

The CRANKHANDLE

**APRIL
2022**

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.



Joe Foster with his Split Screen Series II Morris Minor, read more page 6

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inside*

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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:
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Contact: *Liam Fenney*

5986 5454 / 0407 290 434

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

President:	
Allan Tyler	0409406690
Vice President:	
Brian Evans	0409 639 118
Secretary:	
Colin Jordan	0417 527 812
Treasurer:	
Paul Lucas	0420 927 073
Membership Officer:	
David Jones	0416 287 797
Events manager:	
John Becker	0411 202 911
Editor	
Keith Morrison	0411 127 765
Club Permit Officer:	
David Doubtfire	0409 603 749
Safety Check Officers:	
Liam Fenney	5986 5454
David Doubtfire	0409 603 749
Club Regalia:	
Rob Lloyd	0407 833 878
AOMC Representative:	
Ray Beagley	0414 598 614
Federation Representative:	
Geoff Bartlett	0419 547 823
Document Control	
Warwick Spinaze	0407 016 719
Web Master:	
David Doubtfire	0409 603 749
Club Librarian	
Roger Howes	0429 142 464

OTHER MEMBERS

Julie Jones	0418 144 554
Christine Tyler	0424 096 393
Geoff Bartlett	0419 547 823

LIFE MEMBERS

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

All's Soap box

Hi everyone.

The last month has seen some good events in the club.

Ascombe Maze on Thursday the 24th Feb. This event was organised by Brian Evans and was a great success. Thanks Brian.

Our annual show and shine was marred by bad weather. However it turned out well and the members enjoyed it despite getting wet.

The visit to Blue Lotus Water Garden has been postponed, John Becker will reschedule this event shortly, stay tuned.

It was great to return to the Red Hill show this year. It was probably the best yet, and almost certainly the largest attendance to date. A good location made a great view of the 19 cars that were on display.

The Echuca run is coming up real soon and promises to be a great event.

More events are coming up so have a look in the events calendar.

April will be the first formal general meeting we have held in what seems like an eternity.

We will have a Guest speaker Allan Lowe. Allan is great at spinning a yarn and I am sure it will be entertaining.

Be sure not to miss it.

We are required to be fully vaccinated. Wearing of masks is not compulsory but we encourage you to do so if you feel more comfortable.

We hope to see you there.

Please see the events calendar below for upcoming events.

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

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

Finally a big THANK YOU to Bendigo Bank for their continued support of our club

Allan Tyler



FUTURE EVENTS



APRIL

Sun 3 rd	Brighton Classic Car Show Firbank Grammar 51 Outer Cres Brighton. Entry form enquiry Steve Wolf 0403 253 926
Tues 5 th	Monthly General Meeting at Dromana Guest speaker Allan Lowe
Thur 7 th – 10 th	Formula 1 Australian Grand Prix
Tues 12 th	Committee Meeting at Mornington
Tues 19 th	Cars'n'Coffee at Mornington Golf Club 9:30 onwards.
Sat 9 th – 25 th	School holidays
Sat 9 th	Goodwood Members Meeting streamed Saturday and Sunday
Fri 15 th	Good Friday Easter break from 15 th thru to 19 th
Sun 17 th	Flinders Motoring Heritage 2022 Unique classic car display. Please advise John of your entry so we can all park together. Enter online at the site above \$20.00 entry fee.
Sat 23 rd - 24 th	Formula 1 Grand Prix Italy
Mon 25 th	Anzac Day
Wed 27 th	Mystery Tour Book in with Allan and Christine Tyler: alpays@bigpond.com 0409 406 690
Fri 29 th - Sun May 1 st	Florence Thomson Tour (Ladies only event) There are limited entries available and entry is on line. The Florence Thomson Tour flier and the link have more details as well as the application form. Further information and the flier from Damian O'Doherty AOMC delegate https://www.aomc.asn.au/florence-thomson-tour

MAY

Tues 3 rd	Monthly General Meeting at Dromana
Tues 10 th	Committee Meeting at Mornington
Tues 17 th	Cars'n'Coffee at Mornington Golf Club 9:30 onwards.
Thur 19 th	Dandenongs Day Out Enjoy the Autumn tonings with a tour through the Dandenongs, Kallista, The Patch, Olinda, with lunch at the Mt. Dandenong Hotel and return through Sassafras & Ferny Creek.
Sat 28 th - Sun 29 th	Winton Historics Austin 7 Club

For all events, you will need a double vaccination certificate or medical exemption.



IMPORTANT INFORMATION

At a recent event one of our members had a medical incident. He is now OK thanks to the members who responded and to the ambulance crew who attended.

This prompted a suggestion from another member to compile a list of emergency contacts for members.

This was considered and approved by our committee.

This information is available for the majority of members already, although we just need to add the phone number of spouses, partners etc.

As such the membership application and renewal forms now facilitate you to include that information. Over the next 12 months we will be able to compile this list.

The information will be strictly confidential and will be carried in the case of our defibrillator.

The defibrillator is always at our events in the care of one of the committee members.

Thanks for your assistance.

Allan Tyler.

Past Event - Lunch at Ashcombe Maze Thursday 24th February

A pleasant day for a drive up through Red Hill saw a group of 20 club members assemble in the car park at Ascombe Maze. The event was a lunch time gathering to sit and chat with fellow members. We all proceeded into the Seafood Cafe for a 12 noon sit down after having our vaccination status checked, all passed with flying colours.

One large table had been set out for the club and after studying the menu the meals were ordered and brought to the table without any problems. The meals were enjoyed by all, and of course the conversation was buzzing. It was generally agreed that a return visit at some later stage should be considered and the group slowly evaporated for their return trip home.



A Tribute to The Club

I'm sure you all know the car club is not just about cars but the kind and helpful friendships it creates.

I have just had spinal surgery, as others have, and the recovery period is at least 6 weeks of behaving!! No bending, only sitting for 20 min to name but a few.

I would just like to say the support Warwick and I have received from Helen & Geoff and Helen & Colin has been so kind and much appreciated.

These photos show the boys hard at work planting one of my favourite plants for me - a climbing hydrangea - petiolaris. I don't think there's a car by that name!

Thanks again, In friendship, Petra
Spinaze xx





Entrepreneurs are born with a sense of adventure and risk-taking when applied to business. One such entrepreneur is Joe Foster who has recently joined the Car Club. He was born in Ireland in 1964 into a family of six, has two brothers and three sisters still living in Ireland.

Joe from a young age was a man on a mission and was fortunate to seek engineering training in Fitting & Turning. At 16 years of age, he was employed in a packaging company and quickly learned the skills within this industry of engineering, production, technical aspects of manufacture, and sales.

Joe at 20 years of age was looking for adventure and took up an opportunity to work in Zimbabwe in packaging. He remained there for 3 years before going to South Africa where he established his own packaging company, being Foster International Packaging that exists today as O F Packaging in SA exporting its products to various markets around the world.

Joe returned to Ireland after 15 years in South Africa to start Foster Packaging in Ireland. Joe was now married with two children and was considering making South Africa home but had a preference for Australia as the place to live. Immigration Australia presented numerous hurdles for Joe, he would be required to set up a business and operate it profitably within a given time frame for him and his family to be granted immigration status, that was in 2010. Joe was so successful in this regard that he was interviewed by Migration Australia who produced a YouTube video of him with his family for promotional purposes.

Joe at that time had started Foster Packaging in Australia from scratch from a room in his home. Within six months he had a factory and six employees and soon it grew to thirty-five employees.

In 2016 Foster Packaging with another packaging company Omniverse amalgamated to form

O F Packaging with Joe as Managing Director. In the space of five years, sales and revenue had tripled. As with all entrepreneurs, Joe was very keen to invest his time and knowledge into the recycling of waste for reuse to produce new packaging and work towards a "Circular Economy". A circular economy demands materials are kept in circulation for as long as possible that would otherwise go to landfills. It is called "Urban Mining" by Steve Morris founder of "Close the Loop Australia".

A merger between O F Packaging and Close the Loop came to form "Close the Loop Group". [CLG] was listed on the Stock Exchange in December 2021. Joe is the CEO of CLG and has many corporations under its umbrella all demonstrating initiative to recycle waste products for beneficial reuse. Operations now exist in many countries including Australia, the USA, Europe, Vietnam, China and India. The operational headquarters of CLG and O F Packaging are in Melbourne with manufacturing in Carrum Downs and resource recovery in Laverton North.

At the Auspack conference in 2019 "Innovation Intrigue" O F Packaging introduced the fully recyclable single polymer "Pouch" package and is a hit in the marketplace. Joe won the "Australian Institute of Packaging award for Innovation and Design in 2019. He said he considers himself very lucky to be paid for something he feels so passionate about. The Industry is not waiting for Government legislation to require recycling, enterprises with entrepreneurs like Joe are leading the way in this regard. An interview with Joe Foster can be seen on the website Kalkin TV Media.

Joe speaks of a work life balance and the love of his family. I was pleased to find Joe relaxing with a beer while practicing lawn bowls at his local Club and meeting his family for this interview.

I also discovered his love of restoration and ownership of his three Morris Minors and his Ford Cortina. He has a good workshop with a hoist and when time permits Joe enjoys working on his cars. His very latest Morrie purchase is an early low light, a 1949 2 door which he had been seeking for some time. Joe also has two mark II models a 1952 and 1956 both in very good running order, maybe a Morrie 1000 model coming soon?

The talented engineer Alec Issigonis had been with Morris since 1935 specializing in suspension and his advanced automotive designs impressed the Nuffield management. Alec Issigonis's radical ideas were kept secret from William Morris the company founder. However, Miles Thomas vice-chairman along with the company technical director Sidney Smith supported Issigonis who became ultimately responsible for the design of the Morris aptly named the "Mosquito" to hide the car identity for as long as possible.

Issigonis's plan was to produce a practical, economical affordable car. "The car must have excellent handling and accurate quick steering to make it safe and easy to drive by everyone."

The Mosquito was built as semi-monocoque in construction for rigidity with independent front suspension and rack & pinion steering. The engine settled forward and low at the front of the car will provide balance to the car when fully loaded having good direction steering.

Issigonis planned a flat-four engine of 800cc for the British market and a 1100cc engine for the export market. This engine concept was a step too far [pity] for the management of Morris Motors. Thomas was in dispute with the Morris board that became personal over the "Mosquito" and its radical design much of which was rejected by the board and caused Thomas to resign his position at Morris Motors. The only way this project car was to proceed to production and overcome personal and financial obstacles was to utilize the obsolete side-valve engine from the outdated Morris 8.



Despite the changes the fundamental principles of the Alec Issigonis concept car were met, a spacious cabin, small wheels at the extreme corners of the car, a torsion-bar independent front suspension with rack & pinion steering with a forward located engine position for stability when loaded, last was a name change from Mosquito to Minor.

The Morris Minor MM is generally known as the low light was built between 1948 & 1953 with a build total of 250,962 cars in three types, the 2 door saloon, 4 door saloon and the 2 door tourer with 30% of total production as tourers with a top speed 58.7 mph.



The Morris Minor Series II updated model introduced from 1952 to 1956 had a production run of 269,838 units maintaining all existing models plus the introduction of the new 2 door estate model and all had the higher mounted larger headlights, the horizontal grille, larger taillights and a new dashboard with a centrally located speedometer.



Joe's Ford Cortina, fully restored by him including painting is an excellent example of this compact car. The Cortina was produced in various forms from 1962 to 1982 by Ford UK and Ford Europe in five generations from the mark I to mark V. It was the UK's best selling car through its production run. We all remember the Lotus Cortina and the success it had in motorsport. The Cortina name was inspired by the name of the Italian ski resort Cortina d'Ampezzo the site of the Winter Olympics in 1956. Ford ran a number of Cortina cars down the bobsled run as a publicity stunt, Ford called it Auto-Bobbing!

It will be interesting in time to see what else Joe Foster delivers from his workshop. He has a lot of energy, so watch this space.

SHOW AND SHINE 2022

This year's Show and Shine did not go exactly as planned. Unfortunately the weather decided it was going to upset things and toss up a storm just as we arrived.



The bbq had just been set up, and we had to put everything on hold until the rain stopped, which it did, and a decision was made to go ahead with the night.



The bbq was lit and in full swing and the sausages were soon ready to go.

We were surprised how many members did brave the weather, and bring out their cars, with about 35 in total. The evening turned out to be quite pleasant with members enjoying a chat.

As we were down on members and cars, a decision was made to only award the people's choice award. We will have another show and shine later this year to award the trophies for the remaining categories.

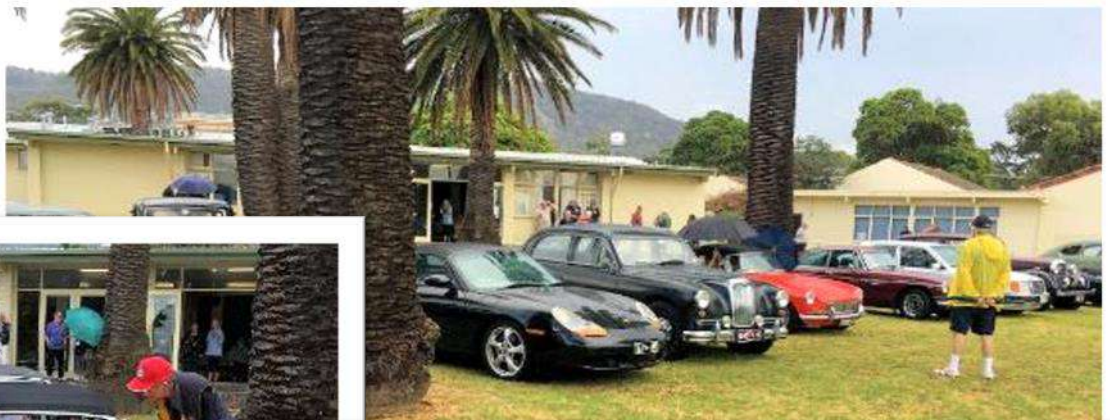
The winners of the people's choice award were Greg and Jennifer Cripps, with their 1929 Graham Paige. Congratulations Greg and Jennifer.

The committee would like to thank all of the members who assisted with the event. Purchasing of the food, bbq cooking, marshalling and other activities. And cleaning up afterwards of course.

Thank you to all the members that attended.

Christine Tyler





An early, rather cool start for the day saw cars arriving onsite from 7.00am to be parked up ready for display. 19 Members had put their hands up to bring along a great range of vehicles, which is what our club is all about. By 9.00am, the gates were open to the public and the sun was out, no wind, and we were ready for a great day.

The crowd through the gate was one of the biggest seen at the Red Hill show, maybe because we are slowly getting back to "normal" and we all just want to get out and enjoy ourselves. At one time, I've been told, the traffic on Whitehill Rd was backed down to Boundary Rd, that is some distance!

I am sure that at one stage or another every single member would have been engaged in conversation with an admiring member of the public with lots of remarks about the condition of the car, a family member once owned one of "these" and / or what year is this car?

I would like to thank all members who participated on the day and the way their vehicles were presented. A very long day, but I'm sure there are a lot more people out there now that have been informed/told about our great club on the Mornington Peninsula.



Finally! A Ballarat swap to attend

I could not wait. The last time was 3 years ago and I camped in the newly built teardrop. It was a great thing having my own digs but this time, while telling Julie that I was attending this year's event, she told me we would get up early instead on Friday. This is where the trouble started. One has to negotiate get up times now, especially when you have your wife with you. Not that there is anything wrong with that. However, one does hark back to the days to 6 am starts, getting up at 3 am to make the drive to Shep, Ballarat, Bendigo etc but the times they are a changing. I am happy to report that we got up at 5 and were on the road at 5:35am. Lets GO! Had a reasonable trip to Melbourne but the outbound past the west gate bridge had stuff up written all over it. I was laughing at the suckers lining up to go Grieve Parade, then to my surprise found that the Western Ring Road on ramp was diverted. We dialled up Dr Google and got on to Kororoit Creek Road and promptly ignored any further instructions to double back into Melbourne. At any rate long story short it cost us 30 minutes. The rest of the trip to Ballarat was uneventful. St McDonalds provided our Brekky but it cost me another 15 minutes. Don't worry. My anger management courses have paid off and I coped really well, but I still don't like Hash browns.

We arrived at the swap after successfully selecting the correct Ballarat off ramp (I stuff that up every year). Got in the queue with all the other hill billies but chose a line with a driving a GOLF BUGGY. This guy must have had massive kahunas as everyone was hating him for being in the queue with pedestrians. It took 15 minutes to get past check point Charlie. Not real happy but we were in. We went to the right as the plan at this point was anti clockwise. First T Model site was a dude trying to flog a veteran T model collection of parts that had been in an

"accident". I was not curious to get prices from the bits, so we just kept walking. In the sector we were walking in the unevenness of the ground and the bull dust for want of a better description absolutely made conditions unbearable for vendors. I really think that corner of the swap's vendors need to be compensated for the poor environment conditions that they had to trade under. It was crap. We then walked further afield where the atmosphere was better and stumbled upon a fair amount of Model T Ford stuff from time to time. As we have interest in other marques, I stumbled upon a vendor selling a pair of Austin 7 headlights. I picked the lights up and a guy in his wheel chair told me he was negotiating for them. I put them down but was definitely spitting blood. We walked away telling the seller we would call back, but I just went around the aisle peaking around the corner of a caravan to watch this old bloke put the lights in his saddle. I missed out and I blame "Dan Andrews" LOL for costing me the 30 minutes I would have needed to see the lights 30 minutes earlier. (Remember the detour in Melbourne).

At any rate I finally did have a win buying a straight through Carby from a stall 3 doors up from a fellow T Modeller who would have really wanted the piece. It wasn't about the carbs, it's all about the bragging rights. I believe my colleague did alright all the same.

I met up with another suspect Modeller T'ers. All reported a reasonable days trading. Their corner anchors Model T land in the Ballarat swap. Nextdoor was a SA memnbret and he still looked the same, however my greeting to him could of used better chosen words Old car guys just keep going, though I felt this guy's trailer of goodies seemed to be diminishing from over subsequent years of trading and his stock was more anchored on tools.

It was around 3 pm and time to leave. I had a big commitment to fulfil on Port Philip Bay the next 2 days so had to get some beauty sleep. Julie did well, buying her little knick knacks as well as a set of 3 Commercial Traveller Samples of buttons that were over 100 years old. They will look great in her sewing room.

Hope those who went to Ballarat, found the parts and treasures that they dream about.

Regards

David Jones.



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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

APRIL

W ALLEN	R BEAGLEY	C CASSAR
B CROCKER	G DUNKERLY	P GEERMANS
C HIGGINS	P HILL	B JONES
J MASON	A NASH	P NOTT
P ORAM	D WILKINSON	

MAY

N BEWSELL	G BOWMAN	G CLIFFORD
I GRIERSON	T HOWARD	R HUDSON
M JAGEURS	F LEES	D McPHERSON
D NASH	B OSBORNE	J PEEL
R RICE	K SAYERS	S ROSENHAIN
L STAMPTON	R THIELE	B TIDD
J VOGT	C WATKINS	J WATSON

JUNE

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

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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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sound . On club plates. Offers around \$14,999 would be welcome .Call Chris on 5986 1510.
Or email 4chrishiggins@gmail.com for more photos.



FOR SALE

1948 Hillman Sedan Engine # 1883378 Chassis # SOM815888

Sedan with 1185cc. side valve engine and 4 on the floor. Car was restored by previous owner circa. 2010. Paint is in very good condition, no body rust. Interior has been re-trimmed including new carpet and door cards. There is a moon roof but I have never opened it.

Engine runs well, distributor re-bushed, generator & starter rebuilt. Last classic registration in NSW 2013. Has the original jack and wheel brace. Fuel tank has been POR treated. Could use some TLC.

It would make a great club car and will come with about 2 trailer loads of spares collected from swap meets etc. by the previous owner including 2 gearboxes, 3 diffs, carbies and parts, fuel pumps, generators, starter motors, lights, spare glass and windscreen, a complete engine, heads, gaskets, springs, axles, steering columns, etc.

Car is located on the Mornington Peninsula, contact club member David. 0413776913



SALES TABLE

This is a new Idea for Club Meeting Nights

As from the next real club meeting we will trial a sales table for members to bring along car related items they wish to sell.

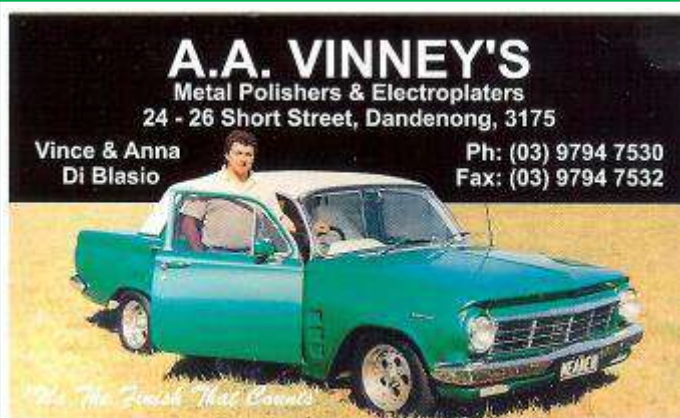
Please supply a written description of items including price, sellers name and phone number. For large or heavy items a photograph will do.

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.

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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.

FOR SALE

A friend of mine has a 1999 V70 Volvo that is his third car and has to go

Car is registered until 09-06-2022.

The car drives and stops very well.

Minor hail damage to roof and bonnet.

Price \$ 2000 Car to be sold without a roadworthy.

Have had a roadworthy report and it requires new front lower control arm assemblies, RHF outer CV boot, front brake hoses and rear tyres to pass roadworthy. There are some minor issues with the doors.

Ideal car for father of a P plater. Probably \$1000 to get it roadworthy
Where else can you get registered car in similar condition. only at SPC&HCC. Magazine

Call Mike Large 0427095185



FOR SALE – 1966 GILBERN GT 1800.

This very rare car is now for sale after over 50 years of ownership by its original owner. It was purchased new from the factory as a completed car from the factory in Wales and has been cared for ever since. The owner moved to Australia some years ago and brought the car with him, enjoying his retirement here in Victoria. It now resides here on the Mornington Peninsula and is now finally for sale.

The car is one of only 202 made and is built on a factory designed chassis using all Mk1 MGB running gear. The body is fibreglass. The car has had lots of attention recently to bring it up to RWC standards and is currently on club plates. The owner Murray Arnott is now a member of our club and wishes to pass the ownership on to a new custodian.

The Gilbern is in very original condition and has travelled just 69,800 miles. It has never been restored except for a change of paint colour and an engine rebuild about 20 years ago and has never had an accident. Mechanically it is excellent and cosmetically it is consistent with a well used 50 year old car. This car has never been raced or rallied, used for social purposes only.

For any further information please call David – 0409 603 749, or Murray – 0414 821 741



STOP.....AND GO, TO



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OR check the ABS website: www.absauto.com.au

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

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