

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)

SEPTEMBER 2024 EDITION



CAR OF THE YEAR

Rob & Jan's 1964 Triumph TR4

GENERAL MEETING & AGM Wednesday 25th September 2024 (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 conducts monthly general meetings, regular events, and monthly runs for its members and assists community organisations with attendance at community events, retirement homes, parades and car shows. 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

*Mick Galea, Len Mallia, David Williams,
Dennis Cassar & Tibor Miskolczi*



To WDCVC,

We wish to thank you very much for the card and flowers that we received after the passing of Ronnie's Mother. It was very thoughtful and sincerely appreciated.

Ronnie and Connie Mallia

GET WELL SOON!

**WE WISH ALL MEMBERS WHO ARE FEELING POORLY
A FULL AND SPEEDY RECOVERY**



WDCVC Life Members

Gil Taylor (Dec)

Sandy Taylor (Dec)

Les Turner

John Agosta (Jnr)

Charmaine Agosta

Elio Massari (Dec)

A few words from the editor...

It was a bit of a sad moment to be putting together my final newsletter. I started as Editor in October 2018. When I put my hand up for the role I didn't expect a 6 year stint.

But no one does a role like this alone.

During my tenure I have been greatly supported by Pres Colin and John Marks.

John has written many interesting and humorous articles for your newsletter. In fact when I first started I would try to get an early start on the newsletter not wanting to leave it all to the last minute. No sooner would I add the CSM report into the newsletter and an email would come through saying "Mk II". The Mk II of the Ian Cameron article even said "I added a little. I promise it's the final cut." But sure enough, 2 days later I received "Mk III". It was a source for many laughs. Just as well he's a great story writer and a nice bloke to boot.

To everyone that has contributed to the newsletter, I thank you. Without your articles, jokes and funnies, etc there wouldn't be a newsletter.

And lastly, to my helper, Rod. Thank you for everything you do to help me out. From helping me decide who to put on the cover and finding me the photo, taking photos at CSM's capturing the sort of shots I want, to picking newsletter up from the printers, placing them in the envelopes and posting them next day.

I am extremely grateful for all the support I have received. Be sure you give same to the new editor.

One of our fellow Members, John Mantello #513 has just completed Variety Bash Run.



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
<u>Secretary/Public Officer</u> Carmel Calleja (Nick)	wdcvcsecretary@gmail.com	0424 305 721
<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>		
<u>Editor & Publisher</u> Jenny Matthews (Rod)	magoos_4@bigpond.com	0422 699 361
<u>Mid-Week Run Captain</u> Les Turner (Lorraine)		9741 6657
<u>Safety Officers</u> Elio Massari (Nancy) Charlie Cook (Lyn)		9741 6103 9741 3328
<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
<u>Regalia Officer</u> Len Mallia (Carmen)	lencar6@bigpond.com.au	0412 529 801
<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



WDCVC Minutes of General Meeting 28th August 2024
Chairman: Colin Pierce. **Vice President:** Daniel Smith

Meeting opened: 7:30PM

Apologies: Wren Brown, Carmel and Nick Calleja, Jenny and Rod Matthews, Tony Todaro, Tony and Connie Galea, Connie and Ronnie Mallia, Luke Daly, Denis O'Brian, Len Schutt, Mick and Linda Galea,

Visitor/s: Paul and Linda Have got a MGB and Emmeline has 1971 Beetle

Club Secretary: Daniel Smith for Carmel Calleja (Away)

Minutes-previous Committee meeting held on: 5th August 2024

Comments/Questions related to minutes read:

- Read and Question was what happened to at the council meeting. Colin said he will talk about it in the President Report.

Correspondence: Colin said we received emails from Council concerning layout and mounting of TV and Honour Boards. This is ongoing, with no confirmation at this time.

Treasurers Monthly Report: Jenny was away no report was given.

Presidents Report: Colin Pierce

- Colin gave a run down about the meeting with Mayor, Council workers. Colin said the cricket club is funding blinds for the windows on West facing windows.
- Honour boards and Glass cabinets he went through the opinions that were given via email.
- Colin went through Percentage of Wyndham.
- October meeting. Drawing Guy. Daniel organizing it.
- November meeting Craig Visitor John Marks has organized it

Social Secretary's report: Connie was Away

- Colin spoke about the presentation night and big congratulations to Connie on a job well done.

Midweek Captain: Les went over the last midweek run to Meredith. Next Mid-Week Run is on Wednesday 9th of October going to Inverleigh, Meet at BP Avalon at 10:00AM.

What's coming up. Colin read through the program.

- Tomorrow night is Bunnings Hoppers Crossing
- John Marks spoke about last Casual Sunday next April
- Talbot Football Club swap with the lot flyer, route 69 cruise, Bendigo swap meet form to fill out November.
- Sam and Maryanne thanked for their donated back to Club to re-raffle a prize they won at Presentation Night it will be used at the at AGM night.

Minutes-previous General meeting held on: 24th July 2024

Comments/Questions related to minutes circulated:

Moved & Accepted: 1st Gary Kennedy 2nd Len Mallia

General Business.

- Les brought up the passing of Elio and congratulated Colin on the beautiful two pages in the newsletter. Colin gave a speech about Elio. He will be missed by a lot of people. John Marks also spoke about Elio.
- Gary Kennedy brought up about a defibrillator and he knows someone that could demo it and bagging.
- Brian Daly said the forms at Casual Sunday are outdated
- Les said Gisborne club are up and running in portables, fire was an electric fault.
- Mark Reilly went away for 11 weeks. Gave a rundown of his trip.

Raffle Winners: 1st Alan Webster. 2nd Werner Bernhardt. 3rd Alan Webster

Meeting closed: 8:40pm

Minutes Prepared on behalf of Secretary by Daniel Smith



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.



Changes are often on the cards. So when attending a Club Run, if you are unable to meet at the designated meeting place prior to departure, Phone Your Run Coordinator!

EVENT	Date	Time	Coordinator
SEPTEMBER			
General Meeting and AGM at Club Room	Wednesday 25th	7.30pm	Colin 0413 884 234
Casual Sunday Meeting	Sunday 29th	9am	John 0407 546 235
OCTOBER			
Club Run and PICNIC/BBQ (Visit Collection we missed in August). Address: 6650 Midland Highway, Scotsburn. Meet: Location and time to be confirmed.	SATURDAY 5th	TBA	Colin 0413 884 234
Committee Meeting	Monday 7th	7:30pm	Colin 0413 884 234
MID-WEEK Run. Meet at BP S/S Geelong Hwy Little River INVERLEIGH HOTEL 1 HIGH St INVERLEIGH Booking Essential: Contact Les Turner 0408 014 358	Wednesday 9th	10am	Les Turner 0408 014 358
Club Invite to display Club Cars at ESTIA HEALTH AGED CARE FACILITY (6 Cars wanted) Contact John Ryan 0409 962 009	Thursday 10th	Time Finalised Closer to date	John Ryan 0409 962 009
BREAKFAST/COFFEE MORNING (LITTLE GROWING CAFE) if weather nice can sit outside. 2/2 Resin Street Wyndham Vale (Mambourin)	Sunday 13th	10am	Colin 0413 884 234
General Meeting (Club Rooms) Guest Speaker (Daniel arranged an artist)	Wednesday 23rd	7.30pm	Colin 0413 884 234
Casual Sunday Meeting	Sunday 27th	9am	John 0407 546 235
NOVEMBER			
Committee Meeting	Monday 4th	7:30pm	Colin 0413 884 234
COFFEE MORNING FEAST CAFÉ Railway Avenue Werribee	Sunday 10th	9.30am	Daniel 0408 328 028
Casual Sunday Meeting	Sunday 24th	9am	John 0407 546 235
General Meeting (Club Rooms) Guest Speaker (John arranged Craig Crabtree "understanding commencing point for good health".	Wednesday 27rd	4.30pm	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.

President's Report



Hello Fellow Members,

Club's Presentation Night considered one of the best Clubs' held, according to many members who contacted Connie to voice their opinion on the night. Well done to Connie along with all her helpers.

While thanking members I would like to give my and members thanks' to our Editor Jenny Matthews.

September 2024 Newsletter is Jenny's' Final Edition.

Jenny put her heart and soul into producing your Monthly Club Newsletter for many years and feels it's now time to step aside and allow someone else to take over.

Although Jenny will no longer be Club Editor she will remain in the very important role of Club Treasurer.

Thank you, Jenny, for all your hard work.

To all members who came out with their Club Vehicles to support Bunnings Father's Day Community Event Thursday night 29th August a big thank you, the Club benefited from your involvement with Bunnings Donating Vouchers to the value of \$150 which will be raffled off at one of our meetings.

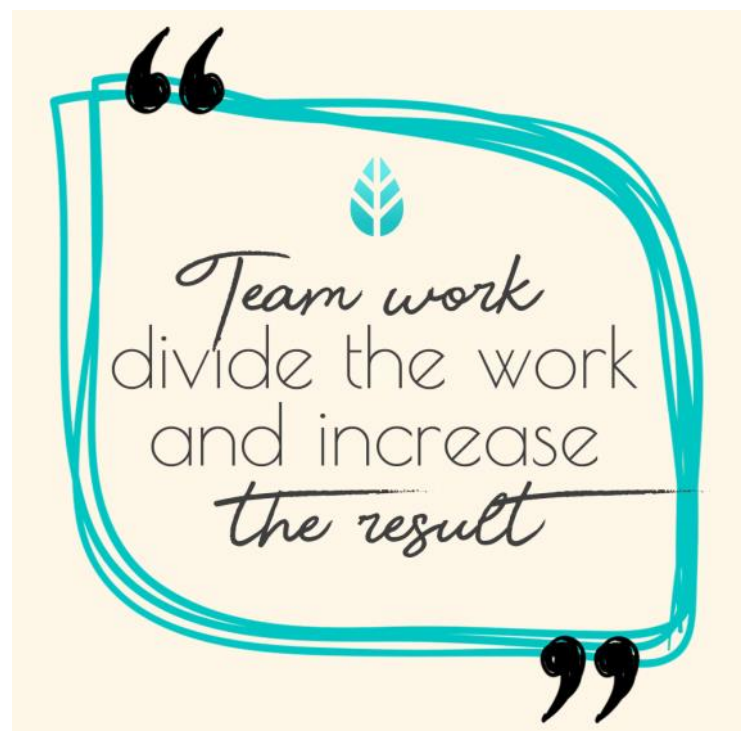
Club's AGM is being held Wednesday 25th September after General Meeting, so be sure to attend and show your support in welcoming in your new Committee.

After seeking interest from members at previous general meeting about possibility of arranging a photo shoot of Club vehicles with the aim of producing a large A3 size 2025 Club Calender. Members by a show of hands felt it was worth proceeding with. A plan is coming together and further information to be circulated to members as to timing and location, probably we will do it in the month of October.

The recent weather is exceptional for taking out our Club Vehicles for a run, beautiful bright sunny skies with not much chance of rain to potentially dirty our lovely rides.

'Keep the Shiny Side Up'

**Cheers
Col**





WDCVC MOTORBIKE RUN

1st December 2024



CARS WELCOME !

Meeting at Hungry Jacks
Manor Lakes 9.30am

1. Nice ride/drive to Trentham Falls where its short 70 metre walk from car park to Falls
2. Trentham Fall to Daylesford for Lunch



Contact Daniel:
0408 328 028

Daniel's 'Swedish Meatballs' Recipe

Meatball Ingredients

2 slices white bread, remove crusts, cut into small cubes
1 onion, small
300g ground beef (mince)
300g ground pork (mince), or sub with more beef
1 egg
1/4 tsp ground nutmeg, preferably freshly grated
1/4 tsp All Spice powder
1 tbsp oil

Instructions

Finely chop the onion. Scrape onion and juices into bowl. Add bread and mix well – onion juice should make bread soggy (if not, add a tiny splash of milk). Set aside to soak for 1 minute.
Add remaining Meatball ingredients EXCEPT oil. Mix well.
Measure out a heaped tablespoon (or use ice cream scooper which is what I do), dollop on work surface. Repeat with remaining mixture: 25 – 30 meatballs. Then roll into shape.

Cooking

Heat 1 tbsp oil in a skillet over medium high heat. Add half the meatballs and brown all over (but raw inside still) – about 3 minutes. Remove onto plate, then brown the remaining batch.
If there is lots of oil, pour off excess and discard. Lower heat to medium.

Gravy

Add butter into skillet and melt. Add flour and stir in. Cook for 1 minute.
While mixing, add about 1/4 of the stock – it will thicken quickly. Then gradually add remaining stock, stirring as you go. Switch to whisk if required to make it lump free.
When the liquid is simmering, add meatball and juices pooled on plate.
Turn up heat slightly to keep it at a rapid simmer. Cook for 8 – 10 minutes or until the liquid thickens into a thin gravy, stirring occasionally.
Add cream, simmer for a further 2 minutes then remove from stove.
Serve over mashed potato (or Cauliflower Mash for low carb). For a truly authentic experience, add a dollop of lingonberry jam on the side!

Gravy Ingredients

40g / 3 tbsp butter
3 tbsp flour
2 cups beef or chicken stock (salt reduced)
1/2 cup heavy / thickened cream

MID-WEEK RUN TO MEREDITH—WEDNESDAY 14TH AUGUST 2024

On waking we were greeted with an overcast and drizzly morning. Are the weather Gods going to good to us I wondered. By the time we were on our way to pick up our passengers most of the clouds had cleared and the sun was shining. Next stop McDonalds Lara, where 34 of our members had gathered enjoying breakfast, coffee and a good old chit chat. Around 11am Les gathered us all up for our drivers talk before heading off to Meredith via some back roads that only Les knows about, taking some lovely scenery.

On arrival at the Royal Hotel Meredith we were quickly seated and thinking about what we would have for lunch, except for Brian who went straight to the bar and ordered his lunch. First in best served, hey Brian. While waiting for our lunches, which didn't take long, we just watched Brian eat his lunch. After lunch it was time for a group photo on the balcony.

Before we knew it, it was time to head for home with full bellies and thinking we won't need too much for dinner.

But before that, there was an op shop to visit. With their bargains in arms the girls walked back to the car. Home James.

As always a massive thank you to Les and Lorraine for arranging a great day out.

Rod Matthews #400



NAME	VEHICLE	NAME	VEHICLE
Colin Pierce	Modern	Les and Lorraine Turner	Modern
Lindsay Coghill	1983 VB Commodore	Margaret Pengelly	
John Hansford	XJ8 Jaguar	Helen Taylor	
Daniel Smith	1986 Pintara	Lyn and Charlie Cook	1956 FJ Holden
Brian Gosney		Kerry and Lorraine Duke	Modern
Wren and Kaye Brown	1971 VW Beetle	Rob Bradley	1976 Triumph Stag
Charlie Farrugia and Rachael Humphrys	VW Kombi	Rod and Jenny Matthews	1995 VS Statesman
Peta and Gavin Giles	1958 FC Holden	Susanne Vivian (Visitor)	
Rob and Annette Elliot	1993 BMW 325i Coupe	Rose Ravaneschi	
Betty and Werner Bernhardt	HX Holden Premier	Bob and Pauline Soulsby	
			1983 SLE Commodore

Coffee / Brunch Morning at Wyndham Cache - 8th September 2024

44 members attended the Coffee/Brunch morning at Wyndham Cache on what was a lovely Sunday morning. There was a really nice collection of club vehicles in the carpark which had the public very interested. We brought Jenny's dad Bill for a late Fathers Day brekky.

Coffee and breakfast ordered, then time to catch up with fellow members. Staff were like a revolving door bringing orders out. Considering it was quite busy, food came out in good time. And was delish!

It turned out to be a little more special this month for some attendees who were celebrating a birthday, like Jenny's dad Bill who had turned 85 just 2 day earlier, and Charlie and Lynn Cook celebrating a Wedding Anniversary.

At about 11.30 the last of us bid farewell and headed off home, while others went for a drive since they had their precious metal out.

As always a big thanks to Colin and Shirley for organizing the morning and to all members who come along to support our club. We sincerely hope you had a nice time.

Rod Matthews #400





Name	Vehicle	Name	Vehicle	Alex Casha	Modern
Colin and Shirley	1965 Ford T/Bird	Rod and Jenny	1995 VS Statesman	Daniel Smith	Nissan Pintara
Peter and Pat	Modern	Bill Warner (visitor)		Shawn Van Roosmalen	
Lindsay Coghill	XJ6 Jaguar	Les and Lorraine	Modern	Nancy and John Merlino	Modern
Ian and Dianne	Modern	Margaret Pengelly		Lena Martuccio	
Brian Cameron	Modern	Sam Tsakalofas	1964 XM Falcon	Jamie Richmond & Dee	1968 HK Ute
Charlie and Lyn	1954 FJ Holden	Denis O'Brien	Modern	Mark and Kim Sagona	1966 Ford Mustang
Wren and Kaye	Modern	Len and Carmen	Modern	Werner Bernhardt	Holden HX Premier
Gary and Emmy	Ford A Model	Brian and Joan	Modern	Braeden Harris	1973 Chevy Nova
John and Liz	1948 Ford Ute	Dom Campos	Yamaha	Colin Harris	1934 Tudor

Doin' OK, the CSM August 25th, 2024.

Once again we ran the gauntlet of the weather, this time with success. Plus we had a local club visiting, which always puts the cream on a good showing. The Wheel Tappers Group is a small band of hot rodders who were previously members of the Renegades. We were graced with five of their machines as follows:

'36 Ford coupe, with 239ci warmed up side valve, beautifully finished in green duco, and owned by Eddy Simoni since 2012. Eddy and this car are active, they have been seen at many shows. '31 A Model coupe. Owner Roland Willats often attends the CSM, but claims the car belongs to his wife. '35 Ford sedan all steel street rod, owned by Bill Weir. Gary Singline's '29 A Model coupe with 302 Windsor has a neat GRP hardtop which looks the part. Gary has owned this one since 2003. Just for something different, an EJ wagon, very nicely presented in pea green by Rob Grech, who is also known to the CSM crew. Check out the three sunblind venetians.

Other visitors: Colin ? borrowed a lengthy '74 Lincoln MK IV Continental in dramatic gold. The most unusual thing about this big beauty is that it is an original RHD. David Cossey (see the July report) brought his "other" Torana SLR5000. This one's a 2door, with a few improvements under the lid, and red duco with plenty of decals. Daughter Stella stayed in bed. Stephen Newington showed a beautiful HQ GTS in bright yellow. Under the lid can be found a tricked up 350ci Chev; the Cragar rocker covers hinting at performance.

Now for something really special: visitor Jeff Cauchi rode in on a 1936 Ariel motorcycle, a 500cc single cylinder thumper which Jeff has owned for six months. Jeff has other bikes and a spot-on Torana, which doesn't come out too often, as it is jammed in a tight workshop.

Another visitor Justin Smith arrived in his '78 VB SL Commodore. In royal blue, the commodore has a few mods such as a VC grill and a 304ci donkey stroked out to 355ci. Justin painted it himself.

Just a sample of our own cars: Frank and Rita's '66 Mustang in pale green metalflake presents as almost perfect. Plenty of tasteful chrome trims and "Show" wheels. They have owned the Mustang for nine years, but it spent some time off the road as the final product progressed.

Prez Colin's FJ has plenty of patina, which is just another word for "needs paint", but peer under the bonnet and you will see a pristine detailed stock engine bay. Rob Bradley's TR4 (2024 club car of the year) once again impressed, and Dave Gregory's B Model highboy 'rod was a late starter.

Check out Rob Black's hot orange VH Chrysler, a lovely big machine with lots of detail. Rob has owned the Chrysler for 20 years, which included a 5 year rebuild, during which Rob removed the heater and the aircon. Ian Cameron's '65 Galaxie always stirs the blood; a wolf in sheep's clothing as it is in full racing trim.

The MGs were out in force, from Fran and Graham Eade, Martin Morris and Paul Sammartino. Lucky we had no rain, with all these little convertibles including the TR4 and John Kirkbride's (quite rare) Buick Skylark. John thinks there are six of these in Australia from a 1962 US production run of only 8913. The V6 version won the US car of the year for its innovative engine, but John's beauty is a V8. The compact aluminium Buick V8 later appeared in Rovers and Range Rovers, and the V6 in Commodores.

If you arrived after 9:00am, give a thought to the CSM crew, who put in to make the show. Today's effort included Peter and Dee Lockwood and Alf Schembri on the BBQ, Rose and Connie G on the desk and Lindsay, Brian D, John Kirkbride and Tony G setting up and putting away. Brian G and Vickie M also volunteered but awoke unwell. Thanks to the crew, visitors and members who enjoyed a pretty good Sunday, apart from a bit of wind which threatened our marquee.





WDCVC's 33rd PRESENTATION NIGHT Saturday 17th August 2024

The Biggest Night in Town was finally here! And 2024 heralded a new venue. The Hoppers Club.

The set up was mostly done by the time the guests started to arrive. The raffle ticket sellers (Heather and Connie G) were just inside the door ready for the rush as there were some mighty fine prizes on offer. We parted with some cash and wondered one of our tickets would be a winner.

Time to set up the camera and take photos of the ladies dressed to the nines with the blokes scrubbing up pretty good too.

Prez Colin welcomed all. And Frankie got the music cranking. Before we knew it entrees were on their way out.

Whilst singing Frankie got down from the stage and started walking around tables encouraging guests to sing with him. Though some were startled when he walked up behind them, it was quite entertaining. I'm not a singer so I just stayed behind my camera.

Karaoke time... We were treated to a new karaoke pairing, Brian and Jenny singing "Islands in the Stream". They are already planning their song for next year!

Main course was soon on the tables with some wheeling and dealing over who was having steak or chicken. All the while Frankie was singing.

Now we were up to the business end of the night. First up, Milestone awards were presented for 10, 20, and 25 years membership. Certificates Of Appreciation presented, then it was on to Awards and Trophy Winners for 2023-2024.

Mitchell and Tina Jones	#346	22/01/2014	10 Year Badge
John and Karen Ravaneschi	#348	02/02/2014	
David and Monique Bibby	#353	26/02/2014	
Sam and Angela Pace	#357	24/04/2014	
Ryan and Elisha Kaio	#358	15/06/2014	
Mark and Kim Sagona	#362	26/06/2014	
Robert Black	#369	10/08/2014	
Barry Deller and Maria Turner	#370	21/11/2014	
Rose Ravaneschi	#375	12/01/2014	
Bernie and Tess Spiteri	#135	24/03/2004	20 Year Badge
John and Fiona Kirkbride	#136	25/04/2004	
Ian Cameron	#95	27/01/1999	25 Year Badge

Special Appreciation Award Volunteers at Clubs' Cars and Coffee Morning	Lindsay Coghill, John Ryan, Brian Daly, Brian Gosney, Colin Harris, Tony Galea
Special Appreciation Award Volunteers Running BBQ and Coffee Making	BBQ: Heather O'Brien, Alf Schembri, Mark Reilly, Linda Galea, Peter Lockwood, John Ryan, Kerry White,
	Baristas: Rose Ravaneschi, Connie Galea, Vicki Miskolczi.
Plaque. Cars and Coffee Coordinator	John Marks
Plaque. Mid-Week Captain	Les Turner
Encouragement Award.	Vicki and Tibor Miskolczi
Club's 10 Pin Bowls Champion 2024.	Russell Thompson
Touring Trophy.	Brian and Joan Gosney (Won by one point from Rose Ravaneschi)
Pen-person Award.	John Marks
Club Treasure Hunt. Held 2 nd July 2023.	Trevor Ryan and Wassana Paphawiratkun (74 Points)
Club Ambassador/s Award.	Connie Mallia and Tony Galea
Vice Presidents Trophy.	Connie Galea
President's Award.	Gary Kennedy
Club Vehicle of the Year.	Rob Bradley's 1964 White Triumph TR4
Club persons of the Year.	Rod and Jenny Matthews





Then Daniel presented Colin and Shirley with gift on behalf of all members, in appreciation for all they do for Club. Colin's plaque acknowledges his 10 years as President of WDCVC.

Desserts were on the table. I ate mine then I was back behind the camera ready as the raffles were about to be drawn.

Door Prize	2 night stay at HOTEL FRANGOS - Bottle of sparkling wine on arrival, Daily a la carte breakfast, \$30 dining credit	Valued at over \$600	Sarah Cassar
1st Prize	Q-TRAIN Experience for 2	Valued at \$288	Heather O'Brien
2nd Prize	HIGH TEA at Josephs	Valued at \$170	Lyn Cook
3rd Prize	SQUIRES LOFT Dinner Voucher	Valued at \$150	Joan Gosney
4th Prize	MELBOURNE SKYDECK Voucher	Valued at \$600	Ronnie Mallia
5th Prize	SHADOWFAX Voucher	Valued at \$120	Harmony White
6th Prize	3030 BOULEVARD WYNDHAM HARBOUR Dinner Voucher	Valued at \$100	Len Mallia
7th Prize	SEAROAD FERRY QUEENSCLIFF Voucher	Valued at \$80	Sam Pernice
8th Prize	Melbourne Ports and Docklands SCENIC CRUISE for 2	Valued at \$76	Brian Gosney
9th Prize	READING CINEMAS Voucher	Valued at \$70	Rose Webster
10th Prize	GRAZELAND Voucher	Valued at \$50	Ronnie Mallia

Congratulations to all the winners - Award, Trophy and Raffles.

A bit more dancing. More karaoke. Brian Gosney sang what I think must be a real favourite of his, Kenny Rogers "The Gambler" as this was a repeat performance.

Before we knew it was 11pm and our wonderful night had come to an end. And what a great night it was. The venue was a hit! Frankie played a great mix of music with a little audience participation. No complaints about the food and the staff were pleasant. Social Secretary Connie Mallia, and the committee had organised a successful night.

Thank you to the following people for ensuring the night ran smoothly: Connie Mallia, Heather O'Brien, Connie Galea, Prez Colin Pierce, and Daniel Smith.



And thank you to the members, family and friends who come along to make the night a great one.

If you would like a copy of photos taken of yourself and your better half or mate, email me at magoos2@bigpond.com with your name and I will email them to you.

Rod Matthews #400



Variety Bash 2004. Melbourne to Darwin in a HR.



In 2004 I was approached by a customer Ray Lindner who invited me to join him and Marty Spiteri on the Variety Bash, Melbourne to Darwin. The Variety Bash is a children's charity event, run annually for participants who can provide a suitable compliant vehicle and achieve a dollar target. My target was seven thousand dollars, which was quickly raised from my suppliers such as Panasonic, NEC, Electrolux, Fisher & Paykel etc.

Each entrant had to provide and follow a theme. Ours was an RAAF plane, and the car was painted silver and decorated with painted-on rivets, roundels and signage, along with some little fins sprouting off the rear quarter panels. We wore khaki flying overalls and a US style baseball cap, all suitably labelled "The Flight Crew", and a nick name. Mine is Captain Nitro, as I got bent a few times while scuba diving.

Ray had participated in previous years and owned a well prepared 1965 HR Holden sedan. His background is mechanical engineering and practical mechanics. Marty is a mate of his and a specialist welder. Some of Marty's work was to be found on the HR.

Ray is a good guy, but a bit pedantic. Marty is easy going and generous, but he was doing it tough, as he and his ex-wife had recently lost a little girl in a house fire. With blokes cooped up in a car for days, there's a risk of cabin fever. Marty and Ray came close, and being the other occupant, I had to cool them. One story told of a basher who ordered the car stopped mid-way between Darwin and the Alice. He got out, took his gear and the car drove off, leaving him standing on a desolate roadside.

A team of firemen drove a proto-type Ford Territory on trade plates, courtesy of Ford Australia. One of the guys had driven the Canning Stock Route in early days, and told of seeing no other cars, and of navigating sections of terrain with no visible wheel tracks. You ordered fuel to be delivered at one of the wells and had to risk a no-show. These days the stock route is a road, with the grey army and tourist buses constantly passing. The firey mentioned a stock '32 Ford coupe which he had owned for many years, and which was in pieces at the time. I fancied owning a '32 and offered \$30K. "It's worth more" was his reply.



The HR had a 186 "red" motor coupled to a Commodore four-speed floor change transmission. The suspension was beefed up, but the car was heavily laden with tools, spares and all our camping and personal gear. At one stage she boiled, and we feared a blown cylinder head gasket. A compression test discounted this, and Ray admitted that he should have installed a triple-pass radiator.

The portable fridge which sat on the rear seat was laden with cans, but none of us was much of a drinker. This wasn't the case for some other entrants. One mob in a huge jacked-up 1963 Pontiac were often stuck on the roadside, as the wheel studs kept breaking off. Their mag wheels were riding only on the five studs, instead of centring on the axle stub as well. Advice from Ray fell on deaf ears, as the crew were well gone on the piss. Come on the support truck.

The bash ran for ten days, with a rest day at Mt Isa. We stopped each afternoon at a sports oval or reserve in a rural town, and a local service club was paid to cater for the whole team, about 120pp including the support crew. Some stayed in a local hotel overnight, but we camped out in little pup tents.

At a footy oval in Bourke, yours truly consumed quite a few stubbies, not my usual act. A pregnant aboriginal couple were arguing whether or not the husband would follow tradition and sever the umbilical cord. I made a quiet comment that maybe he should just do what she asked. At that, he flared up, and I was moved to suggest we sort it out behind the grandstand. The bashers nearby grabbed me and advised "no incidents". Fair enough, and for all I knew he could have been Lionel Rose.

Just prior to arriving at Cunnamulla, a Mercedes 280E blew a diff. The owner contacted whoever was in charge back home and ordered a used diff and a twin-engine charter flight to bring it. They only lost a day, and quickly made up the time. This crew's theme was "Loony Tunes", with the boot panel covered in plastic grass, and Bugs Bunny popping up through a rabbit burrow, eating a carrot. The best and funniest theme was provided by a master plumber and his two co-workers. They all dressed up as Steve Irwin with blond wigs and khaki shorts and manhandled two large inflatable crocs. Their act had us in stitches.

Generally, we drove back (gravel) roads, but just a few participants with highly finished cars were allowed to stay on the bitumen. An immaculate '61 Dodge Phoenix which boasted a \$60,000 resto avoided the dirt. I took a stint driving the last leg into Mt Isa. This traversed some dry billabongs and creeks, which relied on constant gear changes. What a hoot!

By the time we reached Mt Isa, one of our rear wheel bearings was talking. It was a rest day, and Ray tackled the job. We walked downtown to Repco and I noticed a local hero hosing down his driveway. Victoria was in drought, so I advised that such an act could attract a serious penalty back there. "We've got plenty of water" was the reply, and my thought was "and you're going to waste it". Our enquiry regarding the whereabouts of a coffee shop was met with derision aimed at us city slickers.

The road from Mt Isa to Tennant Creek was super boring, gun-barrel straight bitumen. Not a building or a creature in sight, just lots of tall termite nests. Tennant Creek looked like a shithole, but Mataranka Springs was interesting. There are some crazy pubs with their eccentric publicans out there to be enjoyed along the way.

By the time we reached Darwin, the diff was howling. No matter, as the cars all went home by rail. We spent a couple of days checking out Darwin before flying home. A twilight market along the foreshore and a couple of museums helped to fill our time. A military museum in memory of the bombing, and a couple of marine displays were well worth a look.

From John Marks #335.



THE STORY OF MY 1986 R31 NISSAN PINTARA

My grandfather bought the 1986 R31 Nissan Pintara from Lance Dixon Nissan, Doncaster when I was 2 year old.

It lived in Seaspray right on the 90 mile beach until my Grandfather passed away in 2002. Everyone in Seaspray admired it because it always looked new and didn't rust at all.

My Mum brought it to Melbourne to drive my Nana around as she moved here.

Then when I decided I would get my license and wanted to do it in a manual, my Mum taught me to drive in the Pintara. When I got my license my Nana gave the Pintara to me as she said "that's what Papa would have wanted."

The Pintara was my daily drive until I decided to put it on club plates to preserve it as it means the world to me being my Grandfather's.

It is a first generation R31 Pintara GX. Built in Clayton, Victoria. The colour is Desert Glow. It has a 4 cylinder CA20E engine which has dual spark plugs. It is all original except for the new Stereo, updated speakers at the front and the two speakers up the back.

Daniel Smith #464



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IN THE FINE CAR FIELD, THE TREND IS UNDOUBTEDLY TOWARD EIGHTS



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THE DISTINGUISHED

Robert and Louis Hupp founded Hupp Motor Car Company in 1908.

Introduced at the Detroit Auto Show in February 1909, the first Hupmobile, a racy-looking two-seater runabout on an 86" wheelbase - the Model 20 - powered by a 20hp four-cylinder engine was an immediate success, with more than 5,000 built in 1910.

Positioned in the same market as Ford, Hupp's cars were affordable, dependable, and rugged. Their ease and reliability supposedly made them popular with women and police officers; the first cars deployed by the Detroit Police Department were 1910 Hupmobiles.

The 1909 Hupp Model 20 cars were built in a small building in Detroit, Michigan, but instant sales success dictated larger premises, next to the former Oldsmobile plant. The company produced 500 vehicles in its first year and production increased to more than 5000 by the end of 1910.

The Model 20's pricing was US\$750-\$1100 range and bodywork was available initially as a Runabout. Later bodywork offerings were two seat torpedo and four-seat Touring and coupe models.

The Literary Digest for November 22, 1927

The Literary Digest for November 22, 1927

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By 1928, annual sales had reached over 65,000 units, so to increase production and handle sales growth, Hupp purchased the Chandler-Cleveland Motors Corporation, mainly for its manufacturing facilities.

However, Hupmobile sales and production began to fall, even before the 1930s Great Depression. A decision to make the Hupmobile a larger, more expensive car began with the 1925 introduction of an eight-cylinder model and that decision was followed by the elimination of the staple four-cylinder Hupmobile post-1925.

Hupmobile wasn't the only car maker to turn its back on its established clientele, in the production of more profitable, larger vehicles. In an attempt to capture every possible sale, Hupmobile offered many different models, but no variant could be produced in sufficient quantity to achieve economy of scale.

The Hupmobile brand survived the Great Depression but ceased production in 1939.

The Literary Digest for June 25, 1927

The Literary Digest for June 25, 1927

To the distinction of its beauty the Hupmobile Eight joins the far greater distinction of straight-eight motoring in its highest development. Performance and ease which are so much finer - and so much wanted - have brought to Hupmobile the largest straight-eight market in the world.

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IN THE FINE CAR FIELD THE TREND IS UNDOUBTEDLY TOWARD EIGHTS

HUPMOBILE

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IN THE FINE CAR FIELD, THE TREND IS UNDOUBTEDLY TOWARD EIGHTS

THE DISTINGUISHED HUPMOBILE EIGHT

THE DISTINGUISHED HUPMOBILE EIGHT

IN THE FINE CAR FIELD, THE TREND IS UNDOUBTEDLY TOWARD EIGHTS

Motoring elegance finds no higher expression in America today than in the Hupmobile Eight. To the luxury and unparalleled distinction of its own straight eight smoothness and facility.

Hupmobile adds the luxury and distinction of bodies beautifully designed and appointed. Custom bodies by Dietrich, created and built exclusively for this magnificent chassis, are available.

Beauty, Color Options, Luxury in fourteen enclosed and open bodies \$1945 to \$5795 f.o.b. Detroit, plus revenue tax

THE distinction of straight-eight performance, as now expressed by Hupmobile, initiated the owing to this magnificent Eight. Obviously, those whose opinion really counts have come to the conclusion that Hupmobile's ultra-refinement of the straight-eight brings motoring to its most luxurious development. Custom bodies, created and built by Dietrich exclusively for this notable chassis, are available.

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