



Mosman Historic Vehicle Club

Issue 7

9 March 2025

Welcome again to the Mosman Historic Vehicle Club, helping its Members with Registration of their vehicles under the Historic Vehicle Scheme

Michelle Sleeman, Editor.

BUSINESS

A reminder to Members who have not yet paid their annual Membership fee for 2024/25. The fee (\$50) can be paid to:

BSB: 032097 Account: 469951

Historic Vehicle Declaration Forms can only be provided to Members who are financial, the Declaration Form itself being certification of both vehicle eligibility and financial status.

For information of Members, Transport for NSW has released a revised "Period Options, Accessories and Safety Items" list. The list, which provides valuable guidance in determining a vehicle's eligibility for registration under the Historic Vehicle Scheme, is available at:

<https://www.nsw.gov.au/driving-boating-and-transport/vehicle-registration/how-to-register/historic-vehicles-registration/period-options-accessories-and-safety-items>

Vehicles requiring engineering cannot be registered under the Historic Vehicle Scheme, but may access the Classic Vehicle Scheme. Through its association with the Confederation of Heritage Motor Clubs, MHVC can assist with this if required.

CLUB EVENTS

The Club has held three 'Coffee and Car' meets over recent months.

The first, at Mosman Bay on Sunday 18 August 2024 was attended by seven Members. Along with them were '59 Triumph Herald, '79 BMW 320, '72 Peugeot 504 convertible, '60 split-screen Kombi (with '61 Lambretta scooter in tow), '73 Alfa Spider, '72 Mercedes 230 and '94 Holden Commodore.

The second event, on 29 September, involved a drive from Mosman to Bennett Surf, in Brookvale, where Bennett's Museum of vintage boards was open for viewing. Tim Griffith's gull-winged '81 DeLorean was something of a crowd-pleaser!



Checking out the DeLorean



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CLUB EVENTS (continued)

Finally, on 24 November, several Members gathered for coffees and a sausage sizzle at the Vice-President's Manly Vale workshop, where his '74 2-door Range Rover is undergoing restoration.

More coffee meets are planned – potentially, when the Many Vale hoist is freed up, giving Members an opportunity to lift their cars and check things out underneath.

Keep an eye on the Club's *Instagram* page for updates regarding any forthcoming events.

NEW MEMBERS

Member #26 Ryan Welker. Who has a 1972 Mercedes 230.



Member #27, Greg Vains, who has a 1977 Mercedes 280SE and a 1991 Mercedes 300E.

Member #18, Brad Hellegas, who has a 1952 MG TD.

Member #31, Adam Bowen, who has cars including '82 Mazda RX7 and '91 Nissan GTR.

NEW MEMBERS (continued)

Member #28, (name withheld) who has a 1986 Yamaha XT600.



Member #29, Natalie Freestone, who, with partner Brendan Hughes, has a lovely 1985 Renault 4 GTL, recently imported from the UK.



Member #30, Guy Gallagher, who has a 1995 BMW 530i.



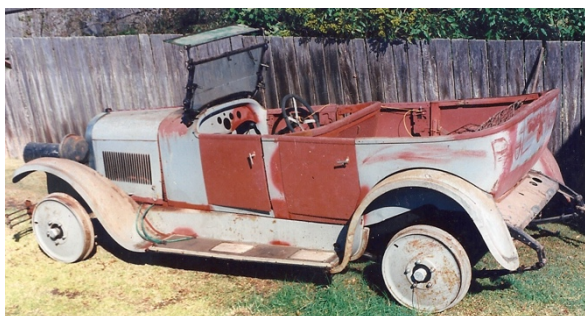


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SPECIAL FEATURE

This Special Feature has been kindly provided by Ross Hatton (Member #13) who has the oldest vehicle in the Club – his 1925 Dodge Tourer, which turns 100 in May this year. Here is his story.....

I bought the 1925 Dodge off my uncle (Alan Holden) in 1979 when I was 16. I had no money or time to restore it and eventually sold it back to him in 1995 in the same or slightly worse condition.



Alan did a complete restoration over many years and had it back on the road in the late 1990's.

In 2012, my uncle's health was failing, and he offered for me to buy the Dodge back completely restored in December 2012.

At that time, I had nowhere to store it but didn't want to miss the opportunity of owning it again all restored. My wife suggested that we keep it in the front of the house, so I bought it back as a 50th birthday present to myself in December 2012.

SPECIAL FEATURE (continued)

It is now parked in the house along with a photo wall showing the restoration process. I removed the sliding glass door and installed a set of stacker doors so we can get it out of the house every now and again.



The car is a May 1925 Dodge Tourer (4-cylinder side valve) with the options of:

- Solid disc wheels instead of the wooden spoke wheels.
- Wind deflectors.
- A variable speed single windshield wiper – hand operated.

Interestingly the car is quite modern for its time with:

- 12-volt electrical system that is positive earthed.
- An integrated starter generator that is chain driven.
- It has an engine oil pump which was rare on a lot of vehicles of this time.
- It has no dipstick but has a float in the crankcase with a spike sticking up through a hole in the block to check the oil level.



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SPECIAL FEATURE (continued)

- A water pump for the cooling system with the temperature gauge as part of the radiator cap.
- It only has contracting rear drum brakes on the rear wheels which are mechanically operated by the pedal and levers. Most cars of this era didn't get 4-wheel brakes until 1927.
- Cruising speed is around 60 to 65kmh (until it gets to a hill).

The only modifications from standard are:

- The updraft carburetor has been replaced with a Stromberg off a Holden red motor (I still have the original carburetor)
- The vacuum tank fuel supply has been bypassed and now has an electric fuel pump. Yes, this failed at Will [Ross' son, Club Member #6 – Ed] and Cass's wedding day!

I have many spare body parts as well as engines, gearboxes and diffs which are difficult to store. I also have the original owner's manual and electrical wiring diagram booklet plus a lot of specialised tools such as the ones for making the wooden spokes.

The to do list:

I have to get the bumpers re chromed and fitted plus I would like to rebuild the spare gearbox which is a bit noisy.

SPECIAL FEATURE (continued)



1925 Dodge Tourer

SNAPS FROM BENNETT SURF

