

The CRANKHANDLE

DECEMBER
2023

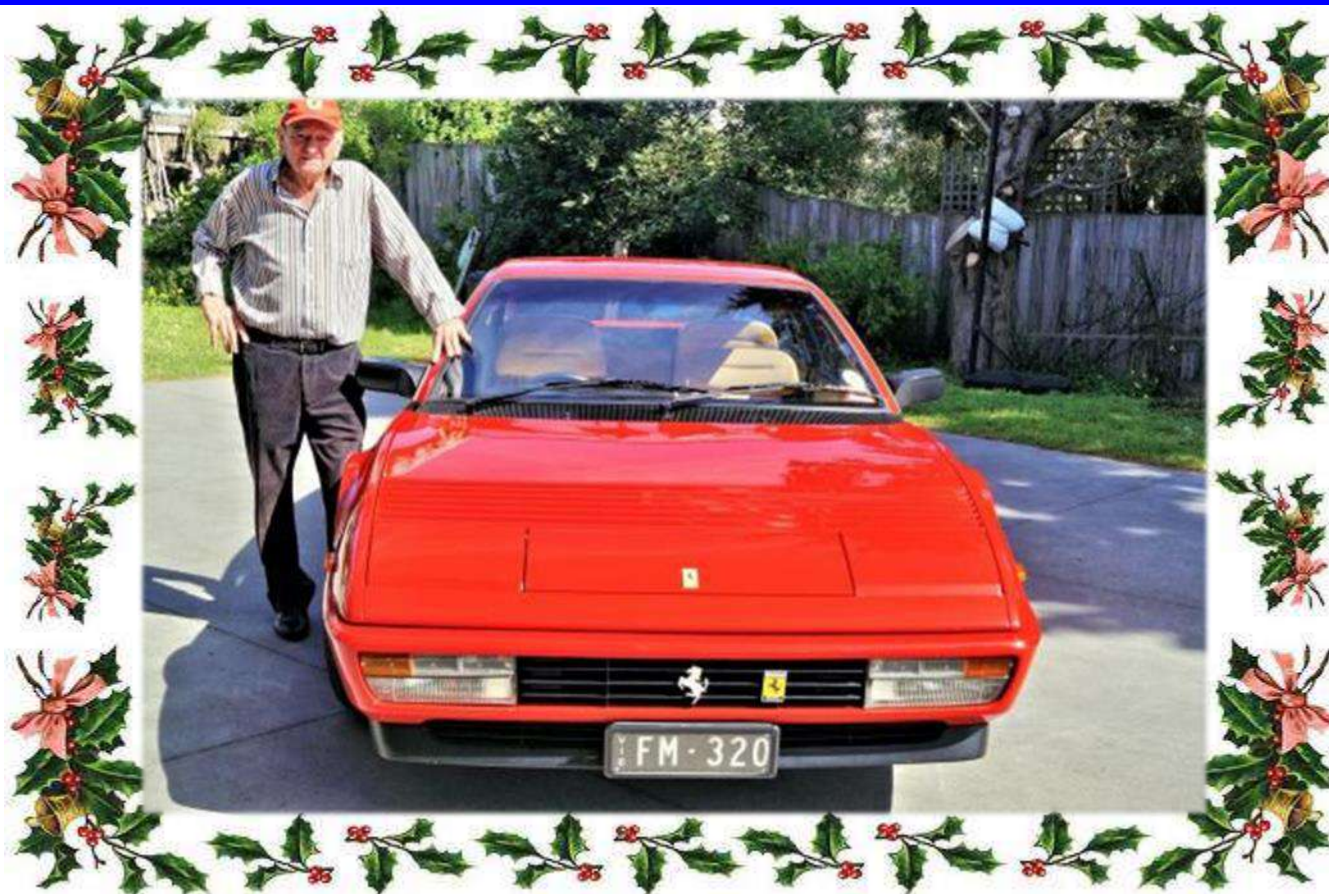
Newsletter of the Southern Peninsula Classic and Historic Car Club Inc. A00011676Y
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Website: www.crankhandle.com.au Email: admin@crankhandle.com.au

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.



Ferdinando (Fred) Malaspina with his Beautiful Ferrari Mondial, see more on p6

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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

President:	
Geoff Bartlett	0419 547 823
Vice President:	
Allan Tyler	0409406690
Secretary:	
Rosemarie Thiele	0412 866 643
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Paul Lucas	0420 927 073
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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	
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) .

Presidential Jottings

We are fast approaching the silly season, in fact I think it is well and truly here. I suppose it is self-inflicted silliness, so much to enjoy, and so much running around to do the things which we enjoy, and things we ought to do to honour friendships present and, unfortunately sometimes, past. There were a couple of funerals during the week before last.



One of the most enjoyable events our club has experienced in recent times was thanks to the generosity of members Gwen and Darryl Donaldson. The hoard were fed and watered, home-made pizzas no less, and we enjoyed an amazing collection of cars and memorabilia. Sincere thanks are due.

Darryl has 2 mark 10 Jaguars waiting in the wings. In my early driving youth my Dad bought a second hand Mark 10, and it was certainly a great highway cruiser. Another experience with the marque, actually the successor model, 420G, was enjoyed by Helen and me from and to Port Chalmers in New Zealand. One of the port options offered by Princess was a tour in a classic car. When you line up to wait, people are sorted out into groups according to the tour they have selected. From the thousands of passengers on board, we were a group of 2. A great experience though being chauffeured by a like-minded car club member to the points of interest.

Tomorrow Helen and I are driving in the Morris to Lakes Entrance, to spend a few days with the Masonic Unique Vehicle Group. I joined during Covid, and this is the first event, of only a few yet held, which we are able to attend. Back home on Friday with some extra kilometres on the clock.

Embarrassingly, the Triumph referred to last month was neither TR3A nor TR4, but actually TR6. There were several others too on the Bay to Birdwood run. Richard's is 2.5 litre fuel injected, and quite a capable car.

Cheerio from your silly old President, Geoff.

FUTURE EVENTS



DECEMBER

- Fri 1st Visit to Austin 7 Club, at Kylie Place Cheltenham. Meet at Bunnings Mornington Carpark 9.30am. Lunch at Sandbelt Club Hotel 630 South Road Moorabbin. Then afterwards visit to Sevenheaven, Murdock Street Clayton South.
- Tue 5th Monthly General Meeting 5pm onwards with BBQ and parking on the lawn at Clubrooms in Dromana. Meat supplied, BYO salad, utensils, table, chairs, drinks etc.
- Tue 12th Committee Meeting
- Sat 16th Christmas Luncheon at Mornington Golf Club from 12 noon onwards. If you have not booked for this event and you would like to join us. **COULD YOU PLEASE BOOK NOW.** Details on separate page in Crankhandle.
- Tue 19th Cars'n'Coffee and Ladies Coffee Club at Mornington Golf Club 9:30am onwards for Christmas breakup.
- Mon 25th Christmas Day
- Tues 26th Boxing Day

JANUARY 2024

- Mon 1st New Years Day Our Annual Picnic at The Briars 11:30 onwards. BYO everything.
- Tue 2nd NO GENERAL MEETING
- Tue 9th Committee Meeting.
- Tue 16th Cars'n'coffee Mornington Golf Club 9:30am onwards
Ladies Coffee Club at Kirks Hotel Esplanade Mornington 10am onwards.
- Sat 20th Tooradin Tractor Pull, Tooradin Tractor Complex, 2965 South Gippsland Hwy Tooradin
- Sun 21st Cruden Farm Festival of Motoring, Booking essential, **PLEASE BOOK NOW** (if you have not done so already) We have obtained a wonderful location for Marquee etc., if we don't get the numbers, this could be changed. This was a really great day last year, so please support the club for this event.

BOOKING DETAILS ON THER FLIER OPPOSITE

- Fri 26th AUSTRALIA DAY. We will celebrate with the Longwarry Progress Ass./Fire Brigade as per last year.(Wayne Roots the Organiser) joined us for the Noojee Tour. There will be a flag raising ceremony, classic cars, Eureka, Baw Baw, Studebaker Car Clubs, Trucks and stationery engines and good old country hospitality with BBQ, coffee and scones jam and cream.

FEBRUARY

- Tue 6th General Meeting at Club Rooms **SHOW AND SHINE** 5 pm onwards, Food Supplied bring your special car, chairs plates etc.
- Tue 13th Committee meeting
- Fri 16th Freemasons Aged Care car display. We are very well looked after at this particular venue which is at 130 Country Club Drive Safety Beach. Co-ordinator Geoff Bartlett. Please enter with Geoff Ph. 0419 547 823
- Tue 20th Cars'n'Coffee Mornington Golf Club 9.30 am onwards
Ladies Coffee Club Kirks Hotel, Esplanade Mornington 10.00 am onwards.
- Thu 29th Peninsula Tour, A beautiful drive through the Peninsula and Balnarring Heritage Hotel for lunch.



THE ASSOCIATION OF
MOTORING CLUBS

Festival of Motoring

at Cruden Farm

Sunday 21st January 2024

Open to all Historic, Veteran, Vintage, and Classic vehicles over 25 years old.

Club displays welcome

A Celebration of Motoring Throughout the Decades.



- **Display Vehicles Must Be Pre Booked** www.aomc.asn.au/festival-of-motoring
- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9am
- \$20 Entry for display cars (Includes passengers)
- Spectator entry and car park off Cranhaven Rd.
- Spectator Admission \$10 per person, Children free
- All profits from this event will be donated to Beyond Blue
- Childrens Entertainment, Music, Food & Trophies



Presented by the Association of Motoring Clubs in association with RACV

Display vehicles must be pre booked and entries close on **Friday 15th December 2023.**

Please use the link provided below to enter our event.

<https://www.aomc.asn.au/festival-of-motoring>

If you have any enquiries contact us at 0473 832 277



On my regular morning walk around the neighbourhood with the family dog I tend to chat most mornings with someone, in doing so I am discovering a number of neighbours having an interest in classic cars. One such person that I had spoken to on a number of occasions was a gentleman of similar age to many of us and is of Italian origin. He always had a good story to tell and when walking past I would look up the driveway to see if he was there and on this particular morning he was. Ferdinando Malaspina or Fred as he is known was loading his car with tools before heading to Bulleen to work at his Daughters home. Both roller doors were up and I noticed a Lambretta motor scooter, of course Fred would own a Lambretta and beside it was a car under a cover with the Italian emblem on it, I assumed it to be an Alfa and said to Fred,

“do you have an Alfa under the cover?” without a word spoken he lifted the cover to show me his beautiful Ferrari, I was almost lost for words, ‘that’s fantastic Fred, do you drive it?’ and his reply came straight back ‘shit yes’ and ‘I do at every opportunity’.



While hearing of Fred’s story for “Caught In The Headlights” recorded over a couple of days, it came with typical Italian hospitality, coffee, lunch with vino and continuing into the afternoon. I had the most enjoyable of days hearing Fred’s story in the company of his friend Francesca.

He was born in 1938 in Ascoli Piceno Italy. There were six children in the family, three girls and three boys. These were difficult times, people would door knock for particular foods with Fred’s Mother providing whatever she had to others and going with less for the family. One of Fred’s sisters Giuseppina had married in Italy before leaving with her husband to come and live in Australia. She and her husband set up home in Essendon. Fred at 18 years of age made the brave move to Australia encouraged by the opportunities that no doubt his sister and brother in law spoke of. He lived for a short time at his sister’s home. He described his brother inlaw as a real gentleman helping others in any way he could, but Fred did not want to live off them so when offered a job by a relative in the business of concreting he accepted the offer. It was very hard work preparing the sites with pick and shovel and mixing concrete onsite with blistered hands. After 9 months of hard labour Fred then tried his hand at fruit picking in Kyabram. After a day of fruit picking in wet shoes his boss said to him and his friend, if you don’t pick the ripe fruit your finished. Fred having understood the word “finish” said, ‘I finish now’ and headed to the local swimming pool where the young factory girls were spending time there in beautiful sunshine. Two days later Fred inquired at the Fruit factory for a job and was offered one immediately, he was fit and strong and was suited to picking up boxes laden with fruit and placing them ready for delivery, he worked there for nearly two years. He and his friend at weekends went touring in a Fiat seeing the country. Money was running out so Fred returned to Melbourne and took a job assisting a land surveyor developing roads in the new suburb of Burwood. He soon learnt to read plans, understanding road construction and building techniques of the houses being constructed in the estate.

A short time later a relative offered Fred a job in his butchers shop in Oak Park which he accepted, but within a year the shop was closed. The relatives who ran the shop said to Fred, 'come with us, were going to be boners at the Footscray meat works'. Fred who had some basic training from his days in the butchers shop did only one day of training that would normally take a week. He then joined the 16 hands on the boning line. Fred could talk and work at the same time, often singing Italian songs to entertaining his fellow workers.

Each boner on the line had to produce a set number of particular cuts per day, measured by placing a particular bone from the cut to a basket for counting.

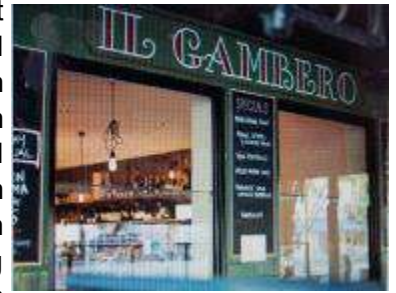
Fred would have his daily tally achieved by 1.00 pm, but could not clock off till 2.30 pm, however this left him valuable hours in the day that could be filled with other productive work.

While being employed for nearly 5 years as a boner, a relative said to Fred, 'you said you know something about building so how about you build my garage for me'. Fred with spare time on his hands after work commenced with the plans and council approvals before work could begin. This was another turning point for Fred, in his late twenties he started his own concreting company called Trevi Paving. He was contracted to the State Housing Commission to provide concrete paths, driveways and other works. Although this work was not always as profitable as other building work, payment was guaranteed. Payment for work carried out for builders was always very slow, however by then Fred had learned enough about the building industry to start building spec houses. Meanwhile his Brother Quinto who was working in the food industry here and was holidaying in Italy, said to Fred on his return to Melbourne, 'Fred, you and I are going to start our own Restaurant'.

Fred was building his home in Bullen at this time, life was very busy and when he and Quinto purchased a premise for a proposed restaurant Fred would be hands on and carry out all the necessary building upgrades and renovations and always to a high standard. Quinto being the chef would run the kitchen with Fred being responsible for the purchase and preparation of meat for a variety of Italian pasta dishes. He enjoyed being front of house, welcoming regular diners and chatting to them. The two brothers worked together in creating successful restaurants often two at the same time at different locations, then after a number of successful years selling the goodwill to others. Quinto's wife Nadia was formally trained and became the company secretary and bookkeeper. Nadia continues today as the family company secretary. Fred acknowledges the great

work Nadia has done for their business success over the years.

Their very first restaurant was named "Il Gambero" in Lygon street near Gratten Street. In 1978 Fred had an idea for an Italian festival in Lygon St. With much planning Fred with the Carlton



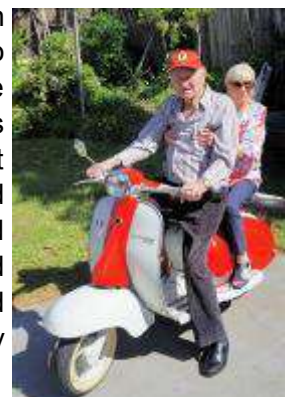
Traders Association was granted Council approval with some financial backing the very first Lygon St. festival was born. It was a huge success celebrating Italian food, culture and music. The brothers had soon purchased another restaurant called "Barolo Bistro" in Toorak Road South Yarra. Both Quinto and Fred worked hard and long hours in operating both premises providing quality Italian cuisine at affordable prices in an atmosphere that had become very popular with diners. The third restaurant the brothers started was the "Asti Restaurant" at the corner of Swanston and Gratton street that was once a very small Italian school. The purchase of the property required Fred to totally rebuild it along with the desired ambience to the interior.

The Asti Restaurant was painted by an art teacher who became a regular diner there along with the many art students who frequented the Asti in the upstairs section.

Their fourth was in Flinders Lane called "Cerabona" and the fifth was "Cafe Meletti" in Little Lonsdale Street that was previously a Benevolent Society building before Fred renovated it. "Cafe Meletti" was photographed for an advertising brochure to promote the area for commercial offices. The brothers have retained a number of the property titles. After many years of operating successful restaurants Quinto said to Fred 'enough' it is time for a rest from all this hard work.



Fred had already purchased a 1961 Lambretta 125cc Li Super motor scooter which he intended to restore to pristine condition. Fred said the fellow had the scooter in bits for more than 3 years before it was back in his hands and eventually was fully restored and driveable. He travelled everywhere on it around Melbourne. It is a lovely



scooter, very Italian and the photo of Fred and Francesca on the scooter is so typical of the scene in Europe and now with collectors around the world.

Lambretta scooter history is very interesting. In 1922 Ferdinando Innocenti built a steel factory in Rome. In 1931 he took the business to Milan where he built a large factory producing seamless steel tubing. Aeronautical Engineer Corrado D'Ascanio was given the job by Ferdinando Innocenti to design a simple robust affordable vehicle. It had to be easy to drive by both men and women and carry a passenger and not get the driver soiled, and so this famous Lambretta scooter was born. World wide collectors of these scooters increase year by year and reflects the increasing value of them today. The photo below shows the derelict but once very beautiful Lambretta factory in Milan.



Fred's relaxation prior to entering the restaurant business was in clay shooting and he became a member of the Australian Clay Target Association. He was very active in competition during the 1970's. His shooting jacket displays a 50 break badge from the A.C.T.A. although Fred had scored a 67 shot break the badges are issued at 25 break incrementals. Fred was one of just four shooters representing Australia at the World Moving Target Association competition



in Melbourne in 1973, he wears his badges on his shooting jacket with pride.

Just two weeks after he and Quinto had agreed to retire after decades in the restaurant industry a real estate agent phoned Fred to say a pizza shop was for sale in Altona. Quinto was not interested, so Fred with one his sons [Fred has two sons and a daughter and three grand children, two boys and a girl] took on the pizza shop "Numero Uno". It soon proved to be very successful and during this time



Fred said to his son, 'I'm going to look at a Ferrari that is for sale, a toy for me' he said. Later his disbelieving son said, 'you bought it'. That was 27 years ago. This Ferrari has a roof line slightly higher than normal for ease of entry to the two rear seats. The Ferrari Mondial was first presented to the public at the 1986 Frankfurt Auto Show and only 987 of the 2+2 coupe bodies were produced between 1986/88, The engine produces 270 bhp from 3.2 lt, 32 valve V8 engine with a top speed of 155 mph. The name Mondial is French for global, reflecting worldwide conformity to the 1980 safety and emission standards along with the company's motor racing victories. What a lovely site this car is from every angle, the interior is in beautifully trimmed leather with very comfortable seating and driving position, just so Ferrari, how can you not love this car that Fred has now owned for some 27 years.



Interesting talking to Fred who for most of his life has worked very hard and longer than most of us, said 'life must have purpose', so very true. I am pleased that Fred has his car interest and we can share it with him. Fred and Francesca enjoy to go dancing at the local Italian club here on the peninsula. Together they are excited to be part of our multi marque Car Club. The meaning of the Italian name "Ferdinando" as quoted on the web is an 'adventurer'. Bravo! Fred.



**SOUTHERN PENINSULA
CLASSIC & HISTORIC CAR CLUB**



CHRISTMAS LUNCHEON

Saturday Dec 16th 2023

Mornington Golf Club

Tallis Drive Mornington

Victoria 3931



Arrive 12.00 midday for a welcome and 12.30pm start
Come and enjoy the company of all your fellow members

2 course Christmas Dinner

Drinks at bar prices.

Please advise of any dietary requirements.

Awards and door prizes

Christmas Dinner Booking Details Saturday Dec 16th 2023

COST \$40 Per person.

Payment as below.

By Direct Debit to BSB 633-000 Acc. 131808131 Ref. YOUR NAME

Cash Payment to above account at any Bendigo Bank branch.

Cheque to: PO Box 12 DROMANA VIC 3936

Please advise Allan of your booking as below.

Email Allan Tyler alpays@bigpond.com

Ph. 59838198 Mob. 0409406690

Closing Date for booking Sun. November 26th.

"So Book Early"



Past Event: Auto Barn sausage sizzle. October 21st 2023.

It was a cool and cloudy day, which was perfect for cooking up sausages. Later in the day the sun did make an appearance. There was a good line up of cars from our members, which sparked a lot of interest. The sausages were going well with the customers mingling around looking at the cars. Thanks to Allan Tyler and Keith Morrison (and John Becker) for doing all the cooking. It was a lot of sausages in bread. Would like to thank the members for showing their cars.

The people's choice first prize was won by John Watson and the second place was won by Phil Hill. Congratulations to you both. Christine Tyler.



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"Very friendly and knowledgeable staff."



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Autopro is now Autobarn
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Supporting Your Club, Spread the Word



Pt Nepean Heritage Motor Show 5th November 2023

This show was held at Point Nepean Quarantine Station

The anticipation for the weather forecast in the weeks leading up to the motor show was intense. Everyone was curious if the weekend would be as sunny as last year. Fortunately, the weather did not disappoint. Although it was windy and chilly in the morning, the sun came out in full force by mid-morning and turned into heat by lunchtime. When everyone left at 2 p.m., it was the perfect day to be at Port Phillip. There were ski and sailing boats, and the ferry between Sorrento and Queenscliff was busy the entire time. The wavelets covered the footprints on the sand as they rolled towards and lapped the wall that protected the land from the sea. I wondered where the entrance to the beach was. The first-ever Pt Nepean Motor Show in 2022 was a huge success, with over 400 exhibitors and more than 2000 visitors. Fletchers was the naming rights sponsor, and 15 other sponsors provided generous support.

The funds raised went to Southern Peninsula Community Support, a charity that helps people experiencing homelessness on the peninsula. This year's event had more food vans, RPP-FM broadcasting, and local musicians had the crowd toe-tapping. The show was very fortunate to have a rare 1937 Mercedes Benz 540K (valued at \$13m) from the Fox Classic Car Museum on display, which raised much interest. The glamping tents, now completed, are mainly used by backpackers. However, families were already enjoying the ambience and full use of kitchen and bathroom facilities for the campers. The tents are small, but the family I spoke to was thrilled with the concept and booked months ago to secure their spot.

The area is well-maintained, and each tent is above ground on a wooden surround. There are paths throughout, and the plants nurtured at last year's car show had grown significantly. Glamping had been in the plans at Pt Nepean for some time. There are areas further into the parkland that are also designated for glamping. The Pt Nepean area should be public for general use, with plenty of picnic tables for campers and others to enjoy. Bike





hire is now available. With most of the area flat, it is ideal for families, some of which were riding, bells chiming to let walkers know they were coming through. The place is peaceful, and the campers are responsible enough to clean their space. However, there is one thing of which to be cautious, and that is the presence of snakes. On this particular day, a brown snake was spotted on the path that leads to the water, causing a lot of excitement.



Going from area to area to vote was enjoyable. There was a super raffle, and the Prosecco van was very popular. Packed lunches were unnecessary as the food vans catered for every taste and more. The coffee vans were the first port of call for most people when they arrived, and once in place, they headed off to check out the array of cars before lunch. It was around 9 a.m., a popular day with cars and hundreds of people milling around and meeting up with friends. We met many SPC members, and new members, especially, were made welcome. The advertising flyer from last year showcased various vehicles, one of which was Terry Pemberton's. He won his section (Modern Classics -Post 1990) This year



Congratulations to the Sorrento Rotary Club for another successful year.

Words by Anne Kruger



Winners are Grinners



"PIZZAS BY THE DOZEN AND OLD RELICS" - NOV 10TH 2023

Visit to Darryl and Gwen Donaldson.

Upon arriving at the Donaldson's residence in Tootgarook, we noticed a beautiful Chevrolet Roadster parked proudly in their driveway and owned by the new club members, Barry and Ros Smith. As we entered the venue, we discovered a few other cars including two T-model Fords and several early Jaguars in various stages of restoration. We made our way towards the pizza-making area, where the hosts, Gwen and Darryl, greeted us with warm smiles. The pizza oven was blazing, and Darryl was busy timing each pizza Gwen brought forth. Gwen had made two extra pizzas, which turned out to be a wise decision as thirty club members showed up for the pizza party at the Donaldson's. Before the pizzas were ready, sandwiches were available and were consumed quickly.

A timer was set up, and when Darryl wasn't socializing, he would take the pizza out, slice and serve it. The event was so busy that there was no time to take a break. During the occasion, club members had the opportunity to explore various rooms in the garage. Darryl built an impressive showcase for Christmas baubles collected over the years from Aldi. In the eaves, he had an assortment of antiquated chairs, a wooden plane he crafted himself, and dozens of dolly pegs. They were arranged beautifully for us to admire. There were many other collectibles too numerous to mention. There were several storage rooms and workstations, and one room had three sections with items strategically placed for easy access. Suffice it to say, we were kept entertained as the pizzas cooked.

The party was lively, and the enjoyment was palpable. It was a perfect opportunity for club members, both new and old, to connect and make new friends. Gwen and Darryl, thank you for hosting such a fantastic event!

Words Anne Kruger





TOUR TO NOOJEE, 16th NOVEMBER 2023

It was a grey and cold day in November when the club intended to drive to Noojee. Due to the weather, many modern cars were chosen instead of the classic ones. Though it wasn't in line with the true meaning of a car club outing, we had to prioritize our comfort. We met at Bunnings in Mornington with quite a few classic cars who attended the event, but none of them were convertible. Leaving Bunnings was an achievement in itself but finally, we managed to find a break in the busy traffic to start our journey towards Tooradin. Even though there were traffic works and some of us took a different route, we all enjoyed the moment and started our tour. Our journey took us through Tooradin, Koo Wee Rup, Bayles, to Longwarry, where we had a coffee break and met other club members, entertaining ourselves with Rosie. We continued through some lovely country, with hills and dales of emerald green, passing through Drouin and Neerim before driving through what looked like rainforests; we stopped to view the Trestle Bridge. Steam trains ran as part of the railway from Noojee to Warragul. It burnt down in 1939 but was rebuilt that same year. This bridge is the only remaining one of its kind in Victoria, and it is remarkable that it still stands. From there, we drove into Noojee. For lunch, we went to The Tool Shed, which had changed its name and position many years ago. The meals arrived quickly, and we enjoyed each other's company. A nearby table also had car club members visiting from elsewhere; as is the case, a few from that table knew some of our club members. However, as the time to leave approached, a couple of members decided to have dessert, which caused some toe-tapping and ribbing. Finally, we adjourned outside and said our farewells, with some members continuing to see the Falls.

Thank you, John and Chrissy, for organizing such wonderful outings during the year that brought joy to all of us who attended. Your efforts have taken us to various places, leaving us with unforgettable experiences. No matter what the weather was like, we always enjoyed the journey and relished the final destination. We appreciate your excellent planning and for always making sure that everything ran smoothly.

Thank you for being the best at what you do!

Words Anne Kruger





SHANNONS AUCTION REPORT



Shannons has confirmed it will end its auction business in Australia after four decades.

"The car auction landscape in Australia has changed significantly in recent years with an increasing number of competitors offering frequent and low-cost online auctions to keep up with customer demand in real time," the company said in a statement.







**YOUR CLUB NEEDS ABOUT
40 OF YOU
TO PAY YOUR MEMBERSHIP
DUE ON 1ST OCTOBER
\$45 FOR EMAIL MAG
\$60 FOR HARDCOPY MAG**

**ANNUAL MEMBERSHIP
SUBSCRIPTIONS WERE DUE ON 1ST
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:

BSB 633 - 000. ACCOUNT 131808131. REF - YOUR NAME (Essential!)

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

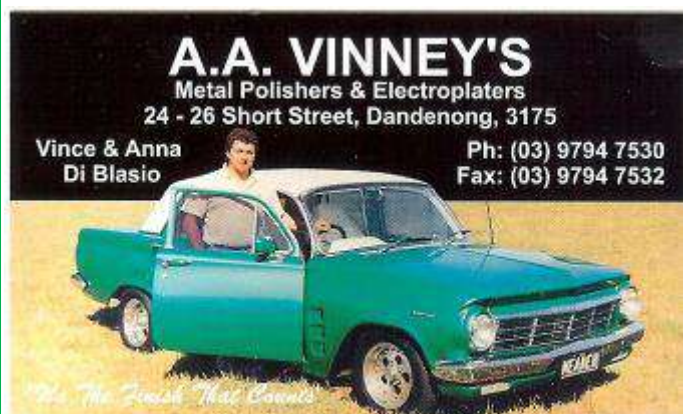
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obliged to advise VicRoads and your
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Friday September 29 it will be the 110th anniversary of the death of Rudolf Diesel

There have probably been few other inventions that have been so heavily involved in all our lives; I refer in this case to the diesel configuration and operation of the internal combustion engine that powers so much of the transportation and delivery system that keeps our lives and industry active and happening. Most automobile manufacturers have included diesel power as an option in some of their range of vehicles, in the past few decades.

The food and other items on the shelves in the supermarkets have most likely been delivered by diesel-powered trucks, the liquid fuels that we purchase at the bowser were first transported there by a diesel-powered ship to our shores, then transported by a diesel-powered truck to deliver into the tank that is plumbed into the delivery system at the bowzers. If you ever decide to tow a caravan out into the never, never, across this vast country, or tow a race car or boat to an event, you will then probably be using diesel power in the tow vehicle. I could go on and on, but I won't, you get the drift.

So how and when was this importantly useful diesel invention made? Well, we all owe an incredible thank you to Rudolf Diesel, for the invention that forever bears his name. Rudolf Diesel was born in 1858, into a poor German family that was living in Paris. When he was 12 the family then fled to London because of the Franco-Prussian war making their lives very difficult. About 6 years later the family returned to Paris and Rudolf began taking an increased interest in all things mechanical and in particular, refrigeration. In the year 1878 Rudolf published his first paper on the internal combustion engine, a device at that time that was very much in its infancy. He was just 20 years old. While waiting to graduate he was hospitalized to recover from Typhoid Fever, so needed to wait for the next Graduation Ceremony, in January. He gained very practical engineering experience by working at the Sulzer Brothers Marine Works in Switzerland. In 1880 he returned to Paris, to work with Prof. von Linde in designing and constructing modern refrigeration and ice making machines.

To keep all his patents in his own name, he needed to do all his experiments on internal combustion machines and engines away from the refrigeration manufacturing premises. His ongoing experiments were mostly different to what others were achieving with their research into gas engines, with his expertise in refrigeration he initially devoted his valuable time into using ammonia gas, a fruitless project that wasted much time and money. Eventually he discovered that he could use a mixture of fuel and air that he could ignite by extreme (for that time) combustion pressure alone, without the need for any other ignition source, because crude hot tubes or spark

plugs were very temperamental and unreliable. His first patented engine of this type used just coal dust and air that was blown into the combustion chamber, with the ignition of the mixture taking place at close to TDC. Rudolf then had it patented in 1892, and despite it being a very, very temperamental and inconsistent process, it succeeded in retaining his ongoing enthusiasm for continued experimentation of the process. Rudolf also experimented with steam, building a steam engine that used Ammonia vapor. When eventually it exploded (!) the shrapnel nearly killed him. Further experiments with high compression cylinder pressures stressed the physical strength of the cast materials he was using. When one exploded during a test it nearly killed him and he spent many months recovering in hospital, ever after he had eyesight problems and his health also suffered thereafter.

As usual, there were many 'experts' also experimenting with the internal combustion engine who would advise all and sundry that would listen, that a compression ignition internal combustion engine was impossible to achieve. Rudolf continued his experiments with all forms of liquids and gases as a suitable fuel source, including the crude petrol available and also with using heavy oils, he was already achieving excellent results. Prominent industrial companies, Krupps-Essen and MAN group entered into an agreement with him to further develop a useable compression ignition engine, in particular encouraged by the relatively low fuel consumption and the use of cheap (minimal distillation required) heavy oil. The diesel engine process was beginning to take the form as we know it now, and that was in 1893. In 1900 the Otto company exhibited a diesel engine at the World's Fair, in Paris. The main attraction at the World's Fair was the temporary Eiffel Tower, a huge construction that was visible from afar. It was to be dismantled after the WF had finished, but that has never happened. The Otto engine was run on a vegetable oil, peanut oil actually and ran very successfully for the whole of the fair. Nowadays, with vegetable oil being used for commercial cooking, there are many diesel engines that are using used cooking oil, usually neat, without blending with diesel fuel.

Found to be ideal for heavy duty work in large trucks, and also in particular for big shipping as an excellent power source, as an alternative to using coal burning boilers to generate steam. Rudolf Diesel achieved great success with his new engine and there was great interest during his touring throughout the United States of America, which with many contracts signed eventually made him very wealthy. He was even tempted to speculate on the stock market, such was his wealth. However, his health had begun to suffer, with a subsequent downturn on his various business affairs. His fragile mental state then suffered and he was put under close medical observation for a while.

Now for the Conspiracy Theory. Regrettably, Rudolf Diesel was believed to have just stepped off the ship and thus 'lost at sea' during a crossing of the English Channel

on the 'Dresden', while travelling from Antwerp to Harwick, on the 29th-30th September, 1913, that's 110 years ago. It was also often rumoured and suggested that this was a murder, as he had been under pressure from the German military to have exclusive use of his diesel invention in their submarines. He had refused. His trip to England was in part to discuss using diesel engines in British submarines, despite war clouds building up on the horizon. Additionally, the big coal suppliers to industry and shipping companies didn't like the threat to their substantial profits if steam power was substituted by diesel engines. Also consider that much of his fortune had been lost due to bad stock investments, lending credence to the suicide theory but more likely his fluctuating and deteriorating mental health finally claimed him, at 55 years old. So, could the German military (and German Government?) have arranged his demise, at sea?

I for one am extremely grateful for his successful development of an engine operating process that is so important to modern life and pleased it will forever bear his name. With the addition of forced induction by supercharging or turbocharging the modern diesel engine can pull heavy loads or win major endurance races. I refer of course, in particular, to Audi's domination on Le Mans in recent years. Regarding pulling heavy loads,

there are diesel powered road trains, comprising of a prime mover and with four trailers attached traversing central Australia every day of the year, all up weight is likely to be close to 100 tons, in the 42-degree heat for hours on end. Diesel-Electric freight trains are a hybrid system of a diesel engine driving an electricity generator to create the electric pulling power of a fully loaded train that might be several kilometres long, travelling from a mineral mine or a coal mine, to the coast.

Despite the rapid adoption of electric power (EV's) for our motoring in the foreseeable future, there will continue to be a demand for diesel engines used in mining equipment and large container ships, to help keep our standard of living where it currently is.

A final twist to this story is incredible! In 1950 Magokichi Yamaoka, founder of the Japanese engine company, Yanmar Diesel discovered that there was no monument for Rudolf Diesel, anywhere in the world. They decided to remedy that situation, commissioning the 'Rudolf Diesel Memorial Garden' as a monument to his memory, to be constructed and erected in Augsburg, Bavaria. It was arranged to be opened in 1957 for the centenary anniversary of his birth and the 60th anniversary of the diesel engine invention. Thankyou Rudolf Diesel, RIP. 1858-1913.

The Story of Alfa Romeo

Bill Glover

Nicola Romeo started a company, (Anonima Lombarda Fabbrica Automobili), in Milan in 1910 to design and construct racing and highly competitive cars for wealthy Italians to use on the race tracks of Europe. Their war time production of aero engines in both wars proved to be very profitable. They had racing success which enabled the factory to continue until it went public in 1946. In the intervening years between wars the Alfa Romeo produced many winning race cars. They always looked streamlined, clean and uncluttered, sounded great, and were starting to attract wealthy European buyers who wanted performance in their everyday road cars.



By the end of the WW2 when production once again started up Alfa produced cars that were more attuned to the general public who still wanted cars that would perform on the roads during the week and on the track at weekends. At the end of WW2 Alfa produced a small mono constructed car called the Guilla . Alfa made its policy to produce a sports car, both open and saloon bodies suitable for sporting events in most of their models.

In the early 1960's they launched the 2000 series, a car that attracted a range of people, (like the Pope), despite being expensive and rare but the occasional one was soon to be sighted on Australian roads.. In the years between 1957 and 1969 some 2893 Alfa Romeo 2000's were sold. It had a 5 speed column change gearbox. The car that really put Alfas on the map was built between 1955 and 1964 when they introduced the Giulietta, first in coupe format followed by a six seater and they sold 500 000 of them.

In between 1972 and 1987 Alfa produced the Alfasud and made over a million of them. The boxer engine increased in size from 1186 cc to 1490 cc's and it proved to be not only attractive to look at but very popular. The Alfetta produced between 1972 and 1975 was one of their most attractive cars producing 122 bhp from its 1799 cc engine and had inboard rear brakes, later rust became a very real problem with this model, meaning there are few to be found these days.

Alfa still produce cars that have a performance base and sell well in their country of origin as well as throughout Europe, the modern version sometimes lack the sheer style of the past , unfortunately too few come to the Southern Hemisphere. One looks forward to seeing more of these good cars on our roads in the future, but price will always be a factor.

I was struggling for additional information and said to Mick "Know anything about Alfas?" "Had two a few years back I will send you some info." It arrived 25 type written pages so we decided to continue the Alfa story over two editions (with the Editors indulgence)

Minutes of SPC&HCC Annual General Meeting -Tuesday 3rd November 2023

The meeting was opened by Allan Tyler at 7.55pm

The minutes from the 2022 AGM dated 4th October, as printed in the Crankhandle were accepted by Mick Daddo/ Allan Lowe - carried.

There was no correspondence pertaining to the AGM.

President's Report

Allan Tyler thanked the committee and members for their support over the past year and throughout his term as President. He expressed his enjoyment while in the role. Allan's last full report was printed in the October Crankhandle.

Treasurer's Report - presented by Allan Tyler in Paul Lucas's absence.

Details of the report are available to members from the treasurer on request.

Don Munro questioned the club's financial situation in relation to taxation.

The report was accepted by Charlie Cassar/Greg Cripps - carried.

Warwick Spinaze asked that congratulations on a job very well done be forwarded to Paul.

Allan vacated the chair and, at the president's request, Mick Daddo took the chair to conduct the election of office bearers and committee members.

President	Geoff Bartlett
Vice president	Allan Tyler
Secretary	Rosemarie Thiele
Treasurer	Paul Lucas
Editor	Keith Morrison
CPS officer - webmaster	David Doubtfire
Assistant CPS officer	Terry Conroy
Events coordinator	John Becker
Membership officer	Anne Kruger
Document control	Warwick Spinaze
Regalia	Rob Lloyd
Additional member	Christine Tyler

At the closing of nominations, on the 12th day of September, the above nominations were received and as no position had more than one nominee, the above were declared elected.

Mick Daddo handed the meeting back to the incoming president, Geoff Bartlett, who thanked Allan Tyler and Christine for a job well done.

Geoff said that he was happy to be back and hoped to make up for the time lost due to Covid at the end of his term. He thanked Mick Daddo for chairing the election of office bearers and committee.

The life members were acknowledged and it was noted that it is wonderful to have so many in attendance at the meeting.

Allan Lowe and Neil Hussey were thanked for their great work with Caught in the Headlights in the magazine.

Ray Beagley and Geoff Bartlett were thanked for their roles with the AOMC and Federation.

The meeting closed at 8.33pm.

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.

Minutes Summary SPC&HCC General Meeting Tuesday 7th November 2023

MEETING OPENED: The meeting was opened at 7.30pm. Geoff Bartlett welcomed everyone and read the emergency notice.

NEW MEMBER: Ferdinando (Fred) Malaspina.

VISITORS: None

MINUTES OF PREVIOUS MEETING: Accepted as read by Brian Evans/Bob Hill .

MATTERS ARISING:- Geoff welcomed Paul Lucas back, after his illness,

CORRESPONDENCE

IN: - Emails from the AOMC regarding delegates meeting on the 20th November, their newsletter and a request for Club contact details.

An email from Mick Daddo questioning the publication of the AGM minutes in the magazine.

Email from Marsh providing our Certificate of Currency

Emails from Federation regarding a stolen BSA bike, a fundraiser for the Bendigo Museum on the 9th November

An email from Consumer Affairs re our Statement of Notification

Apology from Gerd Matthesius for the next meeting

OUT: Email to MPSC requesting use of the outdoor space for our December and February meetings.
Accepted by Charlie Cassar/Rob Lloyd

REPORTS:

TREASURER: as tabled, available on request. Paul thanked those who have paid their subs. Only 8 have booked for the Christmas lunch. Accepted by Paul/Bill Vaughan

MEMBERSHIP: presented by Anne Kruger.
Financial members - 193
Non-financial- 49 Total - 242
Magazine numbers - 120
Email numbers - 122 Total 242

REGALIA: Rob Lloyd reported that we have \$3200 in stock and that the half priced items are still available. The banners are nearly sold out

Matters arising from correspondence :- Mick Daddo's querie regarding the AGM minutes will be discussed at the next committee meeting

PAST EVENTS: In John's absence, Geoff commented on reports of a great day at Point Nepean. Terry Pemberton won a class with his TD2000 - approx 400 cars displayed and it was a beautiful day.

FUTURE EVENTS: As per The Crankhandle

AOMC REPORT: Nothing to report

FEDERATION REPORT: Geoff advised there will be a meeting on the 14th October, however he will not be able to attend. At the last meeting, taxation was discussed, but they are still looking into the questionnaire.

GENERAL BUSINESS:

Warwick is looking for transport to Tawoomba for a wood lathe.

Ray spoke about issues related to the safety of electric vehicles

Brian Evans asked for advice regarding an oil problem in his MG

Paul showed a walker he has adapted for Freedom Solutions Australia. He is looking for donations of 4 wheel walkers for conversion.

The meeting closed at 8:07pm

The first part of the DVD brought by Terry Conroy on early racing at Phillip Island and Bathurst was watched and enjoyed

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
DISPLAY WINDSCREEN BANNER	\$20



All these items may be purchased at monthly meetings from "Regalia Rob" Lloyd

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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

DECEMBER

K O'REILLY	J TREWARNE	R CHILIANIS
M CROW	M GAGLIARDI	W HALL
K HALLAM	J ELLIS-JONES	G HOCKING
B JONES	P KRUEGER	B LESLIE
B MASON	V PORTEOUS	W INNES
C WATKINS	M GRIERSON	R HILL
M JAGEURS		R NASH

JANUARY

N ARMSTRONG	J SPENCE	G CLARKE
M GAGLIARDI	S KNIGHTLEY	C JORDAN
D ROBINSON	J MARTEN	J MASON
J ROLLINGS	H WEBSTER	R HOWES
D DONALDSON	D TRUEMAN	T GUY

FEBRUARY

G CASTLE	K BEARD	M CADDY
P DUBOURG	C CASSAR	R CHILIANIS
G DUNKERLEY	I DAVIS	R CONNELL
T MULVOGUE	T HOWARD	M LEONARD
P LITTLE	F LITTLE	L THOMSON
I WILLIAMS	J KLEIN	G OTTAWAY
B SCOTT-HOWARTH	C WATKINS	A WEBSTER
D DONALDSON	K SMITH	B ROGERS
D MORICE		

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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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 A Mercedes Benz Classic

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.
Price below market at \$34,000 ono for quick sale. RWC negotiable.

Phone Ian Williams on 0400 632 190



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 120kg. Cost negotiable.

Warwick Spinaze
0407 016 719

WANTED

Small outboard 2-stroke motor for my Tinny

8 hp – 15 hp

In running order

Mike Hurd – 97873181
or 0456 89 88 77

FOR SALE Max's Magnificent Jag

2001 Jaguar XJ8 Sport Auto

British Racing Green, Oatmeal interior. Full service history, no oil leaks, no drips, Excellent tyres
Drives and presents beautifully. Roadworthy Certificate and 12 month Registration

204,000 kms, \$19,990

Phone Max Caddy at Rosebud 0409 135 282



WANTED

Donations of un-needed 4 WW for conversion to one hand operation The modified units as seen at Novembers Club Meeting, would then be donated to Rehabilitation Hospitals or individuals etc.

Contact. Paul Lucas. 0420 927 073.
lucasp14798@gmail.com

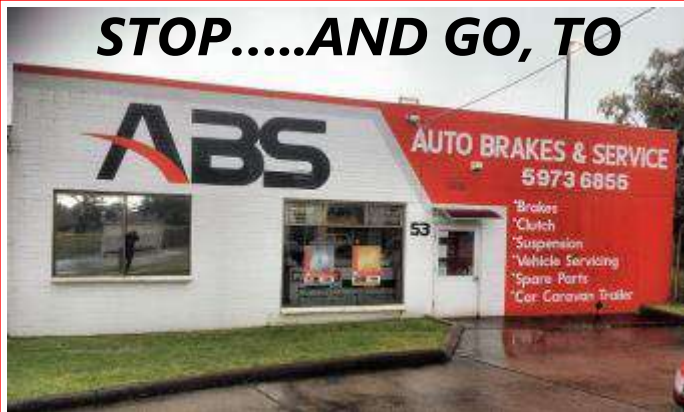


SALES TABLE at Club Meeting Nights

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.

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