

RECOLLECTIONS

**Official Newsletter of the Werribee and District
Collectable Vehicle Club (Inc.)**

PO Box 841 Werribee 3030

Inc. Reg. No. A0024084P

ABN 575 840 445 12

www.wdcvc.org.au (E-Mail: - wdcvc@hotmail.com)

NOVEMBER 2023 EDITION



Members Rides

John & Sarah's VH Commodore Sedan

GENERAL MEETING Wednesday 22nd November 2023 (7.30pm)

The Werribee and District Collectable Vehicle Club (Inc.)

Was formed in June 1991 to foster and advance interest in History, Restoration, Care and Preservation of Classic and Historic Motor Vehicles. It provides an avenue for sharing of information by owners of those vehicles. The Club is a not-for-profit organisation. We welcome as members all those interested in preservation of our motoring history.

Club regularly conducts events, monthly runs for its members and assists community organisations with attendance at community events, retirement homes, parades and car shows.

The Club's recently constructed Club Room caters for a range of activities such as Club gatherings, meetings and is often our starting point for runs.

Generally our members come from those who own vehicles over 25 years old, but this is not a prerequisite for membership, anyone is welcome.



HAPPY BIRTHDAY TO ALL MEMBERS HAVING A BIRTHDAY THIS MONTH

*Josie Cassar, Silvana Fragioli, Johnson Smith, Mark Reilly,
John Agosta Snr, Denis O'Brien, & John Ravaneschi*

If you would also like to receive a birthday shout out, email our editor Jenny (magoos_4@bigpond.com) advising birthday month for yourself and your better half.



Our best wishes to the following members.

- We wish Ronnie all the best for his back operation on 18th of this month.
- Linda recovering well after her unfortunate fall and ambulance trip.

We wish you all a speedy recovery.

GET WELL WISHES ALSO TO ANY CLUB MEMBER WHO MAY CURRENTLY BE FEELING POORLY



WDCVC Life Members

Gil Taylor (Dec)
John Agosta (Jnr)

Sandy Taylor (Dec)
Charmaine Agosta

Les Turner
Elio Massari

UPDATE to 2024 Rally fundraiser for Cancer Research, can you help?

Colin and Rob Bradley both responded to Ruth Ronan's request for a cheap but RW car to rally from Airlie Beach. Colin's Falcon at \$600 was ideal, but sold before Ruth could make a move. Rob's find was too young: like the Red Plate scheme, it needed to be 25yo plus.

Ruth found a '97 Commodore V6 auto wagon on-line which had already been rallied from Cairns to Adelaide, and was complete with a fancy stick-on paint job, packrack and awning.

Ruth needs 2 205 x 65 x R15 tyres, and a hand brake lever assembly. Can anyone help?

Please call John Marks on 0432 155 978.



To my friends at W.D.C.V.C.

This is my 3rd year participating in Movember to raise money for men's health. Would you like to join me? Let's see how many wicked Mo's we can get by the end of November.

Or you can donate via link below

<https://au.movember.com/donate/details?memberId=14535216>

Thanking you in advance for your support.

Rod Matthews #400



SPOTLIGHT ON A VOLUNTEER



Daniel Smith

Describe your volunteer role?

I volunteer on the Board of Governance at The Grange Community Centre in Hoppers Crossing.

I help the community by making sure the Grange operates the best it can and meets the needs of the local community.

What is the highlight of your role?

I enjoy the welcoming environment, collaboration and the friendships I have made and I enjoy giving back to the community that has given me and my family so much!

What would people be surprised to know about you?

I have my grandfathers 1986 Pintara that he bought new which I treasure. I also love riding my 2004 Yamaha motorcycle. Most people are surprised to find out that I have a disability.

What is your favourite place in Wyndham?

I absolutely love to take my three children to the Werribee Zoo and parklands around Wyndham.

Werribee & District Collectable Vehicle Club (Inc.)

Registration Number A0024084P ABN 575 840 445 12

CONTACTS for WDCVC COMMITTEE July 2023 to June 2024

Mail to P.O. Box 841 Werribee 3030

E-MAIL: wdcvc@hotmail.com

Name	E-Mail	Phone
Executive Committee		
<u>President</u> Colin Pierce (Shirley)	colin@colshirl.com	0413 884 234
<u>Vice President</u> Daniel Smith (Amanda)	Djs84@outlook.com.au	0408 328 028
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<u>Treasurer</u> Jenny Matthews (Rod)	magoos_4@bigpond.com	0422 699 361
General Committee		
Heather O'Brien	hethaob@bigpond.net.au	0411 239 446
Connie Mallia (Ronnie)	c.m.62@hotmail.com	0439 619 083
Office Bearers		
<u>Club Captain</u>		
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<u>Club Permit Officer/s</u> Yves Schieseck (Sandra) Wayne Rodgers (Jen) Colin Pierce (Scrutineer)	breton29@aussiebroadband.com.au waynerodgers.61@gmail.com colin@colshirl.com	9749 3376 0405 380 005 0413 884 234
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<u>Librarian</u> Peter Kime (Patricia)	pjkime@hotmail.com	0409 798641
<u>Web & Face Book Monitor</u> Daniel Smith (Amanda)	DJS84@outlook.com.au	0408 328 028
<u>Welfare Officer</u> Rose Ravaneschi	sirbas53@hotmail.com	0412 456 892
<u>Social Secretaries</u> Connie Mallia (Ronnie)	c.m.62@hotmail.com	0439 619 083
<u>Federation Representatives</u> Colin Pierce (Shirley) Michael Galea (Linda)	colin@colshirl.com mgal6416@gmail.com	0413 884 234 0421 670 304
<u>Council Representative</u> Colin Pierce (Shirley)	colin@colshirl.com	0413 884 234
Financial Consultant- Werribee Accounting		

VICROADS CONTACTS and CLUB BANKING DETAILS

VicRoads Melbourne:

Switchboard 1800 816 727,

Club Permit Scheme (CPS): 9854 2674

Web Site: www.vicroads.vic.gov.au

W.D.C.V.C. CLUB BANKING DETAILS: (For Direct Deposits) GREAT SOUTHERN BANK: BSB# 814282 ACC# 10495827

ACC Name: Werribee & District Collectable Vehicle Club



Calendar of W.D.C.V.C's Upcoming Events

W.D.C.V.C Extends an Invitation to Members of any Registered Club to attend any run or event organized by our club.

EVENT	Date	Time	Coordinator
NOVEMBER			
Club Run TO LINDSAY FOX CAR MUSEUM - 749-755 Collins St, Docklands. (Cost \$16.50/Hd) Meet 9:45am at the Museum. Bookings essential. Contact Colin with name and number.	Sunday 19th	9.45am	Colin 0413 884 234
Club General Meeting (Club Rooms)	Wednesday 22nd	7.30pm	Colin 0413 884 234
BUNNINGS Hoppers Crossing CAR DISPLAY 10:30 to 1:00PM	Saturday 25th	10.30am	Colin 0413 884 234
Last Casual Sunday for 2023, Cherry Street Car Park 9am-12pm	Sunday 26th	From 9:00am	John 0407 546 235
DECEMBER			
Final Committee Meeting for 2023	Monday 4th	7:30pm	Colin 0413 884 234
Club Picnic and Children's Christmas Party. Little River Reserve and Hall. BYO Picnic BBQ onsite. Lunch at 12:00. Santa 3:00pm.	Saturday 9th	12pm	Connie 0439 619 083 Colin 0413 884 234
Final Club Meeting and Christmas Breakup	Wednesday 13th	7.30pm	Colin 0413 884 234

The above events are in accordance with the WDCVC & Vic roads Club Permit Scheme. If you wish to use your red plate vehicle, a reminder that you will need to correctly fill in your red plate permit scheme log book and be a financial member. At the time of printing the above information was correct. The Committee may change the information at their discretion. Any changes will be published in the Newsletter / Website / Facebook. Symbols of events are Club Runs in **Bold**, and all other runs organised by Vic roads or other clubs will be in normal font.





WDCVC minutes of General Meeting held: 25th October 2023

Chairman: Colin Pierce **Vice President:** Daniel Smith

Meeting opened: 07:30pm **Meeting closed:** 08:08pm

Visitors: Nil **Speaker:** Nil

Apologies: Peter Kime, Andrew Babbage, Tony Todaro, Rob Elliott, Brian Gosney, Luke and Brian Daly, Maria Turner, Ronnie Mallia, Mark Reilly, Les Turner, Mitch Jones, Len Schutt, Carmen Mallia, Trevor Ryan.

Minutes of previous meeting:

Comments/Questions: Nil **Moved & Accepted:** 1st David Williams 2nd Vicky Miskolczi

Correspondence:

- Aust Post monthly invoice,
- Federation subscription notice.

Treasurers August Report to: 30/09/2023 **Read by Jenny Matthews**

Comments/Questions: Nil **Moved & Accepted:** 1st Barry Deller 2nd Shawn Van Roosmalen

President's ramblings Colin Pierce:

- A voluntary based survey will be conducted on Hoon driving
- Gisborne outing feedback "it was an enjoyable day".
- Relocation to Presidents Park is not looking good,
- Picnic and children's Christmas function will be at Little River,
- Trevor Ryan and Colin will approach council next year as a united front/club looking for new location,
- Ford Falcon Ute for sale. See John Marks and November newsletter,
- 5th November to WestWaters Caroline Springs Tony needs numbers,
- 19th November to Lindsay Fox Museum is BYO meeting at venue at 9:45am (booking 10:00am-12:00pm),
- Final meeting for the year is Wednesday 13th December 7:30 supper included,

Club captain's report:

Colin Pierce

- Position is still vacant for club captain
- Colin would like to introduce a "tinkers run", numbers permitting where club members will be able to attend various workshops to answer any questions or repairs to cars can be organized.
- Brett Murray is running an event from Williamstown to the old Holden Factory on: 3rd December 8:30am meeting at The Strand,
- Estia Health at Russell Street Werribee organized by John Ryan 0400 96 2009, requires 5 cars for display on various days.
- Bunnings day is on 25th November.

Social secretary's report:

Connie Mallia

- The Kids Christmas party for children aged 12 and under. Names required or kids miss out on Santa presents, BYO picnic table and chairs BBQ will be available for those who wish to use it,
- Raffles have been arranged for the day
- 13th December last General Meeting for the year.

Editors report:

Jenny Matthews

Welcome to new member Paul Di Gregorio nickname Wally

Raffle Winner

1st Barry Deller 2nd Nick Calleja 3rd Jenny Matthews

General/New Business: n/a

Thanks for reading Club Secretary-Carmel

President's Report



Hello fellow members,

This month's President Report coming to you from Caravan Park on Ovens River (Bright) where along with a few fellow members we're attending 2023 Bright Rod run this weekend.

Some great eye candy driving around town already, so far nothing for sale that is of interest or the cars that interest me the owner says (Tongue in cheek) **"if you haven't got your home financial managers approval or the cash"** don't ask the price.

I'm looking forward to Club's visit to Lindsay Fox's Car collection on Sunday 19th November, we have a great number of members (108) confirmed they will be attending. Make sure you arrive at museum by 9:45am.

It's now middle of November and Christmas is coming fast.

Don't forget it's our Club Picnic and Children's Christmas party at **Little River Hall SATURDAY 9th December**, hopefully we'll see most you there for a great day. Santa is due to arrive around 3:00pm to hand out gifts to members children. Plenty of Raffles to be won along with Lyn Cook's much prized Christmas cake.

Come and join the rest of the members at the Bunnings Car Show on Saturday 25th November, be there by 10:30 you receive a free BBQ Sausage and drink if attending and displaying a club vehicle, finishes at 1:30pm

Sunday November 26th is Club's last Casual Sunday morning for 2023, normal time 9:00 to 12 noon, let's all try to make it a very special day as a thank you to John for his efforts and all turn up in one of your Club vehicles, you never know Wyndham TV might turn up to take some more film of your ride.

Club's final meeting for 2023 is Wednesday 13th December followed by a supper being arranged by Connie and the girls to wind up the year, be there for a good night, great Raffle prizes on offer. If you wish to bring a plate along on the night it would be welcome

Be safe and keep the shiny side up...

Col



FOR SALE

An original 1954 Dodge (D49) Kingsway Custom Sedan.

- Car currently on Club Plates CH-3461 will be sold unregistered and no RWC
- Car is reluctantly being sold as owners health is not the best. Of his collection of cars family owned this was considered by the family as the best family Club Car. Even today when we cleaned out the boot it still held the families picnic tables and chairs.

Car Details:

- Green/White Roof, Bare metal Resprayed in (2pak) in mid-1990's on a body that had no rust. Colour is very close to original colour.
- Interior in excellent condition (Covering is the Original Green and White Vinyl).
- Original 12 Volt system.
- Everything works in the car.
- Seat Belts are fitted.
- Fully functioning Heater for those Cold Days.
- Motor is original 6 Cylinder Flat Head Motor.
- Gearbox is a Manual 3 Speed.
- White Wall Tires with close to 70% tread and would pass a RWC.
- Car has adjustable Air Shockers on Rear.
- In current owners hands since 1995 when it was painted.
- **Many Spare Parts come with the Car:** Complete dash with all instruments, (3) Gear Boxes, L/F Door, Boot Lid, Grille, Head, a number of Carburettors, Window Glass, plus many, many more to many to list here.

Car being sold on behalf of owner.

To arrange an inspection and test drive call 0413 884 234

Asking Price \$35,000 and is Negotiable.





A Big Day Out..... CSM October 29, 2023.

On the last Sunday in October, the classic car movement around here was on full display. We had a good showing at Cherry Street, but at the other end of 'town, the old Toyota site was also chockers, plus another group of cars was lending some panache to Wyndham Harbour. On top of that, another show was running in Altona, and Federation was also rumoured to be active somewhere nearby.

Maybe it's the weather; we were blessed with another sunny, near windless day, when us old (and not so old) blokes and as well some lady owners bring out their precious metal. You'd wonder where they all come from; does every third garage contain a restored classic or three, or maybe a cute '34 Ford hot rod?

Most of us have seen the fifty odd member cars on show that day, but they're all worth another inspection. Plus "just seeing our mates" brought out a few members who walked in, arrived "modern" or maybe brought along a more recent but collectable chariot, for example Mark Reilly's Walkinshaw, and visitor Nathan Tavendale's 2014 Maserati. Great to see David Bibby's '65 Impala, back on the road after a somewhat pardonable delay.

That said, the arrival of visitor cars puts the spice on an otherwise good showing. We certainly had some weird? and wonderful examples: what a rare bird was Nick Knight's '40 LeAlFord, a combination of Lea Francis, Alvis and Ford. This wild-looking combo featured some body and chassis bits from the two English classics plus a side valve Ford V8 and a lengthened and modified Ford bonnet and grill. To keep Col Harris' '34 modified in good company, Michael Lee, Gary Singline and Billy Mok each showed an early Ford hot-rod.

Then there was (member) Len Schutt's '23 Ansaldo, a rare survivor from Italy which had not hit the road for 60 years. Another rare machine is Gerry Mc Harg's latest acquisition, a 1934 Morris 10/4 sedan, a well-preserved little pommy job, quite cute but now mostly unknown throughout the free world. A couple of two wheelers added to the day, including Dom Campos' yellow Yamaha, and visitor Josh Hubbard's Royal Enfield. Another bike with added sidecar in military khaki was a good exhibit, although its owner avoided the log-in book.

The Toyota site show was circularised to our members, so some nicked off early to check out the other scene, while some of theirs drove in at Cherry Street. In fact the busy comings and goings were hard to record, so the full pages of our log-in book missed many.

Cooking team Mark and Heather slaved all morning, eventually running out of supplies. Desk captain Rose, ably assisted by Vicki and Connie M coped well with the rush, soon running out of cups. The set-up crew of Lindsay, Brian D, Peter Lockwood, Tony and Yves got it together with little fuss. Many thanks to the team and to those who arrived to make the show. In Werribee parlance, "Good onya folks".





Tony and Connie's Brunch Run - Sunday 5th November 2023



Attendance was good for our Brunch Morning! We headed out of Werribee to WestWaters Hotel at Caroline Springs. We had a good view of the lake from our tables. Everyone ordered early and enjoyed their food and coffee. We also had a birthday celebration for one of our members, Josie Cassar.

We thank everyone that came, and hope it was a great morning for everyone!

Tony and Connie Galea





Attendees	Vehicle	Attendees	Vehicle	Attendees	Vehicle
Tony and Connie	Modern	Colin and Shirley	Modern	Les and Lorraine	300E Mercedes
Domenic and Shana (visitors)		Brett and Julia	FX Holden	Mark and Heather	Crown Victoria
Dennis and Josie	Modern	Mick and Linda	Tickford GT	Wayne and Jen	Modern
Katie and Tess		Russell and Judy	Celica	Tibor and Vicki	57 Chev
John, Sarah and Joseph	VH Commodore (Finally!)	Lindsay Coghill	X6 Jaguar	Rose Ravaneschi	Mercedes
Ronnie and Connie	Modern	Rob and Annette	Modern	Paul Bazzina (visitor)	
Charlie and Carmen (visitors)	Modern	Peter and Dee	1941 International		

How to spend nine years of your life and still keep your wife happy.

By Len Schutt (November 2023)

The Ansaldo Company was founded in 1853, and originally manufactured and repaired railway components. By 1900 it employed 10,000 workers over 7 factories. Early in the 20th Century, it focused on Iron works and Weapons manufacture. During WWI Ansaldo made aero engines and after the war, branched into mass production of cars in Turin Italy, hence the vehicle name Ansaldo. I have been told that as a result of a Trade Agreement between Australia, New Zealand and Italy, Ansaldo cars were shipped out here and meat products sent there. There are more examples of this make in New Zealand than Australia, and apparently very few, if any, in Italy

My story starts back in the early 60's, when my younger brother purchased a tired old 1923 Ansaldo from a bloke in Coburg. He soon got over the idea of restoring it and was going to sell it to a person who was intending to rod the car. When I heard of this, in order to prevent this from happening, I bought the car from my brother for the princely sum of twenty-five pounds. (\$50).

At this stage, technical information about the car is as follows:

The engine is a 4 Cylinder, Crossflow Head, develops 36bhp @ 3600Rpm, with a non-synchro box of 3 forward gears and 1 Reverse. The electrical system is Magneti Marelli, and ignition is via a magneto and a generator to replace electricity lost through starting the car, and use of the headlights. The car is fitted with an electric Starter as well as a fitted crank handle. One of the first cars to incorporate a central gear lever, the marque also made extensive use of aluminium in its production such as the sump and gear box housing. A side note is that the great Nuvolari won his first race in an Ansaldo in 1921. The original body that was on this car (now dispensed with) was built by Thomas Hoyle & son. 372 Latrobe Street, Cnr Queen Street, Phone F1701. Don't bother ringing them as I think they've gone out of business.

In the following details of the initial work done on this car, the term "we" refers to myself and my old friend Kerry Duke.



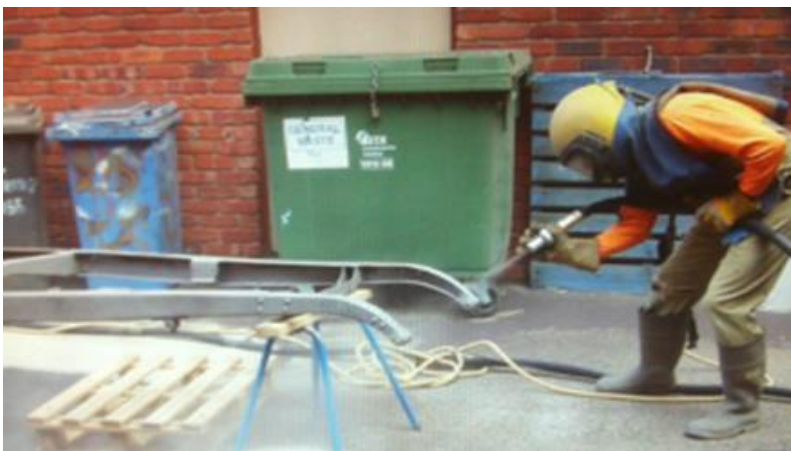
Kerry and I met at Geelong Road State School in 1948 and have both been afflicted by the car nut gene. It was only fitting then that when the Ansaldo made its first official outing since restored, to Werribee, that my passenger was Kerry. If my memory serves me correctly, work on the car started about three months prior to Christmas in 1960 or 1961, and, as I wanted to drive the car to Barwon Heads for the holidays, a very quick resto was on the cards. The car was in pretty rough condition with splits in the guards and large rust holes where the body met the chassis. A friend of my Dad's had a blacksmithing business in Braybrook, so we took the car to his Factory and riveted strips of galvanised iron to the lower parts of the body to cover the rust holes, pulled the guard splits together and riveted them which left the inner wooden framework to be repaired. All the joints had rotted, and as we knew the car would have to go over the pits at the Registration Branch, which at that time was in the Exhibition buildings, the fix was simple. We taped all the rotted joints with masking tape to hide the rotted sections and painted the whole interior of the body with flat black paint. On a casual inspection of the inside all the joints appeared to be quite good.

On the first visit to the Rego Branch, I was directed over the inspection pit, and two inspectors got under the car to inspect the exhaust system. After a few minutes I heard a lot of coughing and shouts of "Shut it off." It turned out there were so many holes in the exhaust that these two blokes were being gassed to death. Needless to say she failed the exhaust test and I was left with the job of getting it all fixed. My father had another friend in Yarraville with an engineering works, so I took the car down to his Factory and asked him to weld the exhaust from the Manifold down to the end of the pipe, as well as welding the pipe to the chassis to stop the rattles. This was possible as the engine on this car is mounted directly to the chassis, so there is no movement away from the chassis.

Next day, back to the Rego Branch. The speedo stopped working on the way in and the hand brake fell apart on the way back home. I didn't worry about the speedo as I didn't think they would want to test drive the old beast. They didn't, she passed inspection, got my plates, HSN-855, and took off for Barwon Heads, boiling about three times on the way. On the first night at Barwon Heads, my friend who was camped there, and I took her for a burn up the main street, when I noticed a car coming the other way doing a U turn behind us. Sure enough it was Constable Plod who pulled us over and said our headlights were too bright, and why hadn't I had them dipped on low beam. I explained to him that, in 1923 there was no such thing as low beam and that I had recently had the headlights resilvered and that was why they were so bright. At this stage the Officer turned a bit nasty and asked me how long this vehicle had been registered, and I replied "About 5 hours Sir," This effectively prevented him from declaring the Ansaldo to be unroadworthy, and he let us go stating that if he caught us on the roads after dark, he'll throw the book at us. Night runs were not a possibility as each morning, we used to take the car for a run to warm it up, and unfortunately on one of these runs we cooked the wiring. A feature of this car is that power from the Battery goes directly to the Starter Motor and when the starter button is pressed, it earths the Starter motor which then operates. What had happened was that the lead from the Battery to the Starter had fallen out and lodged itself in a bolt hole in the chassis thereby creating the best direct short imaginable. From that day on we had to remove the battery every night, drop it off at the local garage to be recharged overnight, so we could drive it the next day.

We were at Barwon Heads for about a week, cruising up and down the coast to Torquay and Anglesea and at one stage trying to drive the old girl up a dirt track on the cliff top near the Scout camp at Eumeralla. This went quite well with a few blokes behind the car keeping it straight, until smoke started pouring out of the bell housing. We eased her back down the track and the next day drove her home to Footscray. We turned the engine off at home in Geelong Road and she never started again until November 2021, a delay of some sixty years. When we eventually had the engine stripped down, number one big end bearing was a grey sludge at the bottom of the sump.

For the next fifty or so years the car was garaged at the family home in Geelong Road, and then to Williamstown where I lived following my marriage to one of the luckiest girls in Melbourne, who not only got a great catch but an Italian sports car as well. Eventually the car was moved again to a small factory in Yarraville, when, in 2014 restoration started in earnest. The engine had been restored to a short motor and was finally completed at Southside Cylinder Heads in Yarraville where I worked as an Accountant part time following my retirement from full time work. The original body had been thrown out owing to its poor condition and ordinary styling. It was decided to restore the car as a race about, i.e. with a sporty body and cycle guards. This style was popular during the 1920's and as the cars were originally imported from Italy in a chassis and engine format with the bodies built here in Australia, there was no such thing as a genuine Ansaldo built body available in Australia anyway.



The chassis was sandblasted and repainted and set up on stands in the Yarraville factory where the full restoration was to take place. Luckily, the electrics were 12 volts but with a positive earth. This was eventually changed to negative earth as I had been told that positive earth systems could lead to corrosion problems. I was lucky enough to obtain several handbooks of the car which enabled me to work out a wiring diagram. There is a central electrical control unit in the dash and after many hours of trial and error, I was able to work out which terminals covered which circuits.

As mentioned previously the car has a magneto ignition system, and unfortunately, I had lost my magneto when the car was garaged at my parent's house. Luckily some years later, at the Ballarat Swap meet, I obtained two old Marelli magnetos, one of which was repairable, and this was done near Bendigo, by a person who specializes in old Maggies and has customers worldwide. As you can appreciate the supply of genuine Ansaldo spare parts is rather limited, I had to improvise a fair bit during the restoration. I have however tried to retain a period look as far as possible.



The body was fabricated at Woodend and included I small door on the left-hand side. This imitated the original body set up as most single seater cars did not have a door on the right hand side as this would have interfered with the outside gear lever and brake handle. When I originally bought the car from my brother, it had two beaded edge wheels in the front, both badly rusted, and well based wheels on the rear. As luck would have it, in June 2014, a mate of mine saw an ad in the Weekly Times, of an auction to be held in Colac of old automobile parts, including a 1923 Ansaldo. I went to the auction and was lucky enough to successfully bid on the Ansaldo that was advertised. Actually it was the front half of an Ansaldo, as it had been gas axed just behind the gearbox. My real interest was in the front wheels or rather the hubs, as these were rare RAF locking hubs. My car did not have five wheels and this find would enable me to get new rims made for the hubs and have a spare wheel as well.

While having to improvise a lot of things during the restoration, the only major modifications I have made to the drive train, was to replace the updraught Zenith carburetor with a side draught SU. This was required as, with the Zenith, most of your petrol consumption ended up on the ground. I also amended the exhaust system to run down the side of the vehicle rather than underneath, as I feel that, if you have a cross flow head you may as well make the exhaust a feature of the vehicle. Another lesson I learnt during the restoration was that quite often, the cost of getting work done, or parts made, can be prohibitive. This was the case with my mudguards. I started off with two metal guards that I had obtained from a friend about 40 years ago. When asking around to get quotes for making another two similar

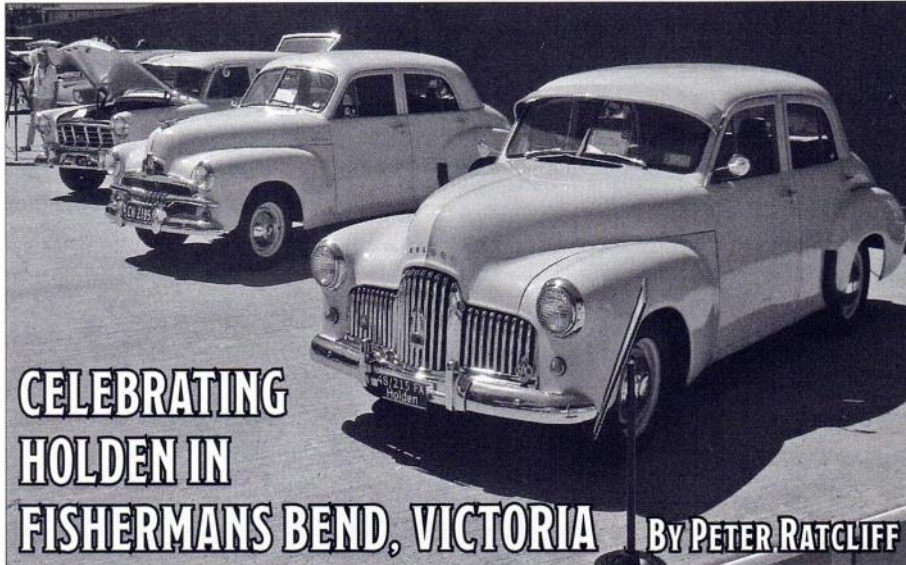


guards in metal, the cheapest quote I received was \$5000. Not being prepared or able to fork out this much money, I made up a wooden mould around one of the metal guards and fashioned two guards out of fibre glass. With Kerry's help we reinforced the edges of these with heavy wire and the result was quite acceptable. The eventual cost was about \$350.

After countless hours with the wiring and testing it was finally ready to start the old girl for the first time in sixty odd years. In November 2021, with Kerry at the controls, we fired the old girl up. Apart from getting a tonneau cover made, the restoration is complete. On Sunday 29th October we took the Ansaldo out for her first official run in some 60 years. Apart from being nearly t-boned at Blackshaws Road when an idiot went through a red light and the fact that the run to Werribee showed up a few oil leaks, one from the rear of the gearbox where the brake shaft runs through the box and small weeps from the rear axle housing the first run was a success. Another problem was that the accelerator pedal was too close to the floor and my right foot kept getting caught under the brake pedal. As with a lot of old cars the accelerator pedal is situated in the middle of the clutch and brake pedals. These problems will be remedied over the next few months, but the first run to Werribee was a success, and hopefully the first of many trips in this car.

Below is a selection of photos covering the activities during restoration of this Italian classic.





CELEBRATING HOLDEN IN FISHERMANS BEND, VICTORIA BY PETER RATCLIFF

Early model Holden sedans, heading the line-up, the first model, 48/215 closest, then an FJ, with an FC model.

This tribute to Holden was held in the shadow of the Bolte Bridge that towers over Docklands, on December 4, 2022, a part of inner Melbourne's former industrial land, soon to become a forest of residential towers.

Automotive Historians Australia used a city of Melbourne property to stage a tribute to Holden, the world famous brand of Aussie car that was once manufactured just around the corner.

All models of Holdens were on display at this free event, officially 50 cars in the grounds, but it seemed more, as many were parked outside. There was at least one 48-Series and almost all models were represented, and as expected, the V8-era cars up to the final Grange and GTO models of 2017, tended to

dominate. In fact, the surrounding Docklands streets were a sight to behold, they were lined with proudly-owned old and not-so-old Holdens that are seldom seen in their natural environment any more.

The venue was Shed 21 at 206 Lorimer Street, Docklands, with two vast levels of concrete and a factory roof, but no walls. It was ideal for the hot day of the event. There was a live band, with not too many amplifiers, plus a lounge where a Holden history video was looping on a huge screen. The video was hosted by Holden Design Director, Richard Ferlazzo, who was responsible for the famous Efijy concept car.

The crowd at the event was made up of enthusiasts, collectors and a good number of former Holden engineers and staff, including Leo Pruneau (former Director of Holden design), Phil Zmood (Director of Holden Design after Leo Pruneau), Tony Hyde (Executive Director of Holden Engineering), Ian McCleave (Product Manager of Holden Engine Company and Executive Director of Planning), William (Bill) Hooper (Holden Chassis Director), William Bryce (former Holden powertrain guru) and Dr Norm Darwin (former Holden engineer and President of Automotive Historians Australia Inc). **RC**



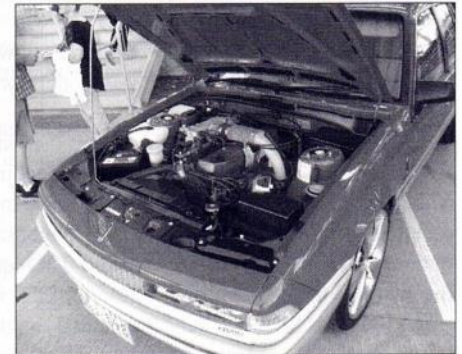
A 1966 HR and 1964 EH Holden wagons.



The streets were full of all age Holdens, as seen with these late-1950's FC and FE models.



Holden's 4 cylinder Camira front drive World J Car, built from 1982 to 1987.



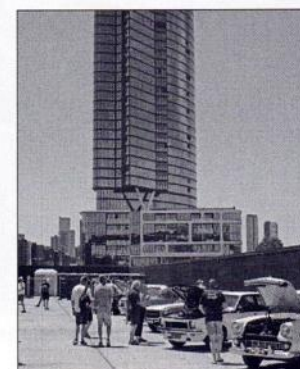
A Commodore VL Series, fitted with the Nissan Turbo six that Holden purchased prior to the VN model's V6.



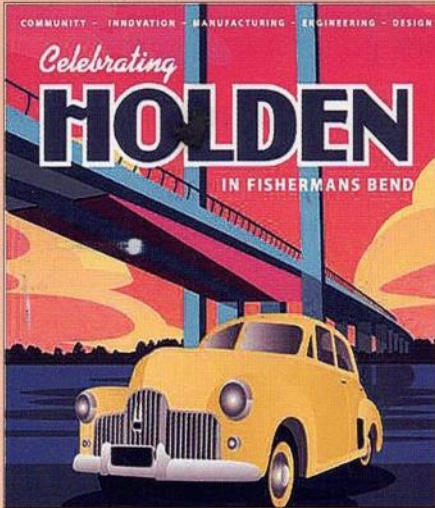
A VH Commodore SLE 308 V8 model.



A 1996 Holden Statesman Grange model.



LEFT. Soon this Dockland area will all be hi-rise apartments, as in the background. This Holden line-up shows an FB model, and a Torana, with their hoods up to show engine detail.



Holden's FJ Series came on the market in 1953. The first Holden, the 48/215, affectionately called the FX model, arrived in 1948, selling until 1953.



A restored FC Series Holden Panel Van of 1959, with period-style signage.



A 1977 Holden LX Torana Hatchback coupe.



Early Series Torana sixes from the late-1960s.



Holden's HSV Twin cab Avalanche 4WD ute of 2004.



The top-of-the-line 1964 EH Series Holden Premier Station Sedan.



Leo Pruneau, answering questions from enthusiasts.



One of the last, a 2016 HSV Statesman Grange SV, powered by a 462hp 6.2 litre V8.



A Holden 1975 HJ Series Monaro LS coupe.



Holden promo movies showing in the background, with Holden designer, Leo Pruneau, and historian author, Dr Norm Darwin, discussing Holden history.



An HSV Holden Series 2 GTO Coupe. They were also sold in the USA as a Pontiac GTO, and in the UK as a Vauxhall Monaro, with an even higher horsepower rating.

1962 Peel P50 Prototype

The smallest car Peel P50 was produced in England in 1962.

The P50 was designed to be "one person and one bag." Work on the car began in 1961, and a year later, visitors to the London Motor Show crowded in surprise around the tiny one-eyed freak. Its length was 134 centimetres, width - was 99 cm.

Interestingly, there was no reverse gear in the gearbox of this machine. But that didn't present a problem. A car weighing 59 kilograms (the body was made of fiberglass) could easily be deployed on the spot by simply lifting it from one side by the bumper.

However, the Peel was reluctant to develop the declared speed of 64 km/h, tilted, crackled, and hissed while cornering, and the dimensions made the driver hardly handle the large steering wheel and knock his head on the ceiling.

Legendary Peel P50, the World's Smallest Production Car! At a mere 54 inches long and just 41 inches wide, it has held the Guinness Book of World Records' title for over 50 years! With only one headlight and door powered by a diminutive power plant, its design stands as a symbol of automotive minimalism!

It was initially manufactured in the 1960s on the Isle of Man. The Peel P50 was the Brainchild of serial inventor and Peel Engineering Company's owner Cyril Cannell. He envisioned an ultra-compact, tiny commuter car traveling at 40 mph while comfortably seating one adult carrying a briefcase.

Production ceased in 1964, with only fifty Peel P50s ever being produced. Of these originals, only twenty-seven are still in existence, making the Peel P50 one of the rarest automobiles in the World! **The Peel P50 is now being produced as a Kit Car in limited numbers by Peel Engineering Ltd. in the United Kingdom!**

In 2022 a Peel P50 – widely accepted to be the smallest series-production car in history – sold at auction in the UK for a claimed £111,000 (\$AU200,000).

Source: www.peelengineering.co.uk (Images: Peel Engineering)





Chrysler Valiant (RV1) 'R' Series

Price new in 1962 ranged from \$4,620 to \$6,600

The Chrysler Valiant (RV1) is an automobile which was produced in Australia from January 1962 to March 1962 by Chrysler Australia. It was the first Australian Chrysler Valiant model.

The Valiant RV1 (or Valiant R Series) was launched in Australia in January 1962. Completely knocked down (CKD) packs were imported from Windsor in Canada, bodies were painted at Chrysler Australia's Mile End facility and final assembly was undertaken at Tonsley Park. The Australian model comprised a combination of US Valiant V100 base model and V200 deluxe model components.

Model range

Valiant RV1 was produced in two models:

- **Valiant RV1-2 manual sedan**
- **Valiant RV1-4 automatic sedan**

The RV1 was offered only in 4 door sedan form.

The RV1 was marketed by Chrysler Australia as the "Valiant by Chrysler" rather than as the Chrysler Valiant.

Engines and transmissions

The RV1 was offered only with a 225-cubic-inch (3.7 L) capacity inline-six engine, with a choice of three-speed manual transmission or optional three-speed Torque Flight automatic transmission.

The engine was called the Slant Six, due to it being inclined to the right at an angle of 30 degrees.

This apparently allowed for a lower bonnet line and also allow for the long intake manifold arms which were also a feature.

The manual transmission was a 3 speed floor shift, with a "curvy" style gearstick that wrapped around the edge of the bench seat, and sat next to the driver's leg. It wasn't until the introduction of the S Series Valiant (SV1) that the shifter moved to the steering column.

The automatic Chrysler Torqueflite transmission had an excellent reputation for service and smoothness. Gears were selected via pushbuttons which sat to the edge of the cars dash gauges.

Production and replacement

1,008 RV1s were produced by Chrysler Australia prior to its replacement by the Chrysler Valiant (SV1) in March 1962.

672 of these were RV1-2 manual sedans and 336 were RV1-4 automatic sedans.

Chrysler Valiant (RV1)



Thanks to WIKIPEDIA for information and images.



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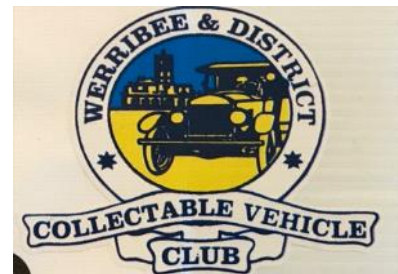
Club Beanie \$12



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