

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.

APRIL 2025



UP COMING MPHVC MEMBER EVENTS

APRIL

- * Sunday 6th Breakfast Run - Pelican Societe. 9.30am (see details back page)
- * Sunday 13th General Meeting & Lunch - Sanctuary Inn. 12 noon (see details back page)
- * Wednesday 16th Committee Meeting - Sanctuary Inn. 6.30pm (see details back page)
- * Sunday 27th Last Sunday Run - **SCORESBY PICNIC CAR AND MOTORCYCLE SHOW.**
(see details below)

MAY

- * Sunday 4th Breakfast Run - Pelican Societe. 9.30am (see details back page)
- * Sunday 11th General Meeting & Lunch - Sanctuary Inn. 12 noon (see details back page)
- * Wednesday 14th Committee Meeting - Sanctuary Inn. 6.30pm (see details back page)
- * Sunday 25th Last Sunday Run - **COOLART HOMESTEAD PICNIC** (See details below)

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.

MPHVC EVENT DETAILS

SAVE THE DATE- Sunday 27th April 2025.

SCORESBY PICNIC CAR AND MOTORCYCLE SHOW -

National Steam Centre. 1200 Ferntree Gully Rd, Scoresby.
Show starts at 10am. Meet at Baxter Tavern ready for a 9.15am departure, or go directly there. BYO chairs, picnic and refreshments etc.

For those members not wanting to bring a classic or vintage car Come along with your chairs and picnic anyway as it is always a great day there with plenty to look at and explore.

SAVE THE DATE- Sunday 25th May 2025.

COOLART HOMESTEAD PICNIC - Meet at Baxter Tavern ready for a 10am departure, or go directly there. BYO chairs picnic, refreshments etc.

Coolart Wetlands and Homestead is located on Lord Somers Road near Somers. To reach Homestead via Coolart Rd, travel to end of Coolart Rd then turn right into Frankston/Flinders Rd, then a sharp left into what is an extension of Coolart Rd. Then turn left into Sandy Point Rd, then right into Lord Somers Rd. Coolart Homestead is a few hundred meters on right. Look for the signs.

FEDERATION

SCORESBY PICNIC CAR & MOTORCYCLE SHOW

Sunday 27th April 2025



Nation Steam Centre
120 Ferntree Gully Rd
Scoresby, VIC



Starts 10am

Hosted by the Dandenong Valley Historic Car Club Inc.

Free entry

Vehicles 25 years & older are welcomed to park into the display area

Trade & Craft Displays
BYO Picnic Lunch
Steam Machine Displays
Food Stalls
Trophies for 5 Categories
Children's Animal Farm
Raffle Drawn 1pm
Bring the Family

CLUB NEWSFLASH

- After discussion with members at the last GM, we have decided to book Sanctuary Inn as our regular meeting venue. At this point in time it does not look like The Hastings Club will re-open. It was also asked of those members at the meeting, which they would prefer, an evening mid week GM, or as we currently do, a Sunday lunch meet. It was an almost unanimous vote to keep it as a Sunday lunch. We will have our usual "library/books for free" table, but until further discussions with Management of venue we won't have a "Garage items for sale" table set up. Can members putting books on table please remove and take back to car before we sit down to lunch. Thank you!
- We will soon be trialling a 'WHATS APP' for members. Dan MacKeeman has suggested this will be a great way for members that wish to participate, by linking us together via phone. We will initially roll this out with committee members, then include all members when we have ironed out any difficulties. WATCH THIS SPACE..... Thank you to Dan for investigating this for us!
- It will soon be the time of the year when we compare our Club Register with that of Vic Roads. We would like to remind all Members that it is imperative that you let us know if a Club Permit car, registered via our Club is sold, as we need to remove it from our Register. It is your responsibility to attend VicRoads to advise of disposal so they also remove from their records.
- **Annual Membership Fee Forms are included with April Sidelights. Payment is only valid if we also have the FORM. Payment and Form are due before 30th JUNE**
- **ON THE FEE FORM PLEASE MAKE SURE YOU ONLY LIST THOSE CARS THAT ARE ON THE MPHVC REGISTER.**
- We have not had a fee increase in the last 4 or 5 years, and it is now apparent that we need to keep up with inflation and continue to provide the necessary insurance etc. Fee's will increase by \$5. New members that joined before 31st December 2024 are required to pay membership for the up-coming year.
- The VicRoads rules of contract will be adhered to re "Payment of club fee's must be by 30th June, and non financial membership of Club Permit **Members notified to VicRoads within 7 days**".

National Motoring Heritage Day Sunday May 18th 2025

National Motoring Heritage Day 3rd Sunday of May



National Motoring Heritage Day is an initiative of the Australian Historic Motoring Federation. The aim being to promote and display Australia's strong motoring heritage; and also show the community, business and government the strength of the Australian historic motoring movement.

The idea of **National Motoring Heritage Day** came about at the 2006 AHMF AGM. CACTMC raised this as "National Motoring Day", asking that:

"...the Australian Historic Motoring Federation give priority to organising a national motoring day whereby all car club members drive their vehicles around their own area - city, town, etc - to show the strength of the car movement in Australia."

At this meeting - 8th & 9th September 2016 - it was decided: the day will be called **National Motoring Heritage Day**, and be the **3rd Sunday in May** annually.

These historic vehicles bring enjoyment to their owners, as well as the public.

Australia's historic motoring movement has a massive input into the economy. Vast sums of money are spent on the restoration and maintenance of motor vehicles. There is also economic benefit to businesses (e.g. caravan parks, hotels, restaurants and service stations) in the towns and cities where events are hosted.

National Motoring Heritage Day is when car owners share their passion with the public and other vehicle enthusiasts.

Events are organised by state associations and member clubs throughout Australia on this day.

Some Victorian events that are open to anyone to attend and more information can be found on the AOMC website and facebook site.

2016 PAJERO SPORT REAR SPRINGS



Removed when car was purchased new, to upgrade to heavy duty ones to tow with.
\$200

Dawn 0414455989

48th HISTORIC WINTON 24th and 25th May 2025



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Austin Seven Club Inc.A0003290N | Photo - Bruce Keys

HUGE HERITAGE DISPLAY

WINTON MOTOR RACEWAY, BENALLA, VICTORIA

24th and 25th May 2024



In Conjunction with
**HISTORIC
WINTON**

FEATURING THE WEIRD, WONDERFUL AND WACKY



Austin Seven Club Inc.A0003290N | Photo - TBA

DEVILBEND PICNIC RUN

A haven for waterbirds and walkers, Devilbend Reserve comprises 422 hectares of native vegetation along with almost 250 hectares of water surface area. The reserve can be explored by selected walking tracks. The trail system includes all ability access to the shoreline, viewing/fishing platforms and boardwalk. The reserve is a popular place for bbq's, picnics, walking and cycling. Dogs and other pets are not permitted.



The main walks are Western Shoreline Track - 1.2km - Descend from the Devilbend Picnic Area along the 2.5m wide shoreline trail on a compacted surface that takes in views across the expansive reservoir whilst making your way down to the fishing platforms and boardwalks.



The park contains two decommissioned water supply reservoirs, the **Devilbend Reservoir** and **Bittern Reservoir**, which are less than 600 m apart and linked by an often-dry drainage channel. These reservoirs were the original reason the surrounding parkland was protected from general public access and was not subjected to land development.

Both reservoirs are along the course of the eponymous **Devilbend Creek**, a left tributary of the much larger Balcombe Creek that drains into Port Phillip Bay at Mount Martha. Nearby just 500m in the north, there is a much smaller, unnamed third lake further downstream along the creek in the neighboring locality of Moorooduc, next to a golf course within what is known as the Devilbend Recreation Reserve.



MPHVC RUN TO DEVILBEND RESERVOIR

Our Sunday run in February turned out to be a perfect warm day with just enough clouds to shade us from the sun. A small contingent of us departed Baxter Tavern at 10am..... and yours truly led because "I knew the way" didn't I?...Left out of Baxter Tavern into Hawkins Rd....Right into Frankston/Flinders Road, left into Coolart Rd. then right into Graydens Rd.... Easy.... except it wasn't Graydens Rd. that I turned into.....It was Mornington/Tyabb Rd! (It wasn't possible to read



the sign on the roundabout until I had committed to the turn).

After a quick discussion with the others we continued on, left into Stumpy Gully Rd, then turned right into Graydens Rd. All good! Upon arrival we set up our picnic spot and wondered where everyone else was. We consisted of Marion and Lorna, Tony and Satu, and Gail and myself. Bernie and Leonie, Aleda and Barry, and Kerrie and Dan arrived a little bit later.

Morning Tea was partaken of with some delectable sweets provided by the girls, the cars were inspected, then some went for a walk along part of the reservoir where we watched a few energetic kids jumping from some low cliffs into the water.

We weren't able to use the shelter shed we normally use due to a Birthday Party for 2 year-olds being conducted there, but



when it came time for lunch we were treated to offerings of surplus sweets from said party. It was a good day and the weather was kind to us.

Thank you to Dawn for organizing this run.
Eddie Reynolds.



CAR CARE CORNER

By **Bernie Valentini** — (VACC Certified SMM)

Technical Talk – The grossly underestimated importance of Ignition Condensers, as found in all cars with Point/s and Condenser/s since 1912, until the 1980's, when replaced by Electronic Ignition.

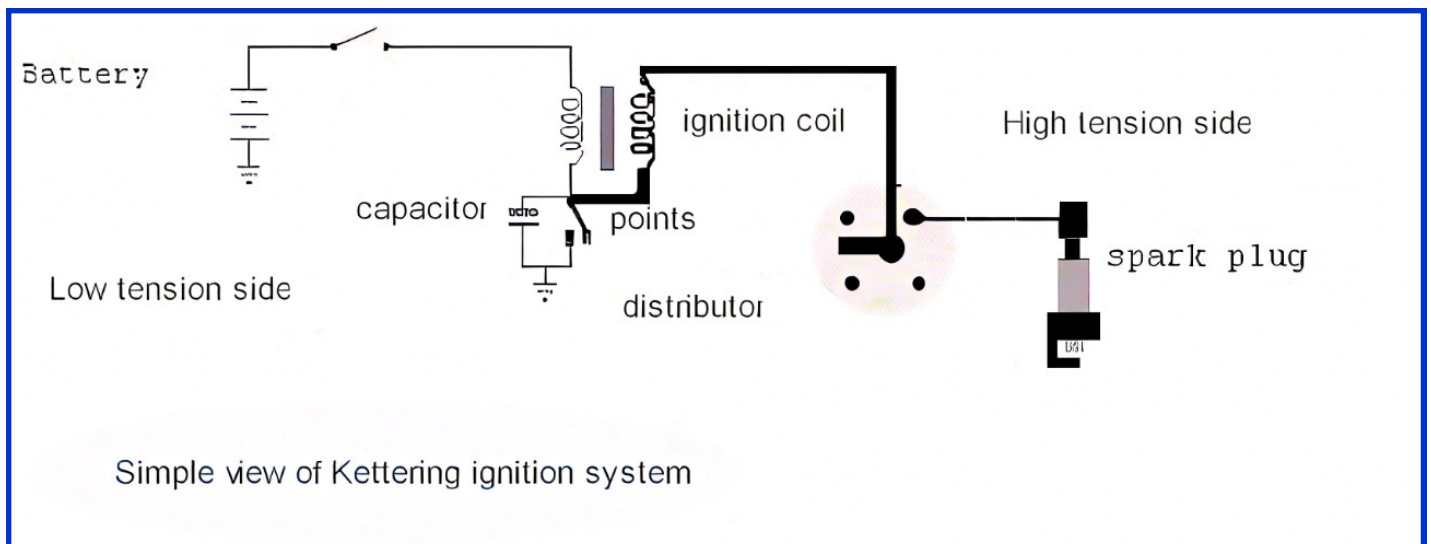
This Points & Condenser System is known as the Kettering System, named after its 1912 inventor, Charles F Kettering while employed by DELCO, as I highlighted several editions ago, is found in every one of our pre 1970's Classics, and yet continued in many cheaper "moderns" into the early 90's.

Personally, for over 50 years, the Delco/Kettering System has never let me or any of my clients down once in living memory. I've always delighted in maintaining this System, knowing in its heyday, it only required a 10 minute service every 10,000 kms, and 20 minute service every 20,000kms for EVERY DAY CARS (aka "daily's")! The same points and condenser have been in my 65 Valiant, and 57 Holden and 72 Capri V6 and 63 Falcon and 71 Fairmont V8, for many DECADES! I inspect & Test them once per year, only to find nothing needs doing! This is partly due to the fact our Classics are lucky to see 200 to 1000 kms per year!

I applaud and condone "FACTORY-FITTED" Electronic Ignition post 1970's for their reliability. Unfortunately, service parts are impossible to find. However, pre 1980 manufactured NOS points & condensers can still be found: Do not buy post 1990 reproduction items, as it will only end in tears.

For decades, I have seen the fitting of aftermarket Chinese Electronic Ignition to be fraught with more problems than a well maintained Points&Condenser System.

Following is TekTalk explaining this great invention.



Basically the function of a condenser in a Kettering coil ignition circuit is to reduce the spark at the contact points as they open in the distributor and thus minimise burning and pitting of the points.

"Arcing" is caused by the effect of self induction in the coil as the points interrupt the flow of current. The resultant collapse of the magnetic field produces a high voltage to be generated in the primary winding which then tends to flow across the points, thus causing burning or pitting. This current flows into the condenser and charges it as the points open, causing the rapid collapse of the magnetic field, which produces this high voltage in the primary windings, which can be as high as 250 volts.

This further charges the condenser, and the consequent collapse of the field causes a high voltage to be induced in every turn of both primary and secondary windings.

As the secondary winding has about 100 times the number of turns of the primary, the secondary voltage can reach as high as 25000 volts. Normally this voltage is not reached as it is limited by various factors such as point gap, compression, engine revs, etc, so only sufficient voltage is produced to produce a spark at the plug.

As the spark is produced at the plug gap, the energy in the coil, stored in the form of magnetic flux, begins to drain from the coil through the secondary circuit thus sustaining the spark for a fraction of a second, or several degrees of crankshaft revolution.

During this interval the condenser discharges back through the primary winding producing an oscillation of the current flow in the primary circuit for the brief interval that is required for the primary circuit to return to a state of equilibrium. The condenser DOES NOT DISCHARGE UNTIL AFTER the spark has occurred at the spark plug.

Burning of points results from high voltage, presence of oil or other material at the points, defective condenser, or too small a gap in the points.

High voltage can be caused from high voltage setting of the regulator or high resistance in the charging circuit or the third brush set too high. On third brush generators, too small a gap at the points allows the points to stay closed longer resulting in the average current being high enough to allow the points to burn rapidly.

Contact pitting results from an out of balance condition in the system which causes the transfer of tungsten from one point to the other so that a tip builds up on one point and a pit on the other. The direction in which the tungsten is transferred gives an indication for correcting the situation. If the tungsten transfers from the negative to the positive point one or two corrections may be made. Increase the capacity of the condenser, shorten the condenser lead, separate high and low tension leads between the coil and distributor, move these leads closer to the engine block. If the transfer is from the positive to negative point, reduce condenser capacity, move low and high leads closer together and/or away from the engine block, or lengthen condenser lead.

Good luck with your trouble shooting. This information was taken from a Delco Remy electrical equipment book. NB I remind everyone, whether in our club or any other, that I'm happy to test any Condenser free of charge. This test can ONLY be done with a Capacitance Meter or an Oscilloscope, which is almost extinct in both cases. ""I cannot stress enough, the importance of a correct value Condenser""

Happy motoring everyone!
Bernie Valentini

FURTHER FACTS ON CHARLES KETTERING

Overview

Charles Franklin Kettering (August 29, 1876 – November 25, 1958) sometimes known as Charles Fredrick Kettering was an American inventor, engineer, businessman, and the holder of 186 patents. He was a founder of Delco, and was head of research at General Motors from 1920 to 1947. Among his most widely used auto-motive developments were the electrical starting motor and leaded gasoline. In association with the DuPont Chemical Company, he was also responsible for the invention of Freon refrigerant for refrigeration and also air conditioning systems. At DuPont he also was responsible for the development of Duco lacquers and enamels, the first practical colored paints for mass-produced automobiles.

While working with the Dayton-Wright Company he developed the "Bug" aerial torpedo, considered the world's first aerial missile. He led the advancement of practical, light-weight two-stroke diesel engines, revolutionizing the locomotive and heavy equipment industries. In 1927, he founded the Kettering Foundation, a non-partisan research foundation, and was featured on the cover of Time magazine in January 1933.

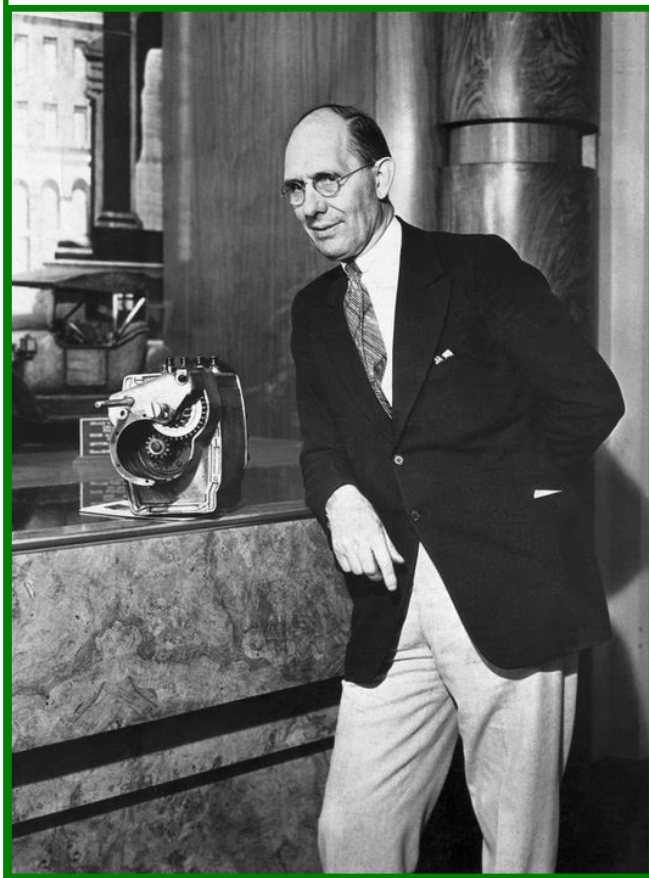
Early life

Charles was born in Loudonville, Ohio, United States, the fourth of five children of Jacob Henry Kettering and Martha (Hunter) Kettering. Poor eyesight gave him headaches in school. After graduation he followed his sister Emma into a teaching position at Bunker Hill School. By all accounts he was an engaging and innovative teacher. He attracted students to evening scientific demonstrations on electricity, heat, magnetism, and gravity. He took classes at the College of Wooster, before transferring to Ohio State University. He was a member of the Delta Upsilon fraternity. Eye problems forced him to withdraw, and he took a job as foreman of a telephone line crew. At first, the termination of his studies caused him to be depressed. Then he found ways to apply his electrical engineering skills on the job, and his spirits revived. He also met his future wife, Olive Williams. When his eye condition improved, he was able to return to his studies and graduated from OSU in 1904 with an electrical engineering degree.

Work Life

In 1914, [Flxible Sidecar Company](#) was incorporated with the help of Kettering, who then became president of the company and joined the board of directors. Kettering provided significant funding for the company in its early years, particularly after 1916, when Kettering sold his firm, the Dayton Engineering Laboratories Company (Delco), to [United Motors Company](#) for \$2.5 million. Kettering continued to serve as president of Flxible until he became chairman of the board in 1940, a position that he held until his death in 1958. [Continued ...](#)

Charles Kettering



Model of Kettering aerial torpedo on display at [National Museum of the United States Air Force](#) in Dayton, Ohio



General Motors.

Delco was sold to General Motors in 1918, as part of United Motors. Delco became the foundation for the General Motors Research Corporation and Delco Electronics. Kettering became vice-president of General Motors Research Corporation in 1920 and held the position for 27 years.

Between 1918 and 1923, he led the research and development at GM's Dayton research laboratories to commercialize air-cooled engines for cars and trucks. [The GM "copper-cooled" automotive engine used fans forcing air across copper fins for heat dissipation. The commercialization, attempted between 1921 and 1923, was unsuccessful due to a combination of factors, nontechnical and technical. Air-cooled engines have had commercial success before and since, used widely in such applications as lawnmowers, small aircraft, and automobiles - notably the Volkswagen Beetle and many generations of Porsche sports cars.

Leaded Gas.

Kettering's research in fuel was based on his belief that oil would be in short supply and additives would allow more efficient engines with higher compression. His "high percentage" solution was to mix ethanol with

gasoline, while his "low percentage solution" looked for additives that would be added in small quantities to increase what later would be called the octane rating of gasoline. Thomas Midgley Jr. and Kettering identified tetraethyllead (TEL) in December 1921 as an additive that would eliminate engine knocking at a dilution of one thousand to one. While use of ethanol could not be patented, TEL's use as an additive could. Kettering and Midgley secured its patent and proceeded to promote the use of TEL as an additive instead of other options. Kettering became the first president of the newly founded Ethyl Corporation that started to produce TEL in 1923. One year later, he hired Robert A. Kehoe as the medical expert to proclaim that leaded gasoline was safe for humans. That its use was an ecological disaster leading to a global lead contamination was not acknowledged until many decades later.

Kettering died on November 25, 1958. After his death, his body lay in honor at the Engineers Club and then was interred in the mausoleum at Woodland Cemetery, Dayton, Ohio. On January 1, 1998, the former General Motors Institute changed its name to Kettering University to honor Kettering as a founder.

WIN A TRIP TO THE
GOODWOOD
FESTIVAL OF SPEED

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Shannons are giving motoring enthusiasts the chance to win a trip for two to the UK to experience one of the world's greatest motoring events – The 2026 Goodwood Festival of Speed.

Plus, a new Indian Motorcycle Sport Chief! Including up to 12 months Shannons comprehensive Car and Bike Insurance and Roadside Assist.

Plus, \$5,000 cash if you're an eligible Shannons Club member. That's over \$100,000 in prizes for one lucky winner.

MORNINGTON PENINSULA HISTORICAL VEHICLES CLUB

Minutes of General Meeting 9/03/2025 **Sanctuary Inn, Marine Parade, Hastings**

MEETING COMMENCED: 12.05 pm.

ATTENDANCES: As per attendance book

APOLOGIES/ ABSENTEEISM: As per attendance book.

VISITORS: Nil

NEW MEMBERS: Nil

CHAIR OF MEETING – Deputy President- Darren Crerar

ITEM: Quiz

A car related quiz game commenced the meeting with the winner being Dan Mc Kennon who won a \$20 Bun-nings voucher. The quiz had approximately 20 questions and went for approximately 20 mins.

MINUTES

Previous Minutes + AGM of last meeting December 2024 as per Sidelights

Minutes accepted by: Marian Capon - Seconder: - Lorna McDonald Carried: - Yes

MATTERS ARISING FROM MINUTES

Nil matters arising.

TREASURY REPORT – David Hunt & Graham Bedford apology

Total amounts of each bank account read out. Moved: –not moved Seconded: N/A- Carried:-nil

MEMBERSHIP REPORT– John Schipper apology. Membership 112, One enquiry..

Moved: – Chris Warwick Seconded: - Lorraine Mayne Carried:-nil

SECRETARY REPORT-

1 car registration signed, Several bank statement, 1 cheque book, 1 bill from Australia post for P.O. Box rental, 2 Kerang District Newsletters paper version.

Moved: – Nyree Parker Seconded: - Dawn Etccl Carried:-nil

AOMC – Rep - Peter Anscombe. Refer to Editors report.

FEDERATION - Rep = Alan Saunders. Not discussed.

EDITOR – Dawn Etccl

10/02/2025-08/03/2025

EMAILS

—Various monthly newsletters from other car clubs and affiliations. (sent to select members)

—Various notifications of up-coming Swap Meets and Car Display/Shows. (Have put in Sidelights & forwarded to Committee.)

—AOMC re monthly bulletin (sent to members)

—Email from Ross Baron re passing of his mother last year.(sent to Committee)

—Invite from Mornington Vintage Railway to attend Rally on 15th November. (to discuss with committee)

—Email from Frank Moore (Shannons) re advertising Festival of speed in sidelights for the next 2 months. info. (forwarded to Committee)

—Email from Peter newton of the Hastings Club re their financial situation and possible closure. Also 2 meeting dates that may be of interest to members. (sent to all members)

MEMBERSHIP ENQUIRYS -

—Membership enquiry from Matt Taylor.

—Membership enquiry from John Howden re camper van rego.

PHONE CORRESPONDENCE-

—Rang Paul Goethel from the Southern Peninsula club re organizing a visit to his garage in Somerville. He will get back to me to organize after May.

Moved: – Dawn Etccl Seconded: - Ray Griffin Carried:-Yes

MEMORABILIA OFFICER – Colin Gardner

—Merchandise displayed on the table with Mr bucket head man on display.

—New T shirt stock arrived put your order in for sizes.

—A few old T Shirts available.

—A few Stubby holders available.

—Some old car magazines free.

—We are selling to ourselves as club members only.

Moved: – Colin Gardner Seconded: - Eddie Carried:-Yes

ACTIVITIES REPORT – No portfolio holder.

—Ray Griffin – Scoresby Picnic at the end of April

—Charles Museum at the top of Arthurs Seat - 30 March 2025

—Nothing registered for the months of June or July yet.

—Sunday 2nd of the month breakfast run

—At the end of the year the other car club from across the bay are coming to the Mornington Peninsula and we should organise an outing together.

Continued

GENERAL BUSINESS

—15th November 2025 Steam Train Rally Moorooduc to Mornington – would like our cars on display.

—Tomorrow Labour Day 10 March 2025 Somerville family Show with car display, emergency services display, food and carnival like festival behind the Somerville Hotel like show and shine.

—Last Tuesday at the Mornington show Ray won \$1000 worth of brake service.

—Jo – talked about car standards just newly introduced this month unsure if safety checks and pollution checks/ fuel efficiency were for imported cars only or for all cars, need to seek clarification.

—Discussion on future of Hastings club – two meetings coming up and maybe liquidation is pending. For the time being still continue to meet at the Sanctuary Inn, did a mini vote the majority wanted a weekend day to meet and a place to have lunch afterwards.

—Raffle tickets issued – Several members won a punnet x4-5 of cherry tomatoes from Tess garden and two bags of containing three passion-fruit.

Next General Committee meeting: 13th April 2025, 12 noon at the Sanctuary Inn site, with lunch available afterwards.

Committee meeting: 12 March 2025 at 7.30 at Chris Warwicks house.

Meeting Closed: 1250hrs.



ANZAC BISCUIT RECIPE

ANZAC biscuits are no doubt an Aussie and New Zealand classic and they're super easy to make.

Historically, the golden cookies were typically made at home to sell for fund-raising, or to serve at other events help to raise money for the war effort.

Try this recipe as you reflect on the National Day of Remembrance.

Ingredients:

- 1 + 1/4 cups plain flour, sifted
- 1 cup rolled oats
- 1/2 cup caster sugar
- 3/4 cup desiccated coconut
- 150g unsalted butter
- 2 tbsp golden syrup
- 1 + 1/2 tsp water
- 1/2 tsp bicarb soda

Method:

1. Preheat oven to 170C
2. Place flour, oats, coconut and sugar in a large bowl and stir to combine
3. In a small saucepan place the golden syrup and butter and stir over low heat until butter is fully melted.
4. Mix bicarb soda with 1 + 1/2 tsp of water and add to the golden syrup mixture.
5. Pour into the dry ingredients and mix together until fully combined.
6. Roll tablespoonfuls of mixture into balls and place them on baking trays lined with nonstick baking paper, press down on the tops to flatten slightly.
7. Bake for 12 minutes or until golden brown.





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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 2024/2025

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
Assistant Treasurer — Graham Bedford
Editor — Dawn Etccl - 0414 455 989
Assistant Editor — Wayne Etccl - 0438 086 445
mphvc.sidelights@yahoo.com.au
Sidelights Publisher: — Noelene Warwick
Activities Co-ordinator: — Position Vacant
Membership Officer: — John Schipper - 0419 551 378
General Committee: — Noelene Warwick
— Stephen Rand
— Colin Gardner - 0494 099 452
— Dan MacKeeman
Permit Registrar: — Darren Crerar
Welfare Officer: — Lorraine Mayne - 0412 446 978
Memorabilia Officer: — Colin Gardner - 0494 099 452
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

MONTHLY CLUB RUNS & MEETINGS

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.

Meeting place: Sanctuary Inn.

Where: 126 Marine Parade, Hastings.

When: 2nd Sunday of every month at 12pm.

Our monthly General Meeting for members, guests and potential new members.

The meeting commences at 12noon followed by lunch in Toscano's at approximately 1pm, for those that wish to stay. Please order your meal before commencement of meeting, stating your name and that you are with MPHVC.

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.

COMMITTEE MEETINGS

The Wednesday after the General Meeting. Sanctuary Inn. 6.30pm, followed by dinner at 7.30pm.

CLUB NEWSLETTER "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.

MPHVC FACEBOOK LINK

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

Do you want to contact the Club by email ?

Our Club Email Address is:

mphvc@live.com.au

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