

The CRANKHANDLE

MAY 2019

Newsletter of the Southern Peninsula Classic and Historic Car Club Inc. A00011676Y

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The Crankhandle is sponsored by the Bendigo Bank

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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.



Brian and his beloved Wolseley 6/90

What's inside

Page 3-4 Presidential Jottings
Page 4 letter, Editorial
Page 5-6 Caught in the Headlights
Page 6 Past event– Great Macedon tour
Page 7 Vale Alan Turner
Page 8 Past event– Chief's Son Distillery

Page 9 Past event– Flinders Village Cafe
Page 9 Coming events
Page 10-11 Collecting association badges
Page 12 Meeting Minutes
Page 13 A quick look at Studebaker & CPS
Page 14 Buy, Swap or Sell
Page 16 Clarkson Quotes

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The deadline for articles and advertisements in the next edition of The Crankhandle is 15th of the Month. Items received after then may be held over till the next edition.

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CLUB MEETINGS

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

From Oct 1st 2016 the joining fee is \$35. The Membership fee is \$55 pa or \$40 pa with an email only magazine

COMMITTEE OFFICERS

President:

Geoff Bartlett 0419 547 823

Vice President:

Brian Evans 0409 639 118

Secretary:

Brian Niblock 0476 264 726

Treasurer:

Paul Lucas 0420 927 073

Membership Officer:

Anne Kruger 0417 830 755

Club Permit Officer:

David Doubtfire 0409 603 749

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John Becker 0411 202 911

Safety Check Officer:

Liam Fenney 5986 5454

Club Photographer

Anne Kruger 0417 830 755

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Rob Lloyd 0407 833 878

AOMC Representative:

Ray Beagley 0414 598 614

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Allan Tyler 0409406690

Christine Tyler 0424096393

Web Master:

David Doubtfire 0409 603 749

OTHER MEMBERS

Julie Jones 0418 144 554

Colin Jordan 0417 527 812

Warwick Spinaze 0407 016 719

LIFE MEMBERS

Geoff Anderson

Ray Beagley

Greg Cripps

Ray Gardini

Tony Howard

Noel Meates

Lawrie Turner**

Don Robinson

John Watson

Max Caddy

Bill Glover

Charlie Cassar

Steve Lloyd **

Eric Evans **

Peter Bradbury **

**** Deceased**

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

PRESIDENTIAL JOTTINGS



"The Golden Oldies Tour"

My Grandson, Zac, and I set off on Saturday afternoon, 30th March, in the Paige, with the view of being at the Federation Picnic, Wunghnu, for lunch on the 31st, the starting point for this year's tour. Also from our club were Tony and Shirley Howard in the A Model Ford woody wagon, Noel, Rob and Sue Meates and Chris Dickin in the Studebaker 8, David and Bev Mason in their A Model Ford Tourer, with camper trailer in tow, and Greg and Jennifer Cripps, who set off in the Graham Paige, but had to put it, via a tilt tray, back in the garage, grabbing the trusty Rover 3 litre saloon in lieu. The Graham Paige did not seriously haemorrhage though, and Greg should be able to tweak seals in the oil filter and have her purring for another 30 years or so.

This was the seventh running of the Golden Oldies, which have been organised by John and Margaret Davis, members of the Vintage Drivers club for a longer time than me I think, who now live at Kyneton. I believe Kevin Holloway, an active figure in the Federation, has had considerable input over the years, and Anne Davis, John and Margaret's daughter was "Johnny everywhere" this year, with help from Glenda, a lady who I think should have been in an Oldsmobile, but travelled with Anne for the tour days. Anne has committed to running the next one in 2021, and lots of help was offered by participants in this year's run.

The Goulburn Valley Vintage Tractor and Farm Machinery Club have run an annual day at Wunghnu for some 30 years, and it is a treat for tragics like me who love old machines. I guess the Federation recognised the significance of this event, and decided to hold the picnic there too. https://beechwortholdcranksclub.com/?page_id=323The link here shows an incredible feature, a working, mammoth, Crossley 6 cylinder diesel engine with Perspex covers over the crankcase and rocker covers so you can see all of the bits in action. If you can't get this going entering the website into the browser, send me an e-mail and I will send you back the link. If you Google "crossley engine at Wunghnu" I am sure you will get hits. The tractor pull at the event was hugely entertaining, and could easily be a stand-alone event. I would thoroughly recommend that our club make this event a destination, and part, perhaps, of a tour of several days duration, next year perhaps. Our feathers [signs] and a group of our cars would enhance the show.

The tour included stays at Shepparton, 2 nights at Beechworth, 3 nights at Bright and Wangaratta. We saw some incredible collections, magnificent country using roads you would have no other reason to use, and fabulous weather too. If I may indulge my personal delight, Richard and Anne Wilson from Swan Hill were also participants in their Paige 1926 sedan, and we outnumbered the Graham Paige's, 1, [sorry Greg and Jennifer].



I believe that our general meeting on the 2nd, chaired by Brian Evans in my absence, went off well, and I am grateful for Brian stepping in.

The withdrawal symptoms caused by absence from SPC&HCC activities will be greatly relieved on Friday 27th April when we enjoy lunch at The Atrium in Safety Beach. By the time you read this, you may just have time to contact John Becker to be included in our numbers.

Looking forward to catching up with each and every one of you.

Geoff Bartlett.

Thank you— Joyce Turner



THANK YOU to all the members of this amazing car club who visited Lawrie at home and in hospital-phoned or sent cards. Special thanks to those of you who were able to attend Lawrie's Memorial Service with a wonderful display of your cars gleaming in the sun— his car too (thanks Roger). Your support for me was and still is heart warming and very much appreciated.

Joyce Turner.

From the Editor—Allan Tyler (temp)



Hello everyone.

Our editor Keith is on holidays. (how lucky is he!!)

So this edition of "the Crankhandle" is brought to you with a lot of help from the contributors. Both Chris and I are overwhelmed by the friendliness and acceptance of new members in the SPC&HCC. We hope to be able to contribute to make all the events fantastic.

Allan & Christine Tyler.

Help is on the way

If you would like to attend meetings but are uncomfortable about night travel, or perhaps unable to drive on that particular night, please contact one of the committee members.

We will endeavor to have you picked up and returned home.

We are here to help and would like to assist in having you participate in our great club meetings.

——Your committee



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Caught in the Headlights

The Octogenarians

Brian Niblock- A life of service. (and cars)

The Octos travelled down to Safety Beach via the esplanade from Mt Martha in the teeth of a strong nor-westerly change of 20 to 30 knots, on the last Monday morning in March. So what would draw this valiant team of oldies from the comfort of indoors on such an awful morning? The chance to sit down with our esteemed Secretary, Brian Niblock, who joined the committee as our Membership Officer in 2011 before becoming Club Secretary in 2012., the same year as Paul Lucas became Treasurer and like Paul, Brian has equally given the Club outstanding service in his capacity as Secretary so we thought it high time that we brought you a snap shot of the remarkable and diverse life of this humble man who has played such an important part in our club life.

Brian was born and brought up in Toronto Canada, and met wife Lorraine from Glen Iris when she was visiting Canada. They married and set up home in Toronto for 2 years before moving to Australia where he continued working in the same field for another 7 years.

They have four children, two boys and two girls, ranging in age from 41 to 51 living as far away as Germany, Darwin, Brunswick with the youngest daughter Mary living in Mornington plus the much loved 11 grandchildren.

In 1974 Brian followed his calling and attended the United Faculty of Theology for the next five years and become ordained as a Minister of the Uniting Church. They had three children upon entering the College. Brian's first parish was centered at Murrayville, six hours from Melbourne and three hours from Adelaide, serving a large area on the edge of the Big Desert including the towns of Walpeup and Underbool. They served the area and its people for six years before being transferred for the next 5 years to a parish in Bendigo. After five years the next move was to Newborough in the Latrobe Valley for the another seven years and their final move was to Grovedale on the edge of Geelong for their last five years. Brian made mention of the strong support he received from Lorraine who worked as a nurse at various hospitals during his ministry as well as filling the vital role as "the Ministers Wife"

Brian had always had an interest in cars. His first was a 1948 Rover but he always yearned for a Wolseley 6/90 and during his first parish appointment, he was driving through Underbool and there behind the Holden Dealer's back lot was an English looking shape under a tarp. It had been traded in with a burnt valve by the original owner, and engine locked solid after sitting outside for many years. Tyres shot, upholstery turned to cardboard,

paint gone, no headlights, no generator, no carbie, all rubber seals perished and walnut dash rotted, showing 97000 miles on the clock. Brian and Lorraine discussed the possibilities of a purchase, after all they led a very busy life, but a decision was made, he went back and bought it for \$150. It was a Wolseley 6/90 and it needed serious work. Thankfully the desert air had saved the actual body but really severely damaged the interior.

He joined the Wolseley Club and managed to purchase a battered donor car and took it home to Murrayville and started stripping it for parts including a good interior. Helped with advice from a retired mechanic and a Wolseley handbook he set forth, fortunately he already had experience in working on various cars and approached the job with some confidence. The engine went to Mildura where Brian had to convince the engine builder that he could take the bores out from 79mm to 83mm taking it from 2.6 to 2.9 litres. He took the body to Pinaroo just over the SA border to have it painted green. The donor car provided a new dash.

At this stage they were transferred to Bendigo so everything was stacked on a trailer and went with them, leaving behind the stripped out donor car and no doubt many sad parishioners. Work progressed despite their busy lives. Hydraulics were attended to, as was wiring and trim, a new dash and interior. He managed to find all the vital rubber trim and seals from a member of the Wolseley Club. By the time Brian and Lorraine and family made their next move to Gippsland the car was drivable on Club plates.

Work continued on the car, the seats re-upholstered in Traralgon and gearbox reconditioned, then disaster struck. He lost a welsh plug out of the engine block whilst on the freeway and two pistons melted. He reconditioned the head and the car continued to give great service. The car is beautifully fitted out with unique armrests, and its different right hand gear change between drivers' door and trimmed drivers' seat. Whilst in Geelong the car was again repainted.

Whilst in their Geelong home an Age motoring writer wrote a comprehensive article on Brian and the car, a full half page with photos, a tribute to Brian's persistence and skill. The article described that in their home country the sight of an illuminated Wolseley grill badge in your rear vision mirror could cause one to be vigilant in driving as one never knew if it was a police car or not following you.

Brian and Lorraine are now enjoying a well deserved retirement both having served the community for most

of their lives. The Wolseley is a common sight around Safety Beach and Mornington. It is reliable and a comfortable ride and looks as though it still could put in a very fast run if required.

They moved to their current home in 2008 situated in Safety Beach with calming views from their rear terrace

of the Country Club's 14th hole looking across a lagoon filled with water birds - a very pleasant place to finish a very busy and dedicated working life. If he so desired, Brian could easily take an 8 iron shot from his back lawn to the 14h green with the chance of a hole in one!

Past Event—Great Macedon Grand Tour. Saturday April 4th 2019

In total about 100 cars were entered to do the tour, of these 17 were TD2000 Cars and as usual the feature cars were lined up to lead the event from the start at Gisborne. The drive started at Gisborne at 9am on the Saturday and went from Gisborne to Kyneton over Mount Macedon and then the next stage went from Kyneton to Hepburn Springs. The third stage was a drive to - Hanging Rock Winery where we parked for a while and had a pleasant afternoon tea and a short rest. I think we had a total of 10 of our Southern Peninsula club members in attendance at this event, John Becker & Rick Virgoe, Terry & Sue Pemberton who were in TD2000 cars and Anne Kruger and David Kisby were present in David's 1956 Austin Healey, Peter Hibbert & Sandy in their 1965 Mustang and Wally

the Queenscliff ferry, we were held up a couple of times with road works and heavy slow traffic through Geelong. This made us arrive with only a minute or two to spare at the a ferry terminal. Two of our cars just got on as the last cars loaded and I was left to watch the ferry slowly depart. Anyway a great drive in our cars and the club members that attended had a memorable experience.

By: Terry Pemberton



This was my first experience in Car Rally's, and it was an exciting time, full of new sights and experiences as well as meeting a friendly group of folk with similar attachments to motor cars generally, and their own vehicle specially.

I am the 3rd owner of a TD.2000 made in 1991 and numbered 98, and fire-engine red(like 50 per cent of the product) I had previously owned , at the age of 19, a 1953 MG.TD mark

2, my first car and it was sublime to have another one. The current car has covered 30,000 Kilos. , and was ready for a good workout on the Rally. Most noticeable at the stopovers, was the willingness of drivers and navigators to meet and chat with each other: the common interest in the sport providing bonding for our group as we travelled together. The Rally passed through some lovely green forests, as well as some areas in need of some rain. At our numerous stopovers, we were well catered for, with plenty to eat and drink. All in all, it was a terrific and unique experience, and Thanks are due to my driver, John Becker for an exciting, worry-free drive and great company.

Rick Virgoe.



& Brenda Allen in their 1953 Holden 48/215. I always wanted to do this event and now it's off the bucket list, by the time you drive there on the Friday, do the event on the Saturday and do a car show display in the town on Sunday morning and the drive home that afternoon it's pretty full on and tiring. (must be getting old). We had a bit of a laugh when 3 of our TD cars headed of to catch



Vale Alan Turner

IN MEMORY OF ALAN TURNER A WONDERFUL CLUBMAN AND A TRUE GENTLEMAN

How rarely in this present age of turmoil and disruption can we say "Oh he was a true gentleman" but that was certainly the case with Alan.

He will always be remembered by us in the car club for his friendship, his loyalty, his ready smile and sense of humour and being a truly gentle man.

The way he conducted himself: his tall erect carriage: he inspired confidence and loyalty in every one he met. To Alan we were all equal, not a lesser or better person. He lived his life by strong Christian values in the real meaning of the word. We will miss him being with us in

so many ways but we have been blessed to have the Alan and Marie Turner partnership as members of our club over so many years.

When I came back from Queensland in early 2012, I felt like a complete stranger after three years away.

Taking on the role of President at the October AGM that year was a weird and wonderful experience but what saved it for me was the body of dedicated committee people who were there to pick me up whenever I fell and the wonderful people like Alan Turner who simply took me aside after one of our meetings and said "Mick, you are in deep here and it will be a hard until you get to know people. Sing out if you need help."

I never had to "sing out" because Alan was always there beside me at meetings in his quiet way with just the right words of advice. I like to think he wasn't surprised when I asked him to join the committee the following year, but he kept his best poker face and said he was trying to cut down on his many outside commitments and spend more time with Marie and the kids. Naturally, he wanted to talk to Marie about my offer. I always saw Alan and Marie as pretty well joined at the hip so in the end, the three of us reached an agreement that he would join the committee on the understanding it may be for a short time and no executive commitments. She was the wise one! That turned out to be a great deal for the club and me in particular. His steady hand and well thought through advice along with his wry sense of humour was greatly appreciated at our committee meetings. I always felt the world was ok when he was on hand. He could impart a sense of calm and confidence in dealing with any club

matter even when it didn't go his way. We all respected him for that.

I don't think I ever saw Alan at a club event without Marie by his side. What an amazing person she has been throughout his illness and always a wonderful support to him in everything to do with the club. I didn't know them socially outside the club but I can just imagine what a lovely caring couple they must have been to all who knew them and what beautiful warm loving parents and grandparents they have been to their children and grandchildren.

When I last saw Alan in hospital a week before he died, he was a shadow of his former self but he had that air of serenity and wry smile as he lay there in bed with his new white Noosa sports cap firmly planted on his head. At one point, he simply looked across to Marie with clear devotion in his eyes, then turned to me and said the most wonderful thing that had happened for them both was for him to be given the strength to make their planned trip to Noosa for one last family holiday and what a joy it had been for them both to have that memory.

Alan, so much will be said about your rich and rewarding life in the days to come. We have all valued your friendship and we will miss you around the club in so many ways but we will all have our fond memories of you and Marie at our club events in the beautiful award winning, bright yellow convertible, low light Morrie.

Thank you Alan for the memories. You will stay in our hearts.

Mick Daddo



Past Event—Chief's Son Distillery, Somerville — Friday March 15th 2019

For those of you who missed it, the best way to describe it is that it was yummy. Stuart and Naomi kindly gave us a preview of their enterprise which was not quite officially open. Licensing laws strictly limit numbers, and our small group was probably ideal to get Stuart's vocal chords exercised, and we learned heaps about this exacting art, and about its 900 year history.

We got to taste 4 whiskies, and by Stuart's admission 1 was barely ready, and 2 a deal short of the mark for now, but nonetheless my taste buds, for one, were tantalised. We were told that the tasting involved 1 ½ standard drinks, but that was quite lovely.

If we arrange re-visits, don't be surprised if there is a tasting fee, but for this preview we were happy to be guinea pigs to some extent, and the hospitality afforded was exceptional.

Geoff Bartlett.



Past Event—Breakfast at Flinders Village Cafe



It started out as a brisk morning and it was great to see 21 club members out of bed early and enjoying a run in their "Toys"
We had four M G boys turn up together, some even with their hoods down .
The get together went really well, great Brekky, great company , cosy atmosphere and a splendid drive home in brilliant sunshine.

John Becker

COMING EVENTS



MAY

- Sun 5th PETER BRADBURY MYSTERY TOUR
Meet at Bunnings Mornington Car Park for a 9.30 Start
There will be no need for stopping en-route for clues and there
Will be a TRIVIA SESSION at the destination. BBQ available BYO
Everything (INC CHAIRS) Picturesque destination, come along for a
FUN day. MUST REGISTER FOR THIS EVENT CO ORDINATOR JOHN
johnbecker@westnet.com.au 0411 202 911
- Tue 7th General Meeting
- Sun 12th MOTHERS DAY
- Tue 14th Committee Meeting
- Fri 17th Benalla & District Tour (by Austin 7 club)
- Sat 18th/19th HISTORIC WINTON
This is THE Historic meeting of the year. A real historic car display
Non stop action on the track and just so much to see.
- Sat 25th Car Display Repco Hastings Approx 12 cars wanted with a "Sporting Theme" 10 – 2pm
Contact JAMIE MASON 0419 304 877.
WE WOULD APPRECIATE YOUR SUPPORT FOR THIS EVENT AS REPCO HAVE BEEN
VERY GENEROUS SUPPORTERS OF OUR CLUB
- Sun 26th Cavalcade of Transport at the Yarra Glen racecourse
For the National Motoring Heritage Day

JUNE

- Tue 4th General Meeting
- Tue 11th Committee Meeting
- Tue 18th Lunch 12 noon "South Beach Restaurant" 464 The Esplanade Mt Martha
We have very good reports of this Restaurant

We wish all of our members and their families who have not been enjoying the best of health lately, a speedy recovery and return to good health. Members are not named for privacy reasons and also we do not want to cause offence by failing to mention someone by name.

Collecting Car Association Badges.

All of my life I have been a collector, (no, hoarder). Like most youngsters of the 50's, I collected stamps and birds eggs, the latter, which would be frowned upon in this day and age.

Since I bought my 1930 Model A Town Sedan, I was looking for something car related to collect (I had collected vehicle related advertising playing cards since the 1990's). Looking through a local antique center, I noticed a grease gun, similar to one my father had in the tool kit, of the first car he had in the 1950's. A two door Morris Minor, which I might just add, was a company car! The seed was sown, I purchased the grease gun and another collection had begun, (I have about 20 different grease guns now).

When in another antique center some time later, (you may be detecting a pattern here?), I noticed a 'Herald Touring Club Victoria' car badge, which I impulsively bought. Walking through another section of this large center, I saw a car association badge for sale which I bought too. That badge was for the 'Automobile Association South Australia', AASA. The collecting bug had bitten me, yet again!

The two badges were fixed to the front of the model A. They looked great to me, I thought a couple more would look even better! Over the next few years, I acquired a few more badges which were in turn, attached the front of the Model A.

Doctor Google, was where I started my research, and luckily, I found a very good site at my first visit, that was devoted to car badges, which provided a wealth of information.

I am indebted to Peter Cornell for his unselfish gesture of good faith in allowing me the privilege of citing from his web site:- Car badges of Australia. 'A personal collection.'

AASA (Automobile Association of South Australia).

The first car badge issued by the Automobile Club of South Australia, was in 1909. coinciding with a name change to The Automobile Association of South Australia Inc., a new design of car badge was issued in 1911. In 1923 the badge had to be redesigned because of legal difficulties in copyrighting the 1911 badge. Following the granting of Royal Patronage the club changed its name to the Royal Automobile Association of South Australia Inc., and in 1929 issued a completely new style of car badge which was to remain basically unchanged for 30 years. The first issue, measured 94mm diameter and came with a yellow backing plate stapled to the fretted out letters of the badge. Presumably yellow was chosen because it was the colour used by the AA in UK. The backing plates and method of fixing were rather fragile and it is difficult to find a badge from this era with the plate attached and in good condition. i.e. the backing plate was made of a fairly

fragile material and was fixed to the badge with three staples.



My example is stamped R1229, and is circa 1930 – 31.

Herald Touring Club Victoria.

The Herald Touring Club (HTC) was formed in the late 1920's in the Victoria under the auspices of The Herald, Melbourne's leading afternoon news paper. Each Thursday The Herald included a Touring Car Club Page in which information and advice was given on motoring excursions beyond Melbourne. The HTC published many maps and guides for adventurous motorists of the day, culminating in an annual road guide which introduced the concept of strip maps, later copied by the state based automobile clubs. These guides provided "Speedo Maps" to assist motorists journeying around Victoria and interstate to Adelaide and Sydney. The guides were supported by the Victorian government Tourist Bureau and Country Roads Board and were produced by staff experts from The Herald in collaboration with State authorities. The club catered for and encouraged caravanning, with various publications listing caravan parks and tips for caravan owners. Two styles of badge were issued, one triangular in shape depicting a trumpeting herald and later badges depicting the winged head of Mercury. The club is recorded as being in existence until at least 1971, but by then The Herald was waning in significance as an afternoon news paper and



the RACV had assumed the role as the pre-eminent provider of touring information in Victoria.

My example is not enamelled nor has the side fixing holes.

Collecting Car Association Badges.

NRMA (National Roads and Motorists Association).

In 1930 a new style of badge was introduced which was a simple fretted-out chrome plated brass design, cheaper to manufacture than its enamelled predecessors and more affordable in the austere depression era. This design was to continue almost unchanged until 1977. The initial issue of the new design had thick (6-7mm) cast wings of Mercury and were numbered (Type 2). Later badges had the wings reduced in thickness to about 3-4mm (Type 2a).



My example is stamped 31094 and is circa 1930 on wards.

RAC (Royal Auto Club).

In 1950 the RACV ceased issuing the elaborate double sided enamelled badges and introduced the lozenge shape then used by the RAC in the UK. The first badges bore the Kings' crown and were not numbered. A Queens' crown version replaced is in about 1955. Both these types were of two piece construction, with an anodised aluminium backing plate behind a stamped, fretted chrome front. The King or Queens crowns is riveted to the badge for ease of changing when need be. The Queens' crown



version was in turn replaced by a solid metal version in the 1960s and finally a plastic badge was introduced about 1970.

My example is circa 1955, and has a small VIC stamped under the A.

New Zealand Automobile Association

Another badge I have, but, which I can not find any information on, is a New Zealand Automobile Association badge, pictured below.

I can thoroughly recommend to our members that they take the time to have a look at Peters Webb site;

www.carbadge.info to fully appreciate the time and research that has gone into producing a very informative resource for both motoring and

collecting enthusiasts, as well as those who like to reminisce about a time in our past when life was a lot slower and not so hectic.



Terry Opie



Minutes Summary – SPC&HCC – General Meeting – Tuesday 2nd April 2019

Meeting opened at 7.30pm by vice-president Brian Evans. Emergency procedure read out.

Visitors: Lee Stanford, Rosebud, David and Andrew Nash, Crib Point.

New members here for first time- Rod Nash and son. Tonight's Speaker.

Present:

81 as per attendance book.

Apologies:

Geoff Bartlett, Rob Lloyd, Ray Gardini, Greg Cripps, Gary Brasher, Don Monro, Patricia Little, Geoff Anderson, Peter Gregson, Paul Goethel, Tony Howard, Noel Meates.

Minutes of the General Meeting Tuesday Mar 5th, 2019.

As printed in Crankhandle.

No business arising. Moved – Phil McFarlane, Sec. Charlie Cassar. Carried.

Correspondence In/Out since last general meeting.

As detailed by secretary. Moved – John Watson, Sec. Ken Burrows. Carried.

Treasurer's Report

Financial details available to members on request. Report moved-Brian Florrimell, Sec. Barry Osborne. Carried.

Membership Report

240 members.

Past Events

Mar 9th – Red Hill Show – John Marten – Good display – President's award went to a non-member.

Chief's Son Distillery visit March 15th – Interesting visit- not officially open yet – no sales – tasting only.

March 24 – Kalorama Rally – Keith Morrison and John Becker attended.

Aussie Motor Show at Yarra Glen – None from tonight attended.

Coming Events

Thursday – Flinders Café Breakfast.

21 April – Flinders Heritage Day – Enter online.

26 April – Lunch at the Atrium – Country Club Drive, Safety Beach.

28 April – Pakenham Motor Show. Meet 10am at Bunnings in Pakenham.

5 May Mystery Tour – 9.30am start from Bunnings Mornington.

May 17-19 Historic Winton. Free passes will be available again.

21 May – Hardman Engineering – Dingley – Brian Florrimell.

General Business

Barry Osborne spoke about a large 3 wheeled trailer made by Bartletts in 1952.

Barry's Ferguson tractors still for sale.

Frank Little has 1963 Studebaker Lark for sale.

Speaker –Rod Nash brought an informative history of motor racing in Australia up to the present. Thank you Rod.

Door Prize was won by Terry Pemberton.

Meeting closed at 8.42 for supper.

CLUB MERCHANDISE

For Sale to Members—More new lines coming soon

New Vest	\$45.00
New Rugby Top	\$40.00
Replacement Name Tags	\$10.00
Cloth Badges	\$ 3.50
Metal Car Badge	\$30.00
Polo Shirts	\$30.00
Cap	\$15.00

**All these items may be purchased from
Rob Lloyd – Tel.: 0407 833 878**



A quick look at the Studebaker— Bill Glover

The Studebaker has not been given due recognition for its advanced thinking in the automobile industry over the years. They introduced the automatic choke as long ago as 1934 and it worked very well, and in 1936 introduced a semi automatic overdrive, not to forget independent front suspension and in 1938 moved the gearstick to the dashboard... In 1947 they revolutionised the shape of the mass produced automobile with the “coming or going” look. Unfortunately all this was not enough to save an innovative company and they went the same way as other great names like the Packard, Nash and Hudson.



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IMPORTANT NOTICES

CLUB PERMIT SCHEME MANAGEMENT INFO

David Doubtfire is the Club Permit Officer and Brian Evans is deputy officer for emergency only.

DRIVER RESPONSIBILITY

It is the responsibility of the driver of a club red plated vehicle being driven to ensure the vehicle is in a current roadworthy condition.

CLUB PERMIT HOLDER'S RESPONSIBILITY

It is the club permit holder's responsibility to remain a financial member of the club and contact the club permit officer after disposal of a red plate vehicle

CPS REMINDER

The Committee wishes to remind the following members of permits becoming due in the next months:

MAY

G BONNIFACE	M JAGEURS	L STAMPTON
G BOWMAN	R MEATES	B TIDD
G CLIFFORD	B OSBORNE	J VOGT
M GALLICHIO	J PEEL	C WATKINS
T HOWARD	R RICE	J WATSON
R HUDSON	K SAYERS	P WELLWOOD

JUNE

R BARTON	S KNIGHTLEY	C SCHWERKOLT
E BONE	B LESLIE	J SMITH
D BUCHANAN	J MASON	L STAMPTON
B CROCKER	D MASON	D TURNER
M GALLICHIO	E NEILL	P WARREN
J JONES	B NIBLOCK	
C JORDAN	F PYE	

NOTE: Permit Renewal by Mail

If sending renewal notices by mail please send them with a self addressed envelope, **ONLY** to the club mailbox:

**PO BOX 12
DROMANA VIC. 3936**

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.

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Peter Ph. 0419 800 122.

Email - peter_hibbert@bigpond.com



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All at the SPC&HCC wish to thank the Bendigo Bank for their ongoing financial support in the production of The Crankhandle

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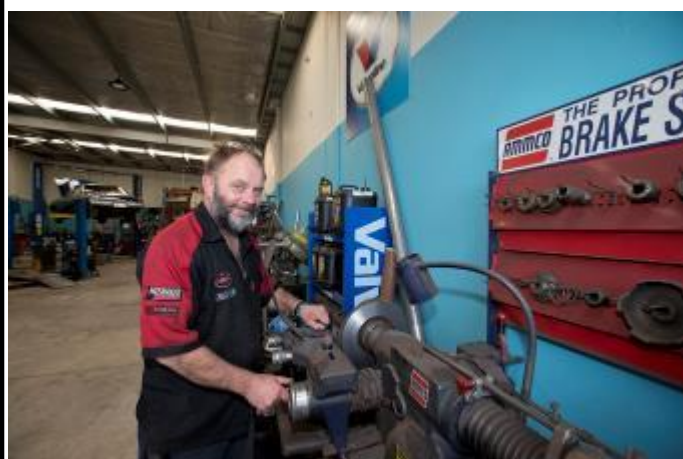
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