



HAMILTON & DISTRICT

V. V. C. DRIVERS CLUB

Veteran Vintage Classic

(Incorporated)
A0009738L

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

NEWSLETTER February 2023

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*Please check emails for
upcoming events.*

Website

[http://
hamiltondistrictvvcdriversclub.webs.com/](http://hamiltondistrictvvcdriversclub.webs.com/)

Facebook [@handdvvc](https://www.facebook.com/handdvvc)

Please email all club correspondence
to handdvvc@gmail.com

Newsletter items and reports
editorhanddvvc@gmail.com

Return Address

P O Box 174
Hamilton Vic 3300



Welcome back everybody. We hope everyone had safe and happy holidays. We are excited to get into a new year with fun and interesting outings and activities ahead. We will see you on the roads!



Committee 2020/21

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SUPPER COORDINATOR			
WELFARE OFFICERS Doug Palmer	Please contact if you know of an illness, death or any spe- cial occasion.	CLUB LIBRARIAN Caroline Belcher	(03) 55734517
NEW MEMBER CONTACT	President/Secretary/ Treasurer or Doug Palmer 0409 010 730	Information for new mem- bers is available on the website.	http:// hamiltondistrictvcdri- ersclub.webs.com/

2023 CLUB CALENDAR

Meetings, club runs and events

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

17 February	General Meeting, 7.30pm at the clubrooms. Please bring a plate to share.
19 February	<p>Paschendale WW1 Soldier Settlement. This will be a morning run to beat the heat.</p> <p>Meet at clubrooms 9.00am for a 9.30am departure. We will travel out through Tahara, over the hills of Paschendale, down to Henty and back to our morning tea stop, under the oak trees at Merino. BYO morning tea & chairs. Distance 68 kms. Return via Grassdale & Dartmoor Rd to Hamilton. 48kms. Marg & Geoff Harman 0491 148 002.</p> <p>There will be a barbeque at the clubrooms afterwards from 5.30pm for those wishing to attend. Everyone is welcome, even if you weren't able to make the run today.</p>
8 March	Tower Hill. Meet at the club rooms as 10 for 10.30am departure. Bring a Chair and a picnic lunch. Don't forget your hat, sunscreen and maybe even an umbrella. For more information ring Pam.
17 March	General Meeting, 7.30pm at the clubrooms. Please bring a plate to share.
19 March	Around the Garages. More information to come. Doug has several venues organised.
26 March	Our club is hosting and catering the B40 Club for breakfast. We require helpers for this morning. The B40 Club are aware of our time constraints. We will be providing egg and bacon rolls, toast, cereal, juice, tea and coffee. Clean up will take place on return from Mortlake, and we will finish off the day with a BBQ tea and socialising.
26 March	Federation Mortlake Picnic. Hopefully we will be leaving the club rooms around 9.30-10.00 am, after breakfast (see above). On arrival, there is usually a designated parking area for our club and the kinder supplies a BBQ, cakes, slices and drinks for sale. Bring your own picnic lunch if you wish. Gate prize and raffle are a part of the day.



Hello fellow members and friends, I hope you all had a great Christmas and fellowship with your family and friends. This year we will be holding our Annual June Tour weekend, which we had to postpone for two years due to Covid 19. Planning is in full swing and the venues booked and now we are fine tuning the loose ends. It was rewarding to see many members travel to Orford to observe their Stationary Engine and tractor displays. Our Christmas break up was a huge success having it at a venue and not at our club rooms. Lorraine Wilson was presented with her life membership, which was well deserved, and a fitting reward for all her hard work and involvement in the running of our great club. We have some great club runs organised for the coming year, but we are also looking for new and interesting ideas, and also to other club member involvement. For now happy and safe motoring and good health to all.

Richard Neaves

President

Health, Wellbeing & Welfare

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

This month is:

OVARIAN CANCER AWARENESS MONTH

Potential signs and symptoms of ovarian cancer: 1

- Bloating/pelvic or abdominal pain
- Feeling full quickly while eating
- Feeling the need to urinate urgently or often

1 in 78 women will develop ovarian cancer in their lifetime 2

A Pap test does not detect ovarian cancer 1

The 5-year survival rate for early stage ovarian cancer is more than 90% 1

SOURCES:
1. National Ovarian Cancer Coalition
2. American Cancer Society

cure

RAISE AWARENESS FOR HEART DISEASE AND HELP KEEP FAMILIES TOGETHER FOR LONGER

WEAR RED THIS FEB

#REDFEB

Heart disease is one of the leading causes of death in Australia. Know your risks and protect your heart.

GEE LONG MEDICAL & HEALTH

Note From The Editor:

What a great start to the year, I am loving all of these articles rolling in. Just as a side note I need any articles you wish for me to add, to be in by the first week of the month. I look forward to getting to know you all better over the coming year. May your travels be Safe

-Bianca Higgins

UPCOMING EVENTS 2022

THE FOLLOWING EVENTS ARE SUBJECT TO CHANGE. PLEASE CONTACT THE APPROPRIATE PERSON TO GET MORE DETAILS

FEBRUARY

- 17-19 "Blooming Gold" 50th Begonia Rally. vcccballaratrally@gmail.com
- 18 Classics by the Bay, Portland
- 19 Daylesford Motorfest, Surf on the Turf. www.daylesfordmotorfest.com
- 25-26 Wood Wine and Roses Festival, Heywood, Vic. heywoodwoodwinerose.com.au OR 0428
342 287
- 26th RACV AOMC British & European Motoring Show, www.aomc.asn.au/britishandaustralian.2023
Scoesby, Vic.

MARCH

- 12th Picnic on the Lake, Yarrowonga [Sun Country Historic Vehicle & Machinery Club](http://SunCountryHistoricVehicle&MachineryClub.com)
- 12 Yarra Glen Swap Meet. [The Vintage Drivers Club](http://TheVintageDriversClub.com)
- 13 Seymour's Annual Show'n'Shine secretary@seymouranddistrictcarclub.com.au
- 17-18-19 Chryslers on the Murray, Wodonga. info@chryslersonthemurray.com
- 25-26 Rob Roy Revival. robroyrevival.mgcc.com.au
- 25-26 Vintage rally & Tractor Pull [Goulburn Valley Vintage Tractor Club](http://GoulburnValleyVintageTractorClub.com)
- 26 Federation Mortlake Picnic
- 26 Federation Wunghnu Picnic

APRIL

- 1-2 Smokey River Run, Hotspur
- 7-10 MVVC Inc. 24th Biennial Easter Vineland Rally carolyngowers@gmail.com
- 17-28 GVMVDC Inc. Mid Murray Meander Rally. julietyr@bigpond.net.au OR Julie Tyrrell 0400 810 054 OR Leigh Johnston 0409 645 556
- April 24-29 Morris Registers 24th National Rally-Shepparton. Details www.moreg.org.au
- 28-30 Florence Thomson Tour. florencethomsontour@gmail.com

MAY

- 5-8 Mallee Gold Rally. presidentshvcvc@gmail.com
- 20-21 Hamilton Pastoral Museum Open Days "Celebrating a Century of Howard Cultivators".
- 21 National Motoring Heritage Day

JUNE

- 10-11-12 HDVVDC "Welcome Back Tour". handdvcdc@gmail.com
- 10-11 Casterton Kelpie Festival

OCTOBER

- 7-8 Hamilton Pastoral Museum Open Days

President's Christmas Run 18.12.2022

28 vehicles rolled up the clubrooms for the presidents run, which took us out through Morgiana, Tahara and back through Branholme. There was a variety of vehicles which was impressive to see and we could have made our own car show on the day. The oldest vehicle to start out was Jason's Austin 12/4, the next oldest being Stuart McDonald's 1938 BMW. There were 5 Fords and 6 Holdens; the rest of the field being made up of a Mini, a Rolls, a Hillman, an MGB, two BMWs, a Hudson, a Lancia, a Valiant, a Toyota, a Pajero, an MGT, a Riley and a Mazda.

There was one incident on the day with the lead car getting a flat tyre. There was a slight hold up in proceedings while the problem was being sorted; several drivers pulled over to ask what the problem was and if any help was required. Richard waved them on replying don't worry, no pressure!

The procession proceeded with the second car taking over the lead. A leisurely pace was being set and all were enjoying the lovely country side around our district.

We pulled into the Branholme Oval where we enjoyed afternoon tea and a laugh or two before returning to Hamilton. On the drive back into town; Pam looked in the rear view mirror and saw a red rocket come screaming up behind her and the Mustang was burnt off by the Mini, who might have enjoyed showing off a bit.

Christmas Dinner

The day was rounded off with our annual Christmas dinner; held at Alexandra House this year. 47 members enjoyed a 2 course meal; lots of conversation and laughter was had by all. Some thank you's were made to our hard working committee members and helpers in appreciation for all the hard work they do during the year.



Well first of all, I hope everyone had a great Christmas and New Years. Welcome to 2023. Hopefully after 3 years of distractions, we will have a re-start and possible re-naming of our Annual Rally. Kings Birthday doesn't quite seem to have the same 'ring' to it.

I have just recently been catching up on some books I was lucky enough to purchase a week after leaving Hospital, funnily enough only about 1 minute away from where our accident occurred. Dad and Sara got the pick-up job. My main interest was the 3 Duesenberg books contained within the bundle (3 boxes), upon pick up, dad was very excited with the contents. 2 of the books, I have been reading and re-reading over the past couple of weeks being The Schlumph Obsession and Harrah's Automobile Collection.

Even from my earliest years I have been obsessed with both museums, especially the Harrah Collection, absorbing every detail I could about the cars, restorations and any other information. Remember these were the days well before the Internet. I don't think we will ever see again the wholesale purchase of antique vehicles & assembly of collections by both parties in such an obsessive manner. 12 Duesenberg's (another life-long obsession), 2 Type 46 Bugatti Royals amongst an estimated 1200 cars (Harrah), 2 Type 46 Royals, estimated 70 Bugatti's, 2 pre-war Silver Arrow Mercedes racers amongst estimated 800 cars (Schlumph).

Unfortunately (or luckily) I only eventually got to see one Collection, in a marathon morning of Frankfurt (Germany) - Basel (Switzerland) - Mulhouse (France) and back in one day, the whole time fretting that it would be closed on arrival. It wasn't "phew" and I walked out about 6 hours later with 37 rolls of film used. Unfortunately, after his untimely death in 1978 of heart complications, William 'Fisk' Harrah left no instructions re his collection and all but 300 cars were sold off over 3 auctions.

I still remember my wife's Uncle Gabriel Gate chastising me for my typical Aussie pronunciation of 'Mullhouse' and being instructed it is pronounced 'Mu-loose'. Not the first or the last time I will be corrected on that front. Whilst reading, I got to thinking about the early collections belonging to members that we used to visit in the early days of the club. Those who in the 1950's-1960's had the foresight to save cars no-one wanted, dumped it tips, in paddocks or sheds. Although not to the scale of our international millionaires, they remain the Grand Fathers of car collectors and local clubs around Australia.

The first that always comes to my mind was Noel Cox. Even by today's standards, Noel's eclectic collection of rare cars possibly still remains unparalleled in our club. 2 Ceirano's, Minerva, Lancia Lambda, Vauxhall 23/60, Citroen, Dodge & Austin 7's. Noel was happy to allow members drive his cars around his property, well before the days when values of cars skyrocketed. These days you won't get much change out of \$500,000 for a Lambda so a request for a drive would most likely be met with a mouthful of abuse. It is great news that at least one car remains in the club with Dennis Dawson being the new custodian for Lloyd's ex Cox, Ceirano Special.

Another was Peter Lowenstern. Wanderer Sports, Crossley Tourer, Austin 7 Meteor, numerous Riley 9's, Lancia Lambda (possibly ex Cox) amongst many others. Unfortunately Peter left for Melbourne whilst I was still young, but I do remember the Monaco at rallies and parked in Grey Street. Peter's ex Wanderer now resides in South Australia.

Another was 'Doc' Wheeler who was a member of the club for a short time whilst residing in Mortlake. I remember a rally to his address to see several Minerva's (one towed back from the tip), a massive IHC Mountain Wagon, Daimler used on a Royal visit amongst many others. I remember walking around the rear of Doc's yard and looking at axels and bits of veteran cars that I had never heard of.

I do always wonder where it all went. Happy motoring, speak to you all next month.



Reminder

Just a reminder that we have a beautiful extensive library for our members to use. There is a vast range of books and memorabilia for you to enjoy. So feel free to pop in and have a look, if you need access contact Richard or Pam, they will be more than happy to come and open the doors.

Rounding off the year we had a well represented Christmas dinner made extra special by the presentation to Lorraine Wilson of a life membership. Lorraine has been an integral part of our club for many years; attending meetings, writing articles and editing our much loved newsletter for the past 12 years. That's not to mention the many hours she has volunteered to us by helping and organising events.

She has also been heavily involved with organising The Annual June Long Weekend Rally over several years, along with catering for visiting clubs and other functions we have held at our club rooms. As a club we would like to thank Lorraine for her loyalty, commitment and enthusiasm in keeping our club thriving.

Lorraine and Peter have supported the club runs over the years with both Hillman Minx being well represented throughout the year. We hope to see these little Hillmans on many more runs in the future.

We congratulate Lorraine on her well deserved life membership and thank her for her many years of service to the club. Lorraine and Peter will be spending much of this year travelling; we wish them safe travels and look forward to hearing of their adventures on their return.

Lorraine would also like to pass on her many thanks to the club.

"Thanks for awarding me a life membership. It was totally unexpected but I must say I was very chuffed to be given that honour.

I love being part of the club and have always enjoyed doing the things I do. As editor of the newsletter I hope that I have kept the club informed and sometimes amused over the years. Heading the Queens Birthday Rally committee has also been an enjoyable experience. I am especially pleased that we have been able to visit many wonderful local locations and in the end have some funds to give back to our community.

I have never sought recognition but it is lovely when you receive it.

Please know that Peter and I will be as involved as we can and do not hesitate to ask us for assistance."



Reading the HVVDCD Newsletter late last year the story by Lloyd Hocking in October on the Maldon Hill Climb, Mount Tarrangower, took me back to the last time I attended and gave a hand to unload a vehicle and push start it. The mention of an old Austin with Renault motor made me think it was Lloyd as I found out later on there was a Hamilton entry. My memory is 10 years different to Lloyd's and being fairly new in Hamilton was not familiar with his name.



Lloyd's attendance at 30 meetings straight would be a record except for some Maldon Rev-heads.

My first time at Tarrangower, before I was 18 was mid 1960's and had just purchased my first car. My job as junior Hardware Assistant paid 50c per hour or \$1.50 for 3 hours Saturday morning. I would try to get Saturday off in pear and apple season and earn 3 times that picking.

Having limited funds, out of 4 car yards with between 20-30 cars each I had to settle on a 6 cylinder MS Morris with very little top coat paint. On the first weekend a licenced mate drove it to a standing start late at night over Mackenzies Hill. With 4 speed box and OHC 6 cylinder it performed very well on times and side by side as the side valve V8 and early Holden could not rev high enough to go over the top in 2nd but slowed up in top. The Morris was still pulling in 3rd at 60mph.

With this success we decided the Maldon Hill Climb the following weekend was a good test. As we didn't have a driver the road from home (Castlemaine) was gravel through the forest all the way to Maldon. We had done it many times on scrub motor bikes.

We looked at vehicles and under bonnets, then went to enter and were fairly "p'd" off when told "No licence, no drive"!!!

A late 1940's Jag Mk5 turned up on the back of a truck with ads for Trevor Grant Motors on it. He was big in Melbourne and had bought out country Ford dealerships in Kynton, Castlemaine and Rochester. The Jag was stripped out including the glass. The exhaust was copper pipe straight from the header, twin pipe, no pom box, to the rear of the car. I was sure you could hear it in Maldon!

The Jag's timing up the hill wasn't good due to worn out cloth tyres and most likely still too heavy. On the second run up the hill it came back with a severe knock in the engine. I asked the mechanic what they would do with it. He said "scrap it", but it was up to the boss, who had left. I chased it up a fortnight later and purchased it with a promise that all the fittings that had been removed were included. The car was still useable as the knock was only bad when idling.

When at constant revs it could hardly be heard. Getting the parts from Trevor Grants Motors didn't go well as 2 windows were still missing and the back seat. A short time later the company went into receivership.

Work on the Jag was slow. Ringing round wreckers for a motor was unsuccessful so the existing one had to be pulled down. Having sold the Morris I had to depend on a motorbike.

I and some mates were sitting round a fire on a Saturday night and decided to go to Ottery's Barn dance as it was only 7kms on back roads to Muckleford. We would risk it and take the Jaguar and join in. After a while someone from Campbells Creek said Police were checking dances for "grog" so we thought it was a good time to get the Jag home. Two other vehicles decided to follow. All went well until the 48 Ford pulled out to pass on the narrow road. I wasn't pulling over, so put the foot down as the overdrive worked in 3rd and 4th gears. The Jag pulled away easily. At Wattle Flat we were half a km in front, then down a steep cutting, a long straight stretch and only 2 blocks to home.

Suddenly a Loud Bang and total loss of steering! We had blown the front right hand tyre! A big heavy car and no power steering, so the vehicle took its own course through the ditch and 50 metres of fencing!

We spent most of the next day repairing the fence under the watchful eye of a little Irish farmer who was full of advice.

When the motor was pulled down we found that no. 5 piston had dropped the skirt off the piston below the gudgeon pin. The pistons had already been enlarged causing weakness. The broken one had chewed the bore out so the Jag was left in the shed until the gearbox was sold and the body put in a quarry. In hindsight a Jaguar 48 mk5 coupe with large sunroof would be a beaut classic today.



Member's Stories

Peter Dowdle

A MOTOR VEHICLE CARE TIP FOR YOUR WIPER BLADES

A vehicle not in constant use has a habit of drying out wiper blades. To stop this happening buy a small bottle of glycerine.

Wash wiper blades with kitchen scrubber pad and warm soapy water. Dry rubber then apply glycerine to both sides of the blade. Rub in with a piece of coarse cloth like denim until black stops coming off the wiper before testing. Clean windscreen with Windex and paper towel as before every drive. Re apply glycerine every few months.

For sale: 1970's Ford Capri 4 cyl engine and suspension.

Contact Ern Polack on 0428352538. or bannerelectrical@gmail.com

Car Club photos Privacy concerns

From time-to-time photos from car club events are posted on Facebook or in the newsletter. Photos in the newsletter are usually taken at club events and are published in relation to a story.

I publish on the car club Facebook page to promote events and to report on club activities. Generally specific names are not included, Club member Colin Warfe publishes his photos to "I've lived in Hamilton" Facebook page or the club Facebook page. These of course end up being shared to other pages by members or people who are friends of the various pages.

If you have objections to your photo being published, please let us know. We will endeavour to exclude you from the post.

Lorraine Wilson

SATURDAY, JANUARY 21, 2023**by Doug Palmer**

I can only report on the Saturday of the above two-day Rally as in the past I have always found that was the best day of the weekend to attend. You will find that if you get down there early a number of different vehicles eventually arrive before lunch and become part of a huge gathering.

After parking my Falcon on the oval I went for a walk around the perimeter of the grounds and the first thing that caught my eye was a beautifully restored Oldsmobile Truck of the 1940-50's era and then had a look at the vast variety of different, and sometimes rare, stationary engines. Some 4 of them were huge pumping machines and a lot were of the medium size variety, some creating electrical power for homes and small machinery. When you had completed the circuit of the oval you could go and watch the blade shearing of sheep (some co-operating, and some not to keen on the idea), but eventually they were persuaded to remove their coats.

One exhibitor had a huge display of large model boats and even went to the trouble of erecting a large swimming pool to display them in. I guess he could have used it as such if the proposed hot weather arrived on the next day, but this day was absolutely perfect, and someone had gone to the trouble of persuading the usually troublesome flies to take a holiday. Or perhaps they all got Covid and were too sick to fly.

From there I went over to the Tractor Pull area and watched many different makes of machines trying to pull, the ever increasing load, over the longest distance. There were all different sizes of machines trying to outdo the opposition, but the one that intrigued everyone was the little 2-cylinder entered by Hamilton's Dennis Wheelhouse, who failed to even get half-way up the course, so he was silly enough to have another go, only this time he slipped it into second gear, unfortunately with the same result.

Beside the Tractor Pull area were two very interesting pieces of machinery. One was the radial engine of a WWII Stuart Tank mounted on a trailer and boy was it bloody noisy when the owner fired it up. I would have hated to be inside one whilst a battle raged. In the Tank the motor was mounted flush to the floor, instead of upright as per in an aeroplane.

The other was a large special wood-fired pumping, or machinery, driving engine which was being operated by a Father and Son combination and always had a huge crowd standing around watching it in action. It was a very rare model made by Barrow's in Banbury, England, and I have never seen one before over the many years I have attended Steam Rallies. Apparently it was bought over from S.A. for the weekend.

From there I made my way back to the oval and had a good look at the large variety of Vintage, Classic and Modern motorcycles parked near the rear of the exhibition car parking area. One of the most spectacular was the latest, and very rare, Suzuki Touring model in White and Silver, with all mod-cons attached. The owner told me that it was the first motor bike he had ever owned and never told his wife that he had purchased it until it turned up in his garage one night.

After walking the grounds a couple of times I went over and purchased two hamburgers from the meal hall and sat and listened to the very enjoyable Country & Western group that were situated nearby. The main attraction for me, besides a love of that type of music (must be showing my age) was the lead singer and guitarist, our very own Reverend Peter Cook, who sang at least a dozen songs.

As I was making my way back to my car a group of very nice Morris Minors rolled in and there was a Morris Roadster, like Rod Potter's amongst them. It was a very interesting group as the make was represented by a Station Wagon (Traveller), a Convertible and a Utility.

During the day I ran into several Club Members, such as Richard Neaves and Friend, Geoff Rowbottom, Rick & Meeka Schaap (Wolseley), Rob Brody & Helen Moore, Ern, Roz & Andrew Polack, Mark Rye (Mercedes 260E) and I took the XC Falcon for a run.

Overall a very enjoyable day with lots of old cars, tractors and machinery of all types to look at. Maybe someone will submit a report on the Sunday of the weekend.



A great day was had by all who followed Rodger Garland to Glenthompson Church with its murals Created by Gareth Colliton. It was pleasing to note that Gareth is the worthy recipient of Warrnambool’s Citizen of the Year Australia Day Award.

On a sad note, we were addressed by Elizabeth Cumming at Glenthompson who advised that her husband Bruce was not well and we note with regret his passing since our visit.

Gaining well deserved admiration at Glenthompson was Stuart McDonald’s 1938 BMW sedan. It certainly has a Classic appearance, is in as new condition and reputedly performs admirably on the road.



We are happy also to report an addition to the McDonald clan with the arrival Clive, son of Stuart and Erin, sister for Emily and grandson to Graeme and Liz, Congratulations to all! On the subject of awards, congratulations to Peter Milburn who received a citizen’s award in recognition of his outstanding contribution to the community through his many charitable musical performance Alan Wilson has added a quality British vehicle to his stable in the form of a very attractive 1962 Hillman Gazelle. This is an upmarket product in the Rootes Group line up built alongside the Humber Vogue and the Singer Gazelle.

Who said Peter Wilson was casting covetous glances in the direction of this car?

Some of our members are experiencing some challenges health wise at the moment and we wish anyone in this category a speedy and full recovery: Jenny Corcoran is nursing a reconstructed shoulder after taking a tumble prior to Christmas (without Christmas cheer !!) so we hope that both arms are soon fully functional and that she is back behind the wheel before too long.

Margaret Polack is spending some time in the Hamilton Hospital and we hope that with expert care and attention that she is up and about soon.

It’s nice to note that Peter Sambell is out and about and we wish him well on his road to recovery after suffering a stroke clast year.

Earlier we referred to Australia Day Awards and there was great excitement as the Hamilton Pastoral Museum received the award for Community Event of the Year with their”100 Bulldogs for100Years” rally. It was an extremely successful event and well deserving of the award. It was also pleasing to note that our Carol Baudinette was part of the organising group. Congratulations to all concerned.





Its not often you meet the half sibling that you never knew existed but here we were side by side wondering , was it the same father but different mothers . I tended to agree, perhaps an Italian mistress with the soft touch of a butterfly Vs an English headmistress of a boarding house with the iron fist of PM Thatcher.

The butterfly

Picture this People. Its 1974 and manufacturers around the world are looking to create a full line up of Estate, Coupe and Spider versions to complete the range of their new models. As coach building was all the rage, Lancia turn to design studio ZAGATO to create a spider version of their very popular Beta coupe.

Stilo ZAGATO creates a wonderful integrated hard and soft design that keeps the beauty, form and function of the beta with its four seat capacity . ZAGATO wins the contract for the next 6 years and produces approx 9200 examples of the Beta Spyder (with a “Y “to not confuse it with the Alfa Spider at the time) .

The car is a success in the Europe, UK and the US market where they use the moniker ZAGATO on the trunk to give it exclusivity.



It’s a thing of beauty just like a butterfly in the vibrant colours of spring.

The Beast of Bristol

Bristol Cars was a manufacturer of hand-built luxury cars headquartered in Bristol, England. This fine example of the 412 Zagato is owned by our newest club member Peter Dowdle from central Victoria.

The Bristol Motor company also saw the opportunity to use Stilo Zagato to enhance its style and exclusivity but



instead gave the brief for a completely new car with a Targa-type convertible with a removable roof that could be placed in the large luggage compartment. The earliest versions of the 412 were also very unusual in that the body was made by Zagato in Italy and attached to a chassis built by Bristol Cars in Filton, England. This was later converted to full production in the UK. This chassis was large and with Petrol V8 engines sourced from Chrysler's 400 cubic inches motor that had been

used in the 411, it was a power house of speed and brute force.

Built from 1975 -1978 only 98 examples of the Bristol 412 Zagato's were produced with its four seating capacity, removable centre hard roof , and soft rear window drop down and huge V8 engine built for cruising at the 100Mph mark.

The verdict

The similarities of the ZAGATO design are evident when you see both cars together , and they even share the same taillights . Whether you are a Beta aficionado or a Bristol gentleman, both cars have their followings but the 412 is certainly the rarer classic of the two cars . Peter Dowdle loved both cars so much that he is now the proud owner of a Silver Beta Zagato as well. The swinging 70ties have a lot to answer for!!.



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