



HAMILTON & DISTRICT

V. V. C. DRIVERS CLUB
Veteran Vintage Classic
(Incorporated)
A0009739L

The Secretary,
P.O. Box 174
HAMILTON, Vic. 3300

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- 60 Year Anniversary of the First Mustang

*Please check emails for
upcoming events.*

Facebook [@handdvcdc](#)

Please email all club correspondence



tohanddvcdc@gmail.com

NEWSLETTER MAY 2024

Club Runs:

- Wednesday 8th- Poker Run
- Sunday 26th- Geoff Waters Auto Collection

See page 3 for details



Source: <https://www.melbournroyal.com.au/virtual-museum/collection/frank-johnson-collection/photograph-man-moving-hay-with-clydesdale-and-cart-c1940s/>

Rob Brody is our guest speaker this month. Come along and enjoy Rob sharing in Rob's dedication to preserving and displaying historical machinery and objects to help keep Australia's farming legacy alive.

Committee 2023/24

Position	Contact	Position	Contact
PRESIDENT: Pam Pollock	0419 145 452 pampollock135@gmail.com	VICE PRESIDENT vacant	
SECRETARY PUBLIC OFFICER Graeme Ralph	0418 344 390 handdvcdc@gmail.com	ASSISTANT SECRETARY Vacant	
TREASURER Peter Dowdle	peterdowdle@aussiebroadband.com.au 0428 574 296	ASSISTANT TREASURER Vacant	
CLUB EVENT COORDINATORS	Pam Pollock	NEWSLETTER EDITOR Bianca Higgins	0435 973 839 editorhanddvcdc@gmail.com
COMMITTEE MEMBERS Rod Potter Robert Brody Denis Polack Andrew Anson Rodger Garland	0427 507 693 0458 252 226 55723284 0407 566 863 0407 720 809	FEDERATION REPS Graeme Ralph	0418 344 390
BUILDING COMMITTEE Denis Polack (Chairman) Graeme Ralph Ern Polack Russell Ward Robert Brody	55723284 0418 344 390 0428 352 538 0412 407 893 0458 252 226	PERMIT RENEWALS Richard Neaves Rod Potter Graeme Ralph Pam Pollock	0488 231 835 0427 507 693 0418 344 390 0419 145 452 <i>Phone for an appointment</i>
SUPPER COORDINATOR Betty Ralph	0428 030 075		
WELFARE OFFICERS	Please contact if you know of an illness, death or any special occasion.	CLUB LIBRARIAN Vacant	
NEW MEMBER CONTACT	President/Secretary/ Treasurer		

2024 CLUB CALENDAR

Meetings, club runs and events

**Clubrooms are situated at the Pastoral Museum in Hiller Lane Hamilton
Meetings 3rd Thursday of the month@7:30pm Bring some supper to share.
Club runs are held on the SECOND WEDNESDAY and then the FOURTH SUNDAY of each month.**

Wednesday 8th May	Poker Run. \$10 entry fee per person. There will be prizes. The day will begin at the club rooms at 10am; please bring something to share for lunch. Details will be available on the day; or ring Pam.
Thursday 16th May	General Meeting. The guest speaker will be Rob Brody, he will be talking about the restoration of horse drawn vehicles and there will be a demonstration.
Saturday & Sunday 18th-19th May	Pastoral Museum Open Days. Please bring your cars along for display, some volunteers will be required to help on the gate and to man our club room for viewing and public relations.
Sunday 19th May	National Motoring Heritage Day
Sunday 26th May	Meet at the club rooms at 9.30am for a 10am departure. Travelling to Coleraine to visit Geoff Waters auto collection on the main street at 11am. BYO lunch to have at the park; followed by a visit to John Kane's blacksmith shop at 1pm (also on the main street). For those interested and if time allows we can visit the old Merino garage (Meldrum's Garage) on the main street of Merino. The drive from Coleraine to Merino is very picturesque. Thank you to Jo Reid for putting this day together for us.
Friday 7th– Monday 10th June	PLAINS RALLY
Saturday 8th & Sunday 9th June	Casterton Kelpie Festival
Wednesday 12th June	No run due to the busy weekend we just had.

Well! Hasn't this month gone quickly? If the world keeps spinning at this rate, we will all soon fall off. There aren't enough hours in the day, days in the week, weeks in the month, etc. No sooner do you go to bed than it's time to get up and you get up and it's time to go to bed with only half the jobs done that you had planned. How does that happen?

We have had an interesting and busy month of activities both within the club and joining with others. Those attending have had high praise and expressed their enjoyment on the day. Many thanks to all who put so much effort into these outings. A big shout out to the Warrnambool club for the terrific effort put into the Around the Garages event this year. The small group of Hamilton members who attended were most impressed and had a great day. Well done to you all.

Our monthly general meetings are being well attended, partly due to the interesting guest speakers we have been able to convince to come along and speak to us. This year we have had some varied topics and our members have found all most informative. They only keep getting better.

We have lots more fun and adventure in store for the next half of the year so stay tuned. Not forgetting the upcoming Pastoral Museum Open Days and our own June Rally.

Cheers,
Pam.

Health, Wellbeing & Welfare

To all members, families and friends we hope you are doing well during this time. Please remember to reach out to anyone of us if you are struggling or need an ear to listen.

This Month is Mental Health Awareness:



Safe Travels to everyone. May your rubber stay on the road.

MAY IS MENTAL HEALTH AWARENESS MONTH

Mental Health Awareness Month is a time to raise awareness of the importance of mental health and wellness, it is also an opportunity to fight stigma and promote support for individuals with mental health concerns as well as for their support systems.

Based on Military Health System data for a yearly average of 1.5 million active duty service members (2017-2021): about:

- 4% WERE DIAGNOSED WITH ADJUSTMENT DISORDER
- 2% WERE DIAGNOSED WITH ANXIETY DISORDER
- 2% WERE DIAGNOSED WITH DEPRESSIVE DISORDERS
- 1% WERE DIAGNOSED WITH POSTTRAUMATIC STRESS DISORDERS

HOW CAN I DEFEND MY MENTAL HEALTH?

PROTECT
Even practicing a few of these habits daily can build coping skills by increasing:

- Exercise
- Balanced nutrition
- Quality sleep
- Relaxation and meditation
- Goal setting
- Social support connections

SEEK HELP
There are many different professionals and resources available, including:

- Counselors
- Chaplains
- Social workers
- Behavioral health consultants
- Psychologists
- Psychiatrists
- Psychiatric nurse practitioners

OPTIMIZE
These practices and strategies may enhance your mental health and improve quality of life:

- Practice mindfulness
- Journaling and creative expression
- Challenge negative thinking
- Find meaning in everything you do

DHA

General Minutes 18.4.2024

Meeting Opened	7.30 p.m
Members Attending	Pam Pollock (in the chair), Helen Waters, Stephen Waters, Lyall Grey, Robert Baulch, John Lawson, Colin Warfe, Mark Rye, Robert Brody, Wal brinkmann, Eunice Brinkmann, Bob Martin, Chris Watt, Cameron Delahoy, Dorothy Hill, Bert Hill, Graeme Hallam, Zilla Hallam, Rob Fraser, Peter Dowdle, Richard Neaves, Michael Hartwich, Lillian Hartwich, Graeme Ralph, Brian Simkin, Wendy Marr, John Barber, Kim Harris, Dave Falkerberg, Pewter Steer, Les Toohey, Michael Woodward, Jenny Corcoran, Rod Potter, Denis Polack, Ern Polack, Rodger Garland, Penny Fraser, Dougal Christie,
Apologies	Betty Ralph, Geoff Sharrock, Roger Moodie, Peter Cay, Bob Mulley, Lorraine Wilson, Peter Wilson, Bev Ainger, Ron Ainger, Helen Moore.
Minutes of Previous Meeting	Moved: Les Toohey, seconded Richard Neaves, that the minutes of the March general meeting as published in the April newsletter be confirmed. Carried
Business Arising	Nil
Treasurers Report	.Peter Dowdle reported that Finances are sound. Rally fees are coming in including a donation from RACV Events Support program.
New Membership Applications	Lyall Grey, Kim Harris, Penny Fraser . Referred to Committee for assessment. John and Alison McDonnell (application subsequently withdrawn)
Correspondence	<p>IN: Newsletters.</p> <p style="padding-left: 20px;">Naracoorte Swap flyer: Swap Meet on Saturday 4yth and Sunday 5th May 2024.</p> <p style="padding-left: 20px;">Australian Tax Office Self assessment form</p> <p style="padding-left: 20px;">Lake Bolac Campout advice from Narene Backhouse 0427 348 060. Dates are Wed. 15th May to Tues. 21st May. Members welcome to attend all or part of the week.</p> <p style="padding-left: 20px;">By Phone: Jaguar Club proposed visit on Melbourne Cup Weekend. Can we do a lunch on Saturday 2nd November in conjunction with a public display of their cars. Referred to Committee for action.</p> <p style="padding-left: 20px;">Three Birds Theatre: seeking possible venue for the performance of their play “Garage Girls” This was referred to Committee for follow up.</p> <p style="padding-left: 20px;">Ticket To Ride: Upcoming rally at Repco Beach New Zealand in March 2025 inviting applications from Australian enthusiasts. Limited places available.</p> <p style="padding-left: 20px;">Safe Race Regularity Competition: May 5th 2024. Tabled, but considered irrelevant to our members!</p> <p>OUT Invitations to 50 year members (I & M Willsher, D McArthur)</p> <p style="padding-left: 20px;">To Hamilton Aero Club: Thanks for hospitality on 7th April.</p> <p style="padding-left: 20px;">To Kylie Hardy WDHS regarding Guest speaker for June General Meeting (Jessie)</p>
Club Captains Report	<p>Past Events: Springwood Thanks to Rob Brody for a most informative visit to this property where we heard how the feedlot functions.</p> <ul style="list-style-type: none"> • Mortlake Picnic 15 of our vehicles were included in the total of 106- a well organised social event. • Airport visit with BSA Club. Interesting to see how the fire bombers operate. Hospitality of Aero Club very much appreciated. • Narrawong Lavender: Nice drive and interesting insight into production of various lavender based products. <p>Coming Events: Sunday 21st April Around the Garages Warrnambool: Early start. Numbers needed ASAP!</p> <ul style="list-style-type: none"> • April 25th ANZAC Day. We are not required this year after many years of supporting the RSL! • Sunday 28th April: Family Fun Day at Club rooms. Denis Polack and Rod Potter are organising novelty driving events. There will be a celebration for the 100th birthday of the Ralph’s 1924 Dodge sedan. • 50 Year member certificates will be presented. • Pastoral Museum open days 18th and 19th May support urged. Assistance on gates etc as usual.

Building Committee	Denis Polack advised that Half the back wall of the workshop has been clad with lining boards and the large club badge from the Hiller lane wall has been renewed (yet to be affixed) He thanked all the members who assisted with the work. The Club Austin 12 is progressing slowly with the electricals responding to Chris Watt's touch.
Federation Report	Graeme Ralph: Mortlake Picnic was a big success with 106 vehicles attending. Next Federation Meeting is in Kerang on 18 th May followed by Murrabit Picnic on Sunday 19 th May. Betty and Graeme Ralph will be attending. Marong Picnic is on 28 th August. Golden Oldies rally for Vintage and Veteran vehicles (1930 and earlier) commences there.
Newsletter	Members are urged to send in more articles for publication. Pam again appealed for some volunteers to help with printing, and distribution each month. Please contact Pam to offer your support!
Rally Report	“Plains Rally” update: Entry forms have been distributed and 41 entries are in already.
Welfare Officer	Sympathy Cards To: Glenn Humphries and family on the passing of Glenn's mother.
General Business	Friday Matinees: Only small attendances so far. The next of these gatherings will be on Friday 10 th May and Friday 24 th May. Pam urged all members to support these gatherings and suggested that our ladies could contribute to the agenda. Face book Page: Details including meeting nights need updating. Lyall Grey is willing to administer this as he already does the Pastoral Museum page. Proposed that Lyall and Lorraine Wilson liaise on this. Name Badges: Secretary Graeme requested that all members wear their name badges to meetings and Club events so that we may all get to know one another, particularly as we have several new members and guests. We may have to resort to temporary stickers for those who forget their name badges! Reports on Club outings: We would really like to have some members to write a short report when we have a club event and take some of the workload off the “Willing Few” Librarian: Michael Woodward advised that Caroline Belcher has relinquished this role. A new librarian is urgently needed. Volunteers were called for. (no offers yet!)
Meeting Closed	8;02 p. m.
Next Meeting	Thursday 16 th May Rob Brody: Horse drawn vehicle restoration.
Guest Speaker	Trevor Boyd: Selling Ford Cars in America. Trevor gave a detailed and informative outline of his extensive experiences in sales and marketing with the Ford Motor Company in the USA.

SMALL REQUEST

Is anyone available to help out for a couple of hours to print and envelope the newsletter for those who get a printed copy?

Instructions for use of the printer will be given to any volunteers.

Please contact Pam if you can help

Yellow Stone Salon

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Club Get Together

As you know we are opening our much under utilised Clubrooms from 10.30 to 2 pm on the second and fourth Friday of each month. Our next gathering there will be on Friday the 10th May

The fridges are full of left over beer from the last Rally and it needs to be disposed of as it has reached it's use by date. We are not allowed to sell it and you are not allowed to drink too much but it will be there for those who wish to partake in a relatively parsimonious fashion complementing your BYO lunch.

I have secured a number of motoring "fillums" for exhibition and one of these will be shown. I am not 100 per cent sure which it will be but I guarantee it will be of interest to anyone who has an interest in the evolution of motoring, particularly of a sporting nature.

Come along and enjoy the opportunity to access the library and socialise freely. No meetings, No agendas. Just a convivial gathering.

DENNIS DAWSON

FOR SALE:

1995 Mazda 626 Eclipse 4-door hatch. Very good overall condition, 223568kms on clock, running very well, Automatic. Club eligible. Great run around/second car

Was dad's daily driver. Sold unreg. Please call Jan 55721070 or Jason 0466581324.

\$2,500 ono.





On Wednesday 10th a good sized contingent travelled down to the Narrawong Lavender Farm owned and run by Clyde Aley. Clyde was a very generous host, having opened for the day just for us. The tourist side of things were closed the week before and he was now concentrating on internet sales of his products.



He said he started growing lavender many years ago when people thought it would be a good thing to do, but after a while, he was the only one still growing it. He says there are only two of them working the farm and making the products and the plants he has

now is enough. New stock is taken each year from the plants he has in the ground. The plants are 'mown' like a lawn (sort of) to keep them small enough and shaped for easy harvest.

Our members were allowed sample some of the products made from the lavender and I saw many little bags get placed in cars. Mine included. We were invited to have our BYO lunches at the Lavender Farm with them, where we presented Clyde with a small thank you gift and it appeared that all were enjoying themselves and not in a hurry to leave for home.



On Sunday 21st April our intrepid President Pam in her little 1.5L Hyundai hatch led off a procession of old petrol guzzlers down to the Allansford club rooms of the Warrnambool District Historical Vehicles Club. Along for the journey were Chris and Sharon Watt in their XY Falcon, Glen, Kim, Lachlan and Brook Humphries in their HR Holden, Mark Rye in his 350 Mercedes Benz, Roger Moodie in his Ferrari and finally me in a Mk 2 Jaguar.



I said Pam led off, but she suddenly pulled over just out of Koroit and clearly needed help with directions, so Chris took the lead and was obviously determined to show us all the new housing developments around the north of Warrnambool. We frantically tried to stay in touch as we turned right, left, right, left, right, left, right, left and so on until he also gave up in Ziegler Parade, Allansford. Luckily, I had done my homework and so took the lead for the final leg to the club rooms and a welcoming morning tea.

We split into two groups and headed back into Warrnambool for our first shed visit. Our group was told to follow an MGB to Harrys shed. Our leader must have a similar mapping system as Chris because we drove the length of Warrnambool parallel to the highway by using as many right-left turns as possible. It made it doubly interesting as some participants were driving modern cars and then we had other non-participants cutting into our procession just to confuse the issue.



Anyway, we arrived at Harrys shed in Merivale to find a very large shed crammed mainly with Mercedes saloons, a Rolls Royce and a Daimler Sovereign from the 70s to 90s era and all goes on red plates. While carpooling with Mark and Roger on the way to Harrys our discussion turned to the lack of Fiat cars in club ownership. Well, blow me down but Harry also had two nice little 1970s Fiat 850s. Harry stated that a lot of Fiats and other Italian cars are being exported back to Europe.



From Harrys we had another car chase doing left-rights to South Warrnambool where Wally had a big shed out the back of Chitticks bakery. Wally also loves big cars, but mainly from the USA. Firstly, I must say that our car pool also mentioned the lack of Studebakers seen around these days. Well, what do you know but Wally had an unrestored Studebaker Lark sitting up on a storage rack. Many of Wallys cars were LHD imports and had enough fins and wings they were probably capable of flying. My memory for names of these tanks is deplorable but I swear that one convertible had a trunk (using the US term) big enough to store a Mini Cooper to use as a runabout. I reckon this car would need a block of four standard car parks at Woollies. Wally also had a pair of Model T Tudors, a pair of Ford Zephyr Sixes and a V12 Jaguar XJS.



It was then time to return to the Allansford club rooms for a sumptuous lunch prepared by the members. Our next instructions were to all head in convoy to Sharon and Bruces collection near Maylor's Flat. What do you know but we again enjoyed another car chase skirting to the north of Warrnambool all the time wondering if the modern car we were following was one of ours or an interloper. Amazingly most of us found Sharon and Bruces place where they had lined up a large collection of 70s to the present of mainly Ford super cars. The star exhibit however was a stunning and very new mid-engine Corvette Stingray. I asked Bruce for a look at the engine. I will never complain again at how difficult it is to get access to some of the components in my Jaguar engine bay. Bruce then fired up the beast remotely using his key fob. The sound of that 6.2L engine made the whole day worthwhile.



Our convoy then had an easy run north almost to Woolsthorpe to Peter and Karens to view an immaculate collection of more every day classic cars. They clearly enjoy their Morris marque as there were several Morris 8s and a Morris Commercial Ute. My memory was fading from overload by this stage but there was also several Holdens including a Kingswood ute.

Finally, we had a short run into Woosthorpe where not unexpectedly this very well organised club had marshals for parking and then an incredible spread for afternoon tea. There was that much food they were inviting us to load up with goodies to take home.

It was an excellent day around the sheds, and I am already looking forward to a visit to Portland next year.



Pictured:

Austin 8 1938/1940

No rust and body pretty straight

Motor reconditioned but needs assembly

Quite a few spare parts

Free to good home

Phone Chris 0428506926

Note from the Editor:

A big thank you goes out to those sending in articles and pictures, this month has been amazing; I am so grateful. I hope you all are receiving the newsletter; however, if you or anyone you know are not; please let me know and I'll get that fixed up.

Thank you

Bianca Higgins



On Sunday the 28th April, 2024 the Hamilton and District Veteran Vintage Classic Drivers Club held its annual family fun day at the club room and grounds at Hiller Lane.

Members brought their club cars along with family and friends to share a day of activities. It was also a day of celebration as we had members reaching a 50 year milestone and another whose car has turned the magic one hundred years.

The day began quietly while last minute preparations got under way, so those without a job were able to enjoy the improvement in the weather over a cup of tea and large choice of morning tea brought along by all to share.

Lunch time saw more members and cars arriving and the excitement mounting as we waited for the events to begin. A BBQ and salad lunch was devoured first to give us the energy and perhaps the winning edge for the events to follow.

These events included trying to guess from a distance how close to place two poles apart with the smallest gap to drive your car between them. These trials proved to be taken quite seriously, but in a very fun way. It was not a winner take all but there certainly was some competitive spirit, especially in the last event.

The second task was to drive along a piece of rope without your tyre going off the rope. Quite a skill, this one.

Next do one complete turn of your wheel. Only two competitors were able to do this one.

Then back your vehicle up seven metres. How many of you are good at guessing distances?



The last event brought out the competitor in the participants. There are six posts with a 15cm ring hanging on each. The driver must keep the vehicle moving while the passenger removes the ring with a pole and then while the car is still in motion deposit the rings in a box at the end of the run. Harder than you think.

The tasks proved to be quite challenging for some while others breezed through, but there was no overall "winner". No one driver was able to get the best score on more than one event. Some were hesitant to have a go at first, but after watching others, they were up and in their car and participating and having as much fun as everyone else. A great, fun day had by all.

The club's Austin was brought out of the garage after several members have been working to get the motor purring. It was given a run or two around the grounds and a couple of members got behind the wheel to 'have a go'.



Afternoon tea was well deserved and well enjoyed, but that was not the full day, for during the lunch break presentations were made to Mary and Ivan Willsher for being continuing club members for 50 years and to Don McArthur (unable to attend).



Our big highlight of the day was a celebration of Betty and Graeme Ralph's Dodge car's 100th birthday. The car has had only three owners in its lifetime and the second owners came down to Hamilton for the celebrations. The car has been registered and driven and enjoyed for those hundred years with Betty and Graeme having owned it for the most number of years. Their family have grown up with the car and have many fond memories of adventures in it. There was also a display of several other Dodges owned by members of the club to help make the occasion a memorable one. A decorated cake with a photo of the Dodge on top was shared by all after the cutting of the cake took place. Graeme gave us a short but very interesting history of the vehicle and during the day a slide show of its many exploits was screened for all to enjoy. Graeme has many pieces of memorabilia and complete history of the car some of which he brought along for display.



When we think about Australian Built Motorcars of course most of our minds will turn immediately to the big 2, Holden & Ford with Chrysler a maybe not to forgotten sibling. Of course we think of those magnificent hi-powered saloon cars the XW-XY GT's screaming around Bathurst being chased by Monaro's and LC GTR XU1's, it is just part of our psyche moving through the 60's to early 80's. In fact, I have just returned from taking dad's XC for a shake-down run after a 3 month hibernation. It is actually the first time I have driven the Falcon since dad's ownership. Very impressed by how solid it is on the road, there is no movement what so ever at a very nice 80-90 kph, not so impressed by how heavy the steering is. Power steering would definitely have been a good option.

How many of us actually turn our minds to a 4th manufacturer, being Leyland and the introduction of the P76? Or maybe the question should be, "Who wants to remember the P76? In the early 1970's we very nearly became victim's, I mean owners of a P76. When dad was looking to trade in his white Austin 1800 he was very close to putting in an order with Combined Motors for a green sedan until my sister Melissa intervened (another family legend) and he was put off by the lengthy estimated delivery time. Instead we became owners of a Datsun 180B sedan.

The P76 was introduced to the motoring public in 1973 as a competitor to the Falcon, Kingswood and Valiant. Designed by Giovanni Michelotti with a base model 121hp V6 and for deluxe versions a 192hp Aluminium V8. Its advertising catch-phrase "Anything But Ordinary" unfortunately didn't help both foreseeable and unforeseeable problems to come.

But how exactly was Leyland Australia going to top the market with the introduction of the P76?, well luckily for you readers I am in possession of the Leyland P76 1973 Canberra Conference Folder, Confidential For Leyland Dealers only. Real James Bond stuff....nah not really, but it does give a rare insight into the introduction & marketing of a new vehicle.

Public Relations: There is obviously enormous public interest and speculation on P76. For about a year industrious motoring writers have been unearthing details and photographs on our new vehicle. P76 has been so frequently referred to by press and other outsiders that they have virtually named the car for us. This is interest on which you (dealers) and we can capitalise, to our mutual benefit. **PREVIEW DAY:** We have already had a preview day at the factory where motoring writers from all states except WA were shown the V8 machining, assembly, hot run and balancing areas. Quite likely your local press already carried stories arising from this day. **NATIONAL PRESS CONFERENCE:** Our next activity will be a national press conference over 2 days in June (1973). Over 40 writers from every major newspaper and motoring magazines in Australia & Nz will be provided photographs, driving opportunities for their stories on the P76. 25 cars will be available for immediate driving impressions, **WHAT CAN YOU DO:** Go to local functions in a P76, offer to take friends in your car. Organise a talk/promotion/demo with the local car club. But whatever you do, THINK ABOUT IT.

Advertising: The concept of the advertising campaign, from pre-launch through to post launch positions P76 as an alternative, rather than a competitor to the so-called Big 3. Pre-launch advertising contains the strongest most aggressive claims ever made for an automobile in this country. The last phase of the pre-launch programme will see us active on radio, promoting the Buyer Protection Plan. Active in a way that will expose the relatively empty promises made by Chrysler and Ford. The next stage is to launch the vehicle itself – the unveiling. It will firmly position P76 as 'Anything But Average'. Within weeks you will see new commercials on air. Commercials which firmly position P76 as an alternative to the average Australian car.

Sales Operations: (I don't think they thought too hard on this one), now that you have all seen the 'Anything but Average' P76, the most fundamental objective is of course RETAIL SALES. Retail sales are needed, not just on P76, but increased retail sales across the range. The range of Leyland Volume Cars you now have to sell is second to none. Of course, with the tremendous amount of new floor traffic that P76 will create (ummmm), NOW is the time to increase Retail sales on – Tasman/Kimberley, Mini's, Marina's (big mmm), Mokes & Mini Vans. P76 will generate prospects for you in greater numbers. More than any other motor car produced in Australia (ok, it gets better), With P76 release, more people than you have ever seen will be wanting to look at the vehicle and drive it. (I suppose spin was well and truly alive in 1973).

Corrected Tax Inclusive Retail Prices for the Deluxe Model \$3,250.00, Super \$3,750.00 & Executive \$4,525.00. Options including 4.4 litre V8 \$150, 4-Speed Manual \$160, Automatic \$260, Air Conditioning (V8 only) \$435, Power Steering (V8 only) \$150 along with radio, bucket seats, full length consoles, radial ply tyres. Compared, a standard 1973 Holden Kingswood with 202 was \$3047 and 1973 Falcons were between \$1490-\$4620.

Sales Promotion: Has been divided into Pre Launch Kit and Launch Kit. Posters; P76 is Coming, are to be installed and then 2 weeks before launch the first of the countdown units can be started; 2 Weeks To Go. At this stage as the launch day approaches displays must be changed daily for the count down. Suggested activities include Motor Cavalcades, Shopping Centre Displays & Guessing Games (on the weight of luggage etc).

Obviously a lot of these lessons and brochures were targeted at big city dealers, in fact Leyland Australia were so confident in Western District sales they supplied 1 car to reach the dealership by June 13th – an 8cyl Deluxe with 4 speed manual transmission. A further 1 should be shipped (progressively) by the end of June.

Sadly the only thing not to be promoted was the advanced safety features of the P76 such as the first Australian built car to have side impact protection, power assisted disc brakes, recessed door handles and windscreen wipers. It also had a very good power to weight ratio.

So what happened after launch date? The optimism of the 'Promotions Crew' proved true, orders for the P76 flooded in, so many in fact that Leyland had to rush the initial batches of cars into production. Unfortunately this led to a compromise of build quality which caused reliability issues eventually leading to a reputation as a lemon. Although the V8 version did take out Wheels Car Of The Year Honors in 1973. Also at the time of release fuel prices rocketed in Australia due to the world oil crisis, inflation was rising rapidly (sound familiar) and industrial strikes affected component factories supplying parts for the P76. By 1974, orders for P76 had slumped and by late 1974-early 1975, Leyland decided to cease production of the P76. Between 1973-1975 it is estimated that just over 18,000 had been produced. It became remembered as the car you could fit a 44 gallon drum in the boot.

My association continued on though, when one of my great friends drove up to our house in Grey Street in the early 90's in his newly purchased bright orange P76. He was proud as punch and I couldn't stop laughing.

And now sorting through dad's estate, I find this pretty remarkable complete folio relating to the P76 complete right down to the P76 Rally Game with instructions. I cannot imagine there are too many of these still so complete, allowing a glimpse into another Australian Icon car that just didn't make it not just owing to Leyland's fault but also world circumstances.

As for Combined Motors, maybe they sold more Marinas as a result. Happy motoring for May and I hope to see you at the Kings Birthday weekend.

Steyr-Puch Haflinger

THE BRITISH Army has recently been evaluating an impressive six-wheel drive off-roader called a Pinzgauer as a replacement for its old Land-Rover ambulances. It's made in Austria by Steyr-Daimler-Puch, a little known company in the UK, but one that makes components for 40 per cent of the world's four-wheel-drive cars.

And its pint-size ancestor, the Haflinger, also came to Britain in the 1960s and early '70s where it sold in small numbers to farmers with a technological bent.

The Haflinger was a tiny and ingeniously simple 4x4 utility vehicle with a 40bhp, 700cc, air-cooled, twin-cylinder engine at the back, differential locks at front and rear, and all-independent suspension.

Whether stripped down (right) or kitted-out (below), the Haflinger could attack tough terrain with gusto.

'In action, it was nothing short of incredible.'



In appearance, the Haflinger was starkly industrial, with its basic pressed steel structure and canvas top. In action, it was nothing short of incredible, clattering its way up 50 degree slopes with gusto and scattering mud as it bounced across soggy farmland.

Far too utilitarian for today's 4x4 buyers, over 16,000 were made from 1959 until 1974. Most that came to Britain are probably still going strong, although, like the Mini Moke, the used Haflinger was a Bohemian favourite in the 1970s.

A British owners' club exists for survivors and is on the Internet – <http://www.ccc.nottingham.ac.uk/~ppzcad/haf.html>.

This article was sourced from "Cars That Time Forgot" by Giles Chapman; printed in the UK in 1997 by Parragon

Kerang's Alexandra Park hosted two days of motoring excitement with the annual Kerang Show and Shine and Harley Evo Fest.

On Sunday, 14 April we around two hundred vehicles on display, including a line-up of Holdens from each year these iconic cars were produced.

Held in conjunction with the Show and Shine was the Harley Evo Fest, which celebrated the legendary Harley Davidson Evolution engine and the bikes that ran them.



A Harley Davidson (Honeycomb)

A BSA (for Les)



I'm probably being a little flippant here as there were so many cars to see, so I have grouped some of them by colour. The display of Holden's was impressive. There were quite a few Veteran Cars including an original 1939 Chev

Got any blacker?



Kerang Show and Shine



Some very nice colours



Most of the cars had their bonnets raised and there were many heads under them scrutinising the components.

Generally, the cars were not modified but I was taken by this one which had some interesting improvisations.

In April 1924 Dodge Brothers car No A 86 -757 came off the Detroit production line fitted with a Budd all steel Business Sedan body. It was destined for Australia and in July 2024 Mr William Greenwood of Canterbury took delivery of this gleaming black and rather stately vehicle.

Mr Greenwood was a fastidious owner and kept detailed records of the vehicle's fuel consumption and some longer trips including Portland (1924) and Queenscliff.

William Greenwood passed away sometime in the 1930's and his son Arthur Greenwood became the custodian of the Dodge and in 1940 it was allocated registration number CA 176.

When Arthur Greenwood passed away in the 1970's the car passed to the care of his daughter Jean Greenwood who was one year old when her grandfather William bought the car.

Jean did not drive the Dodge and it was put up for sale by tender through the Vintage Drivers Club.

The successful purchaser was a young Keith Mason. Keith got the car into good working order without any major restoration work and took part in various VDC events, celebrating its 50th anniversary in 1974 and looked forward to at least another 50 years of ownership. Unfortunately for Keith this did not happen and on 1977 we became the proud owners of this rather unique vehicle.

So, on Sunday, 28th April 2024, we were able to celebrate together with Keith and Jenny Mason and a gathering of fellow Hamilton and District VVC Drivers Club members, the 100th Anniversary of the 1924 Dodge Brothers Business Sedan.

In 100 years, it has travelled 64,000 miles and is in good original condition. It has been cared for, carefully maintained and repaired as necessary. It displays various signs of age, but wears them graciously and we feel privileged to be the custodians of this special car.

We thank all the members who celebrated with us with as we cut the beautiful cake made and decorated by Sally Wheeler.

The barbecue lunch was expertly prepared and served and the driving contests arranged by Denis Polack and Rod Potter and several helpers proved challenging and entertaining. Congratulations to all winners (and losers)

It was a great day and we look forward to many more miles of pleasant driving in our Dodge!



While on holidays we visited the National Holden Museum in Echuca just before it closed permanently. Due to a few reasons mainly beyond their control, the owners have closed the exhibition and all items are to be auctioned on 18 May 2024.

Opened in 1984, the museum was first located in Bayswater before moving to its current location in 1993. The National Holden Motor Museum – was the longest continuously-running museum in Australia dedicated to a single car manufacture

According to the museum's website, the collection ranges from the original Holden – the 48-215, also dubbed the FX – to the final Australian-made Commodore, the VF.

Other rarities including the first Monaro, the HSV 427 VE, and the VF Commodore SS ute which set a commercial-vehicle lap record on Germany's Nurburgring can also be seen in the collection.

It was a beautifully curated exhibition of cars (many on loan), memorabilia and related information about the iconic Holden car. Below are just a few photos of what was on display.



Most people will be aware of the orange Chamberlain tractors that regularly join in the activities of the Hamilton Pastoral Museum and may have even encountered a convoy of these lively machines taking part in some adventurous journey across the country'

Bob Chamberlain created a very useable tractor, but also lent his considerable engineering skills to some automobile creations. One of these is the reproduction 1904 Napier Samson which he commenced in 1977 and completed in 1982. The original car was fitted with a modest 4.9 litre six cylinder engine producing 30 bhp, later replaced by a huge 15 litre unit producing 90 bhp. This was subsequently replaced by a 20 litre unit.

The car raced successfully at Brooklands and various other circuits up to 1908. It was taken to Daytona in the USA, setting a flying one- mile record of 104.65 mph.

The car was retired by Napier in 1908 and the 15- litre engine was purchased by Australian brothers Fred and Percy Cornwall, of Cornwall Pottery fame, who used it with success in a power boat named "Nautilus II". The engine the reportedly then developed 120bhp. Bob Chamberlain discovered the engine laying in a corner of the pottery factory in 1950 and intended to set it up as a display in his tractor factory.



The Reconstructed 1904 Gordon Bennett Napier L48 "Samson" Racing Car Engine no. 1320A.Sold for US\$742,000 inc. premium

By 1977 Bob decided to recreate "Samson" and using a variety of photographs and original drawings from Napier he created the reproduction car, running it at Sandown and the Geelong Sprints. It was driven

at 100 mph at a Victorian airstrip by former racing driver Tony Gaze.

When Bob Chamberlain passed away, Samson was purchased by Peter Briggs of the York Motor Museum

Western Australia. It was displayed at Pebble Beach USA Concours and attended the Goodwood Festival of Speed in Great Britain. Peter Briggs passed away in 2022 and following unsuccessful attempts to sell the car locally it was assigned to Bonhams Auction in Florida USA where it sold for US\$742,000. (About \$1,125,000 Australian)

Obviously, we have lost another piece of Australian motoring history!

When I recently visited my second cousin Brendon Ledwich in Berriwillock he brought out his 1929 Essex Super 6 to take us for a spin around the little country town to point out some of the sites where my great grandparents and grandfather lived. The family took up land there in 1892.

The Essex was purchased by his father Francis in 1933, transported to Berriwillock by train from Melbourne. This is a photo of Francis J Ledwich with his newly purchased car.



After his father died in 1966 it sat in the shed on their farm.



Brendon has had some minor works done to it but has kept it in the original condition. It has a rag roof that needs repairing so we had the wind in our hair as we motored around the town sitting in the plush leather seats. I was impressed with the ornate silver engraving/detailing surrounding the dials on the dash. It is now on club plates and has had a few outings. You may see it at the Marong Picnic as he is about to leave the area to live in Marong.

Some extra details

The Essex was a brand of automobile produced by the Essex Motor Company between 1918 and 1922, and by Hudson Motor Car Company of Detroit, Michigan between 1922 and 1933.

It was an inexpensive car in Hudson's line, which would be affordable to the average family.

The 1929 Essex line was officially known as the Essex Challenger. In addition to the robust 55-horsepower engine, the car now boasted more important styling, with a larger radiator shell and broad beltline moulding that recalled its Hudson cousins, available as a 2 door Convertible, 2 door Roadster, 2 door Coupe and 4 door Town Sedan

Engine; 55hp 160.38 cu in L head 6 cyl

For 1932 a redesigned Essex debuted and was named the Essex-Terraplane

For 1934 the Essex name was dropped, and the car carried on as the Terraplane.

Essex, along with many other brands, were also produced in Australia by Holden Motor Body Builders from 1927-31 (and from then became General Motors Holden) Local bodies were built on an imported chassis. Essex sedans were built there from 1927-33.

<https://www.flickr.com/photos/42220226@N07/26569241110>



Above is a photo of my cousin Brendan when he rescued the Essex from the farm shed.

Those who know me, know how much I love my Mustang, but I'm not fanatical, keeping up with the latest and knowing every nut and bolt and the whole history from start to finish.

However, I do have a search every now and then. You might also know how much I love Mr Google. I pick up a magazine or two occasionally, so find some interesting news and articles at times and love listening to stories other people have to tell. Including recently that it is the 60th anniversary of the first Ford Mustang.

Here's a little of what I've learned and it would not be a story from me without a picture of MY beautiful baby. She is called Alice and is a sky blue 1965 Ford Mustang Coupe. Sitting on the bonnet is one of my other beautiful girls, my grand daughter, Leena.



The first Ford Mustang was unveiled on April 17th 1964 and became an instant sensation and one of the most iconic vehicles in motoring history.

It came on the market at \$3,580 American dollars and today you can buy a 1964-1968 Mustang in Australia today for between \$40,000 and \$65,000 Australian dollars. However other models such as the V8 Fastback or GTA390 can sell from \$98,000 up to plus \$135,000.

The idea behind the Mustang was to bring fun back into motoring at a price affordable to all. Can you remember the slogan? America's Favourite Fun Car.

Ford Division President at the time, Lee Iacocca believed a small, inexpensive, sporty, car with a long list of options and an engine with some real get up and go would appeal to the younger generation. He was proven correct, with sales going through the roof and breaking all records. The Mustang was here and here to stay. 22,000 orders were taken on the first day, over 400,000 sold in the first year and over 100,000 were sold in the first two years. The ten millionth Mustang was sold in the 50th anniversary year.

There was something magic about the Mustang then and there still is today – you just want to get in and drive it.

It is Ford's fifth biggest selling model and has the company's longest-produced nameplate. Mustang is still the most favourite sports car in the world.

Mustang became a household word. Carroll Shelby has had a big influence and association with the Mustang and Ford lasting decades and notching up many wins on the racing track. The Mustang's immediate success saw it featuring in three of the iconic James Bond movies and performed well in Australia on the racing circuit with Norm Beechey at the wheel.

The Mustang has seen many changes over the years, but it's followers remain loyal.



Famous Shelby racing rims.

The Ugly Eighties. A strong European Influence.

1996 Mustang GT Convertible.

Here's just a few bits I've picked out that show some changes and/or decisions made over the following years to now.

By 1987 the designers at Ford decided it was time for change. The "new" Mustang was to be based on the Mazda 626 and M6 -6 front wheel drive. Fans could not believe their beloved Mustang was now to be based on a Japanese car built by a Japanese company. There was outcry. The public spoke out and Ford actually listened. The front wheel drive Mazda became 1989 Ford Probe. However, in 1993, the Cobra R sold out prior to production.



The new Mustang coming out in 2024

Styling dubbed 'retro-futurism' was featured in the 2005 models looking back at the design of the early 60's fastback. This new model appealed to both those who grew up with the first Mustangs and to those now who love the retro look but want the safety features to go with it.

Shelby returned to Ford after 30 odd years to bring us the new Ford Shelby GT500.

2010 saw the special edition Bullitt introduced in commemoration of the movie of the same name's 50th anniversary. This helped attract interest to the already popular Mustang.

The 'sixth generation' Mustang is what we see today and was first introduced in 2015.

The Mach 1 was re-introduced in 2021 after a 17 year hiatus and in 2020 the first E-car, the Mach-E was on offer with regular or extended range batteries.

Today there are several models to choose from beginning with the EcoBoost Fastback at a mere \$30,920 to a GT Premium Fastback at \$46,480. Then there's the Dark Horse and of course you can choose a range of accessories and up grades. Not forgetting the limited edition 60 year Anniversary package of the Gt Premium Coupe and Convertible.

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