

The CRANKHANDLE

SEPTEMBER
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.



Mike Dwyer with his 1989, 5.7 litre Chev Corvette two door Targa, see more on p6

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inside*

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Bendigo Bank

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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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:

Geoff Bartlett 0419 547 823

Secretary:

Rosemarie Thiele 0412 866 643

Treasurer:

Paul Lucas 0420 927 073

Membership Officer:

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Events manager:

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Club Permit Officers:

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Terry Conroy 0438 004 229

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Liam Fenney 5986 5454

David Doubtfire 0409 603 749

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Rob Lloyd 0407 833 878

AOMC Representative:

Ray Beagley 0414 598 614

Federation Representative:

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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

LIFE MEMBERS

Geoff Anderson**

Ray Beagley

Greg Cripps

Mick Daddo

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 Monday each month at 1:15pm
Tel 0420 927 073 (Paul Lucas) .

All's Soap box

Hi everyone.

"Steady as she goes"

The attendance at monthly meetings is good so perhaps we are finally putting the events of the last couple of years behind us. The committee have the clubs 50th birthday in mind and are preparing some celebrations. More news on that soon. Any suggestions would also be welcome.

Not a lot of other management news this month so a bit of nostalgia follows.

I hope to catch up soon at the next event or meeting.

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

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

Allan Tyler



A brief history of the Nissan Skyline

Skyline's story starts with Prince Motor Company, which began as Tachikawa Aircraft Company, which built World War II-era fighter aircraft. Tachikawa was dissolved after WWII, becoming Fuji Precision Industries until 1952, when Akihito became Crown Prince of Japan. Under the Tama name, Fuji Precision built an electric car in the late 1940s. Its first



conventional automobile was the prince Sedan of 1952. In 1957, the Skyline was introduced and lasted up until 1967 when Prince and Nissan merged.

Legend Shinichiro Sakurai was a key player for Prince, as a chassis engineer, he was closely involved in the development of the original Prince Skyline. The first series of cars were powered by a 60hp OHV in-line four-cylinder engine and made in four-door sedan and five-door station wagon



Skyline 1961 Sport



Prince Skyline Model S50

Skyline 2000GT-R Model C10



The First-Generation Nissan Skyline GT-R “Hakosuka” (1969-1972)

The first-generation Skyline, the C10, launched in the fall of 1968 as a Nissan, even though Prince had carried out the bulk of the car's development.

Second Generation Nissan Skyline GT-R “Kenmeri” (1972-1977)



Skyline Model C110 (240K coupe)

The 1972 Tokyo Motor Show saw the debut of the successor to the C10 “Hakosuka”: the C110 Nissan Skyline. Sold here as 240K sedans and coupes.

We did not see the GT-R versions here but there were a few grey imports.

Here is the 240k coupe which I refurbished for our son. If you think 240Z's are uncommon, these are hen's teeth now. I will bring it along to an event one day.



Skyline 1981

Third Generation Nissan Skyline (1978-1981)

After owning a 1977 240K sedan I purchased a C210.

1981 Skyline sedan. A lovely car. Nissan's rival to the Toyota Crown

The Nissan Skyline R30 “Tekkamen” (1981-1985)

During the years that followed the oil crisis the Skyline GT-R name would be absent.

The R30 series was introduced in August of 1981 and offered with a variety of four- and six-cylinder “L” series engines, generally shared with other Nissan/Datsun cars.

A couple of R30 Skylines. I owned about four of these bullet proof cars.

I eventually dismantled both of these cars and many of the minor components live on in my Studebakers. The 4N71B transmission from the green one is still going strong behind the 289 V8 in my GT Hawk. These are the transmissions used in Holden VL Commodore turbo's.

From here is a big gap in my Skyline ownership.

As you know Nissan continued with this marque even competing at Bathurst and winning in 1991/92.



Skyline Model r30 Hatchback



Nissan_Skyline_R34_GT-R

The Last of the “Godzilla”

GT-R NISMO Z-tune – 2.8 L RB28DETT twin-turbo 368 kW; 493 hp (Only 20 made)

Allan Tyler

FUTURE EVENTS



September

- Tue 5th Monthly General meeting Guest Speaker TBA
- Tue 12th Committee meeting
- Thu 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
- Tue 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

October

- Sat 1st Australian National Show and Shine at Euroa
- Tue 3rd General Meeting
- Thu 5th Sun 8th Bathurst 1000
- Tue 10th Committee Meeting
- Sat 14th Sun 15th Mount Tarrengower Hill Climb - Maldon
- Thu 12th Breakfast at Merricks General Store 8:30am
- Tue 17th Cars'n'Coffee Mornington Golf Club 9:30am onwards
Ladies Coffee Club 10am at Kirks Hotel Esplanade Mornington
- Thu 19th Car Display at Mornington Bay Care Community (Formerly OPAL by the Bay).
More details next month
- Thu 26th Picnic at The Briars 11:30am onwards BYO everything





Michael "Mike" Dwyer has recently moved to St Andrews Beach on the Mornington Peninsular from Melbourne. For the past thirteen years he has been a member of the Macedon Ranges District Car Club. His Son lives in Macedon with his daughter living in Sunbury. Mike will be a regular visitor there to see his children and four grandchildren and if time permits an occasional outing with Macedon Ranges Car Club, Mike as he prefers to be called, believes his car interest came from his Father and Uncle Max. "Dad's favorite car as I remember was a 1938 Ford Mercury and Max had a procession of Ford Customlines, coupes and convertibles as well as a 1934 Ford Roadster." The word "Car" according to Mike's Mother was the very first word he had spoken. Mike was born in 1959 and the family soon moved from their home in Glenroy to Strathmore having built a new house there. His Father had worked hard starting a metal polishing and electroplating business that grew to employ 200 people serving the local car manufacturing industry. The business names were Skylight Metal Polishing and Edson Plating located in South Melbourne where the Casino now stands.

Mike attended Essendon Grammar primary school then went on to secondary school at Assumption College as a boarder. He played football there with Neale Daniher and Mike's Father sponsored Neale when he first arrived at Essendon. Mike studied and obtained a Science Degree then followed this with a Diploma of Teaching from Mercy Teacher's College, now the ACU. He spent many years Teaching before changing careers to Real Estate working for some six years before the economic down turn in 1990 when he then decided to return to teaching, he really missed working with school children. He spent the next 25 years at MacKillop College in Werribee where he was the year twelve co-ordinator and year twelve math's teacher, then becoming deputy Principal of the College. Mike and partner Annemarie will live at St Andrew's Beach becoming their permanent residence by Christmas. Mike is at the planning stage to extend his garage to accommodate his two Mustangs, the Corvette and his motorbikes.

Mike was given his first motor bike from his father at eleven years of age, the paddocks around Strathmore allowed for this activity and he still has a great love of motorbikes. He currently owns four bikes:

A 2006 Suzuki SV 1000S Sport bike.



A 2017 Ducati Multistrada.



A 2000 Yamaha TT 350 Enduro Bike



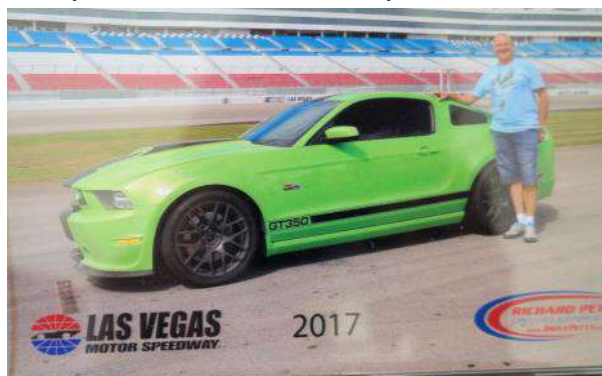


And a 2016 Kawasaki KLX 250 Enduro Bike.

Mike has a Melbourne friend who has a holiday house on Bruny Island off the Tasmanian coast. Together they each choose a bike and head off on the boat to holiday in Tasmania. With their bikes they tour back roads around beautiful Tasmania and he intends to leave one of his bikes permanently at Bruny Island for his convenience to ride when holidaying there.

His first car was a 1968 Ford XT Fairmont V8 Wagon that was owned by Bib Stilwell's wife. Mike's uncle who worked at Stilwell's had arranged it's purchase for Mike.

His next cars were also V8's being an XB Ford Fairmont, and a VB Commodore. His love of V8's extends to having driven a number of very quick laps at the Las Vegas Speedway in Nevada about 15 miles from the Vegas main strip. Mike has an Auntie who lives in Vegas and he visits her often. Mike hired a drive at the speedway in 2017 in Richard Petty's GT 350 Mustang



Nas Car that has a top speed of 188 MPH. The 1.5 mile track has 20 degree banked turns with 9 degree on the front and back straights. It was a real adrenalin rush for Mike, very quick, but short of the current track record set by an Indy car with a speed of 192 MPH and 24.63 seconds lap time, what can we say, Mike loves V8's.

In 2010 Mike bought his 1973 Ford Mustang being a 351 V8 convertible that had been well painted but needed repairs to suspension and a general clean up by Mike. He set about finding original avocado colour seat upholstery in Seattle. He had the trim sent here and was then fitted by a friend who was a motor trimmer. Mike's Mustang is a



desirable and reliable classic car, an excellent example of the marque.



His next purchase was the 1989 5.7 litre LHD Chev Corvette two door Targa Top that is in perfect condition and plenty of grunt as demonstrated to me

with Mike driving when taking the car to be photographed at St Andrews Beach. This Chevrolet Corvette [C4] is the fourth generation of the Corvette produced by Chevrolet from 1983 to 1996. The 350 cubic inch engine produces 245 HP with 340 ft lbs of torque. The C4 was a clean break from the C3 Corvette having a new chassis with improved suspension and handling. The dashboard of the C4 with it's digital liquid displays for important engine functions has been named the "Star Wars "dash. The tail of the car is distinctly Corvette and no longer of fibreglass construction. The C4's rear bumper and panels are now moulded plastic using a sheet moulding compound that is more impact resistant than glassfibre. It is an attractive fast back look that complements this very attractive and very quick classic Corvette.



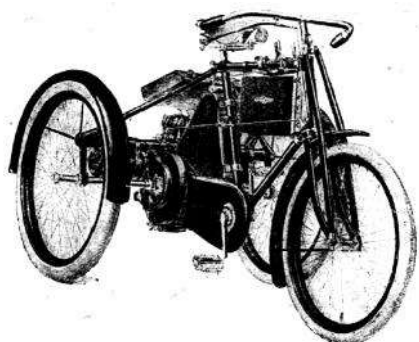
In 2001 Mike bought a Mustang Cobra Convertible 5 speed manual that was one of only 347 to be delivered to Australia. The right hand drive conversion was carried out by Tickford Motors. The car is powered by a 4.6 litre V8 producing 320 HP at 6000 RPM and 317 ft/lbs of torque at 4750 RPM. The double overhead cam engine has a cast aluminium block. This engine with a forged steel crankshaft has proven to be a very powerful and strong unit.

During one of Mike's trips to the USA he attended the Detroit Cruise. The event attracts hundreds of thousands of spectators along the route and many hundreds of collectable American classic cars cruise the dedicated street route to show the evolution of the American dream car. Detroit produced so many mega sized cars, many very beautiful and are a reminder of a time long gone, particularly for those living in Detroit. Mike is the custodian of his American classics driving them at every opportunity and thoroughly enjoying the experience of ownership of each of them. Mike and Annemarie are presently holidaying overseas and, on their return, will join us in Club activities with Mike and Annemarie in one of his classic American cars.

The Story of 99 Years of Humber.



1904 Advert'



The Beetson Humber Motor Tricycle 1899

Thomas Humber commenced business in 1869 in a factory in Coventry manufacturing cycles and at the turn of the century started to produce tri-cars. It was not long before he produced a four wheel car. According to Google, in 1906 Humber increased his profit margin by tenfold in the following year due to the increased sale of cars and cycles.

The Great War saw vast increase in production, they



1904 Humberette

designed and manufactured aero plane engines which proved very successful. Business slowed and depression followed but Humber continued to build and sell mechanically advanced rather large motor cars that featured big six cylinder motors and front wheel independent suspension and by 1939 led the field with hydraulic brakes.

The war brought about a big change, output increased dramatically, including the building of various armoured



vehicles including General Montgomery's special open top car four wheel drive Humber with armoured floor that was called "Old Faithful" which followed him to North Africa from which he carried the war to Rommel forces. Humber also produced a range of armoured vehicles including "The Pig", Humber Armoured Car, Heavy Utility and numerous other armoured vehicles.

After the war, a Humber continued the production of



these big six cylinder cars of quality, many coming to Australia. the latest called the Super Snipe. Their suspension enabled them to withstand the corrugations typical of country roads in those days. They produced another luxury car called the Imperial, one could order it with a glass partition, for use as a chauffeur driven car. Humber also produced a slightly smaller four cylinder version called the Hawk. The writer recalls a young bachelor cousin purchasing a brand new one fitted with leather seats, walnut dash etc. and living in small country town caused great angst among the young males whose best efforts were old tired prewar cars. It only happened nearly seventy years ago but the writer is currently working on forgiving him.



The Hillman Imp was Humber's efforts to gain some of the lucrative Mini market and whilst the Imp with its rear aluminium four cylinder engine was a great innovative little car government policy forced the company to buy a factory site where there was an almost a total absence of skilled labour subsequently contributing to Humber's downfall.

It all ended in tears, Chrysler bought out Rootes Group and the enterprise finished in 1967.

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Story as told by a loving wife.

The pastor asked if anyone in the congregation would like to express praise for an answered prayer. Susie stood and walked to the lectern. She said, "I have some praise. Two months ago, my husband, Frank, had a terrible bicycle accident and his scrotum was completely crushed. The pain was excruciating and the doctors didn't know if they could help him."

You could hear a muffled gasp from the men in the congregation as they imagined the pain that poor Frank must have experienced.

"Frank was unable to hold me or the children," she went on, "and every move caused him terrible pain. We prayed as the doctors performed a delicate operation, and it turned out they were able to piece together the crushed remnants of Frank's scrotum, wrapping wire around it and using metal staples to hold it in place."

Again, the men in the congregation cringed and squirmed uncomfortably as they imagined the horrible surgery performed on Frank.

"Now," she announced in a quivering voice, "thank the Lord, Frank is out of the hospital and the doctors say that with time, his scrotum should recover completely."

All the men sighed with unified relief.

The pastor rose and tentatively asked if anyone else had something to say.

A man stood up and walked slowly to the podium.

"I'm Frank," he said.

The entire congregation held its breath.

"I just want to tell my wife that the correct word is sternum."



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OCTOBER 2023**

The preferred form of payment is by Direct Debit, however, any members wishing to pay with cash can do so at any Bendigo Bank branch direct into our account: -

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Cheques can still be sent to our PO Box 12 DROMANA 3936 or deposited direct into the above account.

WITH ALL PAYMENTS IT IS ESSENTIAL YOU INCLUDE "YOUR NAME"

Please complete the Membership Renewal Form so that we can ensure our database is up to date with your contact details, vehicles on CPS etc.

Preferably, please return the form via email to :- lucasp14798@gmail.com

(photographing the completed form with your Phone and emailing to the above is an option!) or send it to our PO Box

On receipt of payment, membership cards will be posted to members receiving the email magazine or be attached to the hard copy magazine for others

A membership renewal form is included with the magazine and a download link is included with the emailed magazine

**LADIES' MORNING TEA, KIRKS ON THE
ESPLANADE, 15TH AUGUST 2023**

The blurb in the Crankhandle is that at Kirks, we can sit in the comfort of warmth from the fire. For the past three visits, the fireplace remained empty. And for each of those visits, we needed the heat. But not on the latest ladies' morning tea at Kirks in Mornington. There was a feeling of Spring in the air. It showed when nine ladies attended, and whilst the group discussed a range of topics from the previous month, the staff served a variety of coffees and teas. The menu was tempting, with many staying for lunch, with seven from the men's club morning get-togethers at the Mornington Golf Club joining the conversations. The morning's highlight was the arrival of Lorraine Townley, whose attendance was greatly valued.

Words and photos by Anne Kruger





DARREN McGRATH

Proprietor (and a good bloke!)

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Minutes Summary SPC&HCC General Meeting Tuesday 1st August 2023

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

ATTENDANCE: as per Attendance Book – Attendance 42 and apologies 6

NEW MEMBER: Luke Anderson (Geoff Anderson's grandson).

VISITORS: Andy Murray - 2nd visit.

No guest speaker this month as both Darryl Donaldson and Shirley Howard are not well.

MINUTES OF PREVIOUS MEETING: Accepted as read by Mick Daddo/Charlie Cassar.

MATTERS ARISING:- The question of starting the meetings earlier during the winter months was discussed by the committee and it was decided to keep the start time of 7:30pm as it would be difficult for working members to attend if earlier.

CORRESPONDENCE

IN: Emails from Federation:

28/7/23 - Trafalgar Holden Museum 27th August, 60th anniversary for the EH and 26th November, 75th anniversary for the FX. 27/7/23 - 22nd October, Ford Flathead Festival, 23/7/23 - 29th October, Baw Baw Picnic at Darnum, 23/7/23 - 5th August, delegates meeting at Werribee, 15/7/23 - 10th September, Shepparton Swap Meet.

Forwarded by John Becker:

Newsletters from The Austin 7 Club, The Vintage Car Club Ballarat and the Victorian Historic Racing Register

AOMC - delegates meeting 26th August at Ballarat North

Letter from the Bendigo Bank regarding the phasing out of cheque books

A letter from the Shire regarding the storage cupboard - Rosemarie to follow up.

OUT: There was no outgoing correspondence.

The correspondence was accepted by Anne Kruger/Barry Osborne.

REPORTS:

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

MEMBERSHIP: Currently 244. 3 deceased, they still remain on the database until such time as the families decide the future of their membership and cars.

REGALIA: Rob advised that the sale items are still half price.

WEBSITE: Allan commented that the July magazine is not up on the website. Otherwise all good.

PAST EVENTS: John Becker commented that the Christmas in July lunch was one of the best functions held by the club and that he has had a great response from attendees.

FUTURE EVENTS: As per The Crankhandle

GENERAL BUSINESS:

The AGM will be on the 3rd October.

Allan mentioned that AutoPro has changed its name to AutoBarn.

Geoff mentioned that Jamie Mason was pulled up by a National Heavy Vehicle Inspector and his CPS number plate was not on the register. It was later resolved by VicRoads.

Allan Lowe spoke about his visit to MOVE in Shepparton and the wonderful collection of cars, trucks and articles of clothing. A Club visit to the Museum was recommended.

Ray Beagley spoke about his research into electric vehicles, in particular the serious issue of accidents and the risk to rescuers. He also mentioned about the environmental issues with lithium. He will present his findings to the Club when completed.

Peter Geermans? advised that he has spare spanners if anyone is interested.

The meeting closed at 8.22pm

The Cord Auburn Duesenberg video was re-shown

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

SEPTEMBER

R BEAGLEY	C CASSAR	P DONNELLY
B EVANS	M GAGLIARDI	S GILLARD
D KISBY	T HOWARD	G MATTHESIOUS
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

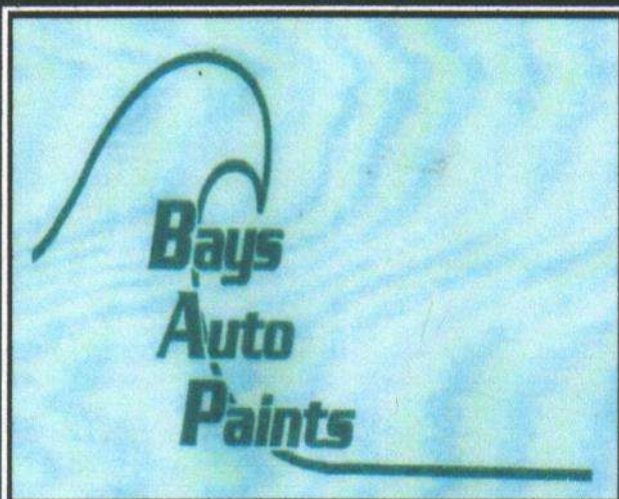
OCTOBER

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

NOVEMBER

R BEAGLEY	J CHIDGZEY	A VAN DEN BEMT
J PALMER	B STRATING	S ROSENHAIN
C CASSAR	C CASSAR	G CLIFFORD
P CRIPPS	K HILLS	I WHITEHEAD
G MEANEY	P LITTLE	G BARTON
D MORICE	B NUTBEAN	G HOCKING
W INNES	M LEHEY	J WATSON
S ZOIS	J DICKIN	D PAYNE

NOTE: If sending renewal notices by mail please send them direct to David Doubtfire. Contact him for the address: Ph 0409 603 749



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and finishes, sanding, polishing
and spray painting equipment*

10% discount on presentation of this advert.

NEW ADDRESS

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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 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

Ford T Model - Circa 1925 Incomplete, for restoration.
Best Offer. Half the proceeds will go to SPC&HCC

Contact Charlies Auto Museum
0419 887 801



WANTED

Truck transport wanted for a wood lathe from Tootgarook to Toowoomba Qld.

Lathe is family heirloom, is 1.6 m long and is about 120 kg. Cost negotiable.

Thank you **Warwick Spinaze 0407 016 719**

FOR SALE 1949 MGYA

1949 British Racing Green MGYA 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



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 – 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



For Sale - Two Desirable BMW cars

BMW 1997 Z3 Convertible with a hard top as well.

Reg no.0911H3 \$15,000.00



BMW E320 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

FORD FOR SALE.

1951 Ford Victoria in restored condition.

239 Cu" original flat head engine/3 speed trans`.

The overdrive is factory original & works well.

Will be supplied with full history & RWC.

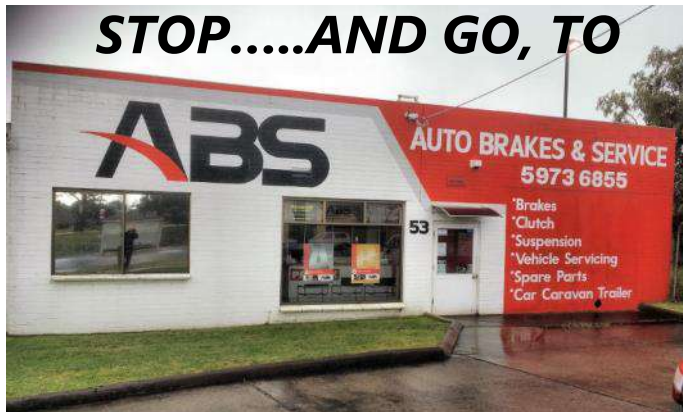
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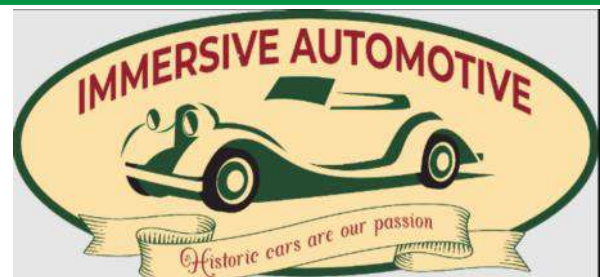
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