

SIDE LIGHTS

FOUNDED 1969
MORNINGTON PENINSULA HISTORICAL VEHICLES CLUB Inc.
- A0001922T (MPHVC)
Member of the Federation of Vintage, Veteran & Classic Vehicles Clubs and
the Association of Motoring Clubs.

JULY 2023



***Kings Birthday weekend ...
What's your car of choice
for a sunny day drive?***

UP COMING CLUB EVENTS

JULY

- * Sunday 2nd Breakfast Run - **Pelican Societe. 9.30am** (see details back page)
- * Sunday 9th General Meeting - **The Hastings Club, Hastings. 12 noon** (see details back page)
- * Wednesday 12th Committee Meeting. (The Hastings Club, 7.30pm)
- * Sunday 30th Last Sunday Run - **Tooradin Sports Club Lunch. 12 noon** (see details below)

AUGUST

- * Sunday 6th Breakfast Run - **Pelican Societe. 9.30am** (see details back page)
- * Sunday 13th General Meeting - **The Hastings Club, Hastings. 12 noon** (see details back page)
- * Wednesday 16th Committee Meeting. (The Hastings Club, 7.30pm)
- * Sunday 27th Last Sunday Run - **Cranbourne Botanical Gardens** (details next month)

If for any reason we need to cancel a planned event, we will endeavour to email and text those members that have email and mobile numbers listed with the club. We will also put a post on Facebook re any updates or cancellations! Please feel free to ring a Committee Member if you need to ask a question.

EVENT DETAILS

SAVE THE DATE- Sunday 30th July - Tooradin Sports Club for Lunch. Tooradin Recreation Reserve, 62 South Gippsland Hwy, Tooradin, Victoria. As you enter Tooradin from Frankston, the Recreation Reserve and Sports Club is on the right. Do a U-turn at the United Petrol Station to enter driveway. We will depart Baxter Tavern at 11.30 for those that want to travel together. Alternatively, meet there 12 noon. We do have to let the venue know accurate numbers so please message or ring Dawn if you intend to join us for lunch.

SAVE THE DATE- Sunday 27th August - Cranbourne Botanical Gardens. (details next month)

SAVE THE DATE- Sunday 26th November - AGM, Presentations and Xmas Luncheon.

CLUB NEWSFLASH

Reminder - Annual Membership Fees were due 30th June

- Receipts for Membership/Annual fees paid will be posted to all members with July Sidelights. For those members that get digital Sidelights, your receipt will be mailed also.
- Thank you to all members that make our job so much easier by actioning payment and return of Form in a timely manner.
- As per discussion at last AGM, we will be strictly adhering to the "VicRoads Contract of Operation" re Membership Fees, as has been regularly mentioned to members.
- For those "Red Plate Members" that have not returned their Annual Membership Form or paid fees by 30th of June, as required we will be forwarding notification to Vic Roads on the last day of the 7 day notification period, **FRIDAY 7th JULY**. For those Members, any cars listed with MPHVC will no longer be able to be driven as are no longer on the Red Plate Scheme.
- Previous years we have continued to remind some members and given them countless phone calls We will not be doing so this year. Continuation of our Club is paramount, as is the welfare and ease of task by our volunteer Committee Members which must also be considered.
- If you are unable to pay or return form due to hardship, illness or any other reason, please call a Committee Member BEFORE 30th June, and we will certainly help you in this situation.

- At our June GM it was suggested by a member that we should keep having our lunchtime GM meetings at The Hastings Club for the summer months as well as winter. Due to having to travel late at night, and many members not wishing to drive in the dark, we feel this will be more inclusive of those members. A vote will be put to members at the next General Meeting in July.
- Due to the dwindling number of members that attend the monthly social picnic on a Wednesday at Mount Martha, we have decided to cancel it as a Club Run. Because it is the perfect destination for a sunny day picnic, or even a chilly day with the fire going... we will make it an occasional destination for an end of month run.
- Don't forget to still bring along library books for the "Library exchange/giveaway Table" at the monthly GM. This has been very popular with members and we do require contributions for it to continue successfully.
- Mark Behr has been appointed as our second Delegate for AOMC. Marks knowledge and background within the Classic car movement will be an added voice for members and owners of classic and vintage cars. Thank you Mark for volunteering!

FOR SALE

1989 Nissan Navara

- Automatic
 - 500,000 kms
 - 2.4 engine
 - vin JN1UNGD21AO420801
 - Long wheel base
 - Limited slip diff
 - Two Tone (Black/Silver)
 - Dual fuel, with a lockable canopy,
 - Led lighting,
 - In Immaculate condition for its age, & Rust Free.
- Comes with Rego & Road Worthy.

\$12,000 ono.

Avril & Richard — 0438 580 825



FOR SALE

1932 Austin Seven Opal Tourer Sedan.

Currently on H Plates.

\$18,000 ONO.

Engine/chassis no. M162514

Has had engine re-built.

Car is in excellent condition and has been lovingly restored and preserved over the years.

*Car is located in Hastings,
Victoria.*

**Call MPHVC 0414455989 and
we will put
you in contact.**



*"Looking for love! ... Slightly older 1932 Gal.
Stylish, trustworthy, in great running condition.
Sure to please, with classic looks and a
body to crave!"*



2023 MUSTANG ROUNDUP



SUNDAY 29th OCTOBER 2023

10am - 3pm
DANDENONG SHOWGROUNDS
Bennett St. Dandenong

ALL MUSTANGS
& NEW MEMBERS WELCOME

FEATURE DISPLAY 1971-1973 MUSTANGS
INCORPORATING THE SHELBY NATIONALS
& BOSS MUSTANG DISPLAY CONCOURS
SHOW & SHINE
= ADULT SPECTATOR \$10
= MUSTANGS \$5 per car
= KIDS UNDER 16 FREE
CLUB GEAR FOR SALE



WANTED TO BUY



Ford 351 Cleveland engine

Wanted for a 1970 Mach 1 Mustang that is currently undergoing a full restoration. Long motor 2v or 4v.

Justin 0409 933 773
Located Seaford. Vic.



WANTED TO BUY

2 SPARK PLUG CATALOGUES

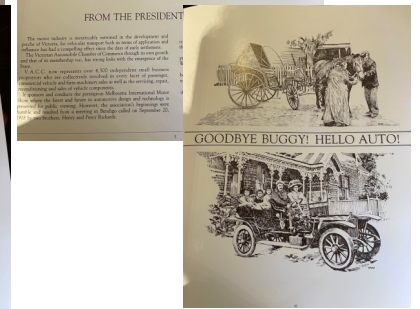
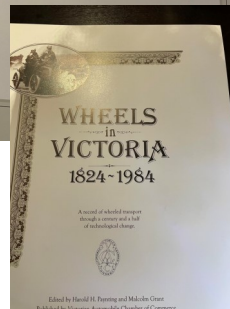
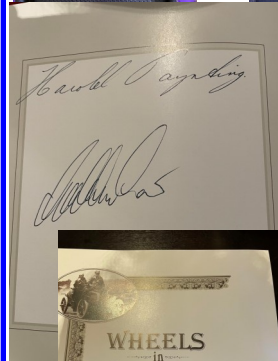
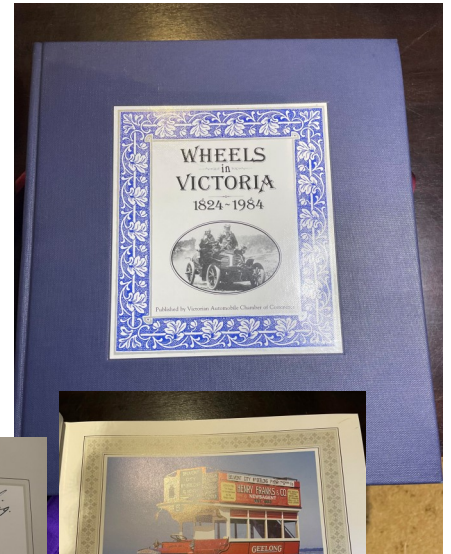
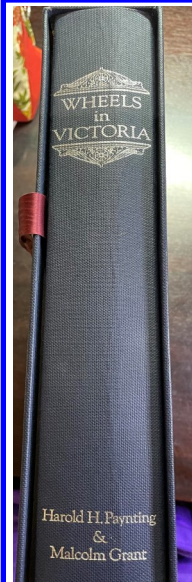
from any year

1X - PYROX

1X - FIRESTONE

Contact - Bernie Valentini - 0403 164 031

FOR SALE
\$850 - contact Pam
0415445113



chacawagga@gmail.com



WAGGA WAGGA ANNUAL

SWAP MEET

AUTO JUMBLE - BRIC-A-BRAC - ANTIQUES

SUNDAY JULY 16 2023

WAGGA SHOWGROUNDS

HOT FOOD & DRINKS AVAILABLE
ATMs AVAILABLE ON SITE

GATE ENTRY
\$5
900+ SITES

OUTDOOR SITES \$40 - INDOOR SITES \$50

SITE BOOKINGS THROUGH WAGGA CIVIC THEATRE from 1st MAY 2023

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SUPPORTING LOCAL CHARITIES/COMMUNITY GROUPS

PLUS SHOW & SHINE



LET'S TRY AND SOLVE ANOTHER MYSTERY!

You may remember a while ago we advertised did anyone know the whereabouts of a EH Holden ute someone had bought to restore? We posted here in the magazine, and on our Facebook page, with photo's that showed some faded signwriting on the ute. We were so happy to get feedback from viewers about the history and what the car had been used for at Avalon Speedway....Well here is another mystery to solve... Lets see if we can spread the word!

" Hi, I'm trying to locate this 1929 Chev my father restored in the early 70s & owned it up to the late 80s.

It was sold to a chap in Albury NSW with the surname Baker, then sold on into Victoria South Gippsland. Then I was told it was sold at Yarra Valley Auctions late last year or early this year.

This photo was mum and dad when they were restoring the Chev in 1972.

The other photo below is the 3 cars dad owned. I have the grey 1924 dodge, and the A model is now a Rod ."



Any info on the 1929 green Chev—please contact

Steve Sharp - 0478121704
email address -
stevandkris@live.com.au







VOLKSWAGEN CLUB OF VICTORIA & BMW DRIVERS CLUB MELBOURNE PRESENTS

GERMAN AUTO SHOW











SUNDAY 27TH AUGUST 2023
CALDER PARK THUNDERDOME

ALL GERMAN VEHICLES WELCOME







MPHVC Members and Committee would like to welcome our newest Members

-Warren Houtt & Carol Buren.

-Derek & Lucy Nicholson.



GENERAL MEETING SALE DAY

The June General Meeting was held recently on the Kings Birthday weekend, with a larger than normal turnout of members. Maybe it was the sunny rain free day that encouraged many to get their cars out and go for a drive. Or maybe it was the lure of the garage sale items offered for sale.

Many of the larger items had already been sold via the email we sent to all members, but there were still some useful car items and tools to be had.



Was great to see many members leave with either a goodie from the garage sale or a book from the book exchange table. Lunch is always a great finish to the meeting, with the majority of members choosing to stay. Please remember to bring along any books you have finished with to keep the momentum of the "MPHVC Book Table" up and running. See you all at the next GM on Sunday 9th July.



WHAT IS KING CHARLES'S FAVOURITE CAR



The Monarch's British-made motor of choice is his beloved Seychelles Blue 1970 Aston Martin DB6 Volante MkII, which was also a favourite of James Bond in the hit 007 movies. Gifted to him by The Queen for his 21st birthday, it has been his long standing favourite car to drive and he is often seen enjoying sunny day drives with Camilla. King Charles lent the car to Prince William for his wedding day in 2011, when he whisked Kate Middleton off after their reception, an endearing act of father and son both sharing their love for the car. In 2008, the sports car underwent an extraordinary eco conversion.



King Charles III is known to be a “petrolhead”—someone who has a deep love of cars. He is also an environmentalist, which would seem to conflict with his passion for the automotive world. In a 2021 interview with the BBC, the royal was challenged about his car-related carbon footprint. He explained that in 2008 his beloved Aston Martin, which he has owned for more than 50 years, had been converted to run on a “surplus of English white wine and whey from the cheese process.” The type of biofuel he refers to is called E85; it's composed of 85 percent bioethanol and 15 percent unleaded petrol. The bioethanol in E85 can come from different sources, but in the case of what fuels King Charles III's Aston Martin, it comes from surplus wine and the alcoholic extraction from fermented whey.

The king has earned some praise for using this newer energy source, but he has also faced criticism. While it's clear he recognizes the importance of developing energy sources that don't rely on fossil fuels, critics are not so quick to embrace his choice as the way forward. Biofuel—even when made from food waste—is considered a “niche” energy source that is not scalable for availability to the masses. Experts are quick to point out that using land and resources to produce fuel could lead to massive global food insecurity. While most of the cars currently used on his estates are electric, King Charles III has voiced concerns about electric cars being unaffordable for many, the impacts of the battery materials required to run them, and how they would be recycled. King Charles III has a history of supporting environmental and conservation issues and for raising the alarm on climate change. His personal efforts at reducing his own carbon footprint don't stop at a car that runs on biofuel: They also include switching to biomass boilers at his Birkhall home and installing solar panels at Clarence House. He also makes time to campaign for the use of wool (it's a fully biodegradable material), has a large organic vegetable garden at his estate at Highgrove, and makes the environment an important part of his mandate as monarch.

In his 2021 BBC interview, King Charles III acknowledged that “no one person can solve the problem,” and that everyone must do their part to help the environment. Not everyone needs to drive a car that runs on wine and cheese, but he suggests people lower their consumption of meat and dairy products, reduce waste, and plant more trees.

But the environmentally-friendly conversion is not the only quirky modification the King has made to his Aston. He's also said to have stuck a fake red “eject” button on the dashboard to spook his passengers.

The Aston Martin DB6 rolled off the British carmaker's factory floor in September 1965 and was in production until January 1971. Only 1,788 of the grand tourers were made. Auction house Sotheby's recently had a silver version of the King's motor up for sale with a £550,000 starting price.



THE PELICAN SOCIETE BREAKFAST RUN



Our Breakfast Run for June also turned out to be a perfect day for a drive to Hastings Foreshore. The early morning breakfast was only attended by about 14 members, but we certainly enjoyed making the most of a sunny day after the previous weekends wash out. The Pelican Societe never ceases to deliver a great breakfast, morning chats and great view. Perfect way to start the day.

The parking is usually not too busy, but today there must have been lots of fishermen on the pier because the carpark was fairly full even at 9.15am.

One member, who shall remain nameless, was horrified to see two locals checking out his car, apparently contemplating writing out a ticket for his parking misjudgment! We offered a photoshoot of the nameless man in arrest position, but the good humored, dressed in blue, declined and issued a simple friendly warning. Must have been B.....'s good looks and oozing charm!



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CAR CARE CORNER

By Bernie Valentini — (VACC Certified SMM)

Hi all Members, Friends & Fellow car enthusiasts!
Let's get the **KETTERING SYSTEM** sorted!

Quote from Wikipedia "The Delco ignition system, also known as the Kettering ignition system, points and condenser ignition or breaker point ignition, is a type of inductive discharge ignition system invented by Charles F. Kettering. It was first sold commercially on the 1912 Cadillac and was manufactured by Delco. Over time, it was used extensively by all automobile and truck manufacturers on spark ignition, i.e., gasoline engines. Today it is still widely used in coil-on-plug, coil-near-plug and in coil packs in distributor less ignitions. An alternative system used in automobiles is capacitor discharge ignition, primarily found now as aftermarket upgrade systems. Electronic ignition was a common term for Kettering inductive ignition with the points (mechanical switch) replaced with an electronic switch such as a transistor"

Thanks to Mr Kettering in collaboration with the Delco Company, from 1912 to today, we have and still enjoy the reliability and longevity of this Kettering System that we colloquially refer to as "Points and Condenser". In all my years and associated Auto Racing with the Light Car Club (now defunct) where I raced my Allan Moffat Ford Cobra and my FE Holden, not once have I heard of any Race was lost or adversely affected by a faulty Kettering System that ALL our collectables were fitted with from 1912 to approx 1982, before ELECTRONIC Ignition entered the scene in mass production. Kettering was largely responsible for many inventions including the Electric Starter Motor to eliminate the use of an archaic and sometimes dangerous Crank Handle!
I digress.....

When fitting new Points (contact set), aim to find NOS (new old stock) made no later than 1995. After this date, reproduction was predominantly if not exclusively made of "cheese": A derogatory term used to highlight the practice of using inferior materials to make the 4 main "consumables" aka Points, Condenser, CAP, and Rotor. Some reading this may now be getting a "jolt" up top: "I was wondering why my Points died so soon".
Don't jump to conclusions too quick!

The most mysterious and SO often overlooked part of this system is the Capacitor aka Condenser. The Capacitor CANNOT BE TESTED without a Farad Meter or Oscilloscope; neither of which you'll find in 99.9% of any private Collectors Garage in the known past, and not likely in Retail Repair Shops into the future. It does NOT recognize Amp, Watt, Ohm, or Voltage.

I cannot emphasize enough the importance of this little cylinder electrically attached to your points. \$100-\$200 best NOS points money can buy will soon "foul" if the Capacitor is outside the micro-Farad specification it was designed to operate at.

"nb"Brand New (NOS) Capacitors CANNOT be taken for granted they're fault free.

I did not mention the Ignition Coil of pre 1995 as this is the LAST item that will draw suspicion. They were bullet-proof in the main. THOUSANDS have been purchased erroneously in the hope to reinstate a failed ignition system.

Let's assume you've had your components (new or used), tested as you should..... The Tungsten faces of the new points always were coated with preservative which needs to be removed with Methylated Spirit or other 100% oil-free solvent. Then dry off. I've always used firm paper to do this in 50 years for both steps!
Next, hold the points up to a light to observe how well the contact faces meet each other "square-on". Only bend the stationary anvil that's part of the screwed down base plate to gently alter the angles to achieve perfect contact. Under no circumstances must the Movable Arm EVER be bent or twisted or altered in any way. The Distributors Centre shaft Lobes(4 bumps for a 4 CYL car, 8 bumps for a V8 or Straight 8, only 1 in your mower!) area that move the points must be cleaned with kerosine and dried. ONLY a frugal smear of hi melting point grease is applied to the whole Lobes area: err on the side of too little. Install and set gap with a Dwell Meter. In an emergency, turn Crank ONLY CLOCKWISE until the Wear Block sits at its highest on any Lobe and adjust Points so a thick piece of paper half the thickness of a credit card can just slide thru points with slight "feel".

ALL Aussie UK & USA (and almost sure Japanese) vehicles using Points had NO resistance in their DIZZY CAPS. Many European Caps had anything up to 10 ohm resistance in all "towers" as well as on the Rotor Button (Rotor Arm). An Ohm Meter as found easily in most Multimeters is easily used to look for open circuit, aka "infinity", at any of the 9 towers on a 8 cylinder Dizzy, etc. Look inside all surfaces of Cap for cracks and/ or jagged black lines causing "flashover" aka short circuit to nearby tower/s or straight down to "earth".

Before contemplating suicide because so far all tests show no problem, don't forget the Rotor Button!..... after billions of 15,000 to 45,000 volts cycles, the Bakelite/plastic can break down and insulate no more! Voltage slowly or quickly finds its way straight down into the Dizzy Shaft leaving NONE for the spark plugs.

Only sure way to test Rotor is with 2 Insulated clamps to hold Rotor and any plug Lead with Rotor in between. Be very careful. Too dangerous with Electronic Ignition. Get a NEW Rotor!

Bernie Valentini (Certified VACCSSMM & VicRoads Vehicle Examiner)

MORNINGTON PENINSULA HISTORICAL VEHICLES CLUB

Minutes of GM 11th June 2023. The Hastings Club, Hastings.

Meeting commenced: 12.05 pm.

Chair: Chris Warwick President.

Minute taker: Peter Anscombe.

Attendance and Apologies: Per Attendance Book.

Visitor/New Member Welcome: Warren Holt, 65 Mustang. Richard Hill, 89 Navara.

Minutes of General meeting 21/5/23: No matters arising - Confirmed - Mark Behr/Bernie Valentini - Carried.

Treasurer's Report: Assistant Treasurer Graham Bedford advised no major change from the previous meeting.

Secretary's Report: Nyree Parker advised the usual renewals and statements.

Editor's Report. Dawn Etccl advised usual club and AOMC emails/newsletters, otherwise quiet.

Membership Report: John Schipper advised 106 current members.

Future Events: Per Sidelights - Naked Racer Cafe - Ben's notes to be reviewed for ideas.

Note. The Midweek social picnic run to Mt Martha has been cancelled owing to lack of support. May be a venue for occasional Sunday run.

AOMC Delegates Report. No report from last delegates meeting.

Minutes should be circulated by

AOMC soon. Mark Behr now second AOMC Delegate.

Merchandise: Colin to take orders as required.

General Business: General Meetings:- Joyce Robertson suggested all monthly general meetings be held at the Hastings Club. To be considered by the Committee.

Membership lists:- Joyce Robertson asked when new membership lists were going to be distributed.

Chris advised that these were no longer circulated for privacy reasons.

Items for sale:- Many items from Len Butcher were offered.

Raffle: To conclude the meeting the President conducted a raffle, the winners being John Schipper and Stephen Rand.

Meeting closed: 12.40 pm.

**New cars make you
feel comfortable**



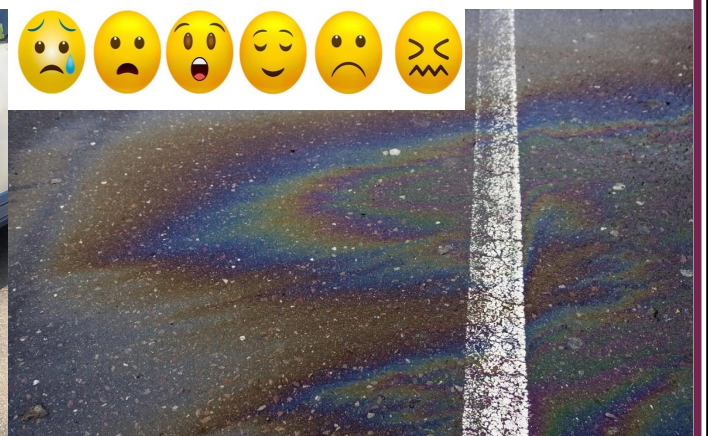
**Old cars make you feel
alive**



www.aomc.asn.au

To see all information from the AOMC, you can simply go direct to their web site. Up-coming events, minutes of Delegates meetings, newsletters and interesting articles related to the car industry in Australia.

When everything was running so well ! Then your baby springs a petrol leak And you have to call the RACV Then when you get 4 doors from home with the temporary fix and run out of petrol And the wife isn't happy coz she had to walk home to get the spare petrol can coz you wont leave your baby unattended And then to top it off your car club buddies just won't let you live it down!!!





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OUR CLUB

The Mornington Peninsula Historical Vehicles Club Incorporated was founded in 1969 as a Family Social Club, aimed at assisting in the preservation, restoration, use and maintenance of historic vehicles, stationary engines and other mechanical memorabilia more than 25 years old. Particular emphasis is on veteran, vintage and classic eras together with later vehicles of interest. The MPHVC will also endeavour to assist local non-profit clubs and organizations by participating in their events when invited. Please address any correspondence to:

The Secretary
MPHVC Inc.
PO Box 7056
Karingal Centre, Frankston 3199

Club Email Address: mphvc@live.com.au

OFFICE BEARERS, COMMITTEE MEMBERS & DELEGATES 2020/2021

President: — Chris Warwick - 0417 016 251
Vice President: — Ray Griffin - 0409 216 273
Secretary: — Nyree Parker - 0401 806 448
mphvc@live.com.au
Treasurer: — David Hunt / Graham Bedford, Assistant
Sidelights Editor: — Dawn Etccl - 0414 455 989
mphvc.sidelights@yahoo.com.au
Sidelights Publisher: — Noelene Warwick
Activities Co-ordinator: — VACANT
Membership Officer: — John Schipper - 0419 551 378
General Committee: — Noelene Warwick
— Wayne Etccl
— Colin Gardner
— Bernie Valentini - 0403 164 031
Permit Registrar: — Darren Crerar
Welfare Officer: — Lorraine Mayne - 0412 446 978
Memorabilia Officer: — Colin Gardner - 0409 130 804
Permit Officers: — Ray Griffin - 0409 216 273
— Doreen Madeley - 0488 547 988
— Nyree Parker - 0401 806 448
— David Hunt - 0412 175 258
Safety Officer: — Ray Griffin - 0409 216 273
AOMC Delegates: — Peter Anscombe, Mark Behr.
Federation Delegate: — Alan Saunders

- Preferred method of Red Plate Permit renewal signatory authorization, is to be done at a monthly General Meeting. Alternatively, post to Club and include a stamped, self-addressed envelope.
- New vehicles, to be submitted for registry with MPHVC, must be approved via Safety Officer before VicRoads paperwork is signed.

**MPHVC Inc. PO Box 7056,
Karingal Centre, Frankston 3199**

MPHVC FACEBOOK LINK

https://www.facebook.com/MPHVC-Mornington-Peninsula-Historical-Vehicles-Club-2488596817927756/?view_public_for=2488596817927756

MONTHLY GENERAL MEETING

Meeting place: St Francis Xavier Centre. (Hastings Club in Winter months. May To August. 12 noon.)

Where: Rear of St Francis Xavier Church, 60 Davey St Frankston. Car park off Baxter Street and Park Street. (wheelchair access)

(Hastings Club, 155 Marine Parade, Hastings. 12 pm. 59 791740)

When: 2nd Thursday of every month at 8.00pm.

Supper Roster rotates supper duties amongst Club Members. (see Sidelights Calendar for members on Supper Roster).

(on the Sunday after what would have been the Thursday GM)

Duties are as follows: (at church hall only)

- First named Member buys 2x1 litre milks (reimbursed by Club).
- Set up tables, urn, cups and make tea and coffee.
- Wash up and stow everything away after supper is finished.
- Check tea, coffee and sugar supplies. If insufficient, please advise next month's rostered Members.
- Put Roster book on table at door.

All Members - Please remember to bring a plate to share.

MONTHLY CLUB RUNS

FIRST SUNDAY OF THE MONTH

Breakfast Run.

Meeting 9.30am at Pelikan Societe Café. Located next to the Hastings pier. 2 Marine Parade, Hastings. Full breakfast, toasted sandwiches or just coffee and muffins etc available. Indoor or outdoor seating available to choose from depending on seasons.

SECOND SUNDAY OF THE MONTH

General Meeting & lunch.

Hastings Club in Winter months. May To August. 12 noon. See above.

LAST SUNDAY OF THE MONTH

End Of Month Sunday Run.

Meet prior to 10am Baxter Tavern, depart 10am. Destination planned on the day amongst those members that are present, or prior as printed in Sidelights. BYO refreshments and chair. Alternatively we may end up at a café. Weather and numbers present on day will help decide where we end up! Members encouraged to suggest destinations for future months.

CLUB MAGAZINE

"SIDELIGHTS"

Help to make Sidelights a success by contributing material you consider will be of interest to fellow Club Members.

The deadline for material to appear in the next issue of Sidelights is the 20th of each month. Where possible e-mail material to the Editor at mphvc.sidelights@yahoo.com.au

Email photographs in 'jpeg' format to the Editor's email address above. All original material submitted will be returned.

Do you want to contact the Club by email ?

Our Club Email Address is:

mphvc@live.com.au

DISCLAIMER -

The information contained in this Newsletter is for general information purposes only. The MPHVC Club assumes no responsibility for errors, omissions or accuracy of advice published in the Newsletter.