

The CRANKHANDLE

**AUGUST
2023**

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.



Paul and Leanne Share a Passion for Cars

read more p6

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**Community Bank
Southern Peninsula**

The Editor appreciates articles and advertisements for the next edition of The Crankhandle by 15th of the Month. Items received after then may be held over till the next edition. 11 issues monthly, February–December. Please email copy or information to: crankeyeditor@gmail.com

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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

COMMITTEE OFFICERS

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Rosemarie Thiele	0412 866 643
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David Doubtfire	0409 603 749
Club Librarian	
Roger Howes	0429 142 464
OTHER MEMBERS	
Julie Jones	0418 144 554
Christine Tyler	0424 096 393

LIFE MEMBERS

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

** Deceased

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

All's Soap box

Hi everyone.

It's cold and a bit quiet but there are a couple of things happening to keep us happy until the weather warms up.



Christmas in July was a great hit and a good time was enjoyed by all who attended.

Gwen Donaldson could not stop smiling after winning the hamper.

There were lots of door prizes, the food was good, lots of chatter and laughter.

Thanks again John and Chrissy for a great day. See the photos on next page..

Apologies for the hiccup with the video at the last meeting. We will reschedule it for a later date.

On a sadder note:

The committee and members send their condolences to the families of these members who have passed away.

Geoff Anderson.

George Robertson.

Peter Oram.

For some interesting reading and following on from Rosemarie's presentation on "horsepower" I have included an article about the Studebaker brothers and their early production of carriages.

The text is copied exactly from the document so it "reads" a bit old fashioned.

This is part of a complete illustrated souvenir. I have this in PDF format if anyone is interested and it has many more images in it. Please ask and I will email it to you. The document is in "public domain"

To anyone who has a birthday coming up, "Happy birthday"

And anyone who is not feeling well "Get well soon"

Allan Tyler

Past Event:

Christmas in July Celebrations



LADIES' MORNING TEA AT KIRKS JUNE AND JULY 2023



The day was grey and drab. Looking through the vast expanse of Kirk's window to views of Port Phillip Bay offered no help warming the air. In other words, it was cold. Not to be thwarted by the weather, several club members attended the Ladies' morning tea at Kirks on the Esplanade in June and July. We agreed it was nice to meet with SPC ladies for a chin wag and looked hopefully towards the fire, but it remained the same as the day: dark and grey, which made us feel colder. We all agreed that it was freezing. The discussions were of

varying degrees of a topic, and in no time, we forgot about the weather except when someone drew our attention to the rain. There was an almost given shudder from us all as we watched people hurrying past. We were glad to be inside.

Coffee and teas soon arrived, and so the conversations continued. We discussed staying for lunch, having checked the menu, which had a varied menu. Indeed, it was tempting, especially the soup and crusty bread. What else would one have in winter but pumpkin soup? However, other commitments were already in place, so it was time to leave all too soon, having enjoyed the company and warm friendship.

Come on, ladies, the hotel is warm (even when the fire isn't blazing) and inviting, and everyone is welcome with lots of exciting exchanges of chitchat interspersed with laughter.

Words and Photos: Anne Kruger



As an aside, five ladies attended in June and four in July. So, girls, wrap up in August. You know how cold and windy it can be that month.

FUTURE EVENTS



AUGUST

- Tues 1st Monthly General Meeting
Guest Speaker Darryl Donaldson re visit to Europe Car museums
- Tues 8th Committee Meeting
- Tues 15th Cars'n'Coffee Mornington Golf Club 9.30 onwards
johnbecker@westnet.com.au 0411 202 911
Ladies Coffee Club, Kirks Hotel By the Fire, Esplanade Mornington 10.am Onwards and
Lunch if Desired
- Tues 15th Big Breakfast, promoting Mornington Peninsula Men's Sheds
Safety Beach Dromana Mens Shed 8:30-1:00pm. Seeking about 10 Cars to display. For details
contact Geoff Bartlett, email: helen-geoff@bigpond.com or 0419 547 823 (Leave a message)
- Sun 20th Liberator Bomber Restoration Visit. There are some places left
B24 Big Radial 14 Cylinder, 16 litre Engine Revving at Werribee
Meet at Bunnings Mornington at 8.30 am car pool and leave at 8.45 am SHARP.
Lunch at 1.00 pm at The Park Hotel Werribee. Menu includes pizzas. My car will accommodate 4
in addition to me, so we probably need another 5 or 6 more owners prepared to do likewise.
Recommend moderns, or cars which can cruise at freeway speed comfortably.
We still have availability for a few more starters, up until August 14th at the latest please. The
museum, and the restoration of the B24 Liberator Bomber are a treat in their own right, but to see
an engine running is the icing on the cake. Hoping to also see a talk on bomb aiming and
dispatch.
Geoff Bartlett, 0419 547 823 or 5985 7739, BE PREPARED TO LEAVE A MESSAGE.
helen-geoff@bigpond.com best means of communication.
- Thur 24th Lunch at the Baxter Tavern 117 Baxter Tooradin Road Baxter
Meet at Moats corner, OR Bunnings Mornington
Both at 11am or meet at venue 11:30
johnbecker@westnet.com.au 0411 202 911

September

- Tue 5th Monthly General meeting Guest Speaker TBA
- Tues 12th Committee meeting
- Thurs 14th Lunch at Kings Creek Hotel Hastings
PLEASE book early for this, we will need numbers by September General meeting,
John 0411202911 or johnbecker@westnet.com.au
- Sat 16th Beleura Village, Car Display, 12.30 pm we only have room for 12 cars
Please book in for this event. We do not want extra cars on the day.
John 0411 202 911 or johnbecker@westnet.com.au
- Tues 19th Cars'n'Coffee Mornington Golf Club 9.30 onwards
Ladies Coffee Club, Kirks Hotel By the Fire, The Esplanade Mornington 10.am Onwards and
Lunch if Desired

A Note From Our Vice President

The next Annual General Meeting of the Southern Peninsula Classic and Historic Car Club is coming up in early October 2023, on the first Tuesday, the 3rd.

Any member is entitled to stand for a Committee position, with a nominator and a seconder, and a form is in this issue of The Crankhandle, being available to members as required by our constitution. Observe the nomination closing date.

Whilst the Committee is doing a splendid job, some new ideas and enthusiasm would never be a bad thing, so if you have enough time to give a little to your car club, give this serious consideration. The Committee meetings are at Mornington Gardens Holiday Village, in the library which we are graciously allowed to use in the afternoon of the second Tuesday of the month. Occasionally a meeting is held in an alternative location.

Speak to any Committee member, you would become part of a harmonious group of like-minded people, with a passion for early machines and motoring.

Geoff Bartlett, Vice President.



I met Paul Goethel and partner Leanne Cutler at dinner in Benalla recently, both having been involved with the A7 Club Winton Historic Race Meeting in May. Paul is the treasurer of the A7 Club. Paul and Leanne who share a common interest in cars recently moved to the Mornington Peninsula from Melbourne. While in conversation with Paul I learnt of his extensive car collection and he was happy to share his story for "Caught in The Headlights".

I visited Paul and Leanne at their attractive home at a property that includes an aircraft sized "Hanger" and another service garage complete with car hoist. I have little doubt the very existence of the car storage facilities will have influenced their decision to purchase the property. Well found I say. They both share interest in the provenance and preservation of collectable cars from the early 1900 hundreds to the classic period of the 50's and 60's, in total some fifty or more, along with other treasures in the form of motor bikes, classic ski boats, grey Fergy tractor and more. He is still in the process of relocating his vintage and veteran cars from Melbourne to the "Hanger." Paul's intention is to invite



car clubs and other interested groups to the property to view the vast collection of vehicles. Paul has a practical inclination, a hands on approach with the collection, this contrasts with his professional working life that began following business studies at University. Paul's first car purchased at 17 years of age was a 1974 Saab 99 EMS, they were cheap to buy and sounded exotic, it took nearly a year to prepare for registration and he spray painted it an attractive royal blue, he said I should have kept that one.

Paul's own story begins as a little boy listening to cars as they went by. "I was able to identify the type and make of car by the sound that the exhaust made. I

have a vague recollection of this, it was years ago when life was much simpler. I do remember that I had an affinity with cars since I was very small. first playing with Matchbox cars and later setting up slot car race tracks.

Long gone are the days when you could smell a car running rich, having a choke knob, a flat spot on acceleration. We quickly learned that in a car with limited or poor brakes, unless applied early, you were likely to meet the driver that had stopped in front of you. Corners if taken too quickly resulted in you leaving the road. We learnt about coils, spark plugs, filters, fan belts, switches, mufflers, Carburetors, and engine improvements for more speed. Most cars in those days could be fixed by the home mechanic. As a teenager I was hell bent on taking mechanical things apart and putting them back together again. I did this with limited success, normally having some spare parts or bolts and nuts left over. Scraped knuckles and grease on clothes have not been strangers to me as the restoration bug was setting in. The smell of thinners was added to the waft of oils, coolants and other workshop smells with all sorts of restoration projects emerging."



"One of the early projects I attempted was the purchase of my 1954 Highlight Morris Minor purchased for \$200 that I spray painted using the reverse cycle of my Electrolux vacuum cleaner with attached glass paint pot. After much wet & dry rubbing it proved to be a very good paint job, it became the 1st of my collection that I started in 1989 and my Morrie is now in the "Hanger".

The 105 Alfa in racing trim reminds me of the period of time when a couple of my projects were fired up in anger allowing me to achieve some handy lap times around places like Phillip Island.



While my profession is as far as possible from cars, I enjoy the form and technology that is represented in each motor vehicle. The technical creativity and design solutions that go into these cars is very much of interest to me. Many projects that I have attempted over the years have stayed with me and now form part of the collection."

Paul's collection is not only about the cars themselves or their unique features, but about their individual stories such as the 1908 Swift Roadster the oldest in his collection.



The Swift Motor Company registered in 1902 made cars in England from 1900 to 1931. It grew from James Starley's Coventry Sewing Machine Company to bicycle manufacture and powered cycle manufacture. The cars ranged from single-cylinder car in 1900 to a Swift engined twin cylinder of 7 hp in 1904 as seen here. In 1919, A. Harper Bean & Sons who made Bean Cars bought 50% of Swift's ordinary shares but got into severe financial difficulties later that year affecting the company's finances. The last Swift Car was the 1930 Cadet, the company was too small to compete with Ford and Morris. Suppliers foreclosed on the Swift Companies debts causing its closure in 1931. Interesting that Coventry Climax was left with a number of engines for the Swift Cadet designated FSM. The F was for feather weight and the SM for Swift Motors. These engines were later used to power fire pumps during the Second World War. Better known are the feather weight Coventry Climax fire pump engines FWA, FWE & FWB that power many historic sports & racing cars today.

The beautifully restored red & black Riley 9 roadster is an excellent example of the marque. How clever were the two Riley Brothers. Stanley was responsible for the chassis, suspension and body and his older Brother Percy designed the engine. The 1087cc four cylinder

engine had hemispherical combustion chambers with the valves at 45 degrees in a cross flow head. The valves were operated by two camshafts mounted high in the crankcase with short pushrods and rockers. Again, many of these engines power historic competition cars today, they are very strong and reliable engines and can be developed to produce serious horsepower.



The restored 1928 Plymouth Tourer Q in the "Hanger" is representative of the Plymouth brand introduced by the Chrysler Corporation in 1928. At that time it was intended to serve the low-priced market segment dominated by Ford and Chevrolet. Plymouth became a high-volume seller for the automaker and were primarily marketed in the USA, years later were rebranded as Chrysler or Dodge.

Next to the Plymouth is a 1926 Flat Nose Morris Cowley



the brainchild of William Morris and the company Morris Motors Limited. The Cowley was conceived and introduced as a small, affordable and reliable practical car that became very popular. The company produced approximately 150,000 units and all built in their small factory in Cowley near Oxford in England. This very car was a pre-production model Cowley and sent to Australia by the Morris Company in full trim for it to be exhibited at the 2nd International Melbourne Motor show in 1926.

The provenance of a car with the history of ownership in what was an interesting period of time is of great interest to Paul and Leanne. Each vehicle in the collection will have a printed display detailing the history of the car. We look forward to the day when the Club will be invited to inspect the "Hanger" and the collectables on display there.

Paul & Leanne, very well done to you both.

The story of Peugeot.... From coffee grinders to cars'

In 1810 Peugeot started business in steel manufacturing, producing coffee

Grinders followed by pepper grinders, then later into bicycle design and production , a large part of the business was the production of steel rods that were sown in to crinoline dresses, then the rage. Later in 1889 Peugeot built their first car, selling 29 of them. One must give them credit for their diversity of ideas. Following production of numerous motor cycles, in 1901 they produced an 8 hp car called the Bepe, a four seater which sold strongly followed by a 10 then a 12 hp model. By 1903 they produced half the cars sold in France regularly producing new and improved models.

Peugeots have been in Australia for over 100 years with a real surge in popularity in the early 1950's when they competed and won the Round Australia Redex Trial where they proved their reliability and ability to cope with very difficult conditions. Models 203 and 403 were a common sight on Australian roads especially in the country areas and were pitted against the locally made Holden, and a lot of British made models

Today the latest Peugeot is a very sophisticated machine pitted against the best of Europe, Japan and the growing export power of cars in China, but Peugeot will survive they always have-----.

The writer look up the details of the of the Redex Trial, which led to him looking at all the crew members who took part in this incredible adventure that really stopped the nation.

Names like Claude Turner (Joyce's father-in- law) came in 113 out of the 186 who finished the event and the 44 not counted because they did not reach the finish line. Names like the great trials driver Laurie Whitehead who finished 135 and Curley Brydon came in 83rd place. It was a list of Australia's top drivers. Names like the winner Ken Tubman who won by 25 seconds in his Peugeot 203 cemented their place in Australian motoring history



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VALE Ron Townley. A Fitting Send Off to a Great Man

A large attendance, over 500, was a testament to the regard in which Ron was held.

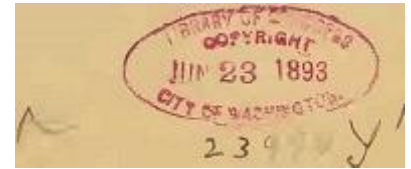
Stories from family and friends painted a picture of a life lived with passion, enthusiasm and giving every endeavour a red hot go!

Even his old Chev tray truck was reluctant to see him off, apparently it failed to proceed on occasion on the way to the cemetery with Ron on board..



ILLUSTRATED SOUVENIR OF THE STUDEBAKER BROTHERS MFG. CO.

South Bend, Indiana, U. S. A



The present firm of Studebaker Bros. Mfg. Co. 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 annual product now is about fifty thousand vehicles. 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 save 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, growing, seemingly, almost by natural accretions, until the force, including some hands employed at the various branches of the company, has reached a total of 1,860 men.



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 illustrations will show the factory buildings employed in the production of the leading kinds of vehicles made by this company. In carriages these embrace every variety in common use, for pleasure or road driving, from the state landau of a president, down. In wagons, the variety is equally great, covering those in demand not only for the farm, but the mountain, the mine, the plain, and the infinite variety demanded for business use in cities. The works also contain departments for the manufacture of steel skeins, cast skeins, the Studebaker patent veneer buggy and wagon seats, veneer dashes and fenders. A very important branch, of the wagon works is also devoted to the manufacture of street sprinklers, for which the Studebaker company have become known the country over.

The factory and warerooms of the company in Chicago fitly speak for themselves in the illustration presented. The carriage display at that house is, perhaps, unequalled by that of any single concern in the world. The upper floors of the Chicago building are used for the manufacture of the finer and more-expensive grades of carriage work, and for fine carriage repairing. Itself one of the notable buildings of Chicago, it is surrounded on the one hand by the famed Auditorium, and, on the other, by the Chicago Club building, formerly the Art Institute.



The vehicles made by this firm, sent for exhibition to the World's Fair, undoubtedly comprise the most varied and beautiful collection ever offered for a display of this kind by a single firm. Money was lavishly used in the purchase and preparation of the material, and everything that skill and taste combined could suggest, was employed without stint.

STUDEBAKER BROS. MFG. CO.,

South Bend, Indiana, U. S. A.



LENNIE AND GINGER MICK

It's 1932 and Australia is in the grip of the Great Depression. One in three workers are unemployed. Decrepit shanty towns hug the outskirts of the big cities. A scrawny rabbit caught in a trap will feed a family for a week. Country roads are filled with broken men walking from one farmhouse to another seeking menial jobs and food.

On the outskirts of the South Gippsland town of Leongatha, an injured farmer lies in bed unable to walk – or work.

World War I hero Captain Leo Tennyson Gwyther is in hospital with a broken leg and the family farm is in danger of falling into ruins.

Up steps his son, nine-year-old Lennie.

With the help of his pony Ginger Mick, Lennie ploughs the farm's 24 paddocks and keeps the place running until his father can get back on his feet.

How to reward him?

Lennie has been obsessively following one of the biggest engineering feats of the era – the construction of the Sydney Harbour Bridge.

He wants to attend its opening.

With great reluctance, his parents agree he can go.

So Lennie saddles up Ginger Mick, packs a toothbrush, pyjamas, spare clothes and a water bottle into a sack, and begins the 1000+ kilometer (600+ miles) trek to Sydney.

Alone.

That's right. A nine year old boy riding a pony from the deep south of Victoria to the biggest and roughest city in the nation.



Told you it was a different era.

No social media.

No mobile phones.

But even then it doesn't take long before word begins to spread about a boy, his horse and their epic trek. The entire populations of small country towns gather on their outskirts to welcome his arrival.

He survives bushfires, is attacked by a "vagabond" and endures rain and cold, biting winds.

When he reaches Canberra he is welcomed by Prime Minister Joseph Lyons, who invites him into Parliament House for tea.

When he finally arrives in Sydney, more than 10,000 people line the streets to greet him. He is besieged by autograph hunters.

He becomes a key part of the official parade at the

bridge's opening. He and Ginger Mick are invited to make a starring appearance at the Royal Show.

Even Donald Bradman, the biggest celebrity of the Depression era, requests a meeting and gives him a signed cricket bat.

A letter writer to The Sydney Morning Herald at the time gushes that "just such an example as provided by a child of nine summers, Lennie Gwyther was, and is, needed to raise the spirit of our people and to fire our youth and others to do things – not to talk only.

"The sturdy pioneer spirit is not dead ... let it be remembered that this little lad, when his father was in hospital, cultivated the farm – a mere child."

When Lennie leaves Sydney for home a month later, he has become one of the most famous figures in a country craving uplifting news. Large crowds wave handkerchiefs. Women weep and shout "goodbye". According to The Sun newspaper, "Lennie, being a casual Australian, swung into the saddle and called 'Toodleloo!'".

He finally arrives home to a tumultuous reaction in Leongatha.

He returns to school and soon life for Lennie – and the country – returns to normal.

These days you can find a bronze statue in Leongatha commemorating Lennie and Ginger Mick.



But Australia has largely forgotten his remarkable feat – and how he inspired a struggling nation.

We need to remember – and celebrate – Lennie Gwyther and his courageous journey.

Supplied by Peter Hibbert

Meggin and I attended the Kings Birthday weekend at Hamilton, organized by the Hamilton and District Veteran Vintage Classic Drivers Club.

It was the 43rd time this event has been run and it was called the "Welcome Back Tour". (*Welcome back from Covid cancellations*)

The first Coincidence is that Riley Club member, Colin Dennis was booked into the same motel as us, in the room next door.



There was a Saturday Morning car display at the Showgrounds from 9-12 but at 9:30 a large group left for Casterton to the Kelpie festival so the remaining display was a bit dismal!

Local knowledge of backroads by tour leaders made for great drives.

Saturday on Saturday we were led by HDVVDC member Jason Polack with his 1927 Austin Tourer to Wannon and Nigretta falls. His car was not in working order so we followed it while it was on his trailer.



Fortunately, due to recent and current rain, the falls were in fine working order.

Sunday, we visited historic Clunie Homestead for morning tea in the stone sheering shed which dates back to the 1850s and then on to Harrow for lunch in the hall and a walk around this very interesting town with great historic displays. It was Victoria's first inland settlement and is the birthplace of Johnny Mullagh, the leading player on the famous 1868 Aboriginal cricket tour of England



We had two great evening meals at the Hamilton Entertainment and Conference Centre at the Showgrounds.

Saturday, we sat with Robin and Anne Jervis-Read who were in a late 1950s Jensen 541R. When I mentioned the Jensen at the Tasmania Riley National Rally that broke down. It turns out Robin knows the owner, Barry Collett and Riley club member Roland Deery. It is a small world when it comes to car enthusiasts. What a coincidence!



Sunday evening, I sat beside 86-year-old Bill Landy. His son, Warrick, had brought him and a T model Ford from Traralgon.

Bill said it was a bit lucky that when Warrick picked him up the, T model was on a trailer. He thought that they were driving to Hamilton in it.

It was lucky because as they headed off on Sunday



morning toward Harrow, they only got a few km along when the T model went bang and then became silent. It had broken the crankshaft!

They won the bad luck trophy and in accepting it Warrick talked of attending in this rally in the 70s as a youngster in his Dad's T model and he thought it fitting to bring his father this time in his own T model.

The placemats at the dinners were made from laminated pages from old newsletters and a lady from across the room on hearing Bill's name brought one over to him.

It was a page from a 1970s magazine with an article Bill himself had written. It was an account of a club run where, on fording a stream near Orbost, his T model rolled on to its side. His passenger used Bill as a stepping stone and emerged high and dry while Bill was lying on his side in water. He remembered being well looked after and wearing someone else's dry clothes till he dried. It was another remarkable coincidence

For my part, Gloria did about 850 km for the weekend, averaged 59 km/h and top speed 97. That top speed was at the bottom of a dip in the rolling hills as a run up to get to the top of the next hill, 2nd gear was still needed!

We left, after appointment in Melbourne, at 3pm Friday

and got to Hamilton by '90 year old candle light' just before 8pm.

Monday after Marg and Geoff, members of both the HDVVDC and Riley Club made sure we had a good breakfast, they had a lot to do with organisation of the weekend and Geoff, apparently, washed a lot of dishes.

We took the short cut, being the Queenscliff-Sorrento Ferry to get home to Dromana and we still had time to visit our granddaughter on her second birthday which was no coincidence.

The Rover club had many entries and the most distance travelled (albeit on a trailer) was a Rover P3 from NSW.



Peter and Sandy Hibbert from our club was there in his Mustang Fastback.



I highly recommend this terrific motoring weekend away, it is not hard to see why some enthusiasts have been attending since the 1970s.



DARREN McGRATH

Proprietor (and a good bloke!)

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Minutes Summary SPC&HCC General Meeting Tuesday 4th July 2023

MEETING OPENED: Allan opened the meeting at 7:35pm and the emergency OH&S notice was read out.

Allan Lowe introduced visitor Michael Dwyer, who is currently a member of the Macedon Ranges and District Club. He has move to the Peninsular and will be joining the SPC&HCC.

Shirley Howard has recently had surgery, so will be guest speaker at the August meeting

ATTENDANCE: as per Attendance Book – Attendance 40 and apologies 10.

MINUTES OF PREVIOUS MEETING: Accepted as read by Anne Kruger/John Watson.

There were no matters arising from the minutes.

CORRESPONDENCE

IN: Email from the AOMC advising of a Restoration Seminar on the 15th July.
Email from the AOMC advising of a forthcoming national survey.
Email from VicRoads advising of an error of date on CPS stickers from 1st - 25th July.

OUT: There was no outgoing correspondence.

The correspondence was accepted by Keith Morrison/Phil Hill.

REPORTS:

TREASURER: Details available from the Treasurer Accepted Charlie Cassar/Mick Daddo

MEMBERSHIP: Currently 244.

REGALIA: Rob reported that the items on sale are still available.

WEBSITE: Nothing to report.

PAST EVENTS: - John reported that the morning at the Balcombe Estuary was very enjoyable, with special thanks to Roger Howes for getting a roaring fire going.

FUTURE EVENTS: As per The Crankhandle

GENERAL BUSINESS:

The president, secretary and treasurer attended an AOMC Seminar on club management on the 17th June. Allan reported that the changes in taxation are unlikely to affect small clubs like ours.

Brian Niblock advised that George Robertson passed away on the 4th June. He and his wife Ann were members of the club for many years, but have not been able to attend for some time. His funeral was on the 13th June.

Mick Daddo questioned the possibility of an earlier start for meetings in the winter months.

Several members attended Ron Townley's funeral. There was an attendance of more than 600 and his exit on the back of his beloved Chevy truck was a great send off.

Peter Oram also passed away recently.

VicRoads - Ray mentioned that number plate fraud is still a major concern. He also mentioned that the AOMC now has a good working relationship with VicRoads

Federation - Geoff advised that the North-East Rally will be from Swan Hill to Echuca and Wangaratta.

The meeting closed at 7.55pm.

Neill Hussey has donated a DVD on Auburn Cord Duesenberg to the club library and it was substituted as "guest video" in lieu of Shirley as guest speaker. Unfortunately it was not possible to show it satisfactorily, so it will be shown again at a later date.

Our old friend Rob De La Rive in his book covering 1945-75 saloon cars features a car that was unknown to the writer, the "Fuldamobile" built just after the war in the city of Fulda Germany at a time when motor vehicles were in very short supply. Rob mentions that at a local festival parade in Fulda a new innovative car made an appearance, driven by the inventor prompted the writer to do further research



It was a very small three wheel car powered by a two stroke engine of 195cc cc capacity giving a top speed of 65 KPH (40 MPH) . The three wheel design was quite innovative and weight was kept to a minimum by using a strong tubular steel chassis and paneled by ply wood covered by leather. The first of 1500 cars were of this construction but later a four wheel car clad in aluminium with an enlarged 247 cc two stroke was introduced. Handling improved greatly because the first models did not have shock absorbers causing considerable body roll. The inventor Norbert Stevenson was a young journalist who spent one term at trade school but had a strong mechanical bent.



The later four wheel car called the S7 sold well and by 1957 an advanced model appeared at the Paris Motor Show with a rather elegant polyester body and two rear wheels This was a great advantage at the time because it could be driven with a motor bike licence. Some 1500 cars were built by factories in UK and greater numbers were built Germany but how many were built in India , Greece and Chile is unknown. Ultra small cars like the more polished Messerschmitt were soon produced in great numbers and Germany really got its act together and the great recovery got underway the little Fuldamobile life came to an end in the early 60's.

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

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

CLUB MERCHANDISE For Sale

POLO T SHIRT	\$30
RUGBY TOP	\$40
JACKET (Sleeveless)	\$45
CAP	\$20
BEANIE	\$15
GRILLE BADGE (Metal)	\$30
CAR STICKERS	\$1



All these items may be purchased at monthly meetings or ring Rob Lloyd on: 0407 833 878 to Arrange purchase at McCrae

HALF PRICE SALE!! WHILE STOCK LAST

Small, Medium and Large sizes only

POLO T SHIRTS.	\$15
RUGBY TOPS.	\$20
JACKETS (sleeveless vest).	\$25

IMPORTANT NOTICES

CLUB PERMIT SCHEME MANAGEMENT INFO

David Doubtfire is the Club Permit Officer and the Deputy officer is: *Terry Conroy*

DRIVER RESPONSIBILITY

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

CLUB PERMIT HOLDER'S RESPONSIBILITY

It is the club permit holder's responsibility to:

- Remain a financial member of the club:
AND
- Contact the club permit officer after disposal of a red plate vehicle

CPS RENEWAL REMINDER

AUGUST

D ASKER	H COUCH	L BRASHER
C BEAGLEY	G LOTT	A BUCKLAND
C CASSAR	P KRUEGER	I WILLIAMS
E McPHERSON	S HOPPER	J WATSON
A SODERLUND	R HUGHES	G BARTON
M JAGEURS	B LANGTON	D BRIGGS

SEPTEMBER

R BEAGLEY	C CASSAR	P DONNELLY
B EVANS	M GAGLIARDI	S GILLARD
D KISBY	T HOWARD	G MATTHESIU
D JONES	N HUSSEY	S ROSENHAIN
D MONRO	C PITCHER	T MULVOGUE
J TURNER	J WATSON	C SCHWERKOLT
R HUDSON	S COOMBS	M JAGEURS
T GUY	R NASH	P BECKMAN

OCTOBER

A BEAGLEY	D DOUBTFIRE	B TIDD
A BUCKLAND	G CRIPPS	G CLARKE
C DICKIN	B ROGERS	J HEHIR
M GAGLIARDI	S WEST	P HILL
P KRUEGER	J WHITE	P LUCAS
R THIELE	D MASON	D LOWDEN
N MEATES	B FLORRIMELL	R LLOYD
V PORTEOUS	F PIETERSON	D BURNS
B CARROLL	D TURNER	J WATSON
J HUSSEY	R HUDSON	A BLACK
J FOSTER	D BRIGGS	G URCH

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please send them direct to David Doubtfire.
Contact him for the address: Ph 0409 603 749



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BUY, SWAP OR SELL

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

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

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

For Sale

This car is really worthwhile if you are into Hillmans.

Hillman sedan, Automatic, Low miles. Exceptional condition for its age.

Asking \$6000. Bendigo area.

Shane and Judy Bausch. Ph: 0460 778 944

More photos available from:

Allan Tyler: alpays@bigpond.com



For Sale

1954 MG TF 1250cc, 4 cylinder engine, engine no. XPAG/TF/35227

13,470kms since complete top-to-bottom rebuild in the 1990's restoration. Rebuild included engine, gearbox etc. Excellent condition. Bumper over riders need rechroming.

Garaged at Frankston South, the current owner has had the vehicle from the year 2000, and is now selling due to home downsizing.

Currently registered under the CPS, and will be sold in an unregistered state, with the buyer to chase the RWC, and then subsequent registration.

Price \$44,000 ONO

Contact Graeme on mobile 0411 514 781 or email at graemelyell@optusnet.com.au



SALES TABLE at Club Meeting Nights

Bring along any car related items you wish to sell or give away.

Please supply a written description of items including price, sellers name and phone number. For large or heavy items a photograph will do. **Please note** that the items will be the owners responsibility and all unsold items must be taken away at the end of the evening.

Good luck, SPC&HCC Committee.

More Buy, Swap or Sell.

For Sale

Morris Major 1959 Drives, needs work. Some passenger side panel damage and surface rust. Good upholstery. Original books and manual. \$2400.

HQ-HZ Holden pair of new front door trims. \$100.

HQ-HZ Holden GTS style mirrors. \$100.



HZ Holden premier front panel, radiator support and bumper. \$700.

FG Ford Ute ARB canopy. \$150.

John Hehir 0409 932 943.



For Sale - Two Desirable BMW cars

BMW 1997 Z3 Convertible with a hard top as well.

Reg no.0911H3 \$15,000.00



BMW E30 1988 convertible
Reg.8529H6

6 cylinder, \$32,000.00

The prices are what we have spent on them...we are negotiable!!

For more details call: Daryl Donaldson: 0418 324 997

For Sale Two Mercedes Benz Classics

Mercedes W215 CL500, 2000 model in very good condition. Second owner since 2007 ± 190 000 KM. Reg: 1HY 4CD Replaced with W216 model so must reluctantly sell. Very good value at \$18,000 ono for quick sale. RWC negotiable.



Mercedes R 129 500SL, 1990 model delivered new in Frankston Permit No: 9899 – H6 Third owner since June 2021 ± 173 000 km – good condition throughout. New soft top and seat covers hard top and under bonnet linings etc. ADS (problematic) hydraulic suspension replaced with new OEM standard struts, coils and shocks. New distributors, coils, plugs and leads. Drive and general performance now 'as new'. A few minor items (remote locking etc) o/s. Price below market at \$34,000 ono for quick sale. RWC negotiable.

Phone Ian Williams on 0400 632 190



FOR SALE 1949 MG YA

1949 British Racing Green MG YA asking price \$22000
Engine Number XPAGSCX13209 Chassis Number Y3562

The car is in good working order and has been in my ownership since 2013. The gear box has been rebuilt by Old Car Gear Boxes (Moorabbin) and the brakes and tyres are new

The car is located in Castlemaine
Victoria

Contact Ewen McPherson.

Ph: 0407 531 146



For Sale – Citroen 2CV.

Well known club car is now looking for a new home. I purchased it in October 2008 from a doctors wife in Ballarat with 72,500 miles on the clock. I have clocked up a further 38,000 miles in the past 15 years on rallies/club runs and as a weekly driver.

Over this period I've fitted/replaced/refurbished various components, including: electronic ignition, starter motor, petrol pump, carburetor, battery, exhaust, tyres etc. I don't know if the motor was worked on prior to me purchasing but it still runs very well.

The body is sound with a few minor chips / blemishes in the paintwork and 2 small areas of rust under the windscreen and below the rear number plate.

Looking for \$20k. Please call Paul Lucas on 0420 927 073



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