

The CRANKHANDLE

**FEBRUARY
2024**

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.



Illustration by the famous Melbourne Brindle, a boy from Dromana, more on page 5

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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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Contact: Liam Fenney

5986 5454 / 0407 290 434

liam@hutchinsonautomotive.com.au

Letter to the Editor

Hi Keith.

One of our astute coffee gang thought this could be of interest to any SPCHCC members who are Morpen hobby farmers.

It could be a bit too deluxe but it has potential!!

I thought it worth a spot in Cranky.

Cheers Mick Daddo



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
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Anne Kruger	0417 830 755
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John Becker	0411 202 911
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David Doubtfire	0409 603 749
Terry Conroy	0438 004 229
Safety Check Officers:	
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David Doubtfire	0409 603 749
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Rob Lloyd	0407 833 878
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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	
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"
Mornington Gardens, 98 Bungower Rd, Mornington.
2nd Monday each month at 1:15pm
Tel 0420 927 073 (Paul Lucas) .

Presidential Jottings

Happy New Year to everyone. I believe the New Year was welcomed Club-wise with an extremely well attended Picnic at the Briars. Well done everyone involved.



Helen and I were absent for the first time in recent memory from home for Christmas/New Year. We left on our outrageous [as it turned out in many respects] road trip to Queensland on 18th December, and returned home on the 4th January.

Yes it was unpleasantly humid. The scenic route on the New England Highway would have been good if we could see through the rain. There was a clear break most of the time whilst unloading Warwick's wood lathe at his nephew's place in Toowoomba, thankfully, but out of 17 days, I think we probably had 3 or 4 where we saw no rain. My Son's place suffered a 48 hour power outage after the Christmas night severe storm, quite inconvenient.

Another homeward bound scenic trip across NSW through Lockhart and Urana proved interesting and there was more torrential rain. After travelling in good weather the next day through Conargo and Deniliquin to Axedale, we spent the last night celebrating Helen's son's birthday, and doing the Christmas thing with that part of the family.

Some serious planning is under way for our SPC&HCC Golden Anniversary Car Rally – stay tuned. I believe that will make 4 rallies for Helen and me with accommodation away from home this year, 3 of which are probably only really suitable for the Paige. And of course Bay to Birdwood is good, then there is caravanning to Mildura around Grand final weekend for the music festival. Won't be a quiet year, all being well.

Don't forget, a normal members' general meeting in February, with an exceptional guest speaker, and Show and Shine in March.

See you soon,
Geoff Bartlett.

FUTURE EVENTS



February

- Sat 3rd DVCC Swap Meet, Akoonah Park Berwick.
- Sun 4th Aussie car show Mornington Race Course
- Tue 6th General Meeting at Club Rooms Guest speaker Fred Wild (further information in Crankhandle)
- Tue 13th Committee meeting
- Fri 16th Freemasons Aged Care car display. We are very well looked after at this particular venue which is at 130 Country Club Drive Safety Beach.
Co-ordinator Geoff Bartlett. Please enter with Geoff Ph. 0419 547 823
- Sun 18th British and Euro Car show Yarra Glen
- Tue 20th Cars'n'Coffee Mornington Golf Club 9.30 am onwards
Ladies Coffee Club Kirks Hotel, Esplanade Mornington 10.00 am onwards.
- Sat 24th Wandin Draught Horse Show details in Crankhandle.
- Sun 25th Berwick Ute Show and Muster, 2 Cardinia St Berwick.
- Thu 29th Peninsula Tour, 10:30am Meet at Bunnings Mornington car park or 11am at Moats Corner. A beautiful drive through the Peninsula and Balnarring Heritage Hotel for lunch.

March

- Sun 3rd Isabella and Marcus Foundation classic car show.
Bicentennial Park 8:30am thru to 2pm Scotch Parade, Chelsea.
- Tue 5th General Meeting—Show and Shine BBQ Held in front of Club rooms in Dromana 5pm onwards.
BYO tables, chairs, drinks plates, cutlery, etc.
BBQ and salads supplied. Please take all rubbish home with you.
- Fri 8th–10th Phillip Island Classic Festival of Motor Sport. Huge display of classic motor cars and international competitors.
- Sat 9th Red Hill Show. We will need at least 20 cars for this event.
Convenor Terry Conroy. 0438 004 229 conrod350@gmail.com
- Sun 10th Yarra Glen Swap Meet - Vintage Car Club 7:30am to 3pm Yarra Glen Race Course.
- Tues 12th Committee Meeting
- Sun 17th All Ford Day, Ryrie Street, Geelong CBD
- Sun 17th Muscle Cars - Manhattan Hotel Cnr Heatherdale & Canterbury Rd Ringwood, 8am onwards.
- Sun 17th Brighton Classic Car Show Fairbank School, 51 Outer Cres, Brighton 10am to 2:30pm
- Tues 19th Cars 'n' Coffee 9:30 onwards Mornington Golf Club
Ladies Coffee Club 10am at Kirks Hotel Esplanade Mornington.
- Thu 21–24 Australian Grand Prix
- Sun 24th Kalorama Rally
- Fri 29th Good Friday
- Sun 31st Flinders Motoring Heritage Lions Club Bookings <https://www.trybooking.com> Entry \$25.00 8am to 2pm.

Tuesday 6th February A General Meeting to Not Miss!

Retired journalist from Rye, Fred Wild will be our guest speaker this month. He has researched and written a book about another former Dromana Primary School student, illustrator Melbourne Brindle.



Melbourne Brindle was inspired by the sight of a luxury Rolls Royce on the esplanade at Dromana in 1914. This led him to become a celebrated American motor car illustrator. The front cover this month has an example.

Coming Event Friday 16th February

**Car Show at Royal Freemasons Aged Care Mount Martha Valley
130 Country Club Drive Safety
Beach**



Please arrive between 1.00 pm and 1.30 pm so the residents can safely have a look at our treasures just after the dust settles.

There will be a car chosen as a winner by the residents, and it is extremely interesting to see their taste.

Afternoon Tea will be provided. If the weather sends us inside, RAT tests [equipment supplied] will be necessary. I do them on Thursdays, and am grateful to know that I am co-vid infection free.

Geoff Bartlett, 0419 547 823, be prepared to leave a message, or helen-geoff@bigpond.com
Please let me know you are coming, it is highly unlikely though that we will over-run our space limit.

Aussie Classic Car Show
 "Cruise to Mornington"
 Sunday 4th February 2024
 Mornington Racecourse, Racecourse Road, Mornington

The show for all the great Aussie makes Holden, Falcon, Valiant BMC and those lesser known Aussie vehicles

Trophies for outstanding vehicles
 Trophy for the best Aussie Muscle car
 Club displays encouraged
 - The best display will receive an award.

Refreshments, kids entertainment, trade stalls!

Enquiries 0473 832 277
 aomc.aust/aussieclassicshow
 www.aomc.com.au/infoaomc

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Celebrating 125 years of Fiat
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 Display cars from 9.00 am
 Spectators from 10.00 am
 Event details 0473 832 277
 For site plan and more info:
 www.aomc.com.au/britishandouropen
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Sunday 18th February 2024
 Yarra Glen Racecourse Armstrong Grove, Yarra Glen

Wandin Draught Horse & YesterYear Festival



24 & 25 February 2024

Mont De Lancey Homestead

71 Wellington Road - Wandin

10 AM to 4:30 PM

Adults \$15

Children Under 15 Free

Cash & EFTPOS available at gate



Something for all the family

- Historic Homestead and Museum
- Working Draught Horses
- Vintage Engines & Machinery
- Chainsaw Carving

- Blacksmiths
- Wood Turners
- Children's Activities
- Food & Market Stalls
- Vintage Cars

Further details contact 5964 2088

Online tickets via Mont De Lancey <https://montdelancey.org.au/>

Proud sponsors of the Draught Horse Festival
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Event sponsored and supported by
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 Max Brown Real Estate Seville



13th Isabella & Marcus Foundation Classic Car Day

CARS CRUISE FOR A CURE

Help us cure Brain Cancer in Children!
 Public entry - GOLD coin donation



Sunday, March 3rd, 2024
 10 am - 2 pm

Fashions on the Field

Family fun day

Gates open to cars at 8:30 am

Bicentennial Park

LIVE music

Scotch Parade, Chelsea

All cars welcome!

\$20 car entry fee - includes raffle ticket



Best Aussie

Trophy Presentation 1:00 pm

King of Show!

Sponsored by Let's Go Cruisers

Best Chrome Bumper - Sponsored by Jet's Car Club



Best Classic

IMF Choice award

Best American

Cars: Tony: 0412 581 600. Stall holders: Danielle: 0412 330 673
 email: info@isabellaandmarcusfoundation.org



Yarra Glen 2024 Swap Meet



**Vintage Cars
Parts & Accessories**
Garagenalia - Collectibles
Show & Shine
Vintage and Pre-War Cars

Sunday 10 March 2024

Yarra Glen Racecourse - Armstrong Grove, Yarra Glen Vic

Gates Open
Sellers 6:30am - Buyers 7:30am - Show n Shine 8:00am

Site Fees - from \$25
Entry - \$10 (children u12 free)

The Vintage Drivers Club
www.vintagedriversclub.com.au
Site Booking & Enquiries - www.vintagedriversclub.com.au or call 0473 832 277

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As courtesy Chris Carter

RACV

66th KALORAMA RALLY

Sunday 24th March 2024




Kalorama Memorial Reserve
M Dandenong Tourist Road

For Further Information:
Ian Ross 0429 031 392
John Liskland 0429 031 366

Featuring Cars of the Roaring 20's

- One of Melbourne's pioneering Motoring Events, Running since 1958.
- Vehicles prior to 1960 eligible for Mystery tour and display on the oval.
- Mystery Tour commencing at the Manhattan Hotel 5.00 am for a 9.59 start.
- Vintage and Post Vintage Motor Cycle Clubs Displays, Vehicle Awards.
- Display of Vintage Fire pumps and Agricultural Machinery.
- Kalorama CFA Kiosk with a variety of food and drinks.
- Drivers under 25 in an eligible car admitted free.

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General Public Welcome
Opens @ 10am
Entry: \$10.00 per Person
Programs: \$2.00
Children Under 16 Free

www.vintagedriversclub.com.au/KaloramaRally



All Proceeds to The Kalorama CFA

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EASTER SUNDAY 31 MARCH 2024
10.00AM-2.00PM
CORNER COOK & NORMAN STS FLINDERS, VIC

A DISPLAY OF UNIQUE VINTAGE, CLASSIC AND MODERN MOTOR CARS
LOCAL FUNDRAISER EVENT MANAGED BY FLINDERS DISTRICT LIONS CLUB TO SUPPORT SOUTHERN PENINSULA COMMUNITY SUPPORT INC (SPCS)
BOOKINGS ARE ESSENTIAL FOR ALL VEHICLES

All enquiries to 0418 541 969 or
fmh@flindersdistrictlions.com.au

<https://bit.ly/fmh2024>





Ray Hudson: Caught in The Headlights!

Ray was born in 1949 and grew up living in Preston and Glenroy. And with three sisters he was typically spoilt.

He attended Newlands Primary School and then Preston Tech. It was after that he went to RMIT during his Engine Reconditioning Apprenticeship with Repco.

He and Wendy got married 52 years ago and they have three children.

Ray's first car was a Prefect 100E, followed by another dozen or so. You could fit the relatively cheap Prefects with Cortina 1600 engines and go rallying on a young man's budget.

During his Engine Reconditioning apprenticeship with Repco Ray would always put his hand up to enroll in multiple courses at RMIT, thereby both expanding his knowledge of engine reconditioning as well as getting more time away from the daily grind of the workshop. Those extra courses that Ray enrolled in included fitting and turning, tool making, pressure vessel welding, diesel motor mechanic and senior motor mechanic.

One of the jobs that Ray was given in the second year of his apprenticeship was to make the tooling

to manufacture conrods for the Brabham Team car that won the Formula One Drivers' World Championship. Ray recalls that Jack Brabham as well as Denny Hulme would come into the Repco workshop every now and then during his time there.

Eighteen months after completing his apprenticeship Ray left Repco and got his first job with Owen Holmes Motors in Greensborough, where he stayed for the next two years.

He was only 23 when he and a friend then started their own business known as "R & R Engine Reconditioning"

After starting up in an old tin shed Ray later built the very first Concrete Tilt Slab factory in Broadmeadows out beside the Hume Highway. It was 1982 and R&R in only a few years grew to employ around 30 people.

Ray sensed an increasing need for specialist camshaft grinding in the engine reconditioning business and in the early days he was doing this for other engine reconditioners as well as his own R&R company.

He was also asked to design and build camshafts for the EA Falcon commercial vehicles for six months in 1989-1990 and this led to learning how OEM manufacturing worked and what was required. This helped Ray immensely and in 1997 Tickford, who were later to become FPV (Ford Performance Vehicles) asked Ray to help with the development of cams for the XR8 200Kw and 220Kw as well as the TE 50 for the soon to be released AU Falcon in 1998. He was then asked to manufacture the quad cam V8 camshafts for the 2003 XR8, GT and GTP and continued supplying them for the BA, BF and FG cars up until 2011 producing between ten thousand and twenty thousand camshafts a year.

Ray decided to name his business Crow Cams and acquired a new factory which was built in Campbellfield dedicated to carrying out the Ford work only.

After Ford stopped building engines in Australia, Ray was building camshafts for Fred Gibson Touring cars. They came in at the end of the GTR Nissans but supplied all the Commodores.

Over the journey Crow Cams can boast seven Bathurst wins and in one very special year they had

seven places in the first ten cars to cross the finish line at Mount Panorama.

From around 1970 Ray became a diehard Drag Racing fan and supplied his camshafts to many drag racing teams as well.



In fact, Ray's Crow Cams are known worldwide in the sport of Drag Racing. The Americans once published an article about this and finished their story by posing the question 'Why can't any one in America beat this Aussie?' Ray's "know-how" was way ahead of the field, even in the USA where the sport was born.

Following the demise of the Motor Vehicle Manufacturing industry in Australia Ray made the decision to retire and sold Crow Cams to new operators where it still remains the highly respected business that he started.

Ray and Wendy bought a holiday house on the Mornington Peninsula in 2010 and made the decision to move here permanently in 2012.

We visited Ray and Wendy's factory in Dromana where Ray can usually be found turning up some job on one of his many machines. And Wendy can often be found there too.

He hasn't exactly been idle with his eclectic collection of cars either.

This includes a 1964 Ford Galaxy Convertible, a 1970 Mustang plus a 1966 Sunbeam Alpine alongside his 1934 and 1929 Hudsons, his two Fiats and the very rare Levis motor bike hanging on the wall of the factory office.



The Galaxy was bought in 1998 and was half restored by 2005, when Ray and Wendy's home in Hurstbridge was flooded following a major storm. They got home to find the Galaxy up to its windscreen under water. Needless to say that the

Galaxy's restoration was put back somewhat and was finally completed in 2022!

He acquired the Mustang in 1996 and the Sunbeam became his fourteen years ago as part settlement of a debt.



The little Fiat Topolino was the first job that Ray took on as a 22 year old young man, but didn't become his until its owner offered it to Ray in 2010.

He later bought the Fiat Abarth in 2012 from a good friend who ran a similar camshaft business to Crow Cams but across the ditch in New Zealand.



Ray drove his 1934 Hudson Strait Eight to meet us at his factory and is featured on the start of this article and the 1929 Hudson appears "buried" under a hanging Fiat Topolino chassis.

The very desirable wall mounted Levis and is one of just three in Australia.



I think that it would be fair to say that Ray's interest in his cars is equally matched by an obvious passion for his mills and lathes and other machinery where just some of them can be seen in these photographs.

When asked if he had ever owned any special modern cars, Ray replied in the negative. That money was always spent on modifying an existing machine or buying a new one.

Unlike most business owners Ray spent his entire working life "on the factory floor".

And that's usually where you will find him today. Still loving what he does.



Past Event - Visit to the Austin 7 Clubrooms

Our visit to the Austin 7 Club rooms on Friday 1st December was enjoyed by 15 of us

After meeting at Bunnings Mornington, we had a quick and easy drive via the Dingley bypass to Cheltenham.

We were given a warm welcome by the A7 committee with tea/coffee/biscuits and an entertaining and informative talk from the Club President Len Kerwood who must be the right man for the job as he's held that position for 18 years.

The A7 club started 70 years ago. The club rooms are in the industrial area and have been owned by the club since 1995. They were able to double the space when they bought next door in 2003.

Crucially, they have an impressive parts department which sells only to club members of which there are about 400 and about 200 cars in Victoria. Original parts are rare so most are copied and improved. The club enjoys a healthy financial status due to the unique car marque, Winton race days and no doubt keen and clever club members.

For lunch we made the short trip to the Sandbelt Pub, formerly *South Side Six* which was well organised with good food.

Then on to "Seven Heaven" in Clayton which is a privately owned workshop with plenty of storage for lots of little A7s in various models, some in mid restoration and some beautifully finished, just like new. We were further informed, by the owner Russell, on the operation of the workshop which can be accessed by club members. What a fun toy shop.

Well done to our Mr Becker for another well organised and enjoyable club day.

Regalia Rob.





Minutes Summary SPC&HCC General Meeting Tuesday 5^h December 2023

There are no minutes, it was a pleasant December afternoon and a BBQ was held. A fantastic way to finish the meeting year. Lorraine Townley won the main raffle, and a convivial time was had by all.

A big thankyou goes to the committee members who organized and attended to the BBQ.





Past Event - Christmas Luncheon Saturday 16th December 2023

The Clubs Christmas luncheon in the dining room of the Mornington Golf Course was a huge success. This day time venue offers the perfect setting for our end of year Christmas celebration. The 77 members attending the lunch were greeted on arrival with complimentary drink and lucky seat prize tickets. The projected images on a large screen of the many Club activities throughout the year added to the occasion. There is something very special about our Car Club that offers a congenial atmosphere that is quite unique. There is no doubt that the Club Committee who give of their time to organize the Christmas luncheon and all our social events throughout the year deserve a great deal of credit for the Clubs success.

The relaxed atmosphere over a very delicious lunch was much appreciated by all. The caterers and staff had excelled themselves in the presentation and delivery of the luncheon. Once again a subsidy towards the cost of the lunch by our Club is a very generous and thoughtful contribution towards the celebration.

All at the lunch were very pleased to see Roger Howes receive the Clubman Award for 2023 and indeed it was well deserved. Roger continues to give his time and energy to the Club, firstly as our librarian, but also at every opportunity he is at hand to help in anyway, first with a hand shake and a welcoming smile, a real Clubman & Studebaker enthusiast, congratulations Roger.

The ageless nonagenarian Joyce Turner was given the microphone to tell us of a couple of tales from her local Probus Club. In character and clear diction, she had us in stitches, I particularly liked her story of the lemon squeezing competition in that a \$1000 would be paid to anyone who could get a few more drops from what was a well exhausted lemon half. It was tried by many with no success, until a rather insignificant man with little physical strength managed to succeed in extracting a few more drops, how was this possible, are you an athlete? no he said, I work in the taxation department.

The drawing of the lucky ticket prizes included a Christmas Hamper and a good number of other gifts to the lucky ones, most tables were able to share in the excitement of the occasion that brings simple joy to us all.

On behalf of the Club membership, I would like to thank all the Committee for their contribution to the running of the Club, we can look forward to another eventful and enjoyable year in 2024.

Allan Lowe.





The SPC&HCC Thank Tyrepower Frankston for their support.



Past Event:

New Years Day Picnic at The Briars

What a wonderful day for an outing! The weather was perfect; nearly 50 cars and an unknown number of members attended the Briars New Year's Day Picnic. Some car owners may have used a duster on their vehicles before the drive to Briars, as the cars were spotless when they arrived. Visitors gathered around the vintage and newer cars, inspecting, discussing, and appreciating their history and uniqueness. Tables, chairs, and picnic baskets appeared, and members enjoyed their lunches. Many mingled with the groups formed, and conversations flowed. Although disappointed that Stephen Bond did not bring his tractor along, instead, he organised and displayed old farm implements, including a wheelbarrow, various-sized ploughs, a meat mincer/grinder, a scythe, a set of scales and a butter churn, which attracted many comments. Stephen roped off the area to give the public a glimpse into the past. The evening drew in, and as difficult as it was to leave, the farewells began as cars began leaving the area. Overall, it was a fantastic day for everyone involved.

Words Anne Kruger



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Past Events—Cars'n'Coffee at the Mornington Golf Club

Tuesday 19th December, Christmas Cars'n'coffee, the last outing for the Club before Christmas, approx. 35 men and 5 ladies, we enjoyed Mince Tarts with our Coffee, whilst enjoying the wonderful vista over the greens and fairways and of course the Bay. Congratulations to our prize winners. A big thankyou to the generous companies that donated our prizes.

Autobarn - Mornington
Burson Auto Parts - Mornington
BWS - Mt Eliza
Dan Murphy - Mornington
Opposite Lock - Mornington
Ritchies IGA - Mount Eliza

We would appreciate you supporting these businesses, that support us.

Tuesday 16th January Cars'n'Coffee we had a good turn up and we had an OBE presented to Terry Pemberton, congratulations Terry and then we had an OBN presented by our President Geoff, who joined our club when our recipient, Past President Colin Pitcher was in office. The surprised look on Colins face made it all worth while and he enjoyed himself immensely. A big thankyou to Don Monro for his part in bringing Colin to the event.

Terry Pemberton has a great group of Neighbours as you will see in the following Email that Terry forwarded to me

Hi John,

I live on Hove Road as you know and my neighbours are a great lot of people but they got stuck into me when I flashed my OBE medal.

Now the Hove Rd Protocol Officer (Mary) is onto me to explain my 5 days early wearing of such a special commemorative medal.

They are taking me out to a local restaurant to celebrate my 80th birthday on the correct day to celebrate my 80th birthday and are expecting me to defend my actions of getting ahead of myself and not correctly waiting until the 21st January before bragging about making it to 80.

Anyway, I have a few ideas and should be able to talk my way out of trouble with the HRPO.



From: Mary

Date: 17 January 2024 at 9:12:50 pm AEDT

To: terrypem@gmail.com

Subject: Official notice

We have been notified a certain "gentleman" has been seen wearing an OBE Medal prior to his right to do so. Such medals must not be worn till 1 day after the aforementioned has had his 80th Birthday.

The Hove Committee will decide what actions must be taken to deal with this break of cultural tradition at our next meeting at The Dunes on Wed 24.

We realise that you might have an excuse such as inebriation, excitement, confusion relating to your birth date, a desire to join the select group of award winners ahead of time or other scurrilous reasons. You are advised to consult your solicitor before attending so that you may defend yourself for this serious break in protocol.

Signed the Inaugural Members of HRPO.

What a sensational email to get, right in the spirit of the whole thing. Congrats to Mary. We are also blessed with having wonderful neighbours.

John and Chrissy

You will recall I wrote an article titled "The Story of Alfa Romeo" in the December Crankhandle, finishing with an explanatory paragraph that, following discussion with my former Octo partner Mick Daddo, we would introduce in Part 2 a sample of icon cars from the many in the Alfa stable.

We have chosen three particular models midst many great cars. They reflect the passion of the Company to produce cars that appeal for their advanced design and engineering for both the public and the race track.

1] The 1933 Alfa Romeo 8C 2300 Monza GP

First introduced for the 1932/3 for Grand Prix season and was an instant sensation being very successfully raced



throughout Europe by Tanzi Nuvolari and others the 1930s decade. Alfa Romeo built some 200 cars through to 1938 in various forms finishing in 1938 with the improved Alfa 8C 2900 GP car but the bench mark was still the original 1933 Monza.

The Company also produced a sports roadster version of the Monza GP by the simple addition of head lights,



flowing style mud guards or optional cycle guards and a spare wheel strapped to the back of the car. It was a much sought-after car for the

privateers of the day who could order the car with their own individual design options. The 8C 2300 roadster was raced with many successes by professional drivers in the long-distance road races that were so popular in Europe at the time, including the famous Mille Miglia 1000 that Tazio Nuvolari won twice driving an Alfa 8C sports during the 1930s. Arguably, this car today is one of the most sought-after classics of all-time amongst collectors and certainly one of the most beautiful.

2] The 1963 Giulia Sprint GT

Designed by Bertone and manufactured between 1963-65 this beautiful coupe is one of the most desired and sought after Alfas ever produced. In 1967 the company brought out the GTA, a light weight version with a significant weight loss from 900 kgs to 745 kgs. A total of about 200 GTAs were produced and the car became very popular in private race drivers' hands.



Alfa after-factory speed shops managed to get 170hp at

7800 rpm with a top speed of 220 kph for the GTA. The motor was already improved with twin spark plugs, a modified twin cam and a pair of twin barrel Weber carbies, all standard on the GTA. Also fitted were aluminium body panels to replace the standard steel, Perspex side and rear windows and all of the interior lining was removed. Not your average luxury finish! For you and me, the standard 1963 Giulia Sprint GT was the car to own or, if you wanted an open sports car version, the Duetta Spider as seen in the Graduate movie starring Dustin Hoffman at the wheel, was the way to go.



3] The Alfa Romeo 4C (type 960) Mid-engine sports car.

Produced in time for the Geneva 2013 Motor Show, this stunning looking Alfa is of similar size to a Lotus Elise. Built on a carbon fibre tub weighing a mere 65kgs with aluminum sub frames, the total assembled chassis weighed 107 kgs. Produced at the Maserati plant in Modena by the Fiat Motor Company which now owned both Maserati and Alfa Romeo, production was always going to be a struggle, with Alfa offering a bewildering array of options and packages which made the production runs complex and small. The budgeted sales were planned for about 3000 cars per annum over a seven-year life cycle. In fact, over the period from 2013-2021 when production ceased, they had only produced the grand total of 9195 cars including the Targa style Spyder, first introduced in 2015. I have seen the figure of about 300 cars were sold in Australia but that could be wildly off the mark.

The 4C mid-engine was a transversely mounted twin turbo 1.75 litre with a compression ratio of 9.5:1 producing 237bhp @ 6000rpm. With a six-speed dual clutch combined with its light weight and 50:50 balance, the car gained immediate popularity in class racing events throughout Europe.

Sadly, we didn't see more of these beautiful cars come to Australia. The authors can only imagine what a magnificent machine it would be to take for an early Sunday morning drive up Arthurs Seat and on through the beautiful Red Hill district "flat out" on the way to coffee at Flinders. And then home via Cape Schank and the coast road. Now we are really talking!!

Bill and Mick

A Citroen Story by Guess Who?

The Citroen Light 15 or Traction Avant, was (and still is), a notable, well-designed stylish classic car that handles well and is fun to drive (no bias detected) .

You would have seen many of these Citroens in older French movies – notably the Maigret detective series.

These models in the photo are special in my small collection. Thanks, David, for the glass miniature

Starting production in 1934, its new features were - FWD,



torsion bar suspension all round, monocoque body, and wet-sleeve engine. It sold well - after being slow to get market traction (joke) initially.

Thru till 1956, about 760,000 were made, mostly in France but also UK. There were several body variants including cabriolets and a bigger 6-cylinder model.

Then in 1956, the futuristic ID 19 began – with its torpedo shape, clever mechanicals and hydro-pneumatic suspension. Wow!!!

Versus the cars on the road in Oz then, it was like chalk and cheese (French cheese of course). But the ID / DS is another story.

Warwick Spinaze



DARREN McGRATH

Proprietor (and a good bloke!)

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**MUFFLER AND EXHAUST
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TOWBARS AND SHOCKERS

The Committee understands that some of our members may not be well. We wish them a speedy recovery. Our unwritten policy is that we don't include their names or details in the magazine.

Friends will know them. If you live nearby and can help, (visits, cards, phone texts/calls, lawn mowing, taxi to appointments, shopping, etc.), please do. Such kindness would be much appreciated.

The History of Rover. Bill Glover

Without doubt the name Rover and cars were linked almost before all others involved in the production of what became known as the motor car existed. Like many others that followed They started life as bicycle manufacturer, they produced an electric car as early as 1888, a good fourteen years before the earliest of British car makers.



in 1964 beating its rival the 2205 cc 4 cylinder version. They started off with this smaller six cylinder motor which proved popular both at

home and abroad and continued with their new shape up until 1977 using different engines.

Some very nice cars were produced during this time including a partnership with Honda resulting in a new range of upmarket cars and in 1988 the company was sold to British Aerospace This period saw sales of Rover cars at an all time sales high, despite all the changes they reached a production figure of 700 000 cars in the years 1989 to 1990. BMW owned Rover for a short period of time.

By 2005 it was all finished, Land Rover had gone to Ford and Rover cars stopped being produced after having suffered under seven name changes within the Jaguar banner. In 2005 Rover was finally sold by Ford to Tata Motors of India . A sad story, it demonstrated that men of greatness and fame can drop the ball when wrong decisions can have unforeseen consequences.



FOR SALE: 1952 "FX Holden" Timber Box-Trailer

Family heirloom built in Grafton NSW for my father. 2 owners.

Box size is 1200mmW x 1900mmL x 350mmH.

Excellent condition.

Removable folding timber frame with PVC canopy.

Mattress. Detachable awning. Hinge-down half tailgate.

White paintwork. All lights work. Spare FX tyre &

hubcap. Has jockey wheel & 2 rear wind-down-jacks.

Axle, 50mm hitch, hubs & bearings renewed 4 years

ago. Always garaged. Not registered (not required in Vic).

New owner can re-paint to match an FX/FJ Holden making a perfect Concours-winning classic rig. I can email photos/send to your phone.

\$1250—ONO

Warwick Spinaze Tootgarook 0407 016 719



They made their first petrol engine car in 1904 and by the 1930 commenced a move away from small cars to medium size looking car, big headlights, comfortable front seat, spoked wheels

featuring an aluminum chassis and by 1928 the company had produced 10,000 vehicles.

During this time Rover contested a race against "The Blue Train" which the train always won, it ran between Calais and the French Riviera. The Rover won for the first time beating the record comfortably.



In 1933 new management came in and new models were introduced and put the company in a position to cope with WW2 where they switched to aircraft engine production (RR engines for Lancaster bombers and with it came the involvement with Whittle the founder of the British jet engine. As a leftover from this war effort Rover produced a jet car which topped 150 mph.



In 1948 they introduced the Land Rover, a historic event which went on to become a household name. Then followed the Rover 75, and which went on to be called "The Auntie Car" in Great

Britain reflecting its elegant appearance. They went on to sell 130 000 of them. Meanwhile the Land Rover continued to be refined and became a "must have" for a more affluent population. By 1955 Rover introduced the Rover 3 litre, car, a first with a 6 cylinder, 2995 cc engine, followed by the famous V8 (Buick) aluminium motor originally developed for the Buick Special and the Oldsmobile F85. This proved to be a stroke of genius. A lovely example of the 3 litre breed can be seen on the streets of Mt Eliza when member



Ken Burrows takes his Rover for an outing. The same engine went into their new completely revolutionary Rover 2000 with Rover's first monocoque construction it won "Car of the Year"



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

FEBRUARY

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

MARCH

G BARTLETT	T BRADFORD	M GAGLIARDI
G HOCKING	C JORDAN	G MEANEY
M LARGE	J MARTEN	N CRIPPS
G BILHAM	J WATSON	E MCPHERSON
M PERRIN	P BECKMAN	

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

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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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



LOST

Lost at Briars Picnic and car display day 1st January 2024. Top of my thermos (small black cup screws onto top of thermos) Have owned thermos for a good 7/8 years, tradie thermos used often for arvo teas etc. I was sitting next to Rover car owners with "fish church sign on rear window " His lady companion may have picked it up on departure accidentally? I searched area on return visit same day with no luck. If you found it please email me to: ourgoldenpast@gmail.com

Stephen Bond

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



1970 Mark 2 overdrive, nothing to spend.
New thermo fans, oil cooler aluminium bonnet.
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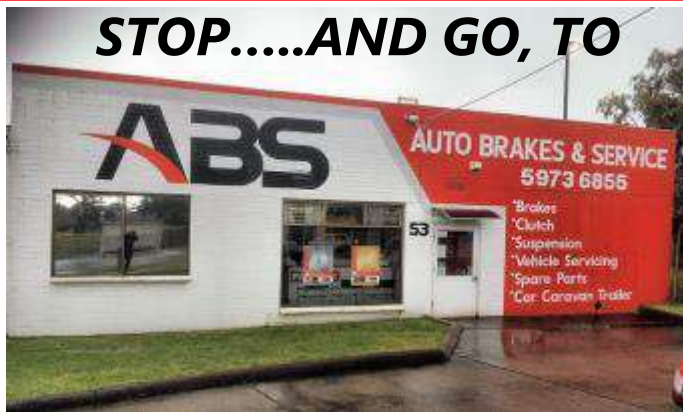
Email: allied_w@bigpond.com

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.

STOP.....AND GO, TO



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