

The CRANKHANDLE

March 2020

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

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The Crankhandle is sponsored by the Bendigo Bank

Postal Address: S.P.C. & H.C.C. Inc., P.O. BOX 12, DROMANA, VIC., 3936

Website: www.crankhandle.com.au Email: admin@crankhandle.com.au

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

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



Show and Shine Trophy Winners—Peter, Barry and Charlie

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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.

Please email copy or information to:

crankeyeditor@gmail.com

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liam@hutchinsonautomotive.com.au

CLUB MEETINGS

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

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

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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

Brian Niblock

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



Our Committee has had a challenging time, and that's why we are here I suppose.

A proposal has been considered for our club to go into some form of joint venture with Charlie's Museum at Arthurs Seat, to preserve that entity in the event that Charles Schwerkolt cannot continue to keep going as he would wish, under increasing difficulty with aging, and supporting his wife who is in care.

There was an opportunity for financial reward for the Club in return for voluntary contribution to the running of the museum, in the sense that the café, which has not been operational for some time, might be re-opened, and the finances of that business could be separated completely from those of the museum and memorabilia sales. We were perplexed as to whether we would have any member who could run a food business with the assistance of volunteers, and how the compliance issues would be able to be handled. Candidly, none of the Committee could see themselves as professional caterers.

It was a tantalising situation for our Club to be aligned with such a museum, but we had to decide whether there would be sufficient resources for volunteers in our membership, remembering that weekends and public holidays are most important days for the opening of the facility. Of course, these days are also ones where we would typically be running events, and competing allegiances were not seen as something desirable for the overall good of the Club. Considering this and given that there was no opportunity to hold our meetings there (thus giving the club a "home") it appeared that there was no real tangible benefit to our club.

As a result of deliberations, the Committee will not be bringing a recommendation to the

membership that we should further investigate an alliance.

Whilst this is so, I know that several members have a close friendship with Charles, and he assures me that we are still welcome to visit, and will be very likely to be admitted as Charles' guests, and we may still be able to be of assistance as individuals in some way too.

This is an expression of the Committee's opinions leading to this decision, not necessarily my own opinions. Of course, the Committee work on behalf of the Club, and if there was a ground swell of opinion contrary to what we anticipated, then everything is open to change - at any time, on any issue.

Geoff Bartlett.

Falcon Accessories—An Historic Look

Bill Glover

When the Ford Falcon was first introduced in 1961 the powers that be decided to release a range of new accessories to co-inside with the release of the brand new car.

The idea behind this move was to "glamorize" (their word) this new fairly basic motor car. Looking back 56 years it all seems rather simplistic ; especially when one views what they considered a glamour item, judged by today's standards .For example "push button windscreen washers" sold for 4 pounds 10 shillings or you might like to fit an oil pressure gauge and ammeter designed to match the dash for 7 pounds 10 shillings.

Long range driving lamps helped the new buyer see down the road. all for 2 shillings change out of a 10 pound note. Power brakes would be a very welcome edition for 20 pounds (not fitted) but the offered interior heater was not given a price.

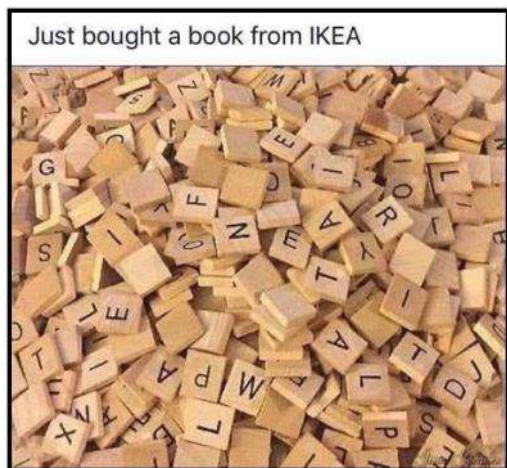
"A very useful" locking petrol cap was 1 pound 15 shillings or if you could not stretch to that you could have a non-locking cap for 19 shillings. The writer liked the "distinctive bonnet ornament symbolising a falcon bird" for 3 pounds. There is a press button AWA radio offered for 43 pounds, an extension speaker would cost the buyer an extra 4 pounds 12 shillings.

These are but few of the offered extras, there are special floor mats, chromed rocker panel mouldings, bumper hydraulic jacks, trouble lights, special luggage racks, and more ... one could have gone completely mad.

Acknowledging the assistance from the January edition of Wheels 1961.

The following is a link to an information video documenting Ford Falcon model XA manufacture. New Zealand.

<https://youtu.be/7VUrNWR7dw>



**NURSE CAME IN AND
SAID DOC, THERE'S A
MAN IN THE WAITING
ROOM WHO THINKS
HE'S INVISIBLE, WHAT
SHOULD I TELL HIM?
THE DOCTOR SAID TELL
HIM I CAN'T SEE HIM
TODAY.**

COMING EVENTS



March 2020

- Tues 3rd General Meeting Guest Speaker Derek Pickard (electric cars)
- Fri 6th-8th Festival of Motor Sport - THE PHILLIP ISLAND CLASSIC
- Sat 7th Red Hill Show 10 to 15 cars required
Co-ordinator John Marten 0468 930 085
- Sat 7th-9th Scoresby Steam Fest 1200 Ferntree Gully Road Scoresby.
- Sun 8th Tyabb Air Show
Convenor - Brian Evans 0409 639 118
- Tues 10th Committee Meeting
- Thur 12th - 15th Australian Formula 1 Grand Prix and Supercars & Historic Cars Demonstration Albert Park
- Tues 17th Cars'n'Coffee, Mornington Golf Club Mornington 9:30 on.
- Sun 22nd Kalorama Rally Vintage Drivers Club
- Thur 26th St. Andrews Beach Brewery - 180 Sandy Road Fingal 3939
Lunch 12 noon. Sensational event last year.
Convenor: John Becker 0411 202 911
- Sat 28th Eddington Sprints Eddington - Bendigo Car Club
- Sat 28th School Holidays 28th March – 13th April incl.

April

- Tues 7th General Meeting
- Fri 10th Easter - Good Friday
- Sun 12th Easter Sunday - Flinders Motoring Heritage – Register on line and refer to Club SPC & HCC.
Then confirm your entry with John Becker. Great attendance last year and club parking confirmed with Organizers.
- Tues 14th Committee Meeting
- Sun 19th Myrniong Sprints - Austin 7 club
- Tues 21st Cars'n'Coffee Mornington Golf Club 9:30 onwards.
- Tues 28th - 30th "Over The Top Tour". This will be a trip supporting bush fire Areas. Bairnsdale, Bruthen, Tambo Crossing, Omeo, Dinner Plain, Bright. Further details will be advised shortly.



Caught in the Headlights

The Octogenarians

Rob Meates ---- A special person



The whole Club grieved with Noel on his loss of youngest son Robert, affectionately known as Rob one of our younger members who has been a Club member for many years. To lose this talented son, the youngest in a very tight knit family was an immense loss to them all especially loving wife Sue. Rob was a dedicated collector in keeping with our Clubs charter, The Octos decided that he should be featured and remembered in this issue of Crankhandle.

Rob, following his grandfather, father and older brother took up baseball and succeeded in reaching the Australian Junior team, touring USA and then most senior level of Australian baseball playing in Japan, Korea and USA, Noel and Nola followed his career in baseball all over Australia.

Being the person he was, Rob had a number of jobs, each time expanding the business which ranged from his first venture of rubbish collection to working for a gold prospecting company which took both Rob and Sue to Perth from where he ranged across Australia taking core samples, much of it in the outback.

At the age of sixteen he purchased a dismantled Honda 50cc postie bike and with father's help rebuilt it to ride around the back yard. His first legal drive was a low light

Morris Minor purchased for \$35 found in a local orchard and rebuilt, again with the help of Noel, including a replacement engine Noel found on the side of a road. A car well known in baseball circles as Club Transport

His next car was a Studebaker Conestoga Wagon 2 door, an unusual model with bucket seats, it had finished its role as Nola and Noel's family car was passed on to Rob. Again, it had been rescued from a backyard and a restoration followed, another father and son rebuild. Rob repainted the grey and pink paintwork into a bright red, it was a very smart outfit.

When he turned 30, much against his Mother's earlier wishes he bought his first real motor bike, a Honda 250cc and this was followed by a Triumph Bonneville, a 46 Matchless 500, a Norton Manx Replica which he built from scratch, a Norton Commodo, a Triumph Triple (won as a door prize at an all British Bikes Rally).. He kept going, always looking, and found a Honda sitting at the back of a garage, it had not run for years, and the owner told him he could have it Yet another restoration project followed. As one of our loved members, Max Caddy, said of father Noel, "Noel does not sell anything, he just buys another car" so it is not hard to see from where Rob received his passion.



Despite buying all these bikes Rob had not neglected cars, he owned two MGB's and a suggestion from Rob that they could go halves with Noel in a TC special using the excuse that there was twice as much money available to spend. Everything Rob did was done with strict attention to detail, imagination and flair and he applied these special talents to his home and surrounds.

Rob and Sue moved from their first home in North Balwyn that they had made substantial changes, including building a second story on to the garage, an office for Sue, a wine cellar, and extended kitchen. They moved to an eight acre property in Wattle Glen which featured a large Italian styled mansion, which received many modifications and included a triple garage all awaiting their joint energy. Rob needed a shed, and the result was a 9 by 12 metre structure using railway sleepers on a brick base to support 9 metre long Oregon trusses saved from a demolition site in Melbourne's industrial area., clad in a steel roof.

The interior of the shed is set out like a museum, including a 1920's Excelsior motor bike hanging from the rafters. His collection of bikes and cars plus are displayed plus a selection of old tools, spanners, and memorabilia. Rob continued to build things, all with the same attention to detail. A swimming pool and pool house were built on a challenging site, all landscaped and a garden shed. Rob retired last year and played regular golf and bowls, he planted a new vegetable garden, and added a six foot fence to keep the kangaroos out

Noel recalls Rob riding and Sue on pillion on their Matchless, with an unsprung rear end taking part in the Bay to Birdswood. It sums up their relationship and on another occasion Rob in the TC with head above the windscreen being battered by wind as semi's roared past. Rob and Sue joined Chris and Noel in the 2019 Golden Oldies very quickly making many friends as the tour progressed.

One Octo can recall having breakfast during an RACV Rally some years back with this happy smiling giant of a man and thinking "why can't everyone be like this" We extend our love to his extended family.

I think Charlie Cassar summed it up when sitting around a campfire in the outback en-route to the Flinders Ranges with Sandra, Nola and Noel listening to Rob speaking about his work as a "Fieldie", taking samples of rock for traces of gold, "A big blond headed boy swapping yarns around a campfire a lovely young man."



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Past Event—Breakfast at Merricks General Store Thursday 16th January

The Club breakfast morning at the Merricks General Wine Store was our opportunity to be free from the maddening crowd in Sorrento. Janet and I with one eye on the weather drove through the picturesque hills and valleys of Red Hill to the Merricks Store.

On arrival at our destination, I was pleasantly surprised to see many of our classic cars parked orderly along the front of the Store. I find it a sight to behold seeing so many different marques of the classic car within this Club, some 30 plus on this day.

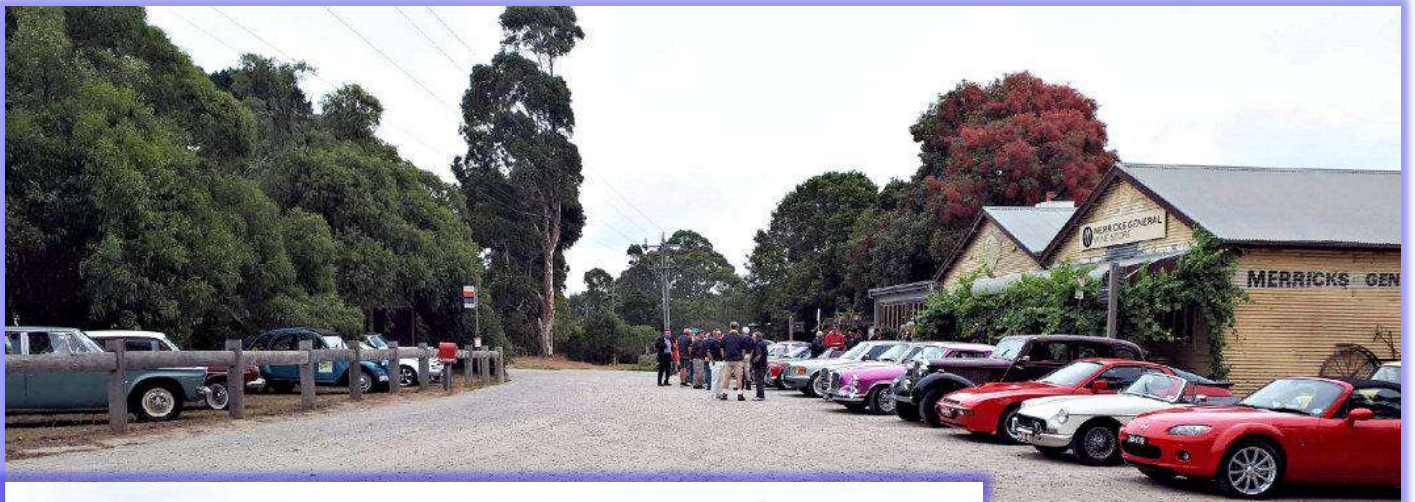
This morning breakfast is very much a social occasion for members and partners. On arrival, the usual greetings and storytelling is part of the ritual and time can slip away. John Becker was keen to usher us to the breakfast room via the front entrance. There, he proudly pointed to the wine barrel with the Coopers Mark, J. Becker. Did John once work as a Cooper or Wine Maker? Sly grog perhaps?

The 58 attendees occupied most of the main dining area with the usual banter and good humour. The staff took orders for coffee and breakfast from a generous menu and delivered a hearty breakfast without delay to all, Merricks Store is the perfect place for such an occasion.

After breakfast, many of the Ladies and Gentlemen strolled next door for some retail therapy at the adjoining gift shop. No one was in a hurry to leave this venue having had the most enjoyable morning, our thanks go to John Becker.

Allan & Janet Lowe.





Past Event—Australia Day Display at Rye—Sunday 26th January

In keeping with this part of Australia, our day at Rye had most of the possible varieties of weather during the four hours that we were there. From a dull cloudy start we progressed to mist, to strong wind, drizzle, humidity, rain, clearing cloud and a pleasant sunny afternoon. There were about 40 cars on display and members set up assorted picnic chairs and tables under the trees on the carpark median.

The trees provided shelter from the wind, rain, and sun and a pleasant atmosphere for members and partners to catching up socialize. Once the weather picked up after lunch time there were many interested onlookers, at one stage it was hard to see a car through the crowd.

Everyone seemed to have a great day and our club put on a terrific display of cars with ages covering about a 70 year time span.





Past Event—Show & Shine BBQ & Car Display Tuesday 4th February

What a fabulous event this year, perfect weather, record number of cars, magnificent food and the best club members ever.

There were 30 early classic cars. We had 30 stickers, the same as last year which was more than enough, but next year will have to be increased, possibly beyond 40 because there might be a case for pushing the cut-off date a year forward. Every year the late classics gain a year, so we probably should move the distinguishing year between the classics forward every second year, which means next year. The late classics, at 35, were probably similar in numbers this year as last, as were the 5 Veteran/Vintage, so we had a total of 70 cars receiving votes.

The winners were: Veteran Vintage Charlie Cassar with his 1919 Buick speedster
 Early Classic, Chris Higgins with his 1938 Alvis Silver Crest
 Late classic Peter Geermans in a 1962 E-type Jaguar

After applying a correcting ratio to the winners of each category, Peter took out the perpetual trophy for the most popular car.

We had a visitor, Barry and Ros Smith in their immaculate 1932 Chev Roadster. It received a huge amount of support from the voters. We would certainly welcome a membership application from Barry.





Cars'n'Coffee and Charlie

A casual drop in monthly event from 9.30am on the 3rd Tuesday of the month at the Mornington Golf Club.

Plenty of parking and a nice atmosphere in the casual area with ample tables and seating and a delightful outlook over the golf course and beyond to the bay. The friendly staff make very good coffee and other refreshments and John Becker usually brings free nibbles.

John was certainly on a winner when he started this in August last year and its popularity is growing. It gives us a chance to talk and mix with members whose company we have always enjoyed and meet and mix with those we don't know well including new members. John sometimes comes up with a garage visit afterwards and if the weather's ok we can bring our fun cars out for an extra day each month, what more could we want.

Last month John found out it was Charlie Cassar's Birthday on that Tuesday so he provided an appropriately embarrassing cup cake with a candle and we all sang Happy Birthday.

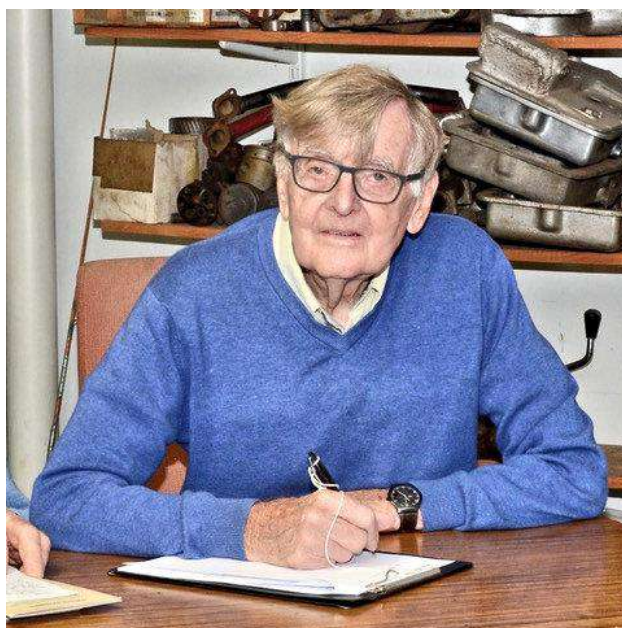
I told Charlie he doesn't look a day over 80.

Look forward to seeing you guys next time.

Rob Lloyd.



AN ODE TO BILL GLOVER—



Our great mate Bill turned ninety in Feb.

How lucky we are that he produces,

His wondrous profiles and stories each month,

On our amazing cars both large and small,

From veterans to classics, we have them all,

Cherished by our enthusiastic members.

So dream away the hours in time reminiscing,

On cars you have owned and let go for a song,

Now held forever in photo and heart,

Penned by our maestro, Bill Glover his name.

His informative articles now stretch to a hundred,

Of anecdotes and stories of each member,

Created over two decades or more.

Long live the king of the written word,

Who loves the club and all therein.

Keep penning your words for us to enjoy.

No time to rest -- - there is work to be done!

Time to get cracking--- the next 'handle is calling.

For our mate Bill--- A Nonagenarian!

Special wishes to you,

From two Octo mates still in their eighties.

Ray and Mick

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.

CLUB MERCHANDISE For Sale

POLO T SHIRT \$30
RUGBY TOP \$40
JACKET (Sleeveless) \$45
CAP \$15
BEANIE \$15
GRILLE BADGE (Metal) \$30
CAR STICKERS \$1-
All these items may be purchased at monthly meetings or ring Rob Lloyd on: 0407 833 878 to Arrange purchase at McCrae



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 RENEWAL REMINDER

MARCH

G BARTLETT	R BRADFORD	M GAGLIARDI
J HARTNETT	G HOCKING	C JORDAN
S KNIGHTLEY	M LARGE	J MARTEN
E MCPHERSON	G MEANEY	M PERRIN
J WATSON		

APRIL

W ALLEN	D DOUBTFIRE	C CASSAR
B CROCKER	G DUNKERLY	P GEERMANS
C HIGGINS	P HILL	B JONES
P NOTT	G OTTAWAY	J KLEIN
A NASH		

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



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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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41-48 machined front brake drums in restored clean & painted condition.

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1 set of RH & LH good used trunk (boot) snail spring type supports.

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1 ditto new screen mesh.

2 sets of 37-38 Ford interior door top garnish mouldings. 1 new, 1 set primed.

Many Ford original camshafts in usable condition.

1940 Ford LHD undamaged engine trays in excellent restored condition.

Many Ford water pumps & kits! 1/2" shaft bushed & 9/16" shaft bearing type.

Numerous cast iron inlet manifolds in good to needing cleaning condition.

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FOR SALE—1963 VW Beetle.



Excellent condition. 2015 totally restored and engine reconditioned. 77,277 miles. Completely reupholstered in similar colour. Repainted inside and out original colour. (pale green)

No rust, Roadworthy certificate, 2018 Club registration, Original plates available.

History. Purchased in 1978 as the 2nd owner. Drove the car daily until 1998 when it was put into storage till 2015.

It was fully restored for the owner, unfortunately he passed away suddenly just as it was completed.

It has rarely been driven since restoration. Original books and paperwork all available. \$19,500

Sue. blair.homestead@icloud.com


FOR SALE—MGTD 1952

Very original MGTD2 complete with chrome wire wheels, new battery and replaced fuel pump. engine has great compression and runs smoothly with no rattles. Interior, soft top and tonneau in excellent condition. Paint is in very good condition and there is no rust or dents. Chrome is also in excellent condition. Always garaged and never driven in the wet. Very original and very nice all round. Currently on red plate and sold unregistered and without a RWC. Contact Phil McFarlane on (03) 59862136
(Photo on back cover. Ed)

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