

VACC Centennial Cavalcade

Saturday, 20 September 2018

Cavalcade Vehicle Details

Representing 1918

This 1918 Buick Roadster is owned by David Barnard of Horsham. Featuring a six-cylinder engine with open overhead valves, this E644 model started life as a roadster before being converted into what is believed to have been Victoria's first motorised country hearse, serving the Bendigo and Castlemaine communities. In order to fit the hearse body, an extra two feet were added to the chassis and rear bodywork created. The Buick has spent much of its life in central Victoria and was once used and owned by undertakers, RA Gregory & Son of Pyramid Hill. The car was later restored and returned to roadster configuration, which is how David purchased it in 1969. The Buick then underwent yet another restoration under his direction. The car features its original engine, and the original hearse body is on display at Mulqueens Funeral Parlour in Bendigo.

Representing 1919

This vehicle is full of charm from top to bottom, headlights to wooden wheels, and is proudly owned by Nigel and Georgina Wooster. Running on a 3.5-litre four-cylinder engine, this wonderful Model 30 Roadster was in poor shape for a time, before being lovingly restored some 20 years ago. Its statement green wheels catch the eye and were fitted after the original 25-inch wood-spoked wheels dried out and shrunk due to lack of use. Replicas of the originals will be back however, currently being custom made in Queensland. This navy-blue character came into the lives of the Woosters only last year, and at that time had only clocked 1,800 kilometres since restoration. The car has participated in three rallies so far this year and is looking forward to the Bay to Birdwood event on the 30th of this month.

Representing 1920

Proudly owned by David and Richard Wearne, this Ford Model T features its original standard gasoline engine and is painted black – the only colour available at the time, hence Henry Ford's famous quote: "You can have the Model T in any colour you like, as long as it's black". Affiliated with the Echuca & District Historic Vehicle Club, the controls in this vehicle are very different from today. Two of the three floor pedals act as gear selectors and the traditional brake pedal is located on the extreme right-hand side, while the accelerator is a lever that lives on the steering column. Affectionately known as 'Tin Lizzie', Henry Ford's Model T – with its wooden wheels, lack of side windows and running boards – is a step back in time.

Representing 1921

A preserved piece of history, this 1921 Ford Model T is owned by Robbie Dalton of Wantirna. Featuring a petrol four-cylinder side-valve engine, this car's owner is a member of the Model T Ford Club of Victoria. The bold black colour is a reminder of the years from 1914 to 1925 when black was the only colour in which the Model T was available, albeit for economic rather than stylistic reasons. This Model T has seen the sights of Australia, having been driven to Alice Springs towing a small trailer, and to Cameron Corner in Queensland.

Representing 1922

Today Geofrey Baulch of Haddon showcases his fully restored Ford Model T, featuring its original side-valve 2.9-litre 20 horsepower engine. This example is a three-door tourer (therefore no driver's door) and is presented in its original colour. Initially purchased by Geoffrey's great grandfather as a brand-new car, this vehicle has been in the family ever since. It was kept for some time in Glendenning before being passed down to Geoffrey's father in 1968, and then given to Geoffrey in 1992 for restoration. Since its restoration was completed in 1995, the vehicle has clocked just shy of 50,000 kilometres.

Representing 1923

This 1923 Fiat Gentleman's Roadster Single Door 501 C is owned by Rob and Marysia Poynter of Balwyn. A striking yellow and black example, this single-seat vehicle features an inline four-cylinder 1.5-litre engine with original single carburettor, *mated to a four-speed manual gearbox*. It was originally a doctor's car, and was sold to a resident in Maffra, before being restored to its former glory by the President of the Fiat Car Club of Victoria. It has spent some time in the Maffra Auto Museum. Fiat's 501 series was produced in numerous body styles, but none more attractive than this rare roadster

Representing 1924

Affectionately known as ‘Elizabeth Balfour’, this 1924 Rolls-Royce has a three-speed gearbox, two-wheel brakes and is owned by Rick Cove from Paynesville. Originally built as a cabriolet, the body was destroyed after a run-in with a tram during World War Two and the new body, showcased here today, was built by Thompsons of South Yarra and Castlemaine; notably the only Rolls-Royce body ever built by Thompsons. Chassis number GH21 came ‘off test’ in January 1924 for Miss Dora Gibson, daughter of Samuel Gibson of the Foy & Gibson Department Stores. Dora, and brother James, toured Europe before having the car checked over by Rolls-Royce and shipped to Australia in 1925. Rick is the 11th known owner of the vehicle, with another notable owner being Reverend Bishop Lionel Renfry of South Australia.

Representing 1925

The year 1925 is represented by this incredible time-warp Buick Two-Door Coupe. Free of intrusive restoration, this car presents in the original form in which it left the Michigan factory where it was built. Founded in 1899, Buick is the oldest surviving American automobile marque. It became one of the many brands owned by General Motors from 1908 and its reputation over the years has been that of a luxury car-maker. This two-door coupe features a straight-six engine and seating for four or five people. An important 'survivor' example of this Buick model, this special car is owned and driven by David Sheridan of Fawkner.

Representing 1926

Representing 1926 is this Paige 6-72 Brougham with a six-cylinder side-valve engine, hailing from Tootgarook and owned by Geoffrey Bartlett. A distinguished two-door sedan, it features fabric above the waistline, a very pronounced sun visor which appears to be part of the roofline and landau irons. Immaculately presented inside and out, it is a striking green and has been professionally restored by Bill Eldridge and John Rhodes. Originally purchased new by Sydney Warburton Wood of Hawthorn. Current owner, Geoffrey, has possessed the car for 55 years, after it was passed on to him following Sydney Wood's death.

Representing 1927

Often declared the most innovative and original automobiles of the 1920s, this Lancia Lambda Tourer is owned by Iain Simpson from Riddells Creek and represents the year 1927. It features a unitary body, sliding pillar independent front suspension and narrow angle overhead camshaft V4 engine. Additionally, this vehicle boasts a modern clutch, brake and accelerator pedal arrangement. Whilst front wheel braking was a standard feature of the Lancia Lambda from the beginning, one of the changes made to earlier models was the move from the three-speed transmission to four-speed in 1925. This vehicle was at one time owned by Australian motoring author, Hank Elfrink.

Representing 1928

Assembled in large numbers in numerous General Motors factories around the United States – and in South America, Asia and Europe – the Chevrolet National featured a 2.4-litre 35 horsepower four-cylinder engine coupled to a three-speed gearbox and was available in numerous body styles. This 1928 Chevrolet National is owned and driven by Wayne Doolan of Doolan Maintenance Services in Sunbury. Affiliated with the Macedon Ranges and District Motor Club, Wayne's striking red vehicle is a former baker's van and has been featured on ABCs *Miss Fisher's Murder Mysteries*. It is likely that the body was made locally by one of the many coachbuilding businesses in existence in Australia at the time

Representing 1928 (B)

This important Ford Model A Utility is part of the RACV Heritage Collection and is here today courtesy of RACV's Motoring Interests Manager, Daryl Meek, a genuine and passionate supporter of the historic vehicle movement. Utilities, such as this one, were used by RACV as spare parts delivery vehicles for its motorcycle patrol units from the late 1920s. The car was purchased in the early 1980s from a Melbourne motoring enthusiast and restored under RACV's supervision by Ken Scott, who completed the rejuvenation in the early 1990s. Featuring an inline four-cylinder engine boasting 24 horsepower and a three-speed gearbox, this Ford utility has recently received a comprehensive mechanical overhaul. Now in immaculate condition, this Model A is presented as it was in the late 1920s and is regularly pressed into service by RACV staff for various motoring celebrations around the state.

Representing 1929

Rare and desirable, this 1929 Graham-Paige 827 Sedan hails from Attwood and is owned by Doug and Edith Stevenson. Built on an imposing 127-inch-long wheelbase and featuring bright yellow-and-black duco with luxurious brown leather and wood interior, this sedan certainly makes a statement and is proudly affiliated with the Vintage Drivers Club. Founded in the United States in 1927 by the three Graham brothers, Graham-Paige produced luxury vehicles only until 1940, although it did manufacture 'essentials' for the United States government during World War Two. The name was revived post-war and remained in corporate use until 1962. The Model 827 was built in sedan, coupe-convertible and roadster body styles. Featuring a powerful eight-cylinder petrol engine, it is believed to be the only Graham-Paige 827 Sedan currently in Australia.

Representing 1930

1930 is represented by this crimson Ford Closed Cab Pickup. It features a four-cylinder side-valve engine and is owned by Arnold Chivers of Warrandyte. In the four years that the Model A Ford was in production, an impressive five million vehicles are believed to have been produced. This particular body type was not sold new in Australia however, and therefore it is a rare sight before us today. This vehicle was originally manufactured in Canada before spending its working life in Manitoba, where it was beautifully restored. The Model A Ford's last overseas trip came about when Arnold bought the vehicle out of Arizona in 2016

Representing 1931

Affectionately known as 'Lizzie', this 1931 Austin Swallow Saloon is owned by Graeme Burbidge from Wheelers Hill. With a four-cylinder side-valve Austin 7-sourced 750cc engine, this vehicle is two tone crimson and ivory, with a pen nib feature on the bonnet. A past winner of the prestigious 'Swallow Cup' in England and having also led the Jaguars through France for the 60th anniversary of the Jaguar company. Graeme has owned the car for 10 years. The saloon features a fish tail exhaust, split windscreen, and nautical type vents on the scuttle to encourage fresh air circulation in the cabin. Additionally, a compact is fitted within the glove box to allow ladies of the day to apply makeup with ease and adds character to this carefully restored vehicle. There are 146 known examples of this model around the world, making it a rare automobile. It was the first vehicle bodied by William Lyons (later known as Sir William Lyons, Jaguar founder), which makes the Austin Swallow a direct predecessor of the Jaguar.

Representing 1932

An entry with quite the chequered history, this 1932 Chrysler Imperial CH Sedan is owned by Rod Hokin of Frankston South. It features a side-valve straight-eight engine and was imported from the United States in 2011. It was owned briefly by Jack ‘Legs’ Diamond, also known as Gentleman Jack, an Irish American gangster in Philadelphia and New York City during the Prohibition era. After Diamond’s death the vehicle remained in storage until 1974, and Hokin eventually purchased it from Indiana, USA. Amazingly the seller failed to mention the car’s infamous background. Hokin, a member of the Vintage Drivers Club, has kept the sedan in its original, unrestored condition. The paintwork – also still original – was listed on the vehicle’s paperwork as ‘Grisette Brown Deep’, sending Hokin to Google where he found that a ‘grisette’ is a ‘French salesgirl’

Representing 1933

Lovingly restored in the early 1990s, this 1933 Hupmobile 321 K is owned by Ray Nichol. It features a fully imported Hupmobile body and a six-cylinder 90 horsepower side-valve engine. A right-hand drive export model, this car comes fully equipped with most Hupmobile extras fitted. Showcased in deep crimson and black, this vehicle boasts free wheel transmission, six-wheel equipped wheel covers and a statement luggage trunk and spare wheel. The 321 K is included in the Hupmobile Register Australia and New Zealand, as well as the Classic Historic Auto Club of Australia.

Representing 1934

Tony Casabene from Reservoir presents this striking 1934 Austin 7 Nippy Roadster. With its two-tone crimson and black colour combination and soft top, this car is a true classic. The Austin 7 was available in numerous different body styles and remained in production until 1939. This charming example of automotive history is tough, easy to maintain and great fun to drive. The Austin also proved to be competitive across all forms of motorsport, including trials and endurance racing – an Austin 7 won the first Australian Grand Prix in 1928. This resulted in several excellent road-going Austin sports models being launched and making the Austin 7 a common site on Australian roads.

Representing 1935

Personifying motoring creature comforts of the time, this blue 1935 Willys Overland 77 Sedan is proudly owned by John Hough and features a four-cylinder side valve 2.3-litre engine. A highly economic car, it was originally marketed as an ideal family vehicle which would brag up to 30 miles per gallon. It featured an all-steel body with plenty of head and leg room. An emphasis was placed on comfort, as well as style, with the seats pitched for maximum relaxation on longer drives and upholstery chosen for its long wearing qualities. Promotional materials at the time presented the car as '*... the car that helps buy many other things the family needs.*'

Representing 1936

Having a case of blues never felt so good with this 1936 DeSoto S1 Airstream Deluxe, featuring a six-cylinder 4.0-litre side-valve engine. It is owned by Graham and Cherie Young from Orbost. Affiliated with the East Gippsland Historical Automobile Club Inc, this is a rare car in Australia. The Airstream models dominated DeSoto in 1936 with the S1 Airstream Deluxe, available in three body styles. First registered in Newcastle, New South Wales, this example was later restored by Hilton and Yvonne Wenham of Lake Haven, also in New South Wales. This magnificent DeSoto was next to call Maffra home before being purchased by current owners Graham and Cherie.

Representing 1937

Demanding an audience, this 1937 Pontiac Sloper with a Holden body is owned by John Egglestone from Diamond Creek and showcases a unique brown hue. The Pontiac was released at the June Melbourne Motor Show in 1935. This vehicle features a six-cylinder engine however, it is interesting to note that in 1937 Holden's production numbers indicate some eight-cylinder Pontiac Slopers were produced. These however could have been on the 1936 chassis. An avid collector and enthusiast of classic cars, Egglestone boasts an impressive collection in addition to this 1937 Pontiac Sloper, his fleet spanning several decades with cars from the 1930s to 1990s.

Representing 1938

Produced under Rolls-Royce ownership, this 1938 Bentley Derby Drophead Coupe is owned by Gary McMillian of Panton Hill and is affiliated with the Bentley Drivers Club of Victoria. It has a 4 ¼-litre engine and features a disappearing roof. Gary shared that this vehicle is one of only six produced with bodywork by HJ Mulliner, with only four surviving. This 1938 Bentley Derby Drop Head Coupe was part of the Rainsford Collection for over 50 years and was imported to Australia by the late Eric Rainsford. A Drop Head Coupe 4 ¼-litre Bentley was featured as James Bond's car in the 1983 movie, *Never Say Never Again*.

Representing 1939

This 1939 Hanomag KDF Beetle prototype sedan is owned by Garry Collis. Volkswagen was referred to as KDF from 1938 but reverted to Volkswagen post-war. One of only two production prototypes created, this is now the only one left in existence. At the time, Beetle prototypes were built by Porsche, Mercedes and Addler, among others. This vehicle features suicide doors, a split windscreen and showcases a colour typical of vehicles during war time. The first saloon car to be fitted with a limited slip diff, this model was the larger version of the Beetle. Many of the vehicle's records are lost to history, but chassis records indicate it was made for Kubelwagen, but never completed and was eventually sent to Porsche. Later down the line this car was discovered in East Germany, and eventually restored in the United Kingdom before coming to Australia.

Representing 1940

Roaring into 1940 is this blue Ford Mercury four-door Sedan owned by Raymond Broatch from Somerville. This vehicle boasts a side-valve V8 engine and, since 1987, has only completed 17,000 kilometres. A recipient of the prestigious Geelong Award from the Early Ford V8 Club of America in 2016, this vehicle is to be admired for its condition and presentation. It features an immaculately kept leather interior and still has the complete tool kit that was originally supplied by Ford in 1940. Originally owned by Edmund Grace of Camberwell, it was first registered for the cost of nine pounds and seven shillings. Beautifully restored by the second owner over a 10-year period, since 2015 it has been in the possession of proud owner Raymond who has replaced the upholstery.

Representing 1941

Making its way to the main stage is this fully restored 1941 Packard 120 Coupe, owned by Dale Collins. Equipped with a straight-eight engine and wide white-wall tyres, this two-tone coupe has now called Australia home for nearly 10 years. It was restored by John Parkes from Tweed Heads, with refurbishment completed by Dale. Much of passenger vehicle production in the United States was curtailed during the early-to-mid 1940s due to the war effort, but this luxurious 1941 coupe is an excellent example of the changing face of automotive at the time. This beautiful car demonstrates pre-war design cues, but with its unitary body and sweeping wheel arches, it also blazes a path towards the future of car design. Founded in Detroit, Michigan in 1899, the Packard Motor Car Company produced its last vehicles in the late 1950s.

Representing 1942

Few vehicles throughout history are as iconic as the Willys Overland MB, the original Jeep. This 1942 Willys MB is proudly owned by Gordon Edwards of Kensington. It is a left-hand drive vehicle with a four-cylinder Go Devil engine boasting 45 kilowatts. A military Jeep built to transport troops over vast and tough terrain, it's an excellent example of a robust but agile vehicle built for purpose. The minimal dashboard layout and lack of any interior creature comforts are prime examples of this built-for-purpose thinking. The marque celebrated its 75-year anniversary in 2016 and this model is an example of a wartime legend that has influenced every 4x4 that followed. Notably, the grille and wheel arches are both still familiar attributes of the Jeeps we see today.

Representing 1943

Rolling off the production line in the early 1940s, this 1943 Dodge WC 56 Original Command Car with a 230-cubic inch engine is now owned by Brett Munford. Not long after leaving Chrysler it was received by the American Army and deployed to Europe, remaining in service with the American Army during World War Two in Northern France. After the war it was sold to the Norwegian Army and was in use for several years before it was imported back to the United States by a collector. This particular owner boasted the largest private collection of US vehicles in Salt Lake City, Utah and chose to use this vehicle as a source of spare parts for other Dodges within his collection. Brett purchased and imported the Dodge in 2016 and has restored it back to its original glory

Representing 1944

An impressive example of a World War Two 6x6 military vehicle, the 1944 Mack Truck Prime Mover NM before us is owned by Ronald Fry of Hilldene. It has a Detroit 6.7-litre diesel engine and features a soft-top cab. It was originally fitted with a six-cylinder petrol Hercules engine, however, like many of its counterparts, this Mack Truck was refitted with the more suitable diesel-powered Detroit two-stroke engine post-war. Being a US manufactured all-wheel drive truck, it was designed for heavy transport and as a heavy artillery tractor. Many of these vehicles were shipped overseas during the lend-lease initiative and Australia was one of several forces using the truck. One such force was Britain, where some were converted to prime movers of tank transport.

Representing 1945

Chris Munford of Highton transports us back to 1945 with this Willys MB boasting a ‘Go Devil’ 134 side-valve engine. An early example of this iconic brand in American automotive history, this vehicle has been restored to its original specifications and proudly saw service with the Australian forces during World War Two. Primary uses for this model were personnel transport, and hauling equipment, weapons and ammunition. Originally designed for military purpose, when first released this marque showcased an early model by driving it up the steps to the US Capitol to demonstrate its capabilities. Notably, it was in 1945 that the company began producing its ‘CJ’ series or ‘civilian jeep’.

Representing 1946

Full of charm and representing 1946 is this Chevrolet Maple Leaf with a six-cylinder petrol engine, owned by George Dawson of Bendigo. Affiliated with the Historic Commercial Vehicle Club of Australia and the Veteran, Vintage and Classic Club of Bendigo, this truck has been restored, as far as possible, to its charming original condition, showcasing a two-tone colour combination. Since its purchase it had remained in the possession of the same family in Newstead for 66 years, before George purchased it in 2013 for restoration. George's passion for restoration and interest in automotive history can be traced back to 1950, when he purchased his first truck. It was a 1944 Chevrolet which had been a part of the lend-lease initiate during World War Two. Coincidentally, that truck had the same appearance as the one we see restored before us today.

Representing 1947

With history, having a brush with fame in the 2015 film *The Dressmaker*, is this 1947 Rover P2 Sports Saloon owned by Philip Gleeson of Caulfield Junction. It is affiliated with the Rover P4 Drivers' Guild of Australia and has a 2.2-litre six-cylinder engine. Notably, it was the first Rover brought into Western Australia after World War Two. Sporting a two-tone blue and cream colour combination, the sports saloon features suicide doors, trumpet horns and a sun roof. Witnessing this piece of history, it does prompt one to flash back to 1947 and remember that it was a time when buyers did not purchase from immediately showrooms, rather a name was put on a waiting list and years later a grand delivery was made.

Representing 1948

Many will be green with envy for this Bristol 400, with its statement paintwork and six-cylinder engine. Representing 1948 it is owned by Iain Ross and affiliated with the Bristol Owners Club of Australia. As an interesting side note, Bristol Cars were a branch of established aerospace company, the British-based Bristol Aeroplane Company, which formed a car division in 1945. The Bristol 400 was known as a luxury automobile back in the day. With its independent front suspension and live rear axle, the 400 had numerous competition successes from rallying to racing, however its broader appeal was that of a long-distance luxurious express.

Representing 1949

This Ford Prefect Utility, with its 10-horsepower petrol engine, is owned by Bernie McKeegan of Balwyn East, and represents 1949. Although based on the English Ford Prefect, uniquely this ute type was only made and sold in Australia. In 2013 this prime example of the Prefect won best commercial vehicle at the 8 & 10 Ford Side Valve National Rally in South Australia. The unique coupe utility or 'ute' body style was built from 1949 to 1953 and was essentially created as a working Prefect. It was therefore built from the same four-door, five-passenger saloon chassis and shared the same 94-inch wheelbase. Notably, this was a time when Fords sold in Australia were shipped unassembled, to be constructed at Ford's Geelong plant.

Representing 1950

Part of the P4 series, this 1950 Rover 75 is owned by Alan Travell of Heathwood. First displayed at the Earls Court Motor Show in 1949, the new 75's styling was based on the American Studebaker. It has a six-cylinder 2.1-litre straight-six engine fitted with dual downdraught carburettors and was good for 135 kilometres per hour. A little over 43,000 Rover 75s were built between 1949 and 1959, spanning several variants – including the 'Cyclops eye' model, which was derided and loved in equal measure – the 'Ducktail' model and an elegant Drophead with bodywork by Tickford.

Representing 1951

Is it a bus? Is it a plane? No, it's a 1951 Bedford OB Bus. Featuring a Commonwealth Aircraft Corporation-built body and six-cylinder petrol engine, this vehicle is owned by George Dawson. With a striking blue and white two-tone colour combination, it has been restored, as much as possible, to its original condition. The frame of the bus body was built like that of an aircraft and Melbourne was the only place in the world to build such a body, doing so at the CAC factory in Fishermans Bend. The exact history of this particular bus is unknown, George discovering it in a yard in Mildura, surrounded by trucks and tractors. Having no use for it, the yard owner was set to cut it up for scrap, as it had been in the yard for more than 20 years before catching George's eye. George's father had the same model of bus in 1953 during a school bus contract with the Raywood Primary School.

Representing 1952

Quirky yet carefully restored by Alan and Christine Stevens, this 1952 Austin Loadstar Motorhome is equipped with an Austin 4.0-litre petrol engine. Prior to restoration this vehicle saw Australia, travelling to Melbourne, Canberra, Alice Springs and Tasmania. Its engine has been rebuilt and joey box added, allowing the vehicle to travel up to 90 kilometres per hour. Additionally, it has a built-in shower, toilet, wash basin, cocktail cabinet, hot water service and fridge. A self-starting generator resides in the boot. Purpose build by Arno Bray over seven years, it made its inaugural trip to Tasmania in 1959. It was purchased by the Stevens in 1998 and carefully restored.

Representing 1953

This 1953 Holden 48-215 has a six-cylinder engine and is owned by Steve Loxton of Mount Waverly. Affiliated with the Southern Early Holden Club, this vehicle has been restored to its original 1953 specifications, including a six-volt battery. It won second prize in the Early Holden State Titles in 2012 and Steve is the third owner, having purchased the Holden in 1978. Carefully maintained by him since his purchase, the chrome work was done in 1979 and 1982, and the car was resprayed and retrimmed in 2011. The vehicle participated in the Bay to Birdwood Run in 2016.

Representing 1954

Taking the stage and stealing the thunder is this sharp looking cruiser, a 1954 Ford Fairlane Sunliner Convertible Coupe, owned by Geoffrey Hardy. A striking red and white, this model sports a 292-thunderbird engine. Geoffrey has had his heart set on owning such a convertible since his youth, and for his 70th birthday the dream become a reality - his son discovering and importing the vehicle from America. This model has quite the reputation - known as being a pivot point for its manufacturer back in the day. Sure, the general styling and body fell in line with its predecessors but, on the other hand, there were engineering and detail changes that set the bar for its successors. Notably, was the introduction of a modern short-stroke overhead-valve mill; a departure from the long-serving "flathead" V-8.

Representing 1955

Here is one of VACC's prominent members, Russell Stuckey of Stuckey Tyre Service in Brunswick. Member number 312, Russell is a Past VACC President, as was his father, TC Stuckey, before him. Here, Russell is driving a gorgeous Citroen 2CV from 1955. Being a tyre man through and through, Russell points out that the 2CV was the first production car fitted with radial tyres. The diminutive front-wheel drive French model is regularly seen at car shows and motorsport events, spruiking the qualities of Michelin tyres. The 2CV was in production from 1948 until 1990 and was built in numerous countries in Europe and South America. Available in two- and four-door styles the Citroen 2CV is consistently in the top 10 of many favourite classic car lists

Representing 1956

Now, here is one of the most distinctive class cars of all time, the amazing and magnificent Mercedes-Benz 300SL ‘Gullwing’. Featuring a fuel-injected 3.0-litre six-cylinder engine – a first for a production car – the Gullwing takes its name from the famous doors, which open out and up. This was no gimmick on the part of Mercedes-Benz. Being built on a race-bred tubular spaceframe chassis the ingenious door opening was a solution to the ingress/egress problem caused by the car’s high sides. It made the Mercedes so distinctive that several marques have since copied the innovative idea, but none have done it better than the German manufacturer. Owned by Patrick Devine of Canterbury, this car has been driven by motorsport royalty, Sir Stirling Moss and Ferrari ace, Kimi Raikkonen.

Representing 1957

This Vauxhall Velox was first ordered from Bendigo Motor Company in late 1957 by the grandfather of current owner, Douglas Flett of Sydenham. The British marque licensed the build of the Velox and this example was actually manufactured in Fishermans Bend by General Motors Holden – the model was also built in New Zealand. The sedan was handed down to Douglas' mother in 1970 and it has recently passed on to him. In production from 1948 to 1965, the Velox features a six-cylinder engine and three-speed manual transmission. The Velox was discontinued in late 1957, making this one of the very last examples of this model.

Representing 1958

Now here is a car of world significance: the Lancia Aurelia B24 Convertible. This magnificent example from 1958 is the property of Paul Vellacott of Castlemaine. He purchased the convertible in the mid 1990s from an Australian who had imported the car from Turin, Italy. Paul then set about restoring the prized car, which was completed in 2017. Typical of Lancia, the Aurelia featured numerous innovations, including the 60-degree V6 engine pioneered by the Italian company in the 1950s, sliding-pillar front suspension and de Dion rear-end, along with a rear-mounted transmission, which incorporated the clutch and inboard brakes.

Representing 1959

Graham Reeve's 1959 Land Rover is in a condition rarely encountered. Powered by a 2.3-litre four-cylinder engine, the utilitarian Series 2 Short Wheel Base model is best known for its off-road capability and therefore most often seen in rather battered condition. This Land Rover was purchased by the Australian Army in 1959 and deployed for overseas duties. The vehicle later entered the 'civilian fleet' and restored, reinstating all original features including the early Deep Bronze Green colour. Original army attributes still intact include the rear tow hook, NATO plug, front towing eyes and canvas hood. Although a British marque, this army vehicle was assembled in Australia from a 'Completely Knocked Down' kit supplied by Land Rover in the United Kingdom.

Representing 1960

Barry Collett from Wandong is the owner this rare 1960 Jensen 541R saloon. This car has spent much of its life crossing the world's oceans in shipping containers. Barry bought it from an enthusiast in Adelaide who picked it up in America and took it back to England for 18 months. When he returned to Adelaide the car came with the owner. This Jensen may have found its way to America via a US servicemen stationed in Germany. Barry – a retired motor repair professional – personally maintains the rare classic. He has completed 45,000 miles in the Jensen, having taken it to South Australia and up through the Flinders Ranges and toured Broken Hill and Silverton. He has also driven three laps of Tasmania in the British car.

Representing 1961

Now here is another very important ‘world car’. This Opalescent Silver Blue Jaguar E-Type is certified as the 21st right-hand drive Full Head Coupe built by Jaguar in Coventry in 1961 and is believed to be the earliest known E-Type in the country. Owned and driven by Jeremy Clements of Caulfield South, this car has all of the desirable attributes of a major classic: a 3.8-litre straight six engine, four-speed manual transmission and flat floor. This is a very special example of one of the best-looking and most prized sports cars ever made.

Representing 1961(B)

Here is another excellent example from RACV's Heritage Collection. This 1961 Holden FB Panel Van was typical of RACV's fleet in the early 1960s. Not restricted to just panel vans, FB sedans were also pressed into service in a number of capacities, including RACV's Drive School – which was introduced in 1960 – and in the On Site Vehicle Inspection service. Purchased by RACV in June 1991 from a Melbourne collector, this FB Panel Van was restored to its present immaculate condition by the mechanics and apprentices from the RACV Workshop in Noble Park. The FB Holden features a 2.3-litre six-cylinder overhead valve engine and three-speed column-shift transmission. The windowless sides, however, make driving in modern conditions challenging.

Representing 1962

Jim Andreadis of Shepparton is driving this striking 1962 Oldsmobile Starfire. Packed with loads of standard features, this 'full-size' two-door American classic features leather bucket seats, centre console with tachometer and Hydra-matic transmission with floor shifter, brushed aluminium side panels, power steering, power windows and powered driver's seat. Back in the early 1960s, this was as good as you could get. Still in its original left-hand drive configuration, just short of 35,000 Starfire Hardtop Coupes were produced in 1962. The Oldsmobile Starfire V8 engines were quoted at 345 horsepower.

Representing 1963

Ross McDonald of South Geelong is the proud owner of this 1963 Ford XL Falcon. Standard and unmodified, what makes this locally produced sedan extra special is that Ross' grandfather purchased the car new on 6 March 1963 from Heaths Ford, Geelong. Ross later completed his mechanical apprenticeship at the same dealership and the six-cylinder Falcon was handed down to him in the 1980s. Keeping the original trim untouched, Ross then stripped the car to restore and repaint the body. It now presents in immaculate condition and is truly a family heirloom.

Representing 1964

As one might expect from the owner of a crash repair shop, this 1964 EH Holden features a rather special paint job. Hundreds of hours have been spent airbrushing this car, with its fire and ice theme with dragons and fantasy monsters. Owner Tim Putill is from VACC member business, CAARS SMASH REPAIRS and he comes all the way from Swan Hill. Originally intended as a ‘father and son project’, Tim was left to complete the work by himself when his son bailed out and purchased a modern Commodore Ute instead. Tim spent three years working on the car, including rebuilding the running gear and Holden’s famous ‘Red’ six-cylinder engine. This vehicle won a VACC Industry Award in the inaugural Restoration category this year.

Representing 1965

Here's another VACC member driving up to the stage: this time it's Sab Bayzide, from Sab's Autos in Maribyrnong. His black-on-black 1965 Mustang Convertible is a GT clone and was sourced from its original home in California. Although built in large numbers, First Generation Mustangs – known to many as Pony Cars – set the standard for high performance affordable motoring and continue to be at the top of many people's 'ultimate classic' lists. Being handy with a spanner, Sab works on the vehicle himself and the car presents in very fine condition.

Representing 1966

The personal choice of royalty and prime ministers, the Rover P5 was built between 1958 and 1973. When shown at the 1965 London Motor Show, the Mark 3 P5 was described as “even more luxuriously trimmed and furnished” than its predecessors. It was produced in saloon and four-door ‘coupe’ body styles and featured a 3.0-litre six-cylinder engine producing around 130 horsepower. This Rover P5 is owned and driven by Harry Cooper of Drysdale. Finished in jet black paint it presents in original, unmolested condition. Just short of 4,000 Mark 3 P5 saloons were built before the P5B was introduced with the new Rover 3.5-litre V8 engine.

Representing 1967

Here's yet another Aussie classic, the ever-popular 1967 Holden HR Utility. This example is owned and driven by Ewan Middleton of Heathcote. This former workhorse was purchased by him in 2011 and Ewan was assisted in its restoration by family and friends. It is now fully restored and features mag wheels and a striking red interior and a fully rebuilt inline six-cylinder engine. Replacing the HD series, the HR was produced by Holden between 1966 and 1968. It was built in sedan, panel van, utility and station wagon body styles with three different trim levels. Two versions of the famous 'Red' six-cylinder engine were available and, while three-speed manual gearboxes were common, the HR was also available with the two-speed 'Powerglide' automatic transmission.

Representing 1968

Now this is when things get serious. Ladies and gentlemen, behold the magnificent Holden HK 327 GTS Monaro. But this is not just any 'ordinary' GTS Monaro, this particular example has a genuine racing history having first appeared at the 1968 Bathurst 500 as one of three team cars unofficially backed by Holden. Driven by Bill Brown and Paul Hawkins and wearing number 23D, this car started on the front row of the grid and was leading early in the race. The Monaro continued to race into the following year, before being sold as a 'used car' by Youl Motors in Sydney. Following more than 40 years in the same ownership the car's history was discovered and it remains the only Monaro known to survive from Bathurst 1968. Driven today by the proud owner, Tim Perrin of Blackburn South, this GTS Monaro is presented in its original Bathurst Warwick Yellow livery.

Representing 1969

One-time star of the silver screen, this 1969 Aston Martin DBS Vantage Coupe is owned by Sigi Zidziunas of Glen Waverly. Boasting a 4.0-litre, six-cylinder factory experimental engine, it stole the spotlight when featured in the 1969 James Bond spy film *On Her Majesty's Secret Service*. The vehicle has been restored to its original specifications, as it would have appeared in the motion picture, and was one of two vehicles lent by Aston Martin to EON Productions for use on set. Importantly, the car you see here today was used for all of the driving sequences. The DBS was to be the last model produced under Sir David Brown's leadership tenure. It is also of note that although the DBS was originally intended to be the DB6 successor, the two remained in production simultaneously for three years while a new V8 engine was developed.

Representing 1970

President of the Vintage Drivers Club and proud 50-year RACV service member, John Johnson, presents this 1970 Holden Torana GTR XU1 with a 186 cubic-inch six-cylinder petrol engine. Firmly embedded into the landscape of Australian car culture, this vehicle has been fully restored to concours condition and catches the eye with its purple paintwork. The Torana was first released in 1967, essentially as a localised version of Britain's Vauxhall Viva, the rationale being that the Torana would act as Holden's credible entry in the small car category.

Representing 1971

Although slightly modified, this grand 1971 Chevrolet Impala, equipped with a 350 cubic-inch V8 engine, represents its year and marque with integrity. The vehicle is owned by Terry Conroy from Mount Evelyn and is affiliated with the Beechworth Old Cranks Motor Club. The body having been de-chromed and re-painted with new interior trim. It features Chevrolet 'Rally' wheels and a custom grille. Purchased and used as a family vehicle from 1980 to 1991, it was then put into storage for nearly 25 years. Restoration took approximately two years, taking place between 2006 and 2008.

Representing 1972

With its bold orange finish and overhead camshaft six-cylinder engine, this 1972 Datsun 240Z makes a statement. Owned by David Toleman from Upwey, the two-door vehicle features a steel unibody and rear wheel drive. Offering 151 horsepower and 146 foot-pounds of torque, in its day it propelled from zero-to-sixty in approximately eight seconds. Adding to the Datsun's impressive profile, the vehicle sports independent suspension and rack-and-pinion steering, allowing the vehicle to set the bar for quick response, handling and performance.

Representing 1973

Adding a touch of luxury to the line-up is this 1973 Lincoln Continental Town Car owned by VACC member Wayne Imlach from Aspendale. It has travelled only 40,000 kilometres during its lifetime. Featuring a V8 engine, this vehicle presents in immaculate condition. The *Continental* was a series of luxury full-sized cars produced by Lincoln, a division of *Ford* Motor Company. A prime example of the series, this vehicle was previously owned by the Managing Director of a Ford Dealership in Osaka, Japan, before Wayne purchased the car in 1993 and shipped it to Australian shores.

Representing 1974

Graeme Oxley and Annette Robson from Wyndham Vale present this handsome 1974 Triumph Stag with a Triumph 3.0-litre V8 engine. A magenta four-seater commanding attention, this vehicle features a manual over-drive gearbox. Oxley and Robson have owned the Stag since late 2011 and it has been used in the 2015, 2016 and 2017 Melbourne Cup Parades, transporting jockeys, trainers and Emirates Airlines personnel down Swanston Street, Melbourne. A very reliable traveller, this vehicle has recently made trips to Cootamundra in New South Wales and Griffith in Queensland.

Representing 1974 (B)

Shane Jacobson's 1974 Holden HQ Ute

Representing 1975

Out in full-force today is this Leyland Force 7 Coupe. Representing the year 1975 it is owned by Raymond Ikin from Traralgon, who is affiliated with the Gippsland Car Club. This vehicle is a two-door fast back boasting a potent 4.4-litre V8 engine. The Force 7 was the intended coupe version of the infamous P76 sedan developed by British Leyland for the Australian market. With only 10 prototype examples produced, the Force 7 is one of the rarest and most collectable Australian-built cars of all time.

Representing 1976

Roaring into 1976 is this Holden Torana Hatch with the legendary Holden 308 V8 engine. Owned by Malcolm Morrison from Beverford, this vehicle is affiliated with the Swan Hill Vintage & Classic Vehicle Club. Featuring a bright yellow finish, this vehicle sports chrome bands on the original Grand Tourer Sports wheel centres, as well as original blackouts on the bonnet and window frames. Malcolm saved the vehicle from a wreckers fate some 10 years ago and has worked hard to transform it into the Torana seen today. Having always admired the LX Torana two-door body, it was a labour of love and a simple re-build soon transformed into a ground-up restoration.

Representing 1977

Terry Conway from Patterson Lakes claims this silver 1977 Datsun 260Z with a L26 single overhead cam inline-six engine and 2.6-litre displacement. This vehicle features some period correct modifications including wheels, suspension and exhaust system. It was kept in storage for many years and when Terry purchased the vehicle 16 years ago the mileage only totalled 32,500 kilometres. These days it takes to the roads for occasions such as Escape Motoring Club runs and the RACV Fly the Flag tour. The Datsun 260Z features the same classic body style as its predecessor, the 240Z, and therefore externally it is only the rearrangement of rear light clusters and the statement badges attached to the front wings that identify it as a 260Z.

Representing 1978

Striking a cord with all Australian car lovers is the 1978 Holden Commodore SL/E. The vehicle here before us has a V8 engine and features an immaculately maintained interior and detailed engine bay. Having been owned by Gavin White from South Melbourne for almost 20 years, this striking red vehicle is a prime example of the original Australian muscle car. The signature Commodore styling of ultra-low waistline, flared guards, wrap-around combination lights, sloping nose, deep glass areas and raised boot-line are evident. Not to mention the statement bonnet scoop.

Representing 1979

An iconic model from an iconic marque, David Hosking from the Porsche Club of Victoria represents 1979 with this Porsche 930 Turbo. With its rich sound the result of a 3.3-litre turbo engine and showcasing a classic colour combination of Guards Red over a full black leather interior, this was *the* sports car of its generation. Since its debut in the late seventies, historically it has been regarded as a driver's car due to its trickier handling. It features a sunroof, manual four-speed transmission and has only travelled 65,000 kilometres to date.

Representing 1980

A family heirloom- and for good reason- this Ford LTD represents 1980 and is owned by Vince Cavallo from Irymple. Featuring a 351 V8 engine, this vehicle is part of a range of automobiles manufactured by the Ford Motor Company between 1965 to 1986 that represent affordable, luxury motoring in Australia. Vince's grandfather purchased the vehicle brand new from Mortimers Ford, Mildura and it has now been in the Cavallo family for 37 years.

Representing 1981

Cliff Pritchard knows that ‘everyone smiles when they see a Moke’ and his 1981 Leyland Moke is no different. It features a four-cylinder four-stroke 1.3-litre east-west engine with four-speed gearbox. A Pluto sign on the bonnet is a throw-back to its past life as a hire car in Darwin. Although equipped with full wet-weather gear, it drives best with the curtains off and top down. Originally driven to Melbourne from Darwin by a fellow Moke Owners Association member, it was restored to road going status and sold to a young family looking for a run-about vehicle to be kept at their Mornington Peninsula holiday-house. Cliff eventually purchased the vehicle in 2015 and, after a motor overhaul and fitting a new canopy, it was ready for daily use and now participates frequently in club events.

Representing 1982

Barry Smith from Rye makes a smooth entrance with this two-door, four-seater 1982 380SL Mercedes-Benz. With its handsome styling and ride quality, this vehicle is a prime example of 1980s motoring. Barry is a Mercedes-Benz enthusiast, also boasting a year 2000 model from the same famous German marque. The 380SL's all-alloy V8 engine delivered 130 kilowatts and 300 newton metres of torque. But this was no race car, it was a grand tourer par excellence with the killer looks to match. Good one, Barry.

Representing 1983

Representing 1983 is this Audi Quattro owned by Doug Fernie from Smiths Gully, a member of the Historic Rally Association. A road and rally vehicle produced by the German automobile manufacturer [Audi](#), an arm of the Volkswagen Group, the Quattro debuted at the 1980 Geneva Motor Show. Featuring an Audi 20-valve five-cylinder turbo engine, this particular vehicle was reconstructed over a three-year period from just a body shell. Throughout construction Doug had a clear vision; to produce an exact replica of a Group B rally car. Sporting a yellow and white two-tone colour combination, it is now the only long wheelbase Quattro rally car in Australia.

Representing 1984

Geoff Maynard from Lysterfield owns this fiery red 1984 Mercedes-Benz 380SL with a V8 petrol engine and soft top. Major restoration has been undertaken on this two-seater convertible over the last five years, including paint and a fitted soft top. The signature removable roof makes this SL a true four-season sports car. To be admired for its elegant and classic body style, with this series of sports-roadsters Mercedes-Benz essentially forged their own vision of what a performance automobile should be.

Representing 1985

This 1985 Holden Calais joins the line-up in style, with its sleek Factory Tuxedo Black paint, brown interior and 5.7-litre V8 engine. Owned by Peter Klease from Dandenong, member of the Lions Pride Holden Car Club, it is a 333-pack Calais and therefore a special-order vehicle. The four-door sedan body type features a statement three-strip grille, a design that differentiated the car from previous models, and a personalised number plate. The Calais was essentially introduced as the luxury version of the Holden Commodore.

Representing 1986

The celebration would not be complete without a Ferrari to get hearts racing. This 1986 Ferrari Testarossa featuring a flat-12 5.0-litre engine is owned by Mark Diggins from Horsham, a member of the Wimmera Mallee Historical Vehicle Society and Melbourne Old School Cruisers Club. A statement red, left-hand drive vehicle, it is one of only three-hundred produced for the United States market in 1986. Originally sold in 1986 in California, it has had three previous owners based in the United States. Mark eventually took possession in 2017 and upon purchase it boasted a mileage reading of only 26,000 kilometres. A comfortable drive, the car's nickname is 'Flying Mirror' because of the featured single driver-side high mounted mirror. The Testarossa is known as Ferrari's answer to Lamborghini's beautiful Countach and is considered the marques first 'super car'. It has a stated top speed of 320 kilometres per hour.

Representing 1987

John Johnson continues to showcase his collection today with this silver 1987 780 Bertone Volvo with a B280 petrol engine. The two-door, left-hand drive coupe is the only one of its kind in Australia today and has only travelled 35,000 kilometres. This vehicle has won best in show at numerous events and is affiliated with the Volvo Club of Victoria. The 780 was seen at the time as a model for buyers who appreciated stylish, limited-production touring cars but also placed value on practicality and safety. After making its debut at the 1985 Geneva Motor Show production of the sleek model began in September that year for the European market.

Representing 1988

A strong example of 1988 motoring, this cyprus green Land Rover Range Rover is owned by Peter Duffell from Ivanhoe. It features a 3500 V8 petrol and gas engine, added bullbar, driving lights and rear step. Bodywork is standard and straight, and the condition of the original interior has been well maintained. Peter has owned the vehicle for eight years and it was driven daily until he retired four years ago. Overall it has covered approximately 426,000 miles reliably. To celebrate the 70th anniversary of Land Rover this year Peter's pride and joy made the trip to Cooma, joining a nearly seven-hundred strong fleet of models of the marque. The vehicle has also made an appearance at Motorclassica on several occasions. To unify his Rover collection Peter changed the original number plate to 'NF 101' so that it would align with that of his first car, a 1949 Rover 75 with the number plate 'NF 102'.

Representing 1989

Once crowned ‘car of the year’ by CAR magazine, this Peugeot 205 GTI represents 1989. A prime example of the model, with its four-cylinder 1.9-litre engine, this Pug is owned by James Moody. It is a three-door, five-seater hatch with five-speed manual transmission. The 205, referred to as a ‘supermini car’, was produced by the French manufacturer from 1983 to 1998. The base features on the 205 include air conditioning, central locking, front power windows and fog lights, as well as a radio cassette with four-speakers. The hot hatch is an iconic eighties vehicle, with the 205 T16 winning the Paris-Dakar twice that decade. This success helped to inspire the general public and 205 sales soared as a result, helping Peugeot ride the economic storm of the time.

Representing 1990

Mechanically robust and beautifully maintained, this 1990 R32 Nissan Skyline GT-R is owned by Ron Libbis from Doncaster East. This Nissan model has two Bathurst wins under its belt, as well as Australian touring car championships. Boasting a 2.6 twin-turbo engine, today's vehicle has previously been declared 'Best Japanese Car' at the National Car Show in Euroa, as well as 'Best Paint' at Shannons Club Show 'n Shine at the Australian Grand Prix. Produced from 1989 to 1994, nearly 44,000 R32 GT-Rs were sold, some 15 percent of all Skyline production. During this time, it was regarded as a technological powerhouse that was dominant on the racing circuit, whilst also a vehicle that managed to remain relatively commonplace.

Representing 1991

This 1991 Pontiac Trans Am Firebird, with its powerful V8 engine, was purchased by Ronald Baker 11 years ago. Originally calling the United States home, it was brought over to Australia in the mid-nineties. The red, two-door convertible featuring a bonnet scope and tan top and interior is a classic nineties automobile. It showcases a body style that was built during a limited two-year production run, resulting in a count of 555 cars. To create some context, the Pontiac Firebird was an American automobile built by Pontiac from the 1967 to 2002 model years. It was designed as a ‘pony car’ to compete with the Ford Mustang, the term ‘pony car’ describing a vehicle that is affordable and compact, as well as being highly styled with sports performance.

Representing 1992

Far from farm machinery, 1992 is represented by Gary Finnis' 1992 TD Roadster with a 2.0-litre fuel injected petrol engine and soft top. This stunning Roadster, with its white and 'British racing' green colour combination was number 99 of only 100 vehicles manufactured in Ararat, Victoria by AF Gason Pty Ltd. Historically a manufacturer of farm machinery, AF Gason produced 100 cars with Nissan engines, production coming to end only when the marque closed the doors of its Australian factory. This vehicle was originally owned by Frank Gason, the founder of AF Gason.

Representing 1993

1993 motoring is embodied by this Peugeot 405 Mi16 owned by Nigel Beddoe. It is fitted with leather, and an optional safety pack which includes ABS. At 300,000 kilometres it enjoyed an engine and gearbox overhaul. Now mainly a weekend warrior, it makes an appearance at Peugeot Car Club events, participating in Motorkhana and Khanacross competitions. The 405 was engineered by people who love driving, for people who love driving - something to which Beddoe will happily testify. It is a vehicle that boasted an all-independent suspension set-up, when at the time most competitors believed a beam-axle was more than enough. Beddoe has had his eye on the prize for quite some time – since he first got his licence in fact. However, the Mi16, being \$45,000, was a little out of reach back then.

Representing 1994

Representing 1994 is this Mustang Saleen 351 Convertible. Owned and driven by Ron Campbell of Campbell's Auto Services, this black knight of the road has a 5.8-litre V8 engine and a sleek black leather interior. The Saleen 351 had a solid run throughout the '90s and into the early 2000s, boasting upgrades from the Mustang GT. One such advancement was the sweet 8-cylinder engine with refinements that paved the way to 371 horsepower. It was a vehicle that proved stiff competition for the classic Pontiac Firebird at the time!

Representing 1995

Anthony O'Doherty from Ballarat East proudly owns this early nineties Honda NSX featuring a 3.0-litre V6 mid-mounted engine. It is fitted with a custom shirt and rear wing, as well as custom made alloy wheels. The model is regarded as the first Japanese 'super car', and this vehicle is one of only 133 examples that made their way to Australian shores between 1990 and 2006. Having been originally purchased brand new in Queensland, the Honda was brought down to Victoria, only later to return to the sunshine state before eventually being sold to O'Doherty and settling in Victoria again. Much of its near 10,000 kilometres mileage can be attributed to driving between the two states.

Representing 1996

Quite an amazing car with quite an amazing history, this 1996 Mercedes-Benz C36 AMG is owned by David Byrne from Mill Park. It features a 3.6-litre fuel-injected straight-six engine with twin overhead cams. Originally this vehicle came off the assembly line as a C280, only to be transported to the AMG factory and its engine, transmission and front and rear-end removed. The engine was then bored and fitted with the crank from a 3.5-litre turbo diesel with forged pistons. Additional modification included a special AMG inlet cam, the result being a car which could boast 0 to 100 kilometres in approximately 6.2 seconds. Upgrades to the transmission, brakes and wheels were also completed at the time. Finally, low profile tyres on special five-spoke alloy wheels complete the vehicle.

Representing 1997

Powering into 1997 is John Massara's Chevrolet Suburban Tahoe driven by a 6.0-litre supercharged engine. A great example of an American muscle car, it features an all-metal body and has a well maintained exterior and interior. It has been owned by Massara for 20 years and has been converted to right-hand drive. The Chevrolet Suburban range is essentially an extended-length full-size SUV from Chevrolet and notably, it is the longest continuous use automobile nameplate in production today, having started in 1935. During this time the term 'suburban' was used by several automotive companies, including DeSoto and Dodge, to specify a windowed, station wagon type body on a commercial frame.

Representing 1998

Representing 1998 is this Ferrari 456 Grand Tourer equipped with a 5.5-litre V12 engine, owned by Don Hume. It is designed in the classic front-engine Ferrari GT tradition with rear transaxle powerline layout. The chassis has a tubular steel spaceframe while the body features a composite bonnet and aluminium body panels to keep the weight down. **The Ferrari 456 was available in GT and GTA forms, the difference between them being the type of transmission;** the former having a six-speed manual and the latter a four-speed automatic. Interestingly the name '456' is derived from the fact that each cylinder displaces 456 cubic centimetres. Who knew?

Representing 1999

Howard James from Mansfield owns this sleek silver 1999 BMW Z3 sporting a six-cylinder 2.8-litre engine. This model could be regarded as the logical successor of the legendary BMW 328. Strictly a two-seater, leather interior sports car, it features the most powerful of the engine options available and even after 20 years its design is a beloved classic. At one time this vehicle belonged to automotive engineer, Malcolm Preston, who was to become the General Manager of Repco Engine Development Company and was directly involved in the creation of the famed Formula 5000 motor.

Representing 2000

Designed by Michael Fink and based on the W202 C-Class, the first generation CLK was available between 1997 and 2003. This lovely 2000 Mercedes-Benz 320 CLK Cabriolet is owned by Rosslyn Smith from Rye and features numerous updates on the original model, including revised dashboard and instruments, steering wheel and Tiptronic automatic transmission. With its Hollywood good looks, luxurious leather and wood-trim appointments, and potent 3.2-litre 215 brake horsepower V6 engine, the 320 CLK is a boulevard cruiser par excellence.

Representing 2001

Owned by VACC Director, Fury Bortolotto, and driven by David Paredes, the 2001 3-Series BMW convertible with a 3.0-litre sweet six-cylinder engine is a potent and stylish performance package. The BMW marque was one of the first to bring the convertible to the Australian market, making the move first with the pretty cabriolets and convertibles of the E30 model in the 1980s. It continues to hold its own, with the drop-top in their range showcased by the immaculate vehicle with us today.

Representing 2002

Owned by Gareth Bryant of Burwood, this 2002 Audi A2 is a very infrequent sight on Australian roads. Featuring an all-aluminium chassis frame and body the A2 was a very advanced design for its time. Available in overseas markets from 1999 to 2005, this example is one of only four cars that came to Australia for homologation and market assessment purposes. In the end, Audi Australia decided against introducing this model to the local market, but three of the four cars imported here are believed to have remained, making this diminutive 1.4-litre fuel-injected car a rare curiosity.

Representing 2003

Designed by the legendary styling house, Pininfarina – most famous for its Ferrari designs – this Peugeot 406 D9 Coupe is owned and driven by Neil Beddoe of Phillip Island. Powered by a potent 3.0-litre V6 engine the sleek grand tourer was mainly equipped with automatic transmissions, but some manuals were sold. In total only 34 of these desirable cars were imported into Australia, so are a relatively rare sight on local roads. This example, finished in metallic grey paintwork, is one of the last imported into the country. Neil's love of the French marque can be spotted in the customised number plates.

Representing 2004

VACC Director, Chris Hummer, purchased this Nissan 350Z new in 2004 and has owned it ever since. Finished in Nissan's 'hero' burnt orange colour and equipped with the powerful 3.0-litre V6 engine, the car remains standard except for the fitment of a sports exhaust system. It was introduced in 2001 and built until 2007 in coupe and roadster body configurations, and with five-speed automatic or six-speed manual transmissions. The 350Z was a return to form for the Japanese marque, which has produced a long line of desirable sports cars, including the Datsun 240Z and the ferocious GT-R R35 'Godzilla', which remains in production today.

Representing 2005

Greg and Gayle McKenzie of Boronia are the proud owners of this magnificent beast: the HSV GTO. Based on the VZ Holden Monaro design by Mike Simcoe – an Australian who has risen to be worldwide head of General Motors Design – and featuring an outrageous LS2 6.0-litre V8 engine that produces 400 horsepower, this two-door coupe is presented in desirable ‘triple black’. The HSV Coupe was built in Melbourne between 2001 and 2006 and represents almost the end of homegrown performance motoring. Greg and Gayle are members of the HSV Owners Club of Victoria

Representing 2006

Here is an important piece of Australian automotive history. This stunning car is a 2006 Elfin MS8 Streamliner, the personal property of Bill Hemming, one-time co-owner of the niche local manufacturer. Elfin Sports Cars was founded by Garrie Cooper of Adelaide in 1959. His company built competitive open-wheel racing and sports cars. In fact, during the 1960s, Elfin was the largest racing car manufacturer in the world. Garrie Cooper died aged 46 in 1982, after which the company moved through several ownerships. During the 2000s Elfin Sports Cars became world renowned when it teamed with Holden to produce the MS8 Streamliner and Clubman cars featuring Holden's potent 6.0-litre V8 engine. With supercar performance and quirky good looks the MS8 Streamliner is a true collector car.

Representing 2007

Representing our two-wheel brothers and sisters is David Mitchem, who is riding his awesome 2007 Harley-Davidson. Armed with a low-slung Badlander seat, blacked-out engine and transmission covers and oil tank, this Night Train is surely the black sheep of Harley-Davidson's 2007 Softails. Powered by a 1584 cc Twin Cam engine, the road is radical for the Night Train. It rolls on fat tyres and boasts a six-speed transmission and standard fuel injection. The rider can stretch out and enjoy the ride even more with the new extended rider foot peg and brake pedal. To further increase comfort, like all Softails, the Harley Davidson Night Train has hidden rear shock absorbers, whilst still appearing like a hardtail motorcycle. This is a vehicle that takes to the roads with the power and attitude only Harley-Davidson can truly muster.

Representing 2008

Now here's a nifty little thing, the 2008 Volvo C30 T5 R-Design. Driven by Gregory Sievert of Musk Vale this polarizing design features an unusual 2.5-litre five-cylinder turbocharged engine and muscular R-Design features. Designed as a city car, the C30 T5 R-Design also loves to stretch its legs on country roads and has very nippy performance. Its most controversial feature is the glass hatch at the rear. Volvos certainly have their fans, but not everyone loved this aspect. One thing is certain; Gregory loves his Volvo. The number plate says it all.

Representing 2009

Here is another of the legendary Harley-Davidsons. This time it is 2009 CVO Springer Softail, ridden by Frank Grocl of Richmond. The two-cylinder air-cooled screaming Eagle-powered beauty is an imposing vehicle, with its gloss black and custom-designed paintwork and shiny chrome fixtures, this is sure to become an appreciating asset – and one that can be freely enjoyed. Harley-Davidson is currently celebrating its 115th birthday, having been founded in Milwaukee, USA in 1903.

Representing 2010

What a great Aussie workhorse. This 2010 Ford Falcon XR Ute is owned by Steve Loxton of Mount Waverley. Ford Australia is credited with designing and building the first car-based utility. After automotive engineer, Lewis Bandt, was asked by Ford to create a new design fitting the description of a letter received from a farmer's wife requesting "a vehicle to go to church on Sunday and which can carry pigs to market on Mondays". Bandt called the vehicle a coupe utility. Aussies simply call it the ute, and it's a local legend.

Representing 2011

Here's a lovely little car to bring a smile to your face. This 2011 Fiat Abarth 500 is a modern take on the classic Fiat 500 from mid-century. Now featuring a 1.4-litre four-cylinder turbocharged engine – which is good for 118 kilowatts – and coupled to a five-speed manual gearbox, the Fiat Abarth 500 makes an ideal road and track car. Painted Fiat Red with Abarth white stripes and special five-loop alloy wheels, this diminutive performance hatch is owned by Lyn and Peter Bartold of Wonga Park who are affiliated with the Fiat Car Club of Victoria.

Representing 2012

Representing 2012 is this magnificent FPV GT R-Spec, owned by Colin Doherty of Bayswater. Based on the more sedate FG Falcon sedan, the GT R-Spec was the quickest Australian production car ever produced. With FPV only producing 175 limited editions – amongst the last cars produced prior to the closure of Ford Performance Vehicles in Campbellfield – this is a unique Australian muscle car. Featuring FPV's 5.0-litre Boss V8 engine, and finished in black and red, this special vehicle has only travelled 2000 kilometres in six years and is sure to become a prized collectible

Representing 2013

Here comes VACC's David Dowsey driving the VACC centenary-branded 2013 Mazda3 SP20 hatchback. Representing sensible transportation, as opposed to performance motoring, nonetheless this Japanese car features loads of innovative gear, such as Mazda's SkyActiv technology and a full suite of safety equipment. Cars like this in VACC's fleet are used by staff to visit VACC members and apprentices located all over Victoria. The car's livery, along with the VACC centenary logo were designed inhouse by Gavin van Langenberg. VACC: Powering automotive for 100 years.

Representing 2014

We love our muscle cars here in Australia, and this is one of the best of the many creations manufactured locally since the late 1960s. This 2014 Ford Performance Vehicles GTF-351 is owned by Steve Hill of Inverloch, who is a member of the Gippsland Car Club. The powerful rear-wheel drive car boasts a 5.0-litre supercharged V8 engine coupled to a six-speed manual transmission, and good looks to boot. Finished in Octane Orange with black striping, this sedan is the 413th built of only 500 examples. Befitting a car of its collectability, this Ford GTF-351 has travelled only 1200 kilometres, and with these cars now selling for more than they were new, I'm betting this example is worth a pretty penny.

Representing 2015

Representing 2015 is this oh-so beautiful Jaguar F-Type Coupe. Owned by Trevor Wilkinson of Ringwood North, this 3.0-litre supercharged, manual transmission Cat looks ready to pounce with its white duco, performance body kit and 20-inch wheels. Designed by Jaguar's Ian Callum, the F-Type – with its long bonnet, short rear overhang and swooping roofline – harks back to the British manufacturer's glory days and the famous E-Type Jaguar of the 1960s. This modern iteration is even better looking – if that's possible. Trevor is a member of the Jaguar Car Club of Victoria.

Representing 2016

Toyota has been a long-time exponent of alternative motive power and here, representing 2016 is no exception – behold the Toyota Mirai electric fuel-cell car owned by Troy D'Souza. It combines hydrogen and oxygen to create electricity on demand, with harmless water vapour being the only ‘emission’. The Mirai can travel up to 550 kilometres on a full tank, with refueling time being three to five minutes at a commercial station. A development of the groundbreaking hybrid Prius, Mirai means ‘future’ in Japanese, and it truly is the future of clean motoring.

Representing 2017

David Wright of Grantville is the proud owner of this 2017 HSV Motorsport Edition sedan. Boasting an LS3 6.2-litre V8 engine, this car represents the last of the line for homegrown performance motoring. At the end of its Commodore-based manufacturing, HSV produced a limited number of vehicles in recognition of the great Peter Brock. The ‘tribute’ bonnet references the 1982 Bathurst winning Holden Commodore. This car’s special build order plate is 0528, which signifies the famous ‘05’ synonymous with Brock, along with the number of his first Bathurst-winning car.

Representing 2018

To bring our VACC Centennial Cavalcade to a magnificent close, and representing 2018, behold the magnificent Mercedes-Benz C63 AMG Coupe. This very special car is driven by Mandy Turner of CarAdvice, Australia's leading automotive website, and the car – which has only just come on sale – has been made available to us today courtesy of Mercedes-Benz Australia. The car features a nine-speed AMG Speedshift automatic transmission and that raucous 4.0-litre twin-turbo V8 produces 375 kilowatts and an amazing 700 Newton metres of torque. Mercedes-Benz invented the motorcar back in 1885 and this special vehicle represents the pinnacle of automotive achievement today.