

The CRANKHANDLE

**JUNE
2021**

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.



GUESS THE MEMBER AND WHAT CAR HAS THIS ENGINE.....See Page 6....

*What's
inside*

Page 3-4	Allan's Soap Box
Page 4-5	Future Events
Page 6-7	Caught in the Headlights
Page 8-11	Past Event - Over The Top Tour
Page 12	Past Event - Big Morning Tea
Page 12	Shannons Report

Page 13	Some Things Amusing
Page 14	The KRIT Car Company
Page 16	Meeting Minutes
Page 17	CPS Reminder
Page 18	Buy, Swap and Sell

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Rye Dromana Rosebud

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:
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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

COMMITTEE OFFICERS

President:

Allan Tyler 0409406690

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Federation Representative:

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Web Master:

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Club Librarian

Roger Howes 0429 142 464

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Christine Tyler 0424 096 393

Geoff Bartlett 0419 547 823

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"
Morningside Gardens, 98 Bungower Rd, Morningside.
2nd Tuesday each month at 1:15pm
Tel 0420 927 073 (Paul Lucas) .

All's Soap box

Hello everyone.

Well after what seems for ever we held our first general meeting last month.

Thanks to Brian and the rest of the committee for conducting the meeting. My apologies for not being able to attend. There were about 50 members present and given the circumstances it was a good attendance.

Thanks to the members there and hope to see everyone at the next meeting on 1st June at the same venue. (Rosebud Memorial Large Hall).

We are continuing to have events and "The over the top tour" was exceptional.

A big thanks to John and Chrissy for a wonderful job organising the tour.

Stuart and Ann West are organising a Hub Rally in Echuca, Monday October 18th to Friday 22nd. Some will bring their caravans, and may go early and/or extend homeward journey.

Keep an eye on this one and advise Stuart or Brian if you are interested in attending.

Roger Howes has the club library well organised. He brought a selection of books to the last meeting which members were able to borrow. Well done Roger. Please talk to Roger if you are looking for technical manuals or just some reading material, we may just have what you need.

I look forward to seeing you at the next outing be that at our next meeting or the next outing.

Allan Tyler

More trivia.



The Studebaker Brothers commenced business in a small shop for shoeing horses and doing repair work in South Bend, in February, 1852. A few tools and cash to

the amount of sixty-eight dollars constituted the outlay of capital. The father of the Studebaker brothers, at the first Studebaker wagon shop in Ashland, Ohio, had taught them his trade. During the first year of their business in South Bend, two wagons were made. The growth of the business was naturally at first slow. Twelve years found them making a few wagons, but struggling hard for recognition away from home. In 1857 a contract for wagons for the use of the United States troops in Utah gave them their first substantial upward impetus. They had gained recognition abroad! They were quick to make the most of every advantage, and ground once gained was never afterwards lost. They were chartered as a stock company in 1868, and the force of workmen increased year by year. While the construction of vehicles by the Studebakers was at first confined to wagons, they very early in the history of the company engaged also in carriage making, especially of the medium and high grades of this work. The rest is history.

It's hard to imagine a company as large as Studebaker became to have such humble beginnings.

To eventually close business in the 1960's after 100 years of manufacturing some of the world's most successful cars is truly significant.

FUTURE EVENTS



SUBJECT TO VICTORIAN COVID RESTRICTIONS

JUNE

- Tues 1st **Monthly General Meeting** - Temporary new location Rosebud Memorial Hall 994 Point Nepean Road Rosebud, beachside of the road opposite 6th Avenue.
From 7:30pm for an 8pm start.
- Tues 8th **Committee meeting**
- Tues 15th **Cars'n'Coffee** Mornington Golf Club.
- Thur 17th **Visit to Jo Caleja's car collection** (Apex Steel) Magnificent collection of Cars and Bikes. 4 Cojo Place Dandenong South. Meet at Bunnings Mornington 9:15am for 10am at Dandenong South. Car pooling as there is limited parking available on site.

JULY

- Tues 6th **Monthly General Meeting** - Temporary new location Rosebud Memorial Hall 994 Point Nepean Road Rosebud, beachside of the road opposite 6th Avenue.
From 7:30pm for an 8pm start.
- Tues 13th **Committee meeting**
- Tues 20th **Cars'n'Coffee** Mornington Golf Club
- Fri 30th **Christmas in July.** Lunch at Kirks Hotel Esplanade Mornington.
We will have a separate room for this function. This will be a special day as Kirks do it so well. Early booking is essential as we may have to put a limit on numbers.
- Convenors:** Allan and Janet Lowe awlowe1@bigpond.com 0468 411 083

Future Event - Hub Run at Echuca Monday 18th to Friday 22nd October 2021.



We are currently asking for **expressions of interest** for a club Hub run to Echuca from Monday 18th to Friday 22nd October 2021.

On the banks of the Murray River and only two and a half hours from Melbourne Echuca and the surrounding area has beautiful weather at this time of the year and offers plenty of activities both day and night.

Some of the activities we are hoping to organize are the Great Aussie Beer Shed, Lockington and District Living Heritage Museum, a Wharf Heritage Walk, an ecological boat trip of the Murray River, the Holden museum and the Billabong Ranch live show. Of course no trip to Echuca would be complete without some sort of wine tasting. For those wishing to stay longer other activities include paddle steamer rides, fishing and golf. There is some beautiful silo art in the area.

Some of us have decided we will be towing our caravans and staying in the NRMA Holiday Park (1800555640) @\$45 a night per site. 7 nights for \$270. There are also self-contained cabins available (some sleeping 4 people). Each price is different for the cabins and they are filling up fast so get in quick if you choose to go this way.

For those driving either a classic or their registered cars and wishing to stay at a motel, The Nirebo Motel (03 5482033) is from \$110 a night for a double, \$130 for queen and \$155 for a Queen and single room. Breakfast is not available.

Both the caravan park and the hotel are within walking distance of town and only a 15 minute walk over the bridge from town to the Moama Bowling Club.

Please contact Stuart West on 0409700904 or Ann West 0428882540 for further information or to put your name on the list.

SUGGEST A CAPTION COMPETITION

You will surely have seen this photo on page 7 of the May edition as well. It shows the inside under view of the front wheel of some modern FWD car.

In the middle of the photo was a ratchet spanner left over from what I thought was a brake-bleeding job. It wasn't says Charlie, my apprentice grandson.

Anyway... by its rusty look, it had been stuck there for months.

One caption received was – “It's bleedin' obvious – there's a spanner in the works!”

One reader thought the photo showed intestines (?) so “The guts of the matter” was her phoned entry.

But the winner of a French bottle of wine is..... postponed till next edition. By then, there'll be MANY more entries. Send 'em to petandwozspin@bigpond before 14th June.





Caught in the Headlights

The Octogenarians

David Doubtfire ... He has been at it again!

The Octos always enjoy their visit to member David Doubtfire's Mornington home, it's not only the coffee made with a historic Italian machine he rebuilt and the very tasty fruit cake but he does tend to change his machinery... often!, and in this case we had a completely new lineup no more beautiful restored fully equipped Rally Mini or a great Austin Healy nor a very nice Porsche Boxer all gone.



Star of the show is a Triumph GT6, showing its stylish bodywork in very good order only having 70000 on the clock and with bonnet raised showing a 1998cc straight 6 engine with 3 rather large Webers providing the grunt... it's a sight to remember., The whole car only weighs 863 kgs. The view from the driver's seat is frightening low but its styling stands alone and the quality maroon paintwork sets it off

In the mid-sixties the heads of Standard Triumph decided to send one of their Triumph Spitfires with its 4-cylinder engine to the great Italian design studio of Pininfarina and they worked their magic by redesigning the car and fitting it with the six-cylinder engine from a Triumph sedan. They produced a very elegant car, selling 889 cars putting out 95 HP in standard trim over the period from 1968 to 1973. Most went to the USA and it is estimated there are 120 cars remaining in various states of roadworthiness and as one would expect, most remain in USA.

With bonnet raised on David's car, hinged from the front, a Spitfire hangover, the first thing that strikes you is the three big webers (*see front cover..ed*) and when fired up the sound is glorious, and it exposes a normal coil spring suspension and shows a disc brake set up. Rear suspension features an independent rear end. An Alum. radiator sits in

front. The car has a five speed box and in standard form is a 200 km/h car, not for one moment does the writer think the car will remain in standard form..... A really lovely car.

Sitting in front of the GT6 is an MGC, currently being rebuilt, the result of, one could call it a weak moment. But it is looking the goods. Nice 15inch wheels came with the car, and big tyres, 195 x 55. It was driven down to David's place (David found the seats not bolted down) by the previous owner who kept it in a garage in NSW for 10 years on his farming property only taking it for the occasional drive down to the front gate. There is much to be done but almost no rust but it's a model that David knows well having raced one for many years. He is taking the engine out, and he has a set of three webers waiting to be installed. It comes with overdrive, He will also fit new exhaust system, paint work looks very recent and needs no attention. It has a large electric fuel pump in the boot and David has already removed poor quality speakers from the doors. Two large stainless steel exhaust pipes poking out the back are a feature of both cars.

Moving up the drive is a newly acquired MR2 from Brian Florrimell, showing no sign of 30 years existence, originally from NSW the car had belonged to one family and has a mere 77000 kms on the clock. David has only replaced rear shockers and the gaiters, it's a very original car.

One cannot go past a 2010 low mileage 4.2 Jaguar sitting at the top of the drive, it comes with a seven-speed

gearbox and features a switch which amends the change speed in the gearbox and softens the suspension, ... all to make it easier to handle in icy conditions. David says it's a pleasure to drive and sounds nice at any speed.

David knows his cars and is always willing to assist with problems and if our esteemed Editor does not get this edition out quickly we just might have to go back to David's before the week is out he just cannot be trusted with a computer and that car site. *(he may buy another one! ed).*

Ray Beagley... Life member and good bloke.

The Octos drove south to yet again interview Ray Beagley, it gives the impression that we have a collective thing about him (all 3 of us) but it's just that he keeps on buying cars. cars. The latest acquisition is a 1971 Rolls Royce that belonged to the late much loved member David Buchanan. Anne sought advice from Ray regarding the car and he ended up buying it Ray had worked for a short period as a young man in the service department of Kellow Fawcner, the famous Rolls Royce dealers and Ray has an excellent memory.

We admired the big white car with its 6.7 litre wet sleeve V8 engine and Ray pointed out a few paint blemishes that he is fixing and the interior is in good condition. He first replaced the high tension leads and purchased a new water pump kit. He had to send the old pump to Brisbane to get the pulley removed. Next, he recalibrated the auto gear change to hold the car in 2nd longer for a smoother ride. He exercised some caution when working on the braking system as they work on 2000 PSI, and cleaned up the electrical system with its countless micro switches Ray commented on the Rolls braking system which is very similar to the Citroen, but uses two pumps working off the cam shaft rather like a fuel injection system. Ray considers the car to be now running as near perfect as possible.

Conversation moved to the restoration of the Whippet now residing in Ballarat. We covered the whippet story a few months ago, and it is now only waiting for son Colin's assistance (who is a skilled craftsman living in Leopold) to help fit the newly made mudguards, he has already completed the timber valances and then finally the hood will be fitted in Ballarat where another craftsman is making the bows. Both sons have contributed skills to the final restoration of the Whippet. The car with its huge headlights will make a statement when finished. Watch this space.!

Ray mentioned in passing his A50 utility, the Octos pounced on this statement, "What A50 Ute?" Ray explained that he purchased this unusual vehicle some time ago in poor condition and was making progress restoring it. They only made 500 of these utes based on the A50 sedan and those few that remain that remain are in mostly poor condition Ray's car had a good motor and gearbox and with some work the body is completely restorable. We look forward to yet another visit.

Octo Mick questioned Ray about his experience as a Concourse judge and his approach was very sound. "If a car needs slight modification to make it safe then that is acceptable but every effort must be made to keep the car in original condition. The Octos, as always departed with great respect for this gem of a man.



Past Event - Over the Top Tour Monday 19th—Friday 23rd April

Over the Top Tour Lakes Entrance, Omeo and Bright and anywhere in between. 19th to the 23rd of April.

Day One: We packed the Healey to the rafters. So, with the hood down, we travelled on a lovely sunny day to meet club members at Bunnings.

Twenty cars of all shapes, models, and colours were on show. A pink Studebaker was hard to miss. There would have been two Healey's, except Barry Osborne decided to go in comfort because he wasn't sure about the weather. We scoffed at such an idea.

John Becker explained certain aspects of the journey and then off we went with instructions in hand. My idea of that is to follow the car in front. Great views, most enjoyable drive to Fozigobbles Café in Yarragon. With a name like that, it had to be rustic, and it was. Comfortable old-style café, but the food was fantastic.

After lunch, it was off to Maffra Car Museum. This building has held many displays, but this one was special as it showcased the first and last of certain cars. It was also the most extensive display they had ever held. We met up with past members, Lorraine, and Peter Greening.

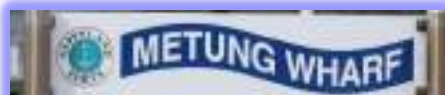
The remainder of the day consisted of stunning countryside views, great weather, and to arrive at Lakes Entrance in time to settle into our accommodation, and to the RSL for dinner.

Day Two: We woke to rain! Luckily, the tonneau cover kept the Healey dry overnight, but it was evident that the ubiquitous hood had to appear. David Kisby dislikes the hood and because I have a bunged up leg meant more difficulty getting in but worse getting out! And so begrudgingly up it went!

Even with inclement weather, we went on a boat cruise during which the pilot explained about the different buildings on privately owned islands and the history of the bird life. Very interesting to see so many birds, and grumpy seals. We stopped to lunch at the Metung Hotel. A walk around the area didn't take long before heading back by boat and to our accommodation. Dinner again at the RSL.

Day Three: Another good day for travel, even with the hood up! However, the twists and turns were quite hair raising. It wasn't a competition; it was just the way the Healey travelled! We lunched at the Bruthen Hotel which is old but very warm inside. Part of the group went to the local bakery. After lunch it was then onto Omeo, where we stayed at the Golden Age Hotel. Aged definitely and a fresh lick of paint hid the old, but the rooms were small and cosy. Dinner was also in the Hotel.

Day Four: Well, this part of the travel to Falls Creek was frightening. The biting cold did not help. Seeing patches of snow on the ground helped to take off



our minds what was before us. The Healey heater was going full bore.

And then there was a complete white-out. Charlie Cassar's car wipers failed to work, so Charlie hung out of the window to follow the white line; Wally Allen's passenger side window stuck down so that Brenda was wet and demanding to know why it wouldn't go up. A simple slick of the driver's side button and up it went! Brenda was less than impressed. And so, this tortuous journey continued. We could barely see the car in front. We followed the taillights ahead of us. How the leading car driver saw where they were going is anyone's guess. It was scary; it was dangerous. Finally, we made it to what we thought was the car park at Falls Creek. We were across the road from it! Carefully, all of the cars went over to safety. Even from inside the café, we could not see the vehicles.

A cover of fog/mist was so great that there was nothing to see, so we missed the vast lake nearby. Finally, after warm cups of coffee and teas, we made our way back to the cars knowing that the journey downwards would bring us below the clouds. We didn't stop at the Mt Beauty lookout; there was nothing to see but fog. We visited the Stoewer Museum at Towonga South. Now that is a museum and a half of century-old cars in pristine condition. As far back as the 1890s, the Stoewer brothers invented the electric vehicle; however, the powers that be didn't consider that such cars would be viable, so they discarded their ideas; how the tide has turned! The brothers were before their time.

And so, it was onto Bright. It was gloomy, and it was cold. The rooms of the motel were comfortable. Dinner at a nearby restaurant was the evening's highlight with shenanigans from David Kisby and Geoff Bartlett with the dessert board. Enough said. If anyone is going to misbehave, it's usually on the final night. There were jokes, laughs, and so much fun about nothing in particular. To finish the evening, John held a trivia game. Many shared answers with those around their table, with some answers remaining hush-hush! It was a great way to end the tour.

Day Five: And, of course, it was a perfect day. Sunshine, warmth and most enjoyable to wander around Bright after breakfast at the motel. The colours of the whole area were brilliant. The shades of the trees were such that this myriad of colour became awe-inspiring—worth the trip to see Bright at this time of the year.

The tour finished with the usual farewells, after which we departed for home, with the hood up!

We extend thanks to John and Chrissie Becker for a great tour.

Words: Anne Kruger.

Photos: Anne Kruger and others.



Over the Top Tourreport continued

Many thanks to John Becker and navigator Ron Townley for organizing our "Over the Top Drive" through beautiful countryside including the many points of interest along the way. These events require a great deal of planning and John had gone to great lengths to put this very enjoyable event together and Chrissy, thanks for your patience and support in seeing this event come to fruition, considering the planning for this event began pre-covid. How lucky are we now free again to enjoy each other's company and our cars?

The car museum in Maffra is worth a visit if ever you're down that way, a large collection of cars and the memorabilia on display. The catamaran cruise from Lakes Entrance to the Metung Hotel for lunch is always a very pleasant experience, our family has stayed at Fraser Island many times over the years and this cruise brought back many happy memories. The next morning leaving Lakes, we had a coffee stop at nearby Lake Tyres, what a lovely spot to stop and a very smart hotel by the water there too! Our Omeo visit and stay was very pleasant and included dinner at the hotel, a most enjoyable evening was experienced by all.

Our drive over the top via Falls Creek was interesting, lovely scenery, remnants of snow from the previous night gave the cars temperature of 1 degree credibility, but no wind, then on reaching the top thick fog/cloud reduced visibility to half a car's length but we managed a coffee/lunch stop there. We all had reduced visibility, in consideration of a brave award, I have nominated Charlie & Sandra Cassar in their left hand drive V8 Buick with vacuum wipers! Charlie driving with skill, Sandra as right seat navigator, we travelled behind, they got our vote.

Heading to Bright for the night we detoured to Tawonga South to the Stoewer Museum, what a beautiful collection of the very rare Stoewer cars with a detailed story told of how this collection came about and a must visit if visiting nearby Bright. [www.stoewer-cars.com].

A pleasant wine tasting by those in need of lubrication in the Motel garden at Bright seemed a fitting end to an adventurous day after what can only be described as a very successful and bonding experience for those 41 club members at this event
Allan & Janet Lowe.



Crankhandle Brewery was closed!





Coffee stop at Lake Tyres



Autumn Colours at Bright



Past Event - Cars'n'Coffee "Big Morning Tea" Tuesday 18th May

A great turnout this morning with a few partners present to enjoy a chat. John, as usual, organised some good give a ways for the raffle and then announced that we had raised in excess of \$750 for the Cancer Council Appeal.



2021 SHANNONS ON-LINE AUCTION RESULTS SUMMARY 13-15TH APRIL 2021



Clearance rate (cars only) – Passed in - 10 out of a total of 54. Quite high compared to previous online auctions. Most of the passed in items were at the "high-end" price-wise.

HIGHLIGHTS

Lot 70 1962 VESPA PIAGGIO 150cc Scooter	Estimated \$5000 - \$8000	Sold \$15,500!
Lot 91 1950 AUSTIN A40 Pick-up	Estimated \$6000 - \$8000	Sold \$18,000
Lot 95 1967 FORD JEEP	Estimated \$20,000 - \$25,000	Sold \$45,000
Lot 98 1951 RILEY 2.5L RMB Saloon	Estimated \$28,000 - \$33,000	Sold \$37,500
Lot 112 1969 MGB MK11 ROADSTER	Estimated \$18,000 - \$24,000	Sold \$35,000
Lot 110 1973 BMW 3.0 CS COUPE	Estimated \$75,000 - \$90,000	Sold \$135,000
Lot 122 1976 STUTZ BLACKHAWK	Estimated \$50,000 - \$60,000	Sold \$146,500
Lot 127 1974 TOYOTA COROLLA KE20	Estimated \$8,000 - \$10,000	Sold \$14,500
Lot 142 1968 JAGUAR E TYPE 4.2	Estimated \$140,000 - \$170,000	Sold \$221,000

MOST OUTSTANDING

Lot 152 1965 HOLDEN HD PREMIER	Estimated \$50,000 - \$60,000	Sold \$120,000
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Holdens and Fords (Australian), generally sold very well. Ford Mustangs also seem to be holding their price well.

Close to my heart the MG range offered sold very well -

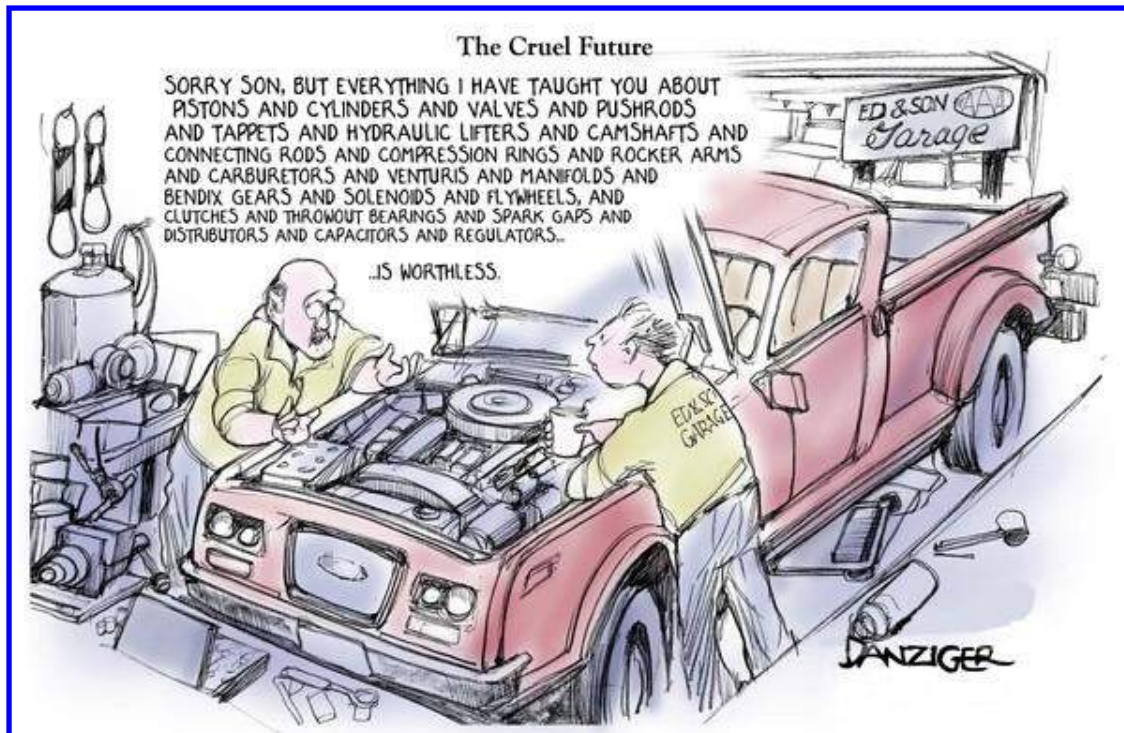
1969 MGB MK11 ROADSTER -	\$35,000
1953 MG TD ROADSTER -	\$36,300
1955 MG TF 1500 -	\$33,500
1957 MGA MK1 1500 -	\$48,000

Shannon's estimates were quite good in the main - a few exceptions that they would be pleased about!

In conclusion, the Classics market seems to be very healthy – similar results are happening in the UK and one of the reasons they give is that, due to the extended lockdown, many cars have been worked on and restored

Mike Hurd

Some things Amusing



Some Joy and Wisdom from Joyce

The Senility Prayer

Grant me the senility to forget the people I never liked, the good fortune to run into the ones I do, and the eyesight to tell the difference

_____ ○○○○ _____

Had I known in March it was the last time I would be in a restaurant, I would have ordered the desert!

_____ ○○○○ _____

Don't let them take your temperature on your forehead as you enter the supermarket, because it erases your memory. I went in for macaroni and cheese and came out with two slabs of beer!!

_____ ○○○○ _____

KEEP WELL, KEEP HAPPY AND KEEP ACTIVE

_____ ○○○○ _____

TO ALL OUR SURVIVORS OVER 60

In the following analysis, the French Professor Bruno Dubois Director of the Institute of Memory and Alzheimer's Disease (IMMA), Paris addresses the subject in a rather reassuring way:

"If anyone is aware of his memory problems, he does not have Alzheimer's."

I forget the names of families

I do not remember where I put some things

It often happens in people 60 years and older that they complain that they lack memory. The information is always in the brain, it is the "processor" that is lacking. This is "Anosognosia" or temporary forgetfulness.

Half of people 60 and older have some symptoms that are due to age rather than disease. The most common cases are:

- forgetting the name of a person,
- going to a room in the house and not remembering why we were going there,
- a blank memory for a movie title or actor, an actress,
- a waste of time searching where we left our glasses or keys

After 60 years most people have such a difficulty, which indicates that it is not a disease but rather a characteristic due to the passage of years

Many people are concerned about these oversights hence the importance of the following statement: "Those who are conscious of being forgetful have no serious problem of memory."

"Those who suffer from a memory illness or Alzheimer's, are not aware of what is happening."

Professor Bruno Dubois reassures the majority of people concerned about their oversights: "The more we complain about memory loss, the less likely we are to suffer from memory sickness."

With the easing of restrictions on social events in April 2021, I was eager to attend a collectables club meeting (to which I belong), held in Gippsland. After the meeting formalities have finished, members have the opportunity to participate in a segment called, "Show and Tell," where their latest acquisitions are displayed and spoken about by their owners.

The last display was a brass cap from an old cars axle, which most of the members, including myself, had not given a second glance. However, once the owner David started talking about it, he certainly had my full attention.

He started his talk by advising that some may feel uncomfortable about the image on the cap which was a swastika! David was at a 'Car Swap Meet' before Covid hit us, when he saw the brass cap on a table as he was leaving the meet at the end of the day. Apparently no one had taken any interest in it. David's research has indicated the cap to be a very rare item.

K-R-I-T (or simply "Krit") was a small automobile manufacturing company (1909–1916) based in Detroit Michigan.

Its name probably originated from Kenneth Crittenden, who provided financial backing and helped design the cars. The emblem of the cars was a swastika (a symbol that was not yet associated with Nazism, Nazi Germany, Fuehrer Adolf Hitler or antisemitism. Krit occupied two different sites during its history: the first one it took over from the Blomstrom car, and in 1911 moved to the works that had been used by R. M. Owen & Company who had moved to become Owen Magnetic.

The cars were conventional 4-cylinder models and many were exported to Europe and Australia. The outbreak of World War 1 seriously damaged the company and it failed in 1915. A few cars were subsequently assembled from remaining parts.

In 1911 the KRIT Motor Company was purchased by Walter S Russel of the Russell Wheel and Foundry Company.

Information sourced through Wikipedia.



KRIT MOTOR CAR CO. FAILS.

**War Responsible for Bankruptcy of
Detroit Concern.**

DETROIT, Mich., Dec. 28.—Petitions in bankruptcy were filed today by the Krit Motor Car Company and the Krit Sales Company, both of this city. The liabilities of the motor car company are said to be \$881,233, with assets amounting to \$622,533. The sales company's liabilities are, according to the petition, \$234,305, and the assets \$258,814. The latter concern was formed to render financial assistance to the motor company about a year ago.

Lack of business, due to the European war, is given as the cause of the failure.

The New York Times

Published: December 29, 1914

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KRIT \$950

WITH ELECTRIC
STARTER \$1050
F.O.B. Detroit.



Where Is the Difference?

Handsome, streamline body, graceful, tapered bonnet, new style rounded radiator, modern fenders, left drive, electric lights, electric starter (if desired), light, powerful motor—these features of the KRIT read like a list of specifications for a \$2000 car.

And yet the KRIT sells for \$950 (\$1050 with electric starter). The wonderful value of this car is winning for it sensational sales records this season.

Compare these KRIT features with those of cars costing \$1000 to \$2000.

Unit Power Plant
Bosch Magneto
Multiple Disc Clutch
Electric Starter, lights, horn
Stromberg Carburetor, adjustable on steering column

Underslung Rear Springs
Stewart Speedometer
Left Drive; left control, enter from either side
Long Wheel Base
Demountable Rims
Tire Carrier at Rear

Jiffy Curtains
Cork Linoleum, aluminum-bound floor and running boards
Deep Upholstery
Clear Vision Windshield
Gasoline Tank in Dash

And all these modern features of beauty, comfort and convenience are combined in the KRIT with a chassis that has proved itself in five years' satisfactory use in owners' hands.

What more can you get in a higher priced car? More weight, perhaps, but weight only adds to the expense of upkeep. More rated horsepower, but much of the extra horsepower is used up in carrying around the extra weight—and the rest of the excess power you

do not need. For the KRIT will take you anywhere you want to go; it will take you there speedily, safely, and comfortably.

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Call at our dealer and see the new KRIT. Name on request.

KRIT MOTOR CAR COMPANY

DETROIT

DEPT. B

MICHIGAN

Minutes Summary – SPC&HCC General Meeting – Tuesday 4th May 2021

Rosebud Memorial Large Hall

Meeting opened at 8.25pm by Vice-president, Brian Evans. Emergency procedures read out.

New Members for the first time Terry Conroy, Wayne Hockey, Gary McClintock.

No Visitors

Present: 49 as per attendance book and QR check-in. **Apologies:** Allan and Christine Tyler, Colin Jordan, Paul Lucas, Bob and Lorraine Hill, Geoff Meaney, Colin Pitcher, Julie and David Jones, Doug Meates, Mick Daddo Ray Gardini, Mike Hurd, Andrew Nash, Joe Barberia, Fred Peterson, Brian Niblock.

Minutes of the Zoom General Meeting Tuesday April 6th, 2021 As printed in Crankhandle.

Moved Greg Cripps, Sec. Keith Morrison, Carried. No business arising.

Correspondence In/Out since last general meeting.

In Membership Applications, Club Permit renewals

Corr In/Out – Moved Ray Beagley, Sec. John Becker, Carried.

Treasurer's Report – 30th April balances only in treasurer's absence

A full report is available to members on request.

Moved that balances report be approved– Warwick Spinaze, Sec. John Watson, Carried

Membership Report – 253 members.

Past Events –

April 6th – Zoom Meeting.

April 19th to 23rd – Over the Top Tour, 41 participants, Lakes Entrance 2 nights, Omeo and Bright 1 night each, after breakfast on final day participants went in many directions to make their ways home. John thanked Ron Townley for helping with the reconnaissance.

April 20th – Cars and Coffee convened by Gary Brasher 15 attended

Coming Events

May 10th Committee

May 18th Cars n' Coffee, registered as part of Australia's Biggest Morning Tea, raising money for Cancer Council of Australia Come along and donate.

May 20 – Cranbourne Botanic Gardens, 10.30 am at Bunnings, or 11.00 at Gardens

June 1st – General Meeting

“ 8th – Committee Meeting.

“ 15th – Cars n' Coffee

“ 17th – Joe Calleja's garage visit, Dandenong South

Stuart West seeking expressions of interest for Hub Rally in Echuca, Monday October 18th to Friday 22nd. Some will bring their caravans, and may go early and/or extend homeward journey.

Library: Roger Howes brought a selection of books able to be borrowed – register your name in the book

Caption: Warwick announced the winner for 2CV towing caravan picture caption was Ron Townley – “Glory without Power”. A suitable French Champagne will be passed on, in Ron's absence. See the Crankhandle for the next picture, and please contact Warwick directly with entries, and photographs of an unusual nature which he may be able to use in the future.

General Business:

Bruce Rogers, Winton is now open to spectators. Tickets available on-line.

New member querying the Club's stand on red plate availability only after 12 months. He is apparently a re-joining former member, and Ray Beagley pointed out that Committee has discretion in some circumstances.

Guest Speaker:

Ray Beagley, having been given adequate notice of about 35 minutes, informed us of his repairing, and ultimately acquisition of the '71 RR formerly belonging to out late member David Buchannan.

He proceeded to entertain about snippets of his ownership of his '29 Willys Overland Whippet over a period of about 65 years, and it may soon “hit the road” again.

Meeting closed at 9.18 for supper.

Next Meeting, 1st June, same venue, 7.30 pm for an 8.00 pm start.



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CAP	\$15
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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

JUNE

C JORDAN	S KNIGHTLEY	B LESLIE
C SCHWERKOLT	L STAMPTON	B CROCKER
E NEILL	R BARTON	M GALLICHIO
J JONES	J MASON	D MASON
B NIBLOCK	T OPIE	F PYE
I PYE	J SMITH	R NASH

JULY

R CONNELL	C DICKIN	B JONES
C WATKINS	D SMILLIE	P LUCAS
S ROSE	D TURNER	C WILTON
P BOULTON	P WARREN	S WOOLLEY

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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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

I recently imported a "CLOCKS4CLASSICS" Clock Repair Kit for a Smiths or Jaeger car clock. It cost me close to \$150 to have it posted from the UK. They have a very good Website if anyone is interested.

After ordering the kit I learned that my Jupiter's Smiths Clock had already been altered by the previous owner and thus the kit is of no use to me.

I would like to offer it For Sale in "Crankhandle" and asking \$100.

It includes the optional clock oil and has not been opened.

Cheers,

Neil Hussey.

5975 7003

FOR SALE- FREE

Going Free: Set of 4 alloys & tyres off 2011 Mazda CX-7.

Ring asap.

Warwick Spinaze 0407 016 719

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1 3 5

2 4 ?

Complete the pattern.

Hint: It is not 6

Answer: Back page

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RQA 209..CLUB REG 2022...\$15,000



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Puzzle answer

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