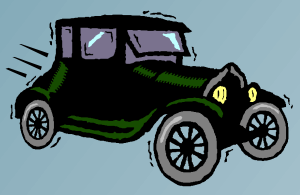
BRISBANE VINTAGE AUTO CLUB [Inc]





An inexpensive, friendly, family club, catering exclusively for Historic Vehicles (Veteran, Vintage, Post Vintage and Classic) built up to June 1996.

The Secretary, BVAC Inc.,
6 Riesling St, Carseldine, QLD, 4034.

Vintage Views – June 2026





"May 2026 BVAC Monthly Event – Dayboro Men's Shed"

BVAC OFFICE BEARERS - 2026

IMMEDIATE PAST PRESIDENT: - ADRIAN BENSTED
BVAC Website: bvac.com.au
Facebook Page: Brisbane Vintage Auto Club

PRESIDENT	**Glen Sorensen** **145 Church Road** **Eatons Hill Q 4037** **Ph. 0423 885 055** **Email: henryford1920au@gmail.com**	**VICE PRESIDENT**	***Vacant*** **Email:**
SECRETARY	**Mal Dale** **6 Riesling St.** **Carseldine Q 4034** **Ph. 0418 733 575** **Email: maldale@hotmail.com**	**ASST. SECRETARY**	***Vacant*** **Ph.** **Email:**
TREASURER	**Darryl Gomersall** **The Oscar – 604/71 Landsborough Ave** **Scarborough Q 4020** **Ph. 0417 709 500** **Email: darryl.gomersall@bigpond.com**	**EDITOR**	**Peter Hibbert** **435 Uhlmann Road** **Burpengary East Q 4505** **Ph. 0416 328 929** **Email: pthibb@hotmail.com.au**
EVENTS CO-ORDINATOR	***Vacant*** **Ph.** **Email:**	**SPARE PARTS**	**Phil Bell** **1045 Dayboro Road** **Whiteside Q 4503** **Ph. 32854159 / 0427 129 598** **Email: phillipbell.1@optusnet.com.au**
DATING OFFICER	**Greg Henderson** **34 Cruice Street** **Dayboro Q 4521** **Ph. 0428 361 756** **Email: gnkz@bigpond.com**	**QHMC REPRESENTATIVE**	***Vacant*** **Ph.** **Email:**
LIBRARIAN	***Vacant*** **Ph.** **Email:**	**SAFETY OFFICER**	**Greg Henderson** **34 Cruice Street** **Dayboro Q 4521** **Ph. 0428 361 756** **Email: gnkz@bigpond.com**
PUBLIC RELATIONS OFFICER	**Glen Sorensen** **145 Church Road** **Eatons Hill Q 4037** **Ph. 0423 885 055** **Email: henryford1920au@gmail.com**	**WEB MASTER**	**Rod Hibberd** **31 Cashmere Lane** **Cashmere Q 4500** **Ph. 0493 287 552** **Email: rodnmaree@bigpond.com**

LIFE MEMBERS **Rod Czislowski, Maureen Hicks, Mal Dale, Darryl Gomersall, Glen Sorensen, Geoff Adcock.**

CLUB OBJECTIVES

(A) To promote the restoration to original condition and also the use and exhibition of Historic vehicles by members in competition and social activities.
(B) To assist members to locate, restore, and maintain their vehicles.
(C) To form a library to assist members in obtaining information related to their vehicles.
(D) To co-operate with other clubs and associations with similar aims.

Brisbane Vintage Auto Club Inc. hold monthly meetings at Lawnton Showgrounds, Wyruna Room (**7.30pm** - 1st Wednesday of the month) published in the Vintage Views (except January & August). Contact the BVAC Committee for further information.

ALL CORRESPONDENCE TO BE ADDRESSED TO:
The Secretary, BVAC Inc., 6 Riesling St, Carseldine, QLD, 4034.

President's Message – June 2026



May was a busy month for the BVAC, with some exciting events held. The visit to the Dayboro Men's Shed was a highlight with excellent attendance despite the changeable weather. The team from the Dayboro Men's Shed provided morning tea, and a BBQ lunch. Some of their members brought along their historic vehicles which proved very successful. A guided tour of the facility was provided showing the amazing machinery used, as well as lots of story sharing. Thanks to Greg and the Dayboro Men's Shed for hosting the BVAC, it really was a special day.

We have the Caboolture Heritage Day on the 30th May 2026 which promises to be another enjoyable day. Entry will be via entry passes at the gate. Further details will be emailed this week.

Winter is nearly upon us, with RACQ Motorfest coming up in June. I remember the cold morning starts to get to this event, normally, followed by a lovely sunny winter day. Let's hope this year doesn't disappoint.

Our annual BVAC Safety Day is also in June, where members can inspect under their car (or grease parts as required). This is always a good opportunity to have your car inspected by other members and highlight any items requiring attention. I will note this is not a roadworthy inspection, it is a service provided by the BVAC to promote safety of our vehicles. Morning tea will follow the Safety Day.

We will discuss the events calendar at the **June General Meeting**. Our events calendar is filling up, however, we still need members to provide ideas, or consider hosting a monthly club run.

The BVAC committee works hard, and remains committed to promoting BVAC's values through our meetings, events, and social outings, and we encourage all members to share suggestions that can enhance the club experience. Please feel free to speak with me or any committee member at any time.

Peter our Editor still requires articles or content for the Vintage Views. Please send anything which may be relevant. I am pleased to confirm the BVAC website is now live. Our webmaster, Rod requires members to provide pictures of your historic cars/s. Rod will provide an update at the next meeting.

Thank you to all members for your ongoing support. If you know someone with an interest in historic vehicles, please invite them along—growing our membership keeps the club strong. And to those who haven't been to a meeting or run for a while, we'd love to see you again and reconnect with familiar faces.



Safe Motoring,

Glen





++

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Fax: (07) 5498 7821
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The Editor's Report: June 2026

by Peter Hibbert



Well! With the year now half gone, one could well wonder just where it has gone to so fast, and just what has been achieved- club wise. Coffee mornings, Wrinkley's runs, Monthly club runs to various places- All excellent times.

Only one problem- We sure could have used a few more members attending to make the days so much better.

I am fully aware that often the reasons for low attendance are due to the old cars being off the road for various reasons (boy- do I know about that), and there are also other obligations we all get stuck with, but I still do encourage those who could but don't come along to club runs, to give it a go- you will be more than welcome.

I note that registrations for car entry to the RACQ Motorfest at the Brisbane showground, advertised in our May Magazine, closed on 15th May, and I do hope that all interested got in in time.

The other big day in June is, of course, our Safety Day on 20th June at Midas in Morayfield, from 9:00 am. Now that is a day not to miss. It's not often you get to see your car from underneath, ugly though it may be- you can grease the nipples, Adjust the cables, wiggle the damper to see the worn rubber, and all sorts of other delights- like seeing where that oil is coming from- that stuph that's messing up your garage floor- and it's all free! Well, you did pay for the oil, so why waste it? It's the looking that's free. Good coffee too afterwards!

Oh yes- and don't forget to send me your own car stories. All are welcome, and there have been some good ones recently. See if you can do better.

++

The Alvis and Henry Williamson:

With regard to the articles I have included in the last three magazines about Henry Williamson and his Silver Eagle Alvis, much of what I found regarding the story was from the website of the 'Henry Williamson Society', and I have contacted them in order to glean as much info as I could. It turns out that the current president is Robert Williamson, Henry's son, and therefore- my cousin. What a small world we live in! To explore more of the Alvis story, you can type the following into your internet: 'Henry Williamsons Alvis'. Then click onto 'Adventures with Alvis Silver Eagle DR6084- Henry Williamson'. If your interest lies with the man himself, and his books and legacy, the HW Societywebsite is: mail@henrywilliamson.co.uk

I wish you all well and- May Good Googling go with you!

++

SAMFORD SHOW DAY- 11th & 12th July:

Included as the last page in this month's magazine is an entry form for your inclusion in the Classic Car Display at the Samford Show. Use this form to identify yourself and your vehicle. Post it off as requested on the form. Don't forget to include a stamped and self-addressed envelope. AND- have a great day, or days there.

++

B.V.A.C Inc. General Meeting No. 633

Date: 6th May 2026

Location: Lawnton Showgrounds Hall

Meeting opened by President Glen Sorensen at 7.35pm

Attendance: 16

Apologies: 6 as per attendance book.

Welcome: President welcomed visitors Graham & Liz Anderson.

Minutes: The minutes of the previous meeting were circulated by e-mail and posted. Confirmed on motion of Glen Sorensen, seconded by Rod Czislowski. Carried.

Business arising from the previous meeting: Nil

Car Badge: Presented to Neal Hicks & John Martland.

Name Badge: Life Member badges presented to Geoff & Maureen Adcock by President, Glen Sorensen. Geoff spoke on his history with the Club.

Secretary's Report: *Inward Correspondence:* *Club magazines *Pine Rivers RSL
Outward Correspondence: Nil
Inwards received on motion of Mal Dale, seconded Peter Lockhart. Carried.

Treasurer's Report: Report received and accounts passed for payment on motion of a/g Treasurer, John Coutts, seconded Phil Bell. Carried.

Q.H.M.C. Nil

Events Co-ordinator: Run to Dayboro Men's Shed 16/5. Meet at Old Petrie Town at 9.15 am. Carseldine Greens 27/5, lunch at Crepe Cafe, Aspley Home Centre. Cabollture 30/5, arrive at 8am.

Spare Parts: Nil

Dating Officer: Nil

Librarian: Nil

Editor: Nil

Safety Officer: Nil

Web Master: Update on new Website.

General Business: Reports on ANZAC Day and Motor Museum.
Lucky door prize – Glen Sorensen.

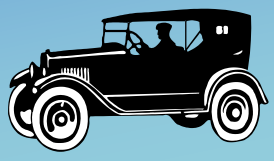
Meeting closed at 8.40pm.

President.....…… Glen Sorensen Secretary ….....…….... Mal Dale

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



Please confirm event details prior due to changes that can occur due to unforeseen circumstances. Event email normally sent out in the week prior to the event.

MAY 2026

Wed – 27th May	**"BVAC Wrinkley's Mid-Week Run" – Carseldine Greens,Rainbird Place, Carseldine,** Car Display Morning Tea. Lunch at The Crepe Café – 815 Zillmere Road, Aspley. Arrive – 9.45am. **Ph: Mal Dale (0418) 733 575**
Sat – 30th May	**"Caboolture Heritage Day, 280 Beerburrum Road, Caboolture" – 9.00am-2pm, Parade at 1pm. Arrival 8am prior to public admission.** **Entry to members who have advised attendance, as Passes required for entry to the event.** **Ph: Glen Sorensen (0423) 885 055**

JUN 2026

Wed – 3rd Jun	**NOTE: BVAC General Meeting - 7.30pm** Lawnton Showgrounds, Wyruna Room (Previous location). **Contact: BVAC Committee**
Tue – 9th Jun	**"BVAC Coffee Morning"** – Club Pine Rivers. Social outing 10am. BYO good stories and share memorable times. **Ph: Mal Dale (0418) 733 575**
Sun – 14th Jun	**"RACQ Motorfest"** – RNA Brisbane Showgrounds 10am – 3pm. Meet at event – Multi-make Clubs - BVAC. Registrations closed Friday 15 May 2025. Registration packs mailed by RACQ. **Ph: Glen Sorensen (0423) 885 055**
Sat – 20th Jun	**"BVAC "Safety Day" –** Midas Morayfield 9am – 11am, followed by morning tea in the Morayfield Shops. **Ph: Greg Henderson (0428) 361 756**
Wed – 24th Jun	**"BVAC Wrinkley's Mid-Week Run" – Placeholder**. Lunch location to be advised on Day. **Ph: Mal Dale (0418) 733 575**

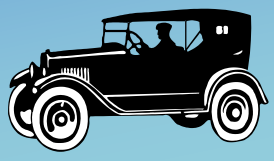
JUL 2026

Wed – 1st Jul	**NOTE: BVAC General Meeting - 7.30pm** Lawnton Showgrounds, Wyruna Room (Previous location). **Contact: BVAC Committee**
Tue – 7th Jul	**"BVAC Coffee Morning"** – Club Pine Rivers. Social outing 10am. BYO good stories and share memorable times. **Ph: Mal Dale (0418) 733 575**

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



Sat – 11th Jul **"Samford Show"** – Details of this event will be discussed at the General Meeting. Entry Forms required.

Ph: BVAC Committee

Sun – 19th Jul **"BVAC "Xmas in July"** Jayliano's Steak & Seafood Restaurant, 107 Osbourne Road, Mitchelton – All you can eat Buffet – 12pm – 2pm – Will discuss proposed event at the General Meeting.

Ph: BVAC Committee

Wed – 29th Jul **"BVAC Wrinkley's Mid-Week Run" –** Placeholder – Will discuss proposed event at the General Meeting.

Ph: Mal Dale (0418) 733 575

AUG 2026

Wed – 5th Aug **BVAC General Meeting - 7.30pm** Location to be confirmed.

Contact: BVAC Committee

Tue – 11th Aug **"BVAC Coffee Morning"** – Club Pine Rivers. Social outing 10am. BYO good stories and share memorable times.

Ph: Mal Dale (0418) 733 575

IMPROMPTU EVENTS

DTMR has "Impromptu Events" included within SIVS in Qld. They advise that "the Department of Transport and Main Roads is happy for Queensland incorporated car clubs to manage "impromptu events" on a case by case basis, as long as the event is added to the incorporated clubs newsletter, website or social media page."

They acknowledge it can be for "one or more" vehicles. **It is up to individual clubs whether they want to participate in the scheme or not, and how they implement it. New SIVS registration scheme provided. Remember SIVS registration requires active Club Membership (financial).**

The BVAC Committee has reviewed the SIV's registration in regards to "Impromptu Events" and established BVAC guidelines so our members can work within the SIVS scheme, BVAC constitution and our risk management procedures.

The BVAC Committee requires BVAC financial members who wish to hold an "Impromptu Event" to provide at least 24 hours' notice of the event, with notice provided to all BVAC committee members and the BVAC webmaster by post or email.

IMPORTANT NOTE: The "impromptu event" details must include the event start location, start time, destination location and destination time, and must be approved prior by the BVAC committee.

BVAC members shall also include a statement that their SIV's registered vehicle will be operated in accordance with the DTMR - SIV's conditions and restrictions as legislated. Once endorsed by the BVAC committee, the member shall carry the "impromptu event" documentation at all times during the event.

Monthly Run on 16th May to Dayboro Men's Shed:

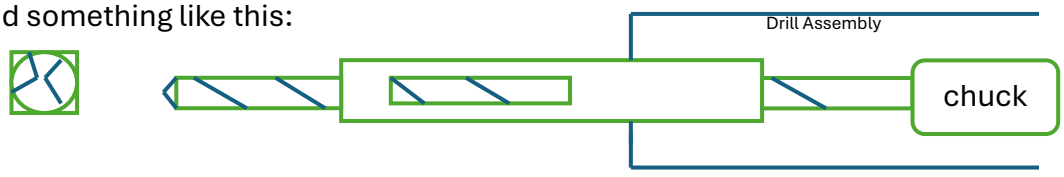
Quite a day was had by those who made it out to Dayboro. The several cars involved departed Old Petrie Town a few minutes late to ensure we got any late arrivals, and off we went. The faster cars got away, and it could be argued, left the slower ones in the dust, with the me in the Standard leading the late starters. At Dayboro I had to hand over the lead to another as I had no idea where to go next, but Rob Hibberd knew and soon we were parking at the Men's Shed with the first mob as well as several other vintage cars, I assume from the local area.



A long line of cars, and a glorious day at Dayboro

The Men's Shed was a long tin shed divided into three sections, two were workshops and the other an entertaining room with a table and chairs, where one could get coffee and other condiments, and involve ones self, as we did, in general swapping of yarns, be they long, short or tall- mostly tall I reckon.

The work that went on in the other two areas was very impressive. One section was for metalwork and the other for woodwork, and the samples of their efforts surely demonstrated their skills and passion. The repair of a damaged drive wheel from a portable generator was intricate and truly craftsman-like and the manufacture of a wooded framed structure, which was to become the frame of the Men's Shed sign at the road, certainly impressed us all. The tool that I found the most desirable, was a drill that drilled a square hole in wood. You read right- a square hole, drilled in wood. The drill was encased in a square steel box-like frame whose work end surface was sharpened to a knife-edge, and it would descend with the drill into the wood, and chisel away the round hole made by the drill bit, so that the finished hole was square. I want one!
It looked something like this:



The local policeman dropped in too, I suppose to see that all was well, and it seems that he was a vintage enthusiast as well, as he enjoyed the moment in time he could afford for a look at our cars as well.



This Rolls Royce uses 22 litres of Petrol per hundred kilometres



Coffee, Tea and Tall Tales

After an hour or so wandering around the complex and talking Cars and Tools, we drifted into the lounge area for the coffee, the cake, and the getting-off-the-feet, and eventually, car by car, we departed, having had an eventful day.

Many thanks to Greg Henderson for organising our day at the Dayboro Men's Shed.

++

How to reach the ungodly:

A nun in full habit, and who was a trained nurse, was driving to an address across town to help a woman in need when she ran out of petrol. She saw the sign of a petrol station half a kilometre ahead so she rummaged through the boot to see if she could find a suitable container to get some fuel, but all she found was a bedpan. She carried it to the station and filled it with petrol and then walked carefully and slowly back to the car so as not to spill the contents.

Meanwhile a council truck had parked across the road from her car, and the two council workers were having their lunch. Seeing the nun gently pouring the contents of the bedpan into the fuel tank, the driver said to his mate, "Now I am not a religious man, but if that car starts, I will be going to church on Sunday.

++

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++

A company in the early 1930s realized that two small trucks with a loading capacity of 2.5 tons was cheaper than a five-ton truck and therefore, it was logical to weld two low-cost trucks together, resulting in the world's only twin-engine, twin-grille Ford Model AA.



What ~~will~~ did- they think of next: I reckon it must have been the B-Double. Or perhaps it was the electric car, the original of which took them back to 1832.

So, in some ways we seem to have simply gone right around in a circle.



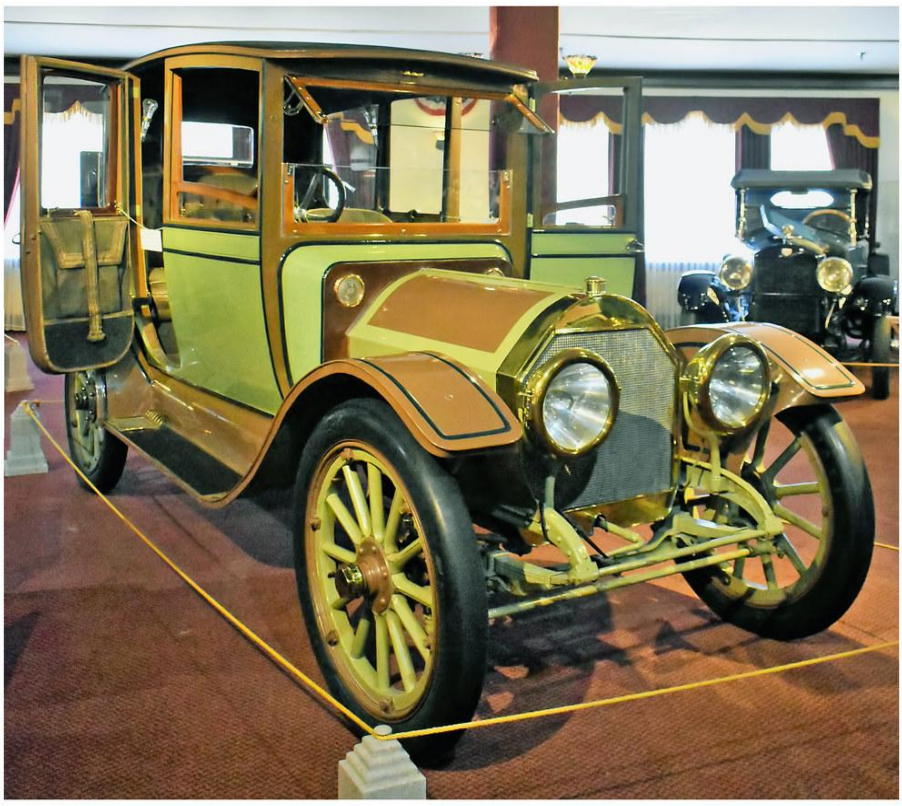
1912 Auburn Model 40L

1912 Auburn Model 40:

(I saw a picture of this car and couldn't help myself- Had to check it out. Funny though- For an American car it seems to be right-hand drive. Ed)

The Auburn Model 40 Town Car is believed to have been introduced at the 1912 Boston Auto Show as a 1913 production model. It was Auburn's first closed car. Termed the "Car of Tomorrow", it has many features that soon became standard on Auburn Automobiles, such as electric headlamps. It has staggered doors, with the right door towards the rear and the left at the front. It has a beautiful and elaborate original interior but the body builder is unknown.

The Auburn below led the "Parade of Classics" at the 2016 Auburn Cord Deusenberg Festival called the "Year of the Closed Auburn."



* 1912 Auburn Model 40L Town Car "Car of Tomorrow" *

Specifications:

Model: Model 40L Town Car
Wheelbase: 122 inches.
Engine: Rutenber four-cylinder, water-cooled, individually cast cylinders.
Transmission: Three speed manual,
sliding gear
Displacement: 318 cubic inches.
Horsepower: 40
Weight: 3450 lbs.
Price when new: US $2500.

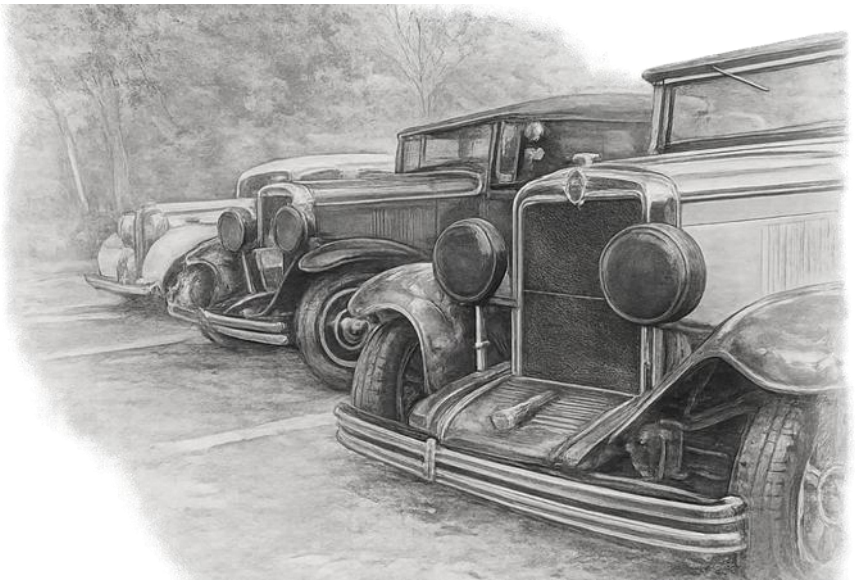
In the same year: On April 14th, the Titanic hit an iceberg and sank in less than 3 hours.

++

SAVE THE DATE

Northern Rivers Vintage & Veteran Car Club Inc.

- Driving the past into the future -



Annual Rally

Calling all vintage, veteran, classic, and historic vehicle enthusiasts!

Mark your calendars and get ready to celebrate the beauty, history, and craftsmanship of motoring heritage at the **Northern Rivers Vintage & Veteran Car Club Inc. Annual Rally**.

Date: Thursday 20th – Sunday 23rd August 2026
Location: Lismore, NSW 2480

Based in the **Lismore area**, this rally will feature scenic destinations throughout the **Richmond Valley**, showcasing the region's charm and countryside. Participants will enjoy **quiet country roads**, thoughtfully selected and well suited to **Veteran and Vintage vehicles**, providing relaxed and enjoyable motoring conditions.

We warmly invite you to join us for a relaxed and enjoyable weekend of motoring and fellowship. The rally will follow the successful format of our 2024 and 2025 rallies.

Thursday 20th - Check-in and registration at Lismore Showground, from 1 pm.
Friday 21st - Early check-in, followed by a run to the Northern Rivers Military Museum and lunch in Casino.
Saturday 22nd - Rally run and BBQ lunch, with dinner at Lismore Heights Bowling Club.
Sunday 23rd - A short morning run followed by a farewell lunch at Lismore Showground.

We look forward to sharing a wonderful weekend of driving, friendship, and classic motoring with you.

If you will require accommodation, **please start organising it early to avoid disappointment**, as availability in the area can be limited during busy periods.

Whether you own a historic vehicle, are restoring one, or simply enjoy the sights and stories of motoring's past, this event promises to be a memorable and enjoyable weekend.

More information coming soon — for now, SAVE THE DATE!

Hosted by: Northern Rivers Vintage & Veteran Car Club Inc.

Contact: Rally Directors
- **Graeme Gill 0428 100 374**
- **Chris Loadsman 0417 630 244**

Email: Rally Secretary
Sharin Gill
nrvvccrallysecretary@gmail.com

Never give up!

A little story to keep the car restorers' hopes up. By Tony Plucknett.

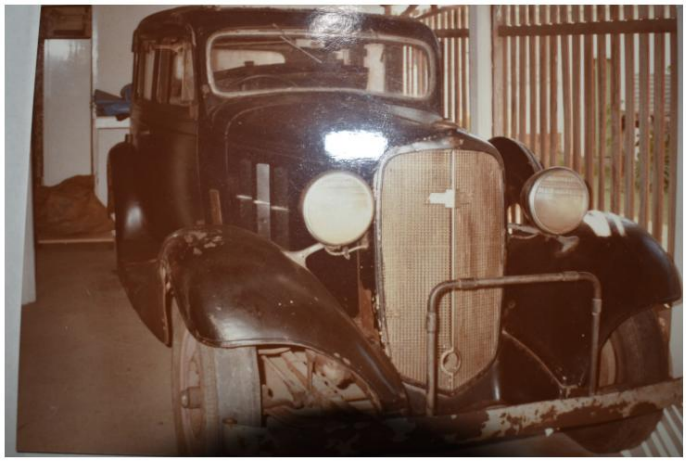
Back in 1985 my wife Catherine and I had just married and had purchased our first house. A work colleague, who originally hailed from Stanthorpe, mentioned that her neighbor back in Stanthorpe was going to sell their old car. I was interested and found out that it was a not-so-common 1964 Holden EH Premier wagon factory fitted with a 179ci engine and manual transmission. Then the rub, it was completely rusted out. A real basket case.

However, at the same time my good friend Craig told me that his brother-in-law had acquired a shed full of parts and tools in his neighborhood at Coroy in the Sunshine Coast hinterland. And you guessed it, among the gems was a mint EH Holden wagon rolling shell. This was too easy. Purchase price for both was $1,000 all up, make one excellent Premier wagon out of the two. Then the Bride got cold feet, not wanting to mess up our new-to-us house. And I began to second guess the value of the end result. After all, there was a stack of EH Holdens on the road then.

At the time I was working in the Queensland Public Service at a place called State Stores Board. Back then there was a single agency buying agency where any department buying anything over about $250.00 in value was sent to State Stores to be purchased. In 1985-86 when I was contemplating purchasing the EH Holden wagon, I was managing the whole of government contract for vehicles and trucks. Our technical advisor for these contracts was the Manager of the Government Motor Garage, Max Duncombe. Many people reading this will remember Max as a long-time member of BVAC with his lovely wife Joan. It was Max who convinced me to join BVAC, drop the idea of restoring the EH wagon and seek out an old vintage or post vintage car to restore.
The plan was to look for an older restoration and freshen it up. Unfortunately, after a wedding and buying our first house the amount of money that could be directed at this project was limited. In other words, the Honorable Minister for War and Finance had a tight grip on the purse. Then out of the blue, advertised in the Courier Mail one Saturday morning was a 1933 Chevrolet Master Sedan, quite within our price range, and I arranged to travel to Kenmore with the bride and my father, who had worked on these era vehicles as a mechanic in the 1950s. It was probably 95% complete, but I was to learn that the missing 5% was really hard to track down. So, we purchased it and dragged it back to Sandgate to the in-law's house so it could be stored out of the weather under their house and to give me time to build a permanent cover at our house. The Chev had been totally submerged in the 1974 Brisbane flood and the chap I bought it from had discovered it when helping in the "Mud Army" around Sherwood. He purchased it, took it home and partially disassembled it to remove all traces of mud and cover it in machine oil. Consequently, along with a car came several big boxes of parts, bolts and many other weird things that took a long, long time to identify.

As the Chev was built in the depression, I thought that there would not be too many about and I was right. I understand there is a Chev Master sedan restored in Melbourne, a 'mechanics only' restoration of a Master tourer in Bracken Ridge in Brisbane, and a few other Master tourers and Standard tourers and sedans around but not in great numbers. I wisely decided to sit back and

research the parts I was missing and not go at it like a bull at a gate. For instance, it had no taillight assembly, and a number of other items were missing. By this time, we were on one wage, and our three children were attending private schools. A long period followed with no money for this car restoring nonsense. But I gradually collected things that would be needed, like brake linings, gaskets, shackle kits, king pin kits and heaps of New Old Stock (NOS) parts. One of my uncles had retired at this time and, as he too was a mechanic in the 1950s, offered to help on something to keep him busy. I offered the gearbox. The top plate and selectors had already been removed by the previous owner in his quest for mud. At first glance it looked pretty good. So, my uncle took it and pulled it apart. Then the bad news, all the case hardening had worn off everywhere and what remained was eaten away as if it was dipped in acid. Everything in that gearbox had to be replaced. This gearbox was only used for 1933, and only in Chevrolet Masters and Pontiac. I thought I was on a journey to nowhere.



In Storage- under the house.



Finally towed home behind the Monaro

I started research and found most of the gears, shafts and synchromesh parts NOS in the USA. There were some cluster gears available in the States, but they were outrageously expensive, even for a chipped example. Many, many months later I was messing about changing search parameters looking on the internet one night and bang, up pops a “layshaft” for sale by a Standard Vanguard enthusiast in Melbourne. A brand-new cluster gear, named a layshaft by the seller, for a 1933 Master Chev. Turns out he purchased the old stock of a garage closing down in Adelaide that had once been a Standard agent. It cost me $48.00 including the delivery cost to Brisbane.

The ones in the States were asking $300 -$400.

Never Give Up 2:

The running boards had rusted away badly but there was enough left of the outside perimeter to make new ones. So, I approached another long-term member of BVAC, Bill Cardno to see if he would make a new set. Bill was reluctant at first and understandably because the running boards taper narrower towards the rear as well as compound curves. It was around this time that Max and other BVAC members were travelling to the Bendigo Swap meet. I asked Max to keep a look out for 1933/34 taillight assemblies. Max and I had managed to rebuild one taillight bucket using a dip in molasses and lining the badly pitted, Swiss cheese remains with fiberglass. Max returned from Bendigo with a

correct red glass lens for $45.00 in the late 1990s. I still had no other parts like the bezel to hold the glass in, interior fittings and mounting fittings.

Bill Cardno had asked me to trial fit the new running boards to work out where the mounting fittings need to be attached. After I did that, I returned them to Bill for the fitting of these brackets. Bill had an amazing couple of work sheds at Sandgate and when I returned the running boards, he was busy working on a 1936 Ford roadster. We got talking about all sorts of old car stuff when he said that he had to go into the next shed and go through his boxes of taillight bits and pieces for parts he needed for the 36 Ford. I followed of course and there sitting on top of the first box he pulled out was a complete taillight assembly including the number plate bracket for a 1933/34 Chev Master. I tried to casually ask Bill about it, and he explained that it was one he purchased some time before for a project but was the wrong one.

Again, I tried to be casual and ask if he would sell it and he said yes and he only wanted his money back - $20.00. After I confirmed that that was all he wanted, I couldn't get my wallet out fast enough. I was able to use that light and fittings to copy the missing parts for the original taillight so now I have an original single taillight and number plate holder and an accessory second light for the other side.

Never Give Up 3.

By far the most baffling, frustrating and longest quest in the search for 33 Chev parts was the cowl vent located between the rear edge of the bonnet and bottom of the windscreen. A previous owner had welded the cowl vent on our 33 Chev shut. Probably with a gas welder as the amount of heat inflicted on the panel resulted in something like the surf at Bondi Beach. It was then lead-wiped to try and get it smooth but to no avail. With the help of a neighbor we removed the lead and straightened it out as best as we could. And then the search for a replacement started.

I subscribe to Restored Cars magazine, and the publishers offer one free advertisement (for sale or wanted) per year for subscribers. I advertised a 'Wanted' ad for a cowl vent several times with no success. I also advertised in the BVAC club magazine, again crickets. In desperation I purchased a 1935 Chev vent from a reader in Melbourne but will not fit in as the original is a rectangle shape and the 35 Chev vent is a boomerang shape. Years of combing over bit and pieces at many swap-meets yielding nothing. I gave it a rest then and concentrated on restoring the mechanical components, which are now complete. The last remaining major undertaking in the restoration of the 33 Chev is the body timberwork. Because it went under water in the 1974 flood the timber is too soft but is OK to use as templates. However, I put continuing the timber work on hold some time ago in the hope that I might sort out the vent issue. There are a number of structural timbers located very near to where a replacement vent would be welded in. Plenty of other projects and activities to keep me busy.

Then in mid-2025, out of the blue I received a telephone message from another longtime member of BVAC, Geoff Adcock. Geoff lives out Rosewood way and had attended a local swap meet. There he met a chap selling 1933 and 1934 Chev parts.



The much-needed Cowl Panel.

Geoff remembered my quest for a cowl vent and asked the vendor if he could help. Amazingly he had one. Geoff passed on the details to me and within days the Bride and I were travelling out to Fernvale way with the trailer. The vendor had the complete cowl panel from a 1933 Chev Master tourer or roadster.

I also purchased a mint steering wheel and spare wheel cover components, all at very reasonable prices. Probably the most exciting thing about this trip according to the bride was the horses the vendor had on his property, which kept her happily occupied while I enjoyed the tour of the sheds and buying parts.

Three Never Give Up Stories! I do hope someone out there in the throes of depressive hopelessness facing similar difficulties might take heart from my little ditties and take up the spanner again.



The finished 1933 Chevrolet Master

I know that many parts and bling are available on aftermarket, but in my mind there is nothing to beat the quality and fitment of the original parts, especially the thrill of finding them.

Happy restoring, Tony Plucknett.

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CLASSIFIED

Vehicles For Sale

$25000 ONO 1926 Chrysler Model 58.

Call Phil on 0427 129 598



A bonus goes with this car- It has a full history of its life from first purchase through its first life, then its restoration, and from then until now.

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1987 Rolls Royce Silver Spirit Sedan:

$19,000. ONO Call John on: 0451 101 309

(Note phone number change)

This 1987 Rolls-Royce Silver Spirit represents an accessible entry into traditional British luxury, featuring a 6.75L V8 engine, iconic styling, and an uplifting gentle ride. The 1987 model year introduced crucial updates, including Bosch fuel injection and anti-lock brakes, improving upon earlier carburetted versions.

Engine and Performance

- **Engine:** 6.75 Litre (6750cc) V8. **Fuel System:** Bosch fuel injection.
- **Transmission:** 3-speed automatic (General Motors 400). **Fuel Type:** Petrol.

The 1987 Silver Spirit is highly rated for its luxurious feel and, "special," driving experience.

This car is in excellent looking condition but does need some Tender Loving Care-TLC. Fully registered, there are some small details like the horn does not work, one window is slow to move, speedometer cable needs replacing and suchlike, but still a bargain for the price. The speedometer reads in mph and Kmh, and the odometer reads 036179 miles, but its real milage would be around 38000 miles due to the miles done since the cable broke.

Altogether a good bargain for a Vintage Rolls Royce.







1983 Cadillac Seville: For Sale: $9,000. ONO.

Contact John: 0451 101 309 (Note phone number change).

The 1983 Cadillac Seville is a luxury sedan iconic for its controversial "bustle-back" rear styling, front-wheel-drive architecture, and featuring a 6.0L V8 engine, offering a soft, comfortable, quiet ride and plush interior.



This Cadillac Seville:

This Cadillac is right-hand-drive, registered and in running order, but has no RWC. There are some minor issues that may need to be addressed- some decorative items missing etc. Last month it was stated that the speedo cable was broken, but it was not so. The speedometer works just fine. My apologies. The boot holds several spare parts for future use. This vehicle is an excellent restoration project.

Odometer Reading: 51355 miles.



Design: Known for its "slant-back" or "bustle-back" trunk, designed to resemble a modern Rolls-Royce, which was a love-it-or-hate-it style.

Ride Quality: The car is known for being extremely comfortable and quiet, with soft, luxurious leather seating and a smooth, well-insulated ride.

Driving Dynamics: Features front-wheel drive, light steering, and strong brakes, though it is heavy and sometimes described as having a slightly harder ride than other luxury cars of that era.

For Sale:

1950/1051 Jowett Javelin: $12,000 ONO

Contact Rob: 0421 461 582



The Car:

- 4 door, 4 Speed Manual,
- All original parts.
- Engine No: E1PD 19350 1 912 8
- Body Number: 1803925





The 1951 Jowett Javelin is a highly advanced, British-built, four-door monocoque sedan known for pairing a "flat-four" engine with excellent handling and spacious six-seater, luxury, or sports car performance.
The Javelin remains a rare and celebrated classic car, particularly for collectors of unique British automobiles.

1919 Ceirano 150: $15,000. ONO

Sharyn: 0411 298 333

A Four Cylinder Mostly Restored Convertible Sedan:







Ceirano Background: The 1920 Ceirano cars represent a later chapter in the storied history of the Ceirano brothers, pioneers who were foundational to the Italian automobile industry in Turin. By 1920, the company operated as **Ceirano Fabbrica Automobili**, which was established in 1919 by Giovanni Ceirano and his son Giovanni "Ernesto" Ceirano, following their departure from the S.C.A.T. company, and they were also involved in the start of FIAT, and other marques).

This Car: **A 1919/1920 Ceirano 150: - With the 4-cylinder engine number 889-** seemingly an early example of this historic vehicle. The current owners' father bought the car during his mechanics apprenticeship and rebuilt it at that time, believed to be in the 1960's. It was on the road for some years, and had then been put into the garage, on blocks, with a cover over it since 2012, and it's been there, unstarted, since. No oil under the car today indicates its general condition. The tyres, although very unworn, will probably require replacing due to their age. The car runs on 6 volts, and a battery will also be required. The body is undamaged with probably original paintwork, and the fabric roof is in relatively good condition. The five wooden wheels are also in good condition but with no spare tyre. One dash instrument missing- possibly a clock. Some original tools are located in the original toolbox under the seat.

A rare car and a good project- definitely worth a look!

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CLASSIC CAR & VINTAGE MOTORCYCLE

DISPLAY ENTRY FORM – SAMFORD SHOW

11th & 12th JULY 2026

NAME:.....

ADDRESS:.....

.....

TEL NO: .....

VEHICLE MAKE .:.....

YEAR: .....

I can attend on the: Sat ☐ Sun ☐

Both days ☐

Please provide an information sheet about your vehicles history to be placed on the windscreen on the days of the show.

Kindest regards

Trevor Taylor – Display Co Ordinator

Please post to:
1 Arnan Ct
Samford Valley
QLD 4520 and include a stamped addressed envelope for your entry passes.

Thank you