS: None

MINUTES OF PREVIOUS MEETING: Accepted as read by Bill Glover/John Becker.

MATTERS ARISING:- There were no matters arising from the minutes.

CORRESPONDENCE

IN: From Federation, an email advising the meeting agenda for the meeting on the 14th October and an email advising of the Mortlake Picnic on the 26th March.

OUT: There was no outgoing correspondence.

Accepted by Keith Morrison/John Becker

REPORTS:

TREASURER: David advised that Paul has had several health issues over the past month and currently has Covid. Allan will present the report during the AGM Details available from the Treasurer

MEMBERSHIP: the Secretary read the report prepared by Anne. As of today, there are 128 financial members and 118 non-financial.

REGALIA: The banners are still available. Only one item sold last month..

WEBSITE: All good

PAST EVENTS: 32 attended the lunch at Kings Creek.

The Beleura display was successful, with Bill and Carol Vaughan's Austin 7 winning the people's choice. 2nd was Bob Parsons with his Cord and 3rd David and Anne Kruger with their Healy.

The Peninsula Run was held on the 24th September - the same day as the Distinguished Gentleman's Drive and was attended by 38 members, with 24 cars. In first place for costume pertaining to car was Shirley and Tony Howard with their Ford, 2nd was Geoff and Lynda Meaney with their Anglia and 33rd Robert Wood with his TD2000.

John thanked the committee and all the members for their support.

FUTURE EVENTS: As per The Crankhandle

AOMC REPORT: Nothing to report

FEDERATION REPORT: Geoff advised there will be a meeting on the 14th October, however he will not be able to attend. At the last meeting, taxation was discussed, but they are still looking into the questionnaire.

GENERAL BUSINESS:

Allan advised that Ian Grierson is in hospital and it is not likely that he will come home.

Brian Niblock advised that Ross Connell passed way.

Max Caddy advised that his Jaguar is for sale.

Allan thanked the committee and members for their support throughout his term as President and expressed his enjoyment while in the role.

Bill Glover thanked Allan, the committee and members for the manner in which they dealt with Covid and it's effects.

The meeting closed at 7.55pm

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
DISPLAY WINDSCREEN BANNER	\$20



All these items may be purchased at monthly meetings from "Regalia Rob" Lloyd

**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 is: *Terry Conroy*

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

R BEAGLEY	J CHIDGZEY	A VAN DEN BEMT
J PALMER	B STRATING	S ROSENHAIN
C CASSAR	C CASSAR	G CLIFFORD
P CRIPPS	K HILLS	I WHITEHEAD
G MEANEY	P LITTLE	G BARTON
D MORICE	B NUTBEAN	G HOCKING
W INNES	M LEHEY	J WATSON
S ZOIS	J DICKIN	D PAYNE

DECEMBER

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

JANUARY

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

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

BUY, SWAP OR SELL

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

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

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

For Sale A Mercedes Benz Classic

Mercedes R 129 500SL, 1990 model delivered new in Frankston Permit No: 9899 – H6
Third owner since June 2021 ± 173 000 km – good condition throughout. New soft top and seat covers hard top and under bonnet linings etc.
Price below market at \$34,000 ono for quick sale. RWC negotiable.

Phone Ian Williams on 0400 632 190



WANTED

Truck transport wanted for a wood lathe from Tootgarook to Toowoomba Qld.

Lathe is family heirloom, is 1.6 m long and is about 120kg. Cost negotiable.

Warwick Spinaze
0407 016 719

WANTED

Small outboard 2-stroke motor for my Tinny

8 hp – 15 hp

In running order

Mike Hurd – 97873181
or 0456 89 88 77

FOR SALE Max's Magnificent Jag

2001 Jaguar XJ8 Sport Auto

British Racing Green, Oatmeal interior. Full service history, no oil leaks, no drips, Excellent tyres
Drives and presents beautifully. Roadworthy Certificate and 12 month Registration

204,000 kms, \$19,990

Phone Max Caddy at Rosebud 0409 135 282



FOR SALE CHRISSY'S LOVELY MERC.

Mercedes Benz 2015 CLA 250 Sport 4 Matic.

One Lady owner. Always garaged and serviced.

Silver with Black interior and red trim. As new condition only 65,000km. \$39,900.

Phone Chrissy 0418 515140 or John Becker 0411 202 911



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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