

# The CRANKHANDLE

APRIL  
2024

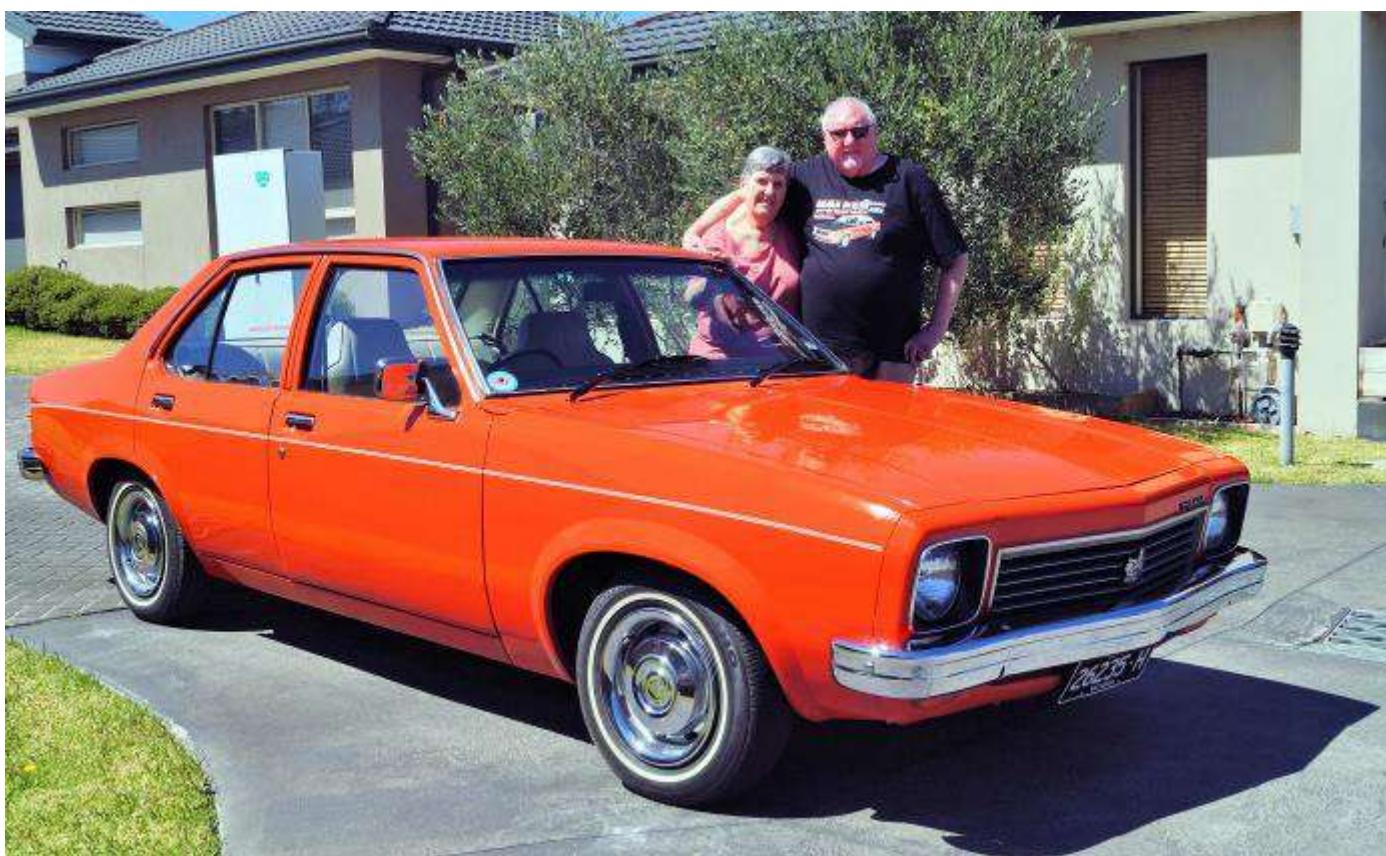
Newsletter of the Southern Peninsula Classic and Historic Car Club Inc. A00011676Y  
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*The aim of the Club is to cater for people who have an interest in restoring, touring and displaying all types of Veteran, Vintage and Classic cars, motorcycles, 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.*



**Steve & June Woolley with the Holden Torana that June bought brand new in 1978**

*What's  
inside*

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**Bendigo Bank**

Community Bank  
Southern Peninsula

**The Editor appreciates articles and advertisements for the next edition of The Crankhandle by 15<sup>th</sup> 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](mailto:crankeyeditor@gmail.com)**



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### ***Letter to the Editor***

During the winter of 2023, the ladies' monthly morning tea attendance at Kirks dropped significantly. However, as the weather improved, so did the numbers. Despite the hot weather in Autumn 2024, only three members attended the morning tea in March. Nevertheless, we were undeterred and discussed strategies of immense proportions. We decided to let the members know that the ladies' morning tea is still going strong, regardless of the number of attendees, and we would be delighted if more joined us next month.

As I mentioned in a letter to the Crankhandle last year, the ladies' morning tea is a great opportunity to meet new people, strengthen existing friendships, and have a good old natter with like-minded women. We are a group of fun-loving people with hearts of gold who enjoy lots of laughter. Come and join us.

Anne Kruger



## 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

## Presidential Jottings



How could you choose the best weather for a car rally? Yes, I suppose hot weather is still possible in early March, but it would be unlikely to be as unseasonal as what Helen and I, together with our friends visiting Murray Bridge, just experienced.

We travelled to Bordertown on Saturday March 9th in ambient temperatures approaching 40 degrees, and I am in awe of modern cars. My 1973 Holden would have struggled to keep cool enough, but the Mitsubishi Pajero grossing about 5 tonnes towing the Paige on the tandem trailer, even at 110 kph on the SA part of the highway with the air conditioner keeping us comfortable at about 25 degrees Celsius, never moved a fraction off the normal engine temperature. I wouldn't have minded a break from constant driving, but stopping would have meant being exposed to the impossible heat, so keeping going was the better option. On Sunday I was lucky to find a shady spot to park the trailer for unloading, or working in the sun, though a marginally cooler day, would have been horrendous.

Our first day of vintage motoring saw us driving to Karoonda about 65 kilometres out in 39 degree heat. I tried to avoid the Paige boiling, and at 40 miles per hour the temperature reached about 205 degrees Fahrenheit on upgrades [I'm sure you know that 212F is boiling point]. This meant about an hour's travel with massive heat coming into the car from the engine and below the floor.

On the return journey a couple of hours later we experienced 41 degrees, and the same speed was tolerable to the car, but necessity was the only reason we kept travelling. I wouldn't be surprised if the temperature we were experiencing was 60 degrees, and the hot metal of the car was too trying on the mettle of the occupants. On reaching Murray Bridge we went to a car park under a shopping centre, blessed shade, and walked up an out of order traveller seeking the air conditioning and a cool drink. On Adelaide Cup Day the only thing open was the supermarket. Should have opted for water, but some enticing sort of special fruit brew proved less refreshing than imagined, but the break was essential.

A great test for the car. It needed no water top-up afterwards, nor oil. That proven, modern car travel like several others chose on that day would be my method too in the future.

Cheers,  
Geoff Bartlett.

### COMMITTEE OFFICERS

<b>President:</b>	
Geoff Bartlett	0419 547 823
<b>Vice President:</b>	
Allan Tyler	0409406690
<b>Secretary:</b>	
Rosemarie Thiele	0412 866 643
<b>Treasurer:</b>	
Paul Lucas	0420 927 073
<b>Membership Officer:</b>	
Anne Kruger	0417 830 755
<b>Events manager:</b>	
John Becker	0411 202 911
<b>Editor</b>	
Keith Morrison	0411 127 765
<b>Club Permit Officers:</b>	
David Doubtfire	0409 603 749
Terry Conroy	0438 004 229
<b>Safety Check Officers:</b>	
Liam Fenney	5986 5454
David Doubtfire	0409 603 749
<b>Club Regalia:</b>	
Rob Lloyd	0407 833 878
<b>AOMC Representative:</b>	
Ray Beagley	0414 598 614
<b>Federation Representative:</b>	
Geoff Bartlett	0419 547 823
<b>Document Control</b>	
Warwick Spinaze	0407 016 719
<b>Web Master:</b>	
David Doubtfire	0409 603 749
<b>Club Librarian</b>	
Roger Howes	0429 142 464
<b>OTHER MEMBERS</b>	
Christine Tyler	0424 096 393

### LIFE MEMBERS

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

\*\* Deceased

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

## FUTURE EVENTS



### APRIL

- Tue 2<sup>nd</sup> **Monthly General Meeting** Shirley Howard Guest Speaker
- Sun 7<sup>th</sup> **Motor Cycle Swap Meet** , National Steam Centre, 1200 Ferntree Gully Road, Scoresby.  
Vintage Motor Cycle Club
- Tue 9<sup>th</sup> **Committee Meeting**
- Sun 14<sup>th</sup> **Car Display - Mornington Racecourse**, Mornington Market 8.30 –9.00 start thru to 2.00pm  
**Convenor** John Becker
- Tue 16<sup>th</sup> **Cars'N'Coffee** 9.30am onwards Mornington Golf Club  
**Ladies coffee Club** 10am onwards Kirks Hotel Esplanade Mornington
- Thu 18<sup>th</sup> **Breakfast** 9.00am Pelikan Societe 2 Marine Parade Hastings. **Convenor** John Becker
- Thu 25<sup>th</sup> **Anzac Day**
- Sat 27<sup>th</sup> **Picnic Arthurs Seat Eagle** , 795 Arthurs seat Summit Road 12 noon onwards BYO everything .  
**Convenor** John Becker
- Please note this Change of Date and Venue

### MAY

- Tue 7<sup>th</sup> **General Meeting** Guest Speaker
- Sat 11<sup>th</sup> **Peter Bradbury Mystery Tour** Details to Be Advised
- Tue 14<sup>th</sup> **Committee Meeting**
- Thu 16<sup>th</sup> **Mulberry Hill Visit, Langwarrin** 10.30am then **Lunch at Baxter Tavern**
- Tue 21<sup>st</sup> **Cars'n'Coffee** Mornington Golf Club 9.30 onwards  
**Ladies Coffee Club** 10.00am onwards Kirks Hotel Esplanade Mornington lunch optional
- Sat 25<sup>th</sup>-  
Sun 26<sup>th</sup> **Historic Winton Austin 7 Club The Historic meet of the year.** Fabulous Display of Classic Cars



## EXPRESSION OF INTEREST SOUGHT

To celebrate the 50<sup>th</sup> Anniversary of the SPC&HCC in 2024 we are organizing a 5 day Hub Rally with accommodation based in Lakes Entrance, East Gippsland.

From Monday 28<sup>th</sup> October to Friday 1<sup>st</sup> November 2024.

To assist in planning the event we are asking for expressions of interest in attending this celebration.

**Please register your interest by Monday April 15<sup>th</sup>.**

Email, SMS or Phone John Becker:

[johnbecker@westnet.com.au](mailto:johnbecker@westnet.com.au) or 0411 202 911





Meeting with Steve and June Woolley proved to be an enjoyable morning. Steve has had an adventurous life. We talked for some considerable time of his working days, his desire to see some of the world, and his love and ownership of a number of interesting and very quick motorbikes. It is not easy to condense lengthy conversations into fewer words for "Caught In The Headlights." I have included here in Steve's written words, a little of his life growing up in the UK, his working life there, overseas travel, and then coming to live in Australia.

*My Dad bought an Austin 8 not that long after WWII, because my sister was frightened of the noise his Triumph T100 made, he had ordered a sidecar for it, but got the Austin instead.*



*I was born in July 1952 in Derby in the UK Midlands. One of the major industries there were the railways where my Dad worked on both steam and diesel engines which were designed and built in Derby. Rolls Royce was a major employer in Derby and was the aero engine builder of the famous Merlin Engine which went into the Spitfires, Hurricanes and the Lancaster bomber and then later the jet engines were designed and built there. There is a lot of industrial history and buildings in Derby and surrounded by Derbyshire and the Peak district.*

*As a kid my Dad took us into the Peak district on Sunday outings and picnics. The annual holiday in the fifties was to the seaside, to different places, East Coast, Wales and Cornwall.*

*We had a '51 Hillman Minx, a '58 Vauxhall Victor and then a Wolseley 1660, this being the first car I drove, on private land, when I was 11 years old. My Dad was*

*clever and always had a solution to repair things. As a young boy he always helped me repairing stripped threads and showing me how to free rusty bolts etc.*

*I followed F1, my hero's were Jim Clark and Jack Brabham, I listened to the races on the radio.*

*I remember listening to the broadcast of Le Mans in the mid 1960's of Ford beating Ferrari.*

*My first motor cycle was a Honda 90 Cub when I was 16 years old and that very first feeling of freedom and*



*independence of where I wanted to go remains now. I joined the RAC ACU training scheme as a learner, they taught safety skills and the highway code which is a great thing for young riders, and after passing my driving test I became a volunteer instructor myself after some experience. I traded the little Honda for a Honda CD 175 twin. I did ask my Dad if I could get a 650 Triumph and he insisted that I build up to that, I think I would have killed myself if I bought that bike immediately then I got my car licence at 17 years old, I remember the test was in February UK winter time, Friday the 13<sup>th</sup> and there was deep snow and managed to keep the Ford Escort I was driving straight when doing the emergency stop in very slippery conditions.*

*I got my first car when I was 18 years old, it was a 1962 Ford Anglia 105 Estate which we did not get here in Australia. Later cars included, Anglia sedan, Renault, Singer Gazelle, Vauxhall Viva Wagon, Rover 2000TC, Hillman Hunter and a Marina with an MGB motor in it. One of my favorite cars was a Hillman Imp, we tuned it up a bit.*

At 18 I traded up to a Honda CB 450 the first large Japanese bike. I used to like doing a few visits to the race track on this and a lot of touring and have memories of riding around London at night, all the lights reflecting on the Thames and riding past all the famous landmarks, it was less congested in the 1970's. In the early 70's I bought a BSA Rocket 3, this was a 750 three



cylinder and a very quick bike at that time, a lot of fun but a lots of maintenance.



I also got interested in vintage motorcycles buying a 1924 Royal Enfield Thousand V twin with many parts missing which had to be made. I eventually got it running then



swapped it for a new Laverda Alpino 500 twin which I shipped out to Australia, a beautiful bike with great handling and performance and of course went for our deposit on our first home.

I had served an apprenticeship as a compositor typesetter in the printing trade, this involved a lot of skills. I attended art college and was indentured to a printing company. At 21 after finishing my apprenticeship I became a designer with a very large printing company in Nottingham UK and worked on some big accounts, including Ford car brochures. After a few years I decided to get my public service vehicle licence and got experience as a coach driver. I learnt on a full crash gearbox, double declutching etc. I got to travel some great places in the UK such as stately homes and castles and got to drive some very nice coaches.

I travelled in between this to Spain then did a trip to Morocco in a beat up Ford Transit with several other people, of course quite an exciting trip breaking down in the desert etc. I then took several months travelling around the USA and Canada on Greyhound buses. Walking down the Grand Canyon and sleeping at the bottom in the open air was highly memorable.

I decided to get a job on an ocean liner, the P&O Oriana which was the third biggest liner at that time, I worked as the ship's printer, interesting lifestyle and travelled around the world including going through the Panama Canal.

My first view of Australia was Sydney Harbour as we docked near the Opera House. I returned to the UK and did not enjoy the winters so decided to migrate to Australia and planned a long trip of several months through South East Asia. I travelled on local buses and met some great people, it wasn't as touristy in that time. One major highlight was standing on the crater of Mount Bromo in Java as the Volcano erupted, what was I thinking.

I arrived in Melbourne in 1980. I rented a flat in St Kilda and bought a Holden Kingswood HQ.

I really enjoyed working as a graphic artist. Eventually replaced the good old Kingswood with a VW beetle super bug, actually did a custom paint job on it. After four years living here I met June, we then travelled to England for several months, my family had moved to mid Wales.

June bought the Holden Torana brand new in 1978. It was optioned up by the dealer to SL specifications. It was used for holidays interstate and commuting to work etc. We updated to more modern vehicles, about 7 other cars, but we kept the Torana. We moved house several times. Our first house together was in Greensborough then to Langwarrin and then down sized to Rosebud currently. When our Son was born in 1989 he came home from hospital in the Torana. I used to do all the maintenance myself and repaired things as needed. It has original paint, interior and engine which was rebuilt in 2014."

After completing his apprenticeship Steve joined the printing company of Thomas Forman & Sons Ltd. who at that time employed 800 people. The company operated between the years 1875 to 1986. Steve worked on client accounts that included Ford, John Player & Sons, Heinz, Campbell Soups and others including many travel brochures and although he was highly skilled Steve now reflects on the lack of financial reward for his level of skill.

Technology was beginning to change the direction of the print and advertising industry and the tourism industry was something that appealed to Steve. With his commercial bus licence Steve took group tours on weekends through the UK while working week days for Thomas & Forman.

Steve's sense of adventure led him to join the P&O cruise ship the SS Oriana as one the ships printers producing daily news bulletins, itinerary time tables, menu's etc. for up to 2000 passengers. The Oriana was 804ft long, 41,915 gross tonnage, twin screw and powered by two Parsons steam turbines



producing 65,000 horsepower. Steve observed many parts of the world including Australia. He remarked when arriving on the SS Oriana in Melbourne something came over him that convinced him that this is where he would like to live.

Later having immigrated to Australia he found work in the advertising industry in South Melbourne. Some years later he met June who was driving her Holden Torana purchased from Campbells Motors in Preston, the sales



receipt is retained in perfect condition and framed behind glass for safe keeping. An interesting twist to the story is when June went to upgrade the Torana for something a little more modern Steve was unhappy with the dealerships trade in price, so Steve paid June the quoted value for the Torana (good call Steve). From that time on June said the Torana became “their” car. Few people can claim ownership of any car after 48 years from new and keep it maintained in pristine condition. The Torana having had an engine freshen up now

includes a modified camshaft and carburettor for improved performance.



Their car won best presented Torana of that marque at an all Holden Day Motor Fest and the attractive trophy marks that occasion. June said their son now has his name on the car!

(comes as no surprise to me). Steve and June have recently become first time Grandparents, a little girl, much to their delight. Thank you for your story Steve, you and June have been on a great journey together.

## Past Events—Cars'n'Coffee—February Meeting



We had a gathering of over 60 members for the presentation of the OBN medallion to none other than Mick Daddo. Yes... we did have to double check to see if he was an OBE or OBN recipient .

This guy is an unbelievable member of our Club, past President 3 year term, long time committee member, always makes himself available for advice and his enthusiasm has helped to influence the way the Club is run. What about his talent as an auctioneer?

It is really amazing how many members comment on the great group of people we have in our Club. Many of us are members of multiple car clubs but it is SPC & HCC that come up trumps as their favourite .

We had Mike Hurd present the OBN medallion as they have been mates for over 65 years and Mike gave a great account of their friendship over that period. Thanks Mike for a job very well done. So congrats to Mick on his 90th birthday.



Past Event - Redhill Show Saturday 8<sup>th</sup> March





## Past Event - Tyabb Air Show Sunday 9<sup>th</sup> March

Well, we know how warm the Labour Day weekend was, but that didn't stop a good number of our club members attending the Tyabb Air Show on Sunday the 10th of March.

Roger Howes kindly opened his property as the meeting point for the cars attending, and as requested we moved off at 7.30am to travel to Tyabb with all our vehicles entering in a line astern to be parked together on a concrete taxi way.

As always the show was spectacular, starting off with an aerial stunt display and a 25lb cannon discharge. From that point on the flying and aircraft demonstration kept the onlookers gazing skyward (sometimes into the hot sun) to witness several aircraft of various makes, styles and ages go through their paces. The hot afternoon saw the crowd slowly disperse, but all agreed it was a great show after a 4-year break, let's hope we don't have to wait as long for the next event at Tyabb.

Brian Evans



## Past Event - Show and Shine Tuesday March 25<sup>th</sup>

Victoria was experiencing extreme weather conditions with warnings of fire and flooding in various areas. However, despite the weather, the committee continued to plan for the leading annual event. As the days progressed, we kept a close eye on the temperature, hoping for good weather for the occasion. Fortunately, the weather changed slightly, and the display took place in more bearable heat. As in previous years, some members arrived ahead of the designated time, which caused a problem for the club and its insurance with the council. That aside, when the cars began to arrive, they did so in droves. The helpers were kept busy, and the cooks soon organised the food for the barbeque. Many visitors were wandering through the area, admiring and asking questions of the owners or anyone nearby. The interest this year seemed greater than in previous displays. It didn't take long before tables, chairs, and picnic baskets appeared, and members and friends settled in for the afternoon. A nice breeze brushed through, which tamed the heat from earlier in the day. The aroma caught the attention, and when the call went out, in no time, the lineup for the BBQ dinner snaked its way along a well-worn track. The cooks were kept busy as they served sausages, chicken sticks, bacon and onions. This display was so popular that the last to leave remained until after 7.30 pm. It is a successful day that will be challenging to improve on for next year. As in previous years, there were prizes.

They are listed below:

Yvonne Watkins won the raffle.

1880-1930 Veteran/vintage won by David Mason – Model A Ford

1931-1962 Early Classic won by Peter and Romy Geermans – Jaguar E-Type

1963-1994 Late Classic won by Rod Grant - 1966 Mustang FB

1995-ON Modern Classic won by David Doubtfire – Jaguar XK8

People's Choice Award won by Rod Grant





## Past Event - Peninsula Tour February 29th

The air was warm, and the high clouds meant the weather was perfect for a drive with the top down on sports cars. The club members had two meeting points: Bunnings in Mornington and Moats Corner. Finally, about twenty cars arrived at Moats Corner, and many socialised before the journey. John Becker, the convenor, handed out a run sheet for the day, and even though it would have been easy to follow the car ahead, we decided to follow the instructions, which were clear and easy to follow. The peninsula areas of Red Hill, Merricks, and Balnarring have always been favourites, and the winding roads are enjoyable. Bill Vaughan led the long line of cars, with many passing drivers indicating their approval. A thrilling part of the journey was the dip on Baldrys Road. The hill before it had a beaten-up sign with a warning, but it was still fun, provided the car didn't hit the base at speed. The clouds lifted, and sections brought a beautiful stream of dappled light across the road, escaping the rigours of the tall trees. It was magical and peaceful. Driving classic cars in the Red Hill area, which offers magnificent views of the vineyards, restaurants, and rural homes, is always pleasant. A Koala sign made us aware that they were in the area. We drove on familiar roads such as White Hill Road, Main Creek Road, and Purves Road. We then turned into Shands Road, following on to Shoreham Road, Red Hill Road, and Bittern Dromana Road towards Hastings. It was then a short drive to our lunch venue in Balnarring. The club cars were parked close together at the Heritage Hotel, which was an impressive sight. The group mingled outside before ordering their lunches. Tables were set aside for the club members in a lower area, offering plenty of room. The weather had greatly improved, and everyone appreciated being in an open part of the grounds. Although the venue was referred to as a hotel, there was no senior menu, so the meals were larger than usual. Several were huge. To the fun of many, hardy members ordered ice creams, Sticky Date Pudding, and smaller tubs of strawberry ice cream. We waited, and the large ice creams were shared and consumed. As expected, the lateness of the day made us aware it was time to depart.

Thank you to John Becker, the club's social convenor, for organising such an unforgettable adventure. His colleague, Bill Vaughan, added his advice to help make it a remarkable day on the roads to Balnarring Heritage Hotel. The event was a blast, providing a fantastic experience for all the attendees. We are grateful for all the hard work and dedication that went into making this day possible.

Words Anne Kruger





## The Chevrolet Story.

## Bill Glover & Mick Daddo



Louis Chevrolet was born in Switzerland and at the age of 21 went to live in France, where he worked as a bicycle mechanic. He moved to Canada and finally New York where he became well known as an innovative mechanic and highly successful racing driver.

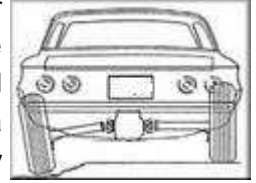
William Durant head of the newly formed General Motors offered him a position in his Buick Racing team. In 1911 he joined Durant in the new Company with Durant as General Manager with a group of wealthy investors including his brother Arthur. They built 3000 cars in their first year with General Motors, but a dispute with the somewhat tricky Durant, caused Chevrolet to sell out rather cheaply to Durant. Chevrolet later died in a racing accident and died a relatively a poor man. Obviously, Durant was not a sentimental man because he continued to name his cars Chevrolet. The Company continued to grow, somewhat assisted by two world wars.



Following WW2 Chevrolet was relaunched under the General Motors banner in 1946. The car was in fact the 1941 model with minor changes. They sold very strongly and new models followed still using the straight six low stressed engine. During the fifties Chevrolet was a very popular car and continued to sell well with many cars coming to Australia. It is interesting to note that in 1957 Ford sold 1,522,498 cars and Chevrolet sold 1,038,000 cars. Cheap fuel enabled the car manufacturers the liberty to continue with big heavy vehicles.

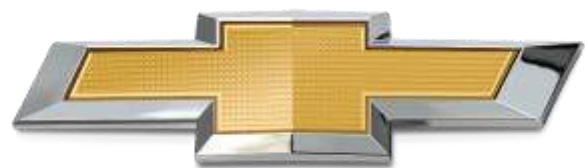
It all went pear shape when in the early 60s, in response to the influx of compact European and Japanese cars

flooding the USA, General Motors countered this threat to their dominance by producing the Corvair which was a very different car, using a rear engine, which to the US public eye was almost too dramatic to accept. It was a really a good car but a series of road crashes, which were initially blamed on the Corvair rear suspension and its rear engine but later proved incorrect, caused sales to fall. Ralph Nader wrote a best seller called "Unsafe at any speed", and this tipped the balance. The public had lost faith. Despite the problems about making the company profitable, Chevrolet continued to be a top seller because in 1975 they were still selling 707,000 cars a year, but this became the start of a decline in the whole US motor industry, until the company failed to meet its growing debt and went into administration owing 100 billion.



Restructure followed and the Company continued to produce some very good cars like the Impala, to compete with the Ford Mustang, and some top selling light trucks which still continue to sell well. Following the restructure, General Motors opened plants in other countries and overseas car companies opened plants in America, especially Toyota, who opened a number plants in USA in the eighties and changed America's view of cars, introducing the smaller compact cars that Australians adopted with the first Holden in the late 1940s and the Ford Falcon in the early 50s. The American motoring scene is quite different when compared with earlier "size matters" years.

The big question hanging over all American car companies, where the population appears to be still wedded to the big gasoline motor, is whether they are capable of endorsing the change to electric vehicles that at first glance seems inevitable or will they find another answer! Louis Chevrolet BG-MD



***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 or ring a Committee member if you know someone in need of help. Such kindness would be much appreciated.***

**Rye 2024 Classic**

**Show Cars & Bikes**

PROUDLY SPONSORED BY

**PENINSULA**  
DEALER GROUP



**LIVE MUSIC!**

**EASTER SATURDAY 30<sup>th</sup> MARCH**

RJ ROWLEY RESERVE, MELBOURNE ROAD, RYE  
GATES OPEN 11AM  
TICKETS \$5 AT GATE

TICKETS FOR EXHIBITORS AVAILABLE AT [WWW.RYEFOOTBALLCLUB.COM.AU](http://WWW.RYEFOOTBALLCLUB.COM.AU)  
ENQUIRES - IAN BAKER - M: 0414 855 016

The Vintage Motorcycle Club of Victoria Inc.  
Reg. No. A8090345  
[www.vmcv.com.au](http://www.vmcv.com.au) [info@vmcc.com.au](mailto:info@vmcc.com.au)

**PRESENT SCORESBY 2024**



Victoria's 24<sup>th</sup> Annual Motorcycle Only Swap Meet.  
Veteran, Vintage, Classic & Modern Parts & Machines!  
**Sunday 7<sup>th</sup> April 2024**  
At The National Steam Centre,  
1200 Ferntree Gully Rd. Scoresby (Melways 7209, just off the Eastlink)

<b>NEW</b> Display your Classic, Vintage or Veteran Motorcycle (for vehicles over 25 years old. Pedestrian entry costs still apply)	Motorcycle and Car parking available Food and drinks on site Booking not required No Bric-a-brac, No dogs No on-site camping	Swap site \$20 Entry 6am General Public Entry \$30 per person Gates open 7am-12pm
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Further enquiries – Brian Tyler 0411 556 755, Peter Gowse 0488 112 425  
Jerr Fintlay 0418 326 420, Urdiay Wheeler 0477 057 732,  
Alan Scoble 0418 376 099.

**47<sup>th</sup> HISTORIC WINTON**  
**25<sup>th</sup> and 26<sup>th</sup> May 2024**



[www.historicwinton.org](http://www.historicwinton.org)  
Winton Motor Raceway, Benalla, Victoria




**DARREN McGRATH**  
*Proprietor (and a good bloke!)*  
**Factory 2/5 Newington Ave**  
**ROSEBUD**  
**PH: 03 5981 2299**

**MUFFLER AND EXHAUST SYSTEMS**  
**TOWBARS AND SHOCKERS**

**FOR SALE**

Owner's Manual  
For 1956 Morris Minor 1000.  
Good condition  
Price negotiable  
John Dyson 0433 355 526.

## 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

### 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

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

### JUNE

R BARTON	N BEWSELL	P CHAPMAN
B CROCKER	J ELLIS-JONES	M GALLICHIO
G GRIERSON	D KISBY	J KLEIN
B LESLIE	J MASON	D MASON
R NEWMAN	B NIBLOCK	I PYE
C SCHWERKOLT	J SMITH	L STAMPTON

**NOTE: If sending renewal notices by mail**

**please send them direct to David Doubtfire.**

**Contact him for the address: Ph 0409 603 749**



*for a full range of auto paints  
and finishes, sanding, polishing  
and spray painting equipment*

*10% discount on presentation of this advert.*

### NEW ADDRESS

**2/16 Autumn Crt, Hastings, 3915**

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



## BUY, SWAP OR SELL

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

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

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

### FOR SALE

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

2 x 1927 Oakland Tourer under restoration. Much spent.

Eng No's: RL94303 and RL15524

All owned for more than 35+ years

All this including a spare gear box and engine, Buy the lot for \$25,000



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

Club permit No: 04898H      \$20,000

**Contact Greg Hocking: 0407 033 303 or Cindy 0426 914 232**

*(now the mobile number is correct!)*



### 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.

New shockers and petrol tank. RWC supplied

Price ~~\$27,500~~ Reduced to \$22,500 for a quick sale

Michael Lehey      Ph: 0437 536 036

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.

**FOR SALE**

**1929 Chevrolet Sedan 6 Cylinder  
Series AC International  
Reg No 23-333 Engine Number R1284418  
Current owner for 47 years  
Original Owners certificate and History  
Some spares available.       \$30,000  
Gordon Castle Ph 0421 355 317**



**FOR SALE**



**1932 Chevrolet Roadster  
Series BA Confederate  
1936 Engine No MR6412058  
Current owner for 43 years  
Some spares included.       \$42,000  
Gordon Castle Ph 0421 355 317**

**FOR SALE**

**1988 Citroen 2CV Dolly.  
60,800 miles SPC&HCC permit, RHD, new starter  
motor, clutch, ignition, GPS speedo.  
A head turner everywhere! \$25,000.  
Phone 0457 648 305 Len Stampton.**



### FOR SALE

2000 JAGUAR S TYPE  
V6 SE FI sedan 5 SP Auto 2967CC  
243980 kms Runs well.  
Registered to July 1KW 2ER  
RWC will be supplied.  
Reluctant sale for health reasons.  
Price \$6,000  
Contact Derek & Chris Lowden  
Ph: 0407 301 7455



### FOR SALE

My car is in very original condition and I am the second owner of 44 years. Mechanically well maintained  
A unique opportunity to continue the ownership of my very precious 1949 1½ L Riley



I have owned this car with full history since new, for the past 44 years. This car is well known to Riley Club members on the Mornington Peninsula and has low mileage.

Mechanically very good. The original roof is starting to wear along with the duco. Interior is in good original condition.

Located near Shoreham

Full registration with original number plates. OB-999  
It must go to a "good home" Price negotiable  
If you are interested, please contact Pam Ford 0408 050 617



### FOR SALE

3-car garage in Tootgarook  
It has space, power and skylights and is surrounded by cottage gardens.  
Included is an immaculate classic 3BR limestone cottage with long verandahs and big windows.  
Please ring me and I'll email my 1-page property description.  
Warwick Spinaze Ph 0407 016 719



Our agent is Barry Plant – Thomas SOLUNTO 0401 872 780

**STOP.....AND GO, TO**



**ABS MORNINGTON**

53 Tyabb Road, Mornington, Vic 3931

Phone: (03) 59736855 Fax: (03) 59736344

Email: [mornington@absauto.com.au](mailto:mornington@absauto.com.au)

OR check the ABS website: [www.absauto.com.au](http://www.absauto.com.au)

(Club members, 10% discount on presentation of this advertisement)

See Darron Hodgson and staff for all your auto service needs, from what makes it go .... to what makes it STOP

They'll even give you a 12 month or 20,000 km guarantee on parts and labour

Call and talk to Darron:

Not just brakes!



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



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**Battery World Mornington**

1/43 Mornington Tyabb Rd, Mornington

[www.batteryworld.com.au](http://www.batteryworld.com.au) 03 5925 6130

Ts & Cs: Free Standard Delivery on orders over \$50 (3-7 business day Metro/ 10-15 business days Regional) OR \$10 Same Day Delivery (Orders placed before 1:00pm) (Available on items that are in stock and not available for 'Low Stock' or 'Special Order' products. See full disclosure on website.



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