

# Bendigo Sports & Classic Car Club Inc.

September 2021

PO BOX 1172,

Kangaroo Flat,  
3555

Website:  
[bsccc.com.au](http://bsccc.com.au)

This is the official monthly newsletter of the Bendigo Sports & Classic Car Club Inc. (Inc. No. A0010849), A club dedicated to the enjoyment of sport car ownership, the maintenance and preservation of the marques. The BS&CCC is affiliated with the Confederation of Australian Motorsport (CAMS).

Red Plate  
Signatories:

New registrations:  
Graeme Jenkins

Renewals:  
Graeme Jenkins

Rod Thomson

Marianne Healey

## Pressoe's Rambles - Graeme Jenkins



Hi to all,

What a challenging year it has been so far. It has been very hard to put together a social calendar, as we don't know where this pandemic is going, a bit like following Roger on a run.

Speaking of the runs last month, what a fantastic roll up we had for both outings. We went on the Sunday run organised by Paul and Naomi and what a great run it was. It's a beautiful time of the year, to be cruising around Mandurang, Sedgwick area with a great venue for breakfast at the Goldfield Tracks café at Harcourt..

I was told that the Wednesday run, was also very well attended with about 17 cars having a picturesque drive to the Axedale Tavern for lunch. This run was taken by the Phil and Judy Wust.

***Next year the average age of the Wednesday run will drop, as I will be joining the Wednesday runs.***

Watch the newsletter for any updates on our AGM and any future outings, as things change very quickly.

A big thanks to the members that organized the August runs, your contribution is very much appreciated, by everyone.

I would also like to send my support and best wishes to various members recovering from medical procedures in recent times and hope you all recover quickly and get back in the sporties.

Thanks, Graeme.

# *Drive, Dine, Discover*

Kangaroo Flat Sports Club - Booked every second Tuesday of the month for the remainder of the year with the exclusion of July and December.

**Events for Sept 2021** *Pending lifting of current Corona Virus restrictions.*

**Please keep informed by public information of the ever changing restrictions, which will affect this program.**

Tue 14<sup>th</sup>: (CE) AGM – Kangaroo Flat Sports Club - \$40 per head for nibbles/main/desert – **\$20 to be paid to Marianne by the 15<sup>th</sup> Aug to confirm numbers** and the other 50% covered by the club. – Please note change of night to Tuesday Night.

Sun 19<sup>th</sup>: (CE) Sunday run. Leaving Lake Weeroona – Leaders Brendon and Kath Harris – This run will be in honour of all the men/dads/step dads etc of the club – We are currently trying to arrange an activity and will require numbers please let us know if your able to join this event ASAP.

Wed 22<sup>nd</sup>: (CE) Lunchtime run. Leaving All Seasons at 11.am – Les Dingfelder

## Events for Oct 2021

Tue 12<sup>th</sup>: (CE) Club Meeting at Kangaroo Flat Sport Club 7:30pm. Dinner from 6pm

Sat/Sun 23<sup>rd</sup> & 24<sup>th</sup>: The Rally – For bookings to details please see Annette and Damien Harris – At this stage full but please see Annette for wait list. – \$100 Deposits due by Aug Meeting.

## Events for Nov 2021

Tue 9<sup>th</sup>: (CE) Club Meeting at Kangaroo Flat Sport Club 7:30pm. Dinner from 6pm

Sun 21<sup>st</sup>: (CE) Sunday run. Leaving Lake Weeroona – **Leader Required**

Wed 24<sup>th</sup>: (CE) Lunchtime run. Leaving All Seasons at 11.am – **Leader Required**

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**Members please note:** For those who require paperwork signed by the Treasurer Marianne Healey. **Marianne is available between the hours of 9.30am and 4.00pm.**

0402 858 295 or 5446 8969



## EVENTS RECAP

**Sunday 15 August 2021**

**Words: Paul Hansen / Brendan O'Donoghue / Roger Huthnance**

**Photos: Roger Huthnance / Brendan O'Donoghue**



**Triumph**

**Datsun**

**Mini**

**Honda**



**Mercedes-Benz  
Cabriolet / Saab  
Turbo**

Thanks to everyone who participated in the Sunday morning run on 15<sup>th</sup> August.

We met as normal, at Lake Weeroona with members arriving from the far reaches of the Bendigo region – even some ‘Mucklefordians’.



**Niki Tepper    David Jobe    Paul Hansen (Leader)**

After the normal catch-up chat (for the girls of course), 15 cars of various breeds headed off on the run... well actually only 14 cars headed off, as one wouldn't start. Rod and Sally soon rectified that problem and met us at the first 'regrouping point' in Kangaroo Flat.



**Rod and Sally Thomson**

We then headed out through the Bendigo Regional Park via Kangaroo Gully road and made our way through to Mandurang South. From there we tore up the tarmac to Sedgwick and headed towards Sutton Grange. Another quick regroup before the turn off towards Harcourt, just to get Roger excited at the fact, we may go over

'Mt Huthnance', but his hopes were dashed, as we veered left towards Sutton Grange and continued to burn fossil fuel at a great rate.



**The President and First Lady**

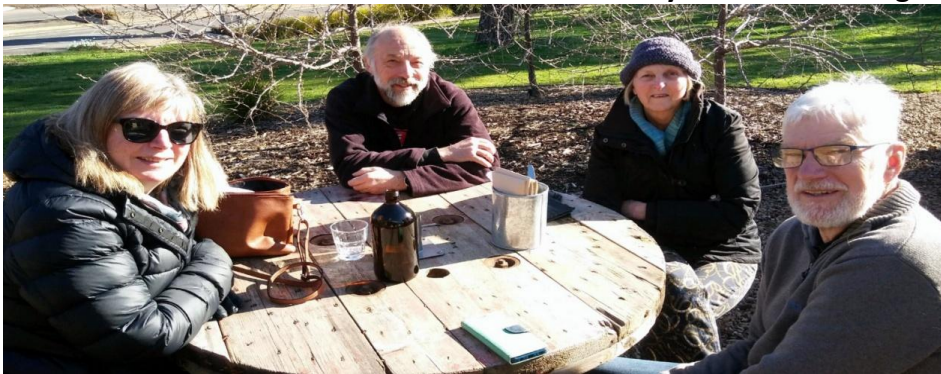
A spirited run, though to the Sutton Grange Hall, saw another quick regroup before the run took us around the southern end of Mt Alexander, until we turned right into Harmony Way and headed towards our grazing spot in Harcourt, the Goldfields Track Café. We all managed to squeeze in and take over the café, enjoying the outdoor setting and gentle sunshine.



**Gail Jenkins**

**Helen Wilson**

**Wendy and Rob Cowling**



**Nicky Tepper**

**Rod and Sally Thomson**

**Peter Tepper**





**In the Car Park - Very Original BMW 2800 c.1969 20,000 miles! Yes Please!**



**Volvo 1800 ES - Keith Harris**

***Naomi and I hope you all enjoyed the run and the beakky afterwards and remember...  
life's too short to drink inferior coffee!***

.....  
**Not many people photos on this run - as we were masked up - except for eating!!!**

***Thanks to Paul Hansen and Naomi Horton for organising the run. Ed.***

**Roger's View**

Equally good was the Sunday Run led by the wannabe Kiwi Paul Hanson accompanied by the lovely Naomi. There were thirty four members and fifteen cars.

We headed off to reassemble at Kangaroo Flat Primary School, that is all except Rod and Sally whose car spat the dummy and said I ain't moving until you push me. After a gentle nudge by a couple of willing pushers, they were mobile.

Paul then led us through the Mandurang valley and past Mt Alexander (bugger, we did have time to go over it), and we had a nice Breakfast at the cafe at Harcourt.

**Great day thanks Paul and Naomi.  
Roger Huthnance**

**Wednesday August 2021**  
**Words / Photos; Brendan O'Donoghue**

31 participants and 17 cars were involved in this run.

Everyone being masked up, due to the current CV restrictions and in the knowledge that we were privileged compared to people in Melbourne, with its strict lockdown, and to be able to get out for a drive and some socialising.



We headed out via Longlea Lane, past Eppalock to Redesdale, swinging left towards Heathcote and then returning via the McIvor highway to the Axedale Tavern, which is still bereft of its front veranda - following a storm some months ago.



**Alfa Romeo GTV - Guest John Sheard**



**Shirley and Neil Draffin**



**Graeme and Vera Sharpley**

**As usual, the meals were enjoyable. I enjoyed a beaut Risotto, being good winter fare, plus a Shiraz.**

**The skeleton staff did an epic job in catering for our needs and other diners.**



**Beautiful Bluestone Church Axedale.**

**Thanks to Phil and Judy Wust for organising the run - scenic winding roads and good surfaces.**

**Ed.**

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**Roger's View**

A perfect day for a little drive in our treasured toys, ably led by our beloved leader Phil Wust and his darling wife Judy.

A good roll up of seventeen cars and thirty-one people, headed off towards Axedale then Eppalock, Redesdale, Heathcote and back to the Axedale Tavern, where we had lunch and talked bull B.S. for a while and went home.

**A great day, thanks Phil and Judy.  
Roger Huthnance.**



Tuesday 13th July at 7:30pm  
Kangaroo Flat Sports Club



**Marianne Healey / Graeme Jenkins / Rod Thomson / Chris Beale / Alan Healey**  
Treasurer                      President                      Secretary                      Vice President      Membership

**BSCCC COMMITTEE**

President	Graeme Jenkins (Gaye)	0435 532 822	gayeandgraeme@gmail.com
Vice President	Chris Beale	0408 312 778	kathy.beale@bigpond.com
Treasurer	Marianne Healey (Alan)	0402 858 295 or 5446 8969	alanmazzhealey@gmail.com
Secretary/Public Officer	Rod Thomson (Sally)	0419 507 372	info@bendigopottery.com.au
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Events Coordinator	Kath Harris (Brendon)	0407 317 203	hazkaz1@hotmail.com
Permits Advisory Officer	Graeme Jenkins (Gaye)	0435 532 822	gayeandgraeme@gmail.com
Cams Representative	Geoff Houlden	5446 1168 or 0409 930 486	



**Bendigo Sports & Classic Car Club Inc**

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No meeting August due to CV virus.



## Treasurer's Report AUGUST 2021

<b>BENDIGO SPORTS &amp; CLASSIC CAR CLUB INC.</b>	
August/21	
<b>Balance Brought forward</b>	\$13,131.29
<b>Add Income</b>	
New Membership	\$340.00
Membership Renewals	\$195.00
AGM	\$100.00
October Rally	\$200.00
Xmas Party	
Sundries	
<b>Total Income</b>	<b>\$835.00</b>
<b>Balance</b>	<b>\$13,966.29</b>
<b>Minus Expenses</b>	
Newletter & Office Costs	
	\$0.00
Badges & Engraving	
Car run expenses	\$0.00
Catering Expenses For Dinners	\$0.00
Bank fees	\$0.00
<b>Total Expenses</b>	
<b>Bank Balance at month end</b>	<b>\$13,966.29</b>

*This month we extend a warm welcome, to ten new club members and hope you enjoy your participation, with your special vehicles, including the numerous club social activities.*

- *Max and Margaret Becker*
- *Ian and Fran Cartwright*
- *Brenton and Michelle Middlemiss*
- *Ken Seelenmeyer and Lorraine Hughes*
- *David and Jacqueline Vemer*

*Graeme Jenkins, President.*

## FROM THE EDITOR



Hi all,

This month we recall a visit to the Goodwood Revival in 2012 and a salute to Repco and the many individual contributions to motor sport in Australia and internationally.

Contributions to your newsletter are always welcome, as I am constantly looking for articles, technical information and photographs, brochures are welcome.

- I can assist with the scanning / processing / editing.
- Send to: [bautotravel77@yahoo.com](mailto:bautotravel77@yahoo.com) or give me a call to discuss 0438 395 707.

If you are experiencing difficulty in receiving your email copy of the newsletter - please let me know.

Alternatively : [Website: bsccc.com.au](http://bsccc.com.au) Visit the club website for copies of past and the current newsletter. Click on the box LH top of screen for the menu.

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## Memory Lane.....

### Friday / Saturday September 14 &15 2012 Goodwood Revival

Words / Photos; Brendan O'Donoghue. Part One

***When it became known that the pre WW2 Silver Arrows of Auto-Union and Mercedes-Benz were to be a feature of the Goodwood Revival 2012 - I just had to go. I had long followed the political, economic and technical history of these highly advanced machines, which dominated GP racing in the 1930s.***

We have a lovely stables conversion apartment at **Westbourne**, not far from Goodwood. The village is about a thousand years old and dates back to about the time of the Norman invasion. Of course the buildings are not that old, but hark back to the 1700 s, with a few thatched cottages remaining. It's an eclectic collection of various styles - mostly quaint and cute, that have somehow morphed into the continuum of a village.



Visited the Stags Head pub, in the evening, very friendly - the main attraction was the blue vein cheese soufflé



Looking forward to the sights, smells and sounds of the weekend car fest at the Goodwood Revival - the main reason for the visit, although we have fitted in lots other varying activities up until now.

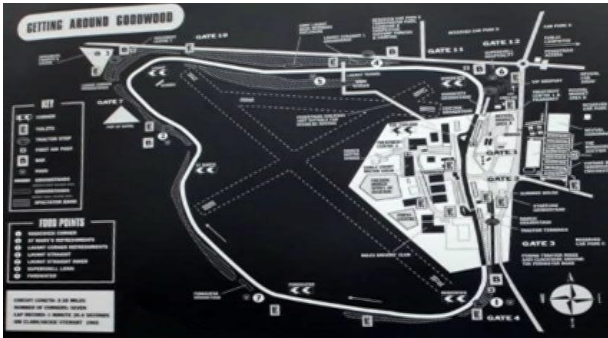


Tickets are sold out, capped at 146,000 for the 3 days. Am especially looking forward to seeing the choreographed display between the pre WW 2 G.P. racers.

What a treat, that these old cars - now 70 plus years on, are not only displayed, but given a bit of a squirt.

A lovely sunny autumn day. I am wearing a retro hounds tooth jacket purchased from an Op Shop for \$9.

What a site when we arrived, firstly we watched a race of early ERAs, Alfas and Maseratis, etc. followed by various Lotus Elans, MGs, Morgan Specials, Porsche 904 /6, Marcos, Mustangs, etc.



We then ventured to the centre of the track and managed to sneak into the paddock, where you need a special pass - at an extortionate cost - to view the spectacular exhibition of the pre WW2 fabulous Silver Arrows - my main reason for attending!

### Auto Unions



The top attraction in the paddock was the Silver Arrows - pre war Auto Unions and Mercedes - Benz GP cars, History in the making, all assembled there. Never, in 70 years or so, have all these cars being gathered in one place.





Type D 1938/9



Auto Union Types C and D



**THE ICING ON THE CAKE**

*Mercedes-Benz and Auto Union were represented by five each of their various machines from the 1930s. The demonstration run of pre WW2 Auto -Unions and Mercedes-Benz GP cars, trailed by some of the also-rans of the era. (ERAs, Maseratis, Alfas, Bugatti) The ERAs were very impressive.*

**Mercedes-Benz**





W 25

*The noise and that lovely smell of the special cocktail of fuel was unforgettable. (Men's cologne - should be bottled! ) After a few laps, you could smell the combination of oil and fuel in the fumes. The Mercedes- Benz superchargers screamed like Stukas and were something to be remembered!*



*As the commentator said, this may not be seen again. These cars are over 70 years old and very precious and in the case of the Auto-Unions, with hugely interesting stories of their repatriation, restoration, and reconstruction - ex the Eastern Bloc.*

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## Tribute to Dan Gurney

There was a beautiful and fitting tribute to Dan Gurney and an amazing assembly representing many of the cars he drove, during his illustrious career, as a top notch driver. The logistics of gathering all these cars, must have been horrendous. The logistics of which would have been both complicated and costly.

**But, that's the value one gets when visiting the Goodwood Revival!**



Coinciding with the 50th anniversary of his maiden Grand Prix victory, the Dan Gurney parade on Sunday paid tribute to this incredible man and his many achievements as both a driver and team owner. After Lord March presented Gurney with a wreath, champagne and a cigar, he then proceeded to spray the

on-looking crowds before streamers and fireworks exploded in celebration.

*To be continued.....*

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## RACING RAISED AN INDUSTRY

**UNIQUECARS**

By: Rob Blackburn Date: 24.07.2021 (Edited)

Motorsport's backyard-special builders once had an important role in stimulating the rise of local performance-engineering businesses. The excellent turn out of classics at the recent Historic Winton(2021) meeting reminded me how motorsport during the 1950s and 60s was a perfect showcase for the skills of amateur builders whose so-called 'specials' took the fight right up to the Coopers, Lotuses and Maseratis. I was in awe as a kid of the 'sound and fury' shows the specials put on at Victorian tracks

I'm thinking Stan Jones – Maybach, Ted Gray – Tornado, Keith Rilstone – Zephyr Special, **Lou Molina – Monza** and Jack French – Faux Pas. Compared to the exotica, the factory cars from faraway places that I never expected to visit, the specials seemed more authentic, including components from familiar cars, like those parked in driveways everywhere.

Recently while digging a little deeper into the history of those impressive specials from that time, I came to understand that their increasing complexity could no longer be supported by simply trawling through wrecking yards for parts. The growing popularity of motorsport with the greater prosperity of the 1950s, had amateur constructors looking for businesses willing to branch out into this new field, ready to provide the specialist parts to satisfy their ambitions. Small businesses, often in service stations, began to come to the party, often fairly anonymously. The opening of the Eddie Thomas Speed Shop in Melbourne's Caulfield was more exciting.



What my recent digging has also uncovered is the standout importance of the **Repco** company's response at the time.

Two aspects of Repco's operation – then a local manufacturer of an extensive range of automotive spares for everyday vehicles – enabled it to become motorsport-friendly.

- First, Repco was made up of divisions, often in separate locations that produced quite distinct components.
- While the managers of each operation reported to the head-office board, divisions ran autonomously within a decentralised structure.
- Provided individual profit-centres met performance targets, their managers were free to exercise more discretion about pet projects, than would have been possible in more monolithic businesses.
- The other was that Managing Director Charles McGrath had motorcycle-racing history and experimental-engineer Charlie Dean was active in racing, to the point that he was building his own open-wheeler racer, the iconic Maybach special, at the time.



The upshot of this unusual corporate environment was that it set the stage for Repco to give the 'amateur' constructors among its engineering staff a decent leg up, along with the general motorsport community.

Charlie Dean's Maybach was the star of the show – built with help from his Repco workmates, it lived under Repco's roof. With increasing success, it became a marketing tool for Repco supported by company sponsorship. The support arrangement continued after Dean sold the car to Stan Jones who made it a front-runner in Australia and New Zealand into the mid-1950s. When distinguished engineer **Phil Irving** came into the Repco fold he assisted Dean with developing a fuel-injection system for the Maybach.

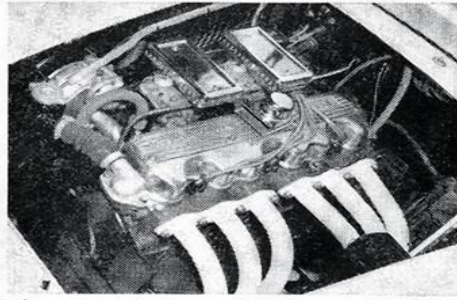
Another engineer, Paul England (yes, that Paul England), built a successful sports car, the AUSCA, which became a test-bed as well as a promotional vehicle for Repco products, particularly the Irving-designed **Repco Hi-Power head** that, combined with other upgrades, could double the power-output of the ubiquitous 'Grey' Holden six.

- ★ TO SUIT HOLDEN-ENGINED —
- Saloon Cars ● Racing Cars
- Sports Cars ● Speed Boats



## HI - POWER HEAD

The Repco Hi-Power Head Kit provides a basis for increasing the power of your Holden, and can be combined with a great variation of tuning methods. Designed to meet every possible type of use, the stages of performance range progressively from a basic 50 per cent increase in horse-power through to the peaks of



power and performance with a maximum output obtainable in the region of 200 B.H.P. The basic kit includes cast aluminium push rod and rocker covers, special light push rods, inlet manifolds, exhaust manifold plates drilled to accept 1 5/8 pipes, and all screws and gaskets ready for assembly.

**PRICE: £167/10/- (plus tax)**

Literature available from

**RAECO PTY. LTD.**

(A Division of Repco Ltd.)

10 Queensberry Street, NORTH MELBOURNE. Phone 34-9331

Camshaft design was no doubt ably assisted by staff-engineer George Wade (yes, that George Wade). These resources also made a contribution to the success of customer specials like the Monza and Faux Pas I mentioned earlier – both being equipped with Repco Hi-Power heads. Without labouring the point about the number of engineers honing

their skills at Repco, before subsequently providing direct support to numerous race-car builders via their own businesses, I must also mention that Peter Hollinger and Nigel Tait were on the Repco payroll, with Frank Hallam presiding over the show.

It's hardly surprising then that this group under the **Repco-Brabham** banner went on to design and produce the racing engines that powered the Brabham Formula One cars in which Jack Brabham and Denny Hulme won the 1966 and 1967 World Drivers Championships. *From Unique Cars #454, June 2021.....*

## Ex Lou Molina's – Monza - Winton Historics 31 May 2009



To my astonishment, I came across this historic Australian racecar at Winton in 2009. I had read about it in the 1950s - I thought it had died and gone to car heaven. Here it was, superbly restored for all to get up close and enjoy the site of this important piece of Australian motor racing and the legacy, of the man and individuals involved.



Next month will include more about this car and its provenance. Ed.

## How the Boxster saved Porsche

Can the Boxster really be a quarter of a century old?

It seems it can. But one of the ways you can tell most easily it really was that long ago was that Porsche bet the farm and its future on a two seat sports car. Today the very



idea of any mainstream company doing anything remotely similar is frankly laughable. They'd do an SUV instead.

But on the Boxster's sculpted shoulders did indeed depend the future of one of the world's greatest automotive companies. How so?

Because by the mid 1990s, *Porsche was on its knees* and few were rating its chances of getting back on its feet. Its problems were absolutely fundamental as any look at its 1995 product line-up would show: it had the 911, which was already 32 years old, the 968 which was based on the 20-year-old 924 and youngest of its models, the 928, at a trifling 18 years old. And that was bad. What was worse is that Porsche's ageing fleet was also costing **far too much money to build**. Something needed to be done. So Porsche killed the 928 and 968 and having taken advice from Japanese consultancies on how to build cars and actually make money at the same time, changed its working practices forever.

Most significantly, while there would still be three model ranges in future, they'd all be spun off the same platform architecture, a phrase that would have resonated not at all in Stuttgart before this game-changing moment. Even the 911, the most sacrosanct, untouchable sports car of them all would not be allowed to exempt itself from the arrangement.

Porsche's next new car would be this two seat roadster with an appearance that was more than a cap doff to the *550 Spyder* of the 1950s and which would share its mid-mounted engine location, applying the configuration to the road car arena for the first time in its history. What was even more interesting was that while it would have a flat six engine located behind the driver, it was water-cooled.

This was a brand new engine with precisely nothing in common with any previous Porsche flat-six and from that even I could surmise what was coming next: a water-cooled 911. ***It was like the end of the world!***



I drove it, I saw the light, all was clear and nothing more evident that Porsche was saved. But it wasn't like that at all. While others raved about the Boxster, I saw just a rather pudgy looking car with a nice chassis, but far too much grip for the available power and an engine whose

character could not compare to that of any previous Porsche flat-six.

Thank goodness then, that mine was such a minority voice. And the truth is that while a car like the 968 Club Sport was directly aimed at diehard petrol heads like me, Porsche had realised the world had a far greater supply of fashion victims, who perhaps unsurprisingly quite liked the idea of a two seat convertible.

For me however I'd have to wait until the turn of the century and the release of the **3.2-litre Boxster S with its 247PS (182kW) engine, sharpened suspension and a six-speed box.** That was a *Boxster* with which I could really get along. ( Agree. Ed.)

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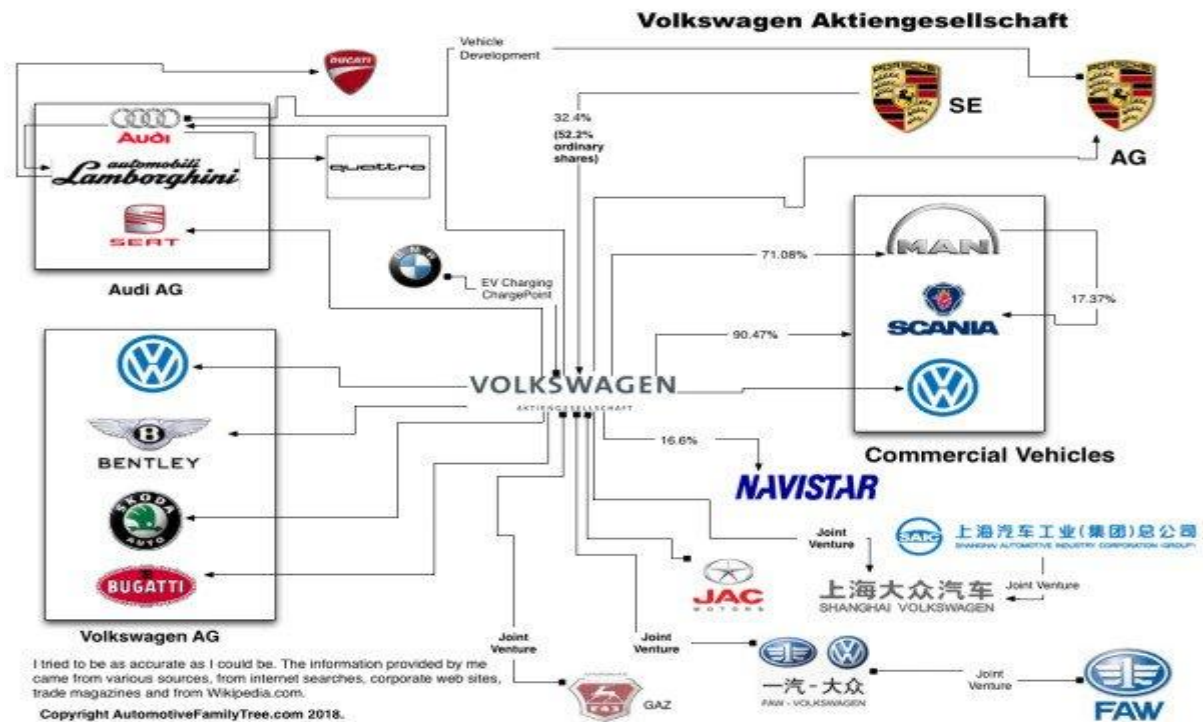
*Interestingly, Porsche cut production time per vehicle by about 50%, basically by adopting the principles and economies of the Toyota Lean Production System, the elimination of waste right from the design, including all processes to the final production. This also includes sharing of many components and other cost savings. e.g. The 911 and Boxster and Cayman share 40% common parts.*

*It is ironic that Porsche currently makes more money from SUVs, than sports cars. These SUVs also share much of their architecture and various mechanicals with Audi and Volkswagen. Prior to its incorporation into the VW Group - there was much technical collaboration between Porsche and VW, over many years.*

*Porsche became part of the VW Group in 2012 after a monumental tug of war between Porsche and VW - when Porsche tried to take over the VW Group completely - the mouse that roared!*

**Ed.**

# Wait, It's A Volkswagen?



Above is a chart showing the complicated web of the VW Group's ownership of a variety of automotive manufacturers. **The group sells passenger cars under the Audi, Bentley, Bugatti, Lamborghini, Porsche, SEAT, Skoda and Volkswagen** marques; motorcycles under the **Ducati** brand; and commercial vehicles, trucks, and buses under the marques **MAN, Scania, and Volkswagen Commercial Vehicles, including alliances in Russia and China.**

## MISC.....



In partnership with Linfox, Victoria Bitter is going green with beer to be delivered across Melbourne via electric vehicle from Friday. The historic first will see Australia's most iconic beer transported in a new Volvo FL all electric truck, the first-ever electric vehicle in the Linfox

fleet. And it will be the first of many Linfox electric vehicles that deliver Victoria Bitter as electric vehicle production ramps up worldwide.

The VB truck is the first mass-produced electric truck of its size in Australia and the first Volvo all-electric in Australia.

In another boost for sustainability, the truck will be powered entirely by 100 per cent offset solar power drawn from Asahi Beverages' solar farm near Mildura in northern Victoria.

"It is the first of many electric trucks that will deliver our beer. Transitioning our deliveries to electric vehicles will help us achieve our ambitious sustainability goals of reducing our net carbon emissions across our entire supply chain by 30 per cent by 2030 and to zero by 2050."

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*How to Hot Rod Your Mercedes-Benz*  
Source: **Pinterest**



*I am saving up - the for the ultimate desk! Ed*

## For Sale

**Ford Fairlane Ghia Tickford AU Series 2 2002**

6 cylinder, auto, a/c, gas, fully optioned, power seats, leather interior, blue /grey metallic paintwork 210,000kms \$6200 including RWC and 12 monhs rego.



This car is in very tidy condition, drives well and runs on gas/ petrol. It is powered by the very reliable Ford six cylinder engine, which went through huge development, over its lifetime - smooth and powerful.

They don't make them anymore!

**For more information: Shirley Draffin 0429 148 946**



*Escape Coach Tours, offers opportunities to get out and visit a wide range of experiences in rural Victoria.*

Enquires: 0492 811 272 Damien or Annette Harris.

email: [tours@escapecoachtours.com.au](mailto:tours@escapecoachtours.com.au)

The logo for Fowler Automotive Group features a stylized blue wrench and a gear. The text "Fowler Automotive Group" is in blue, with "Total Car Care Mechanical /Auto Electrical Repair" in a smaller font below it. The address "9a Adam street Quarry Hill VIC 3550" is also present.

**Fowler Automotive Group**  
Total Car Care Mechanical /Auto Electrical Repair  
9a Adam street  
Quarry Hill VIC 3550

*Keith Fowler*  
**MMIAME**  
Road Worthy Checks  
Phone 03 54433304  
Mobile 0417537497

Roadworthy Inspection / LP Gas Repairs / Tuning / Air Conditioner Repairs / Re-gas. Keith Fowler is accredited in numerous categories of automotive specialisation, including auto electrics.

The logo for Ultimate Tyre & Auto features a gear and a flame graphic. The text "ULTIMATE TYRE & AUTO" is in a bold, stylized font. Below it, the name "Graeme Jenkins" is written.

**ULTIMATE TYRE & AUTO**  
**Graeme Jenkins**  
P 5447 1007  
M 0435 532 822  
E UltimateTyreandAuto@impulse.net.au (Diagonally Opposite Aldi)  
151 High Street,  
Kangaroo Flat

The logo for Chris O'Mara features the name "Chris O'Mara" in a white, cursive font on a dark background. Below it, the text "Custom metal work for classic and vintage cars" and the phone number "0400 463 986" are written in a white, sans-serif font.

*Chris O'Mara*  
Custom metal work for classic  
and vintage cars  
0400 463 986







