

Bendigo Sports & Classic Car Club Inc.

November 2021

PO BOX 1172,

*Kangaroo Flat,
3555*

*Website:
bsccc.com.au*

This is the official monthly newsletter of the Bendigo Sports & Classic Car Club Inc. (Inc. No. A0010849), A club dedicated to the enjoyment of sport/ classic car ownership, the maintenance and preservation of the marques. The BS&CCC is affiliated with the Confederation of Australian Motorsport (CAMS).

Red Plate
Signatories:

New registrations:
Graeme Jenkins

Renewals:
Graeme Jenkins

Rod Thomson

Marianne Healey

Pressoe's Rambles - Graeme Jenkins



Hi Everyone

Finally, it looks as though we are going to hear those historic words, "Gentlemen start your engines". So, invite your lady passenger and let's go and rediscover this fantastic area of ours.

We have booked our Christmas celebrations and AGM for December 10 at the Kangaroo Flat Sports Club, so book your spot now.

* See attachments in the newsletter for booking and payment details.

The committee has decided to put club runs on hold until December. to see what amendments are made to current restrictions on group gatherings, etc.

There will be no monthly club meeting in November.

In the newsletter, you will see we are looking for a new Secretary and Events Coordinator, both members who are currently filling these positions are stepping down and having a break.

So, if you have some spare time to help out it would be very much appreciated. Also a big welcome to all new members and hope to see you at the Christmas party and AGM.

Looking forward to seeing you all.

Thanks,
Graeme.

Drive, Dine, Discover

Kangaroo Flat Sports Club - Booked every second Tuesday of the month for the remainder of the year with the exclusion of July and December.

Please keep informed by public information of the ever changing restrictions, which may affect this program.

As conditions change, we will endeavor to keep members informed.

Events for Nov 2021

No Club Events - November 2021

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Events for December 2021

AGM - Election of Office Bearers 2021 - 22.

Due to corona virus restrictions, it has not been possible to hold a regular AGM.

New AGM - Date Friday 10 December 2021

6.00 pm Kangaroo Flat Sports Club.

This event will include the Christmas breakup.

- The current office holders are prepared to continue in their respective roles - with the exception of:

Secretary Rod Thompson and Events Coordinator Kath Harris.

Both are stepping down, after significant contributions to the club.

- We are seeking nominations for both these positions.
 - According to the constitution - nominations may be made for all positions.
-

Friday December 10 - 6.00pm.

Kangaroo Flat Sports Club - Entry Requirements

I have confirmed Friday 10th with the Kangaroo Sports Club as per below:

- They will be checking everyone in and everyone has to be double vaccinated and validated by either their digital copy on the app.

OR

- Having a hard copy of the government vaccination certificate, with their name or their immunisation statement showing it, along with a photo ID.

Kath Harris, Events Coordinator.

- **Friday 10th Dec \$40.50 PP capped no more than 100 people.**

Finger Food - 6-630PM

- Arancini (VO, GFO)
- Gourmet Sliders
- Chicken Skewers w/ Satay Sauce (GF)
- Gourmet Sausage Rolls

- **Mains - Choices below - 7:30PM**

- Veg Lasagna Chips & Salad (G/F) (V)
- Roast & Veg
- Chicken Kiev Chips & Vegetables
- Grilled or Battered Hoki Chips & Salad or Vegetables

- **Desserts with cream - 8:30PM**

- Sticky Date
- Choc Pudding
- Passion Fruit Pav
- Choc Mousse

Club members can pay their AGM/Christmas meeting money into the club account.

- \$20 per person - club is paying the remaining portion.

Bank details are as follows BSB: 633 000 – Account number: 565 749 9

- Please remember to give your surname and initials in the reference.

Marianne Healey, Treasurer.

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Sunday 19 December 2021

Last Blast Run 8.30 am Lake Weeroona - leaders Kath and Brendon Harris

Please note this event is **tentative** - subject to C.V. and attendant regulations at that time.

Please advise Kath Harris by **December 1st** - if you intend to participate.

Ph. 0407 317 303

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Bendigo Sports & Classic Car Club Inc

PO Box 1172, Kangaroo Flat 3555

At the Annual General Meeting of the club all positions on the Committee are declared vacant. In the absence of a Nominee for a position the incumbent shall be recorded as retaining that position. Nominations for Committee position/s must be agreed to by the Nominee. The nominating and seconding members must be financial club members at the time of the AGM.

NOMINATION FORM FOR COMMITTEE POSTIONS FOR 2017/2018

PRESIDENT:	Accepted by:
Nominated by:	Seconded by:
.....	
VICE PRESIDENT:	Accepted by:
Nominated by:	Seconded by:
.....	
TREASURER:	Accepted by:
Nominated by:	Seconded by:
.....	
SECRETARY:	Accepted by:
Nominated by:	Seconded by:
.....	
MEMBERSHIP SECRETARY:	Accepted by:
Nominated by:	Seconded by:
.....	
NEWSLETTER EDITOR:	Accepted by:
Nominated by:	Seconded by:
.....	
EVENTS CO-ORDINATOR:	Accepted by:
Nominated by:	Seconded by:
.....	
PERMITS ADVISORY OFFICER:	Accepted by:
Nominated by:	Seconded by:
.....	
CAMS REPRESENTATIVE:	Accepted by:
Nominated by:	Seconded by:
.....	

To avoid embarrassment Nominees should be approached for their acceptance prior to the AGM
Nomination forms will be accepted up to and on the night of the AGM

Correction - October 2021 Newsletter

Unbeknown to us, we were nominated in the October newsletter, to organise the next Rally, in 2022, after the recently postponed Rally.

With respect, we decline, as we are committed to participate in the visit to Tasmania in 2022, which occurs close to the same time.

This advice should assist in seeking a leader(s) for a future Rally, which is some time away.

Roger & Barb Huthnance.



EVENTS RECAP

No events were held in October 2021



Marianne Healey / Graeme Jenkins / Rod Thomson / Chris Beale / Alan Healey
Treasurer President Secretary Vice President Membership

BSCCC COMMITTEE

President	Graeme Jenkins (Gaye)	0435 532 822	gayeandgraeme@gmail.com
Vice President	Chris Beale	0408 312 778	kathy.beale@bigpond.com
Treasurer	Marianne Healey (Alan)	0402 858 295 or 5446 8969	alanmazzhealey@gmail.com
Secretary/Public Officer	Rod Thomson (Sally)	0419 507 372	info@bendigopottery.com.au
Newsletter Editor/ Webmaster	Brendan O'Donoghue	0438 395707	bautotravel77@yahoo.com
Members Secretary	Alan Healey (Marianne)	0417 319 838.or 5446 8969	alanmazzhealey@gmail.com
Events Coordinator	Kath Harris (Brendon)	0407 317 203	hazkaz1@hotmail.com
Permits Advisory Officer	Graeme Jenkins (Gaye)	0435 532 822	gayeandgraeme@gmail.com
Cams Representative	Geoff Houlden	5446 1168 or 0409 930 486	



Bendigo Sports & Classic Car Club Inc.

No meeting September due to CV restrictions



Treasurer's Report October 2021

No Transactions	
Bank Balance at month end	\$14,966.29



Bendigo Sports & Classic Car Club Inc.

We extend a warm welcome, to the final list of new club members and hope you all enjoy your participation, with your special vehicles, including the numerous club social activities.

- Max and Margaret Becker
- Ian and Fran Cartwright
- Allen(Barry) and Dianne Dole
- Brenton and Michelle Middlemiss
- Ken Seelenmeyer and Lorraine Hughes
- David and Jacqueline Vemer

Graeme Jenkins, President.

Proposed Trip to Tassie

Sunday 30 Oct to Saturday 12 Nov 2022

The proposed trip to Tassie proved to be very popular and was booked out with 15 cars within about 24 hrs.

There is a waiting list so, if you are keen to go on that waiting list, you can give Rob a call on 0417 484 973

FROM THE EDITOR



Hi all,

Contributions to your newsletter are always welcome, as I am constantly looking for articles, technical information and photographs, brochures are welcome.

I can assist with the scanning / processing / editing.. **Send to: bautotravel77@yahoo.com** or give me a call to discuss 0438 395 707.

If you are experiencing difficulty receiving your email copy of the newsletter - please let me know. Alternatively : **Website: bsccc.com.au** Visit the club website for copies of past newsletters, etc. Click on the box LH top of screen for the menu.

Memory Lane.....

MOVE is one of the largest regional museums of collectibles in Australia and unique for its variety.

[ABC Shepparton](#) [Courtney Howe](#) / [Sandra Moon](#)

Posted Mon 27 Sep 2021 at 2:45pm Monday 27 Sep 2021 at 2:45pm



MOVE displays legends of the Goulburn Valley Trucking industry, The Furphy Museum, The Farren Vintage Bicycle Collection, Clayton Collection of gramophones, telephones and radio and The Loel Thomson Clothing Collection and various interesting cars.

The collections are displayed in a contemporary and interactive exhibition space. MOVE began as Shepparton Motor Museum and Collectibles in 2012 and has evolved to become MOVE in 2021.

MOVE is a destination with coffee and dining at the Milestone Café, MOVE Shop for a gift, keepsake or motoring accessory, and a variety of store holders at the broader Emerald Bank area to browse.

<https://www.facebook.com/museumofvehicleevolution/>

Controversial 1948 Tucker convertible for sale, again [STEPHEN EDELSTEIN](#) OCTOBER 7, 2021 (Edited)

A unique 1948 Tucker convertible has once again resurfaced for sale. .

Preston Tucker launched his car company just after World War II, with a design that was radically different from anything offered by established automakers at the time. Just 51 Tuckers were produced before the company went under.

All production cars **were sedans**, but the seller claims this car is a factory prototype for a never-produced convertible model. However, we're aware of no official documents exist.



1948 Tucker convertible - Photo credit: Accelerate Auto Group/eBay

In 2009, when this car first surfaced in unfinished condition, Jay Follis of the Tucker Automobile Club of America issued a statement, declaring that the club had found no evidence that the factory ever built such a car, according to **Hemmings**.

Accelerated Auto Group, claims the convertible was one of several unfinished Tuckers the company was working on when it shut down, and it bears factory chassis number 57.

It features a reinforced version of the sedan's chassis, and the seller claims it was developed with Lenki Engineering, the company that helped develop the first Tucker sedan prototype.

After Tucker went under, the convertible allegedly sat at Lenki Engineering, until it was sold to an employee at the firm, who wanted to complete it.

The car then traded hands a few times before actually being completed, and has been with the same owner since 2010.

Accelerate Auto Group claims to have an affidavit from a former Tucker employee confirming the convertible's authenticity. The car also uses some original Tucker parts, including a rear-mounted air-cooled flat-6 engine and a Cord transmission.



The asking price is \$2.4 million. Whether it's a genuine Tucker prototype or not for that money is yet to be seen.

Casa Enzo Ferrari Modena, ITALY Sept 9 2016

Words and Photos Brendan O'Donoghue.

Part One.



Internet Photo.

Situated in central Modena - not to be confused with the Maranello factory and Ferrari Museum, which are situated about half an hour from Modena.

Casa Ferrari and the Enzo Ferrari Museum are adjoined , the museum details Enzo's life amongst a classic collection of some of the cars, he created, and at times, numerous other makes depending on the theme.

This was my second visit to this site - the whole display and presentation had been revised, since my visit in September 2013.

The Museum: is built with high energy conservation and environmental sustainability values. Designed to respect the environment and the comfort of visitors: a geothermal source supplies radiant air-conditioning systems, thermal solar panels produce hot water and exhibition spaces without direct natural light are powered by photovoltaic panels.



The Birthplace:

In the humble brick built house where a part of the Museum is collocated, Enzo Ferrari was born in 1898. He was the son of Alfredo, who already had a machine shop. Features displays - pictures and mementoes of Enzo Ferrari's life.

The exhibition layout is characterized by documents, photographs, screens.

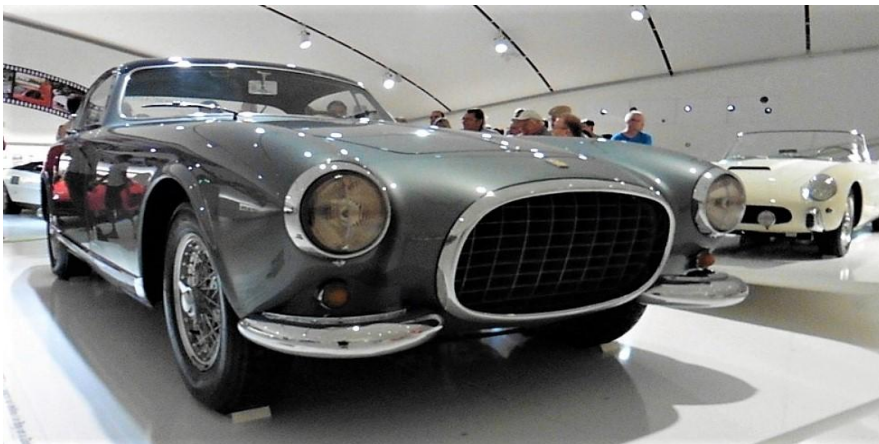
Ferrari is an Italian occupational surname, the plural form of Ferraro, meaning blacksmith.

Enzo Ferrari was born in 1898 in Modena, Italy. His father, Alfredo, ran a **local metal-blacksmith business**, which forged axles for the Italian railways - serious engineering indeed!

In both the museum and house/ workshop - there is continual rotation and themes, which is a feature of the very good museums. The exhibition houses a Documentation Centre, an Educational Centre, a conference room and bookshop.



On both occasions, we visited the museum and what was formerly Enzo's home and his father's workshop - which depicts aspects of Enzo Ferraris life and memorabilia, plus various eras of engine technology , including the Kers regenerative and heat harvesting, thus recycling energy formally, lost by heat dissipation. I will let the photos tell the story.



Ferrari America 1953





250 GT Cabriolet 1957



250 GT 1959



Superfast 196



Daytona 1969



625 LM 1956



Thomassima 1969



Formula 1



La Ferrari 2013

To be continued.....

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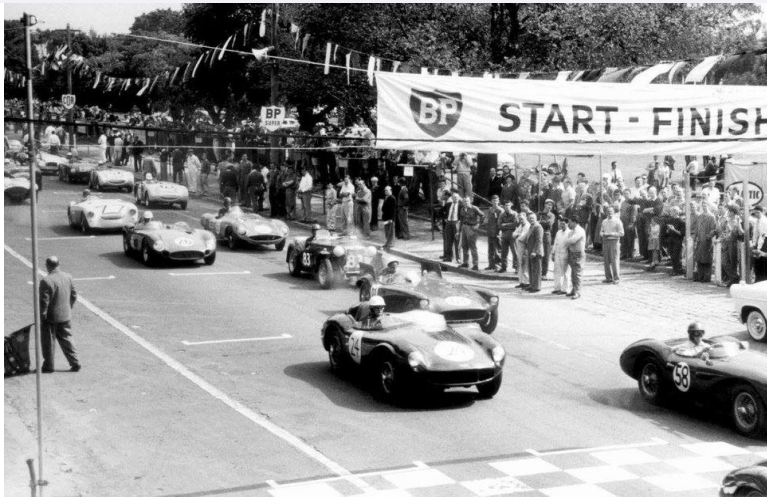
Continuing reference to the Lou Molina Monza in the September issue.

[Ruote Vecchie - Classic Cars and Motorbike's albums](#)

Route Vecchie - Italian for Old Wheels.

1957 MOLINA MONZA RACING CAR

POWERED BY A SUPERCHARGED HOLDEN 'GREY' ENGINE WITH REPCO HIGHPOWER HEAD.



**Albert Park Melbourne -
Monza 3rd car from start.**

Australia saw its racing Specials in the 1950's developed to a degree well beyond most other nations, largely due to the shortage of pedigree racing cars and components, being so far from the epi-centre of engineering overseas.

And so, the local racer had to

improvise and invent in order to be competitive. This was the age when gentleman drivers contested in the spirit of camaraderie mostly for fun as the stakes available to professional drivers nowadays were unheard of. The Holden engine was a boon to local racing car constructors, as it was eminently suitable for development and gave a long life span, in a high state of tune.

Of all the modified Holden powered specials in this era, the **Molina Monza** is by far the most beautiful and was amongst the most powerful ever built.

A larger than life character, Melbourne restaurateur and racer **Lou Molina**, built the Monza Holden, along with assistance from his close friend, Sil Massola and the extra-ordinary artistic skills of coachbuilder Brian Burnett, who was very active in the 1950s.



The design of the body, with its high-swept tail fins, incorporated in-swept side portions to provide good airflow over the brakes but kept the exhaust pipes within the car's overall body dimensions.



Note: Ventilated Brake Drums

Both technically sophisticated and aesthetically breathtaking, the design can be compared to the finest coachwork of the era.



The aluminium body is an extremely rigid welded structure, reinforced with aluminium channel and angled sections. Brian Burnett, who also built the body of the famous Maybach and assisted Sil Massola with the development of Lou Molina's earlier racing car, the MM Special, *never used design drawings as the entire*

creative concept took place in his head, indicating a designer and craftsman of considerable genius.

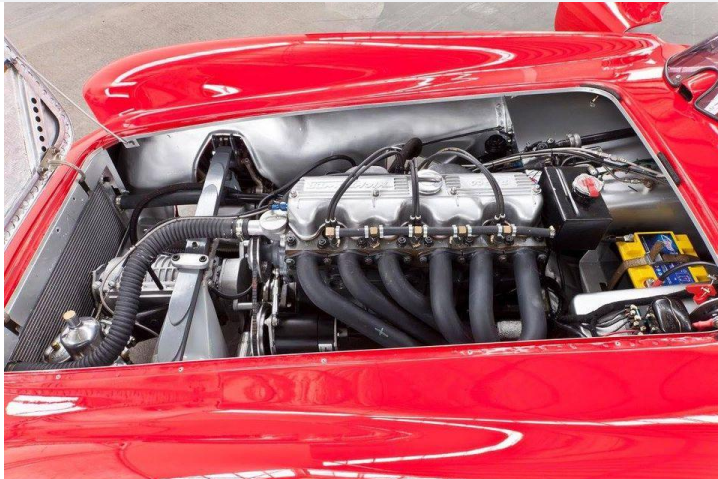
The resultant precision of the beautiful bird-like ripple-free body, achieved by using a wooden dolly and a sand bag, appears though several prototypes had been made, but in fact it is a one-off.



Exquisite Attention to Detail

Molina, Massola and Burnett commenced work on the X-braced tubular chassis

in January 1955.



The chosen Holden 'Grey' motor with a **Repco Highpower crossflow head**, gained additional power from a **Marshall blower** and the use of a special SU carburettor. This carburettor was one of the three carburettors used on the famous Maybach prior to its historic crash in the Australian Grand Prix at Southport in 1954. The gearbox was a Jaguar "Moss" box connected by a short tail shaft to a de Dion-type rear axle.

Steering was Citroen rack & pinion and the front brakes were from a HWM Jaguar. In The testing on the Repco dyno.199 bhp @ 6,000rpm was claimed.



Monza's competition debut was at Rob Roy Hillclimb in May 1957 where it performed impressively. The on-going development was extensive and Molina's racing exploits have been comprehensively covered in other text.

For its early appearances, the car raced without a bonnet and for most hill climb events, without its bodywork. On occasions, it ran with dual rear wheels.

1959 saw the release of the movie 'On the Beach' which was based on Nevil Shute's post-apocalyptic novel by the same name. This movie included Hollywood greats Gregory Peck, Ava Gardner, Fred Astaire and featured Lou at the wheel of the Monza in racing scenes at Phillip Island.



In February 1960, the Monza Holden was sold to sports car driver, Bryan Thompson. Later, Thompson rolled-over which considerably damaged the body.

Thompson sold the Monza and through the 1960s it was raced by several owner, until it was bought by Roy Williams of Melbourne in the early 1970's who had the intention of rebuilding the car.

By this time, both the chassis and body were begging for restoration as the car had fallen off a truck and was badly damaged while in Tasmania. It was flown over Bass Straight in a Bristol Freight carrier and subsequently sold to Paul Chaley after William's plans were aborted. Chaley's challenge gained little momentum.

In c1980, it was sold to father and son, Gavin and Bryan Sala. During the 1990s Bryan attended to its restoration, and saving every remaining usable part of the tubular chassis, with some 60% being saved and 40% being of new steel applied to the chassis structure. Most importantly, the main components of the cross members and stays are original.

In March 2000 the Molina Monza made its debut, driven by a young Bryan Sala at the Australian Grand Prix Historic Demonstration which was themed for Australian Specials.

This car was auctioned by Moss Green in 2016 and sold for \$241,500.

Ed.

the ClassicCars.com
Journal
Your daily dose of steel, rubber and soul.

1937 Detroit Electric Model 99C among the last of the early generation of EVs By Larry Edsall September 6, 2021 (Edited)



Detroit Electric produced this 99C in 1937, and kept building EVs throughout that decade.

After writing about the early electric cars displayed recently at the 70th Pebble Beach Concours d'Elegance,



I found one, and the date of creation came as a surprise, at least to me.

I knew that in the early years of the American automobile, about one-third were powered by

steam, another third by petroleum distillates and another third by electric batteries. But I figured that once gasoline-fueled cars could be started by a key rather than a crank, electric cars quickly disappeared.



Not quite so, I've discovered, as evidenced by the Pick of the Day, a [1937 Detroit Electric Model 99C](#) being advertised in ClassicCars.com by a dealership in St. Louis, Missouri

“With roots going back to about 1907, Detroit Electric is one of the longest surviving car companies dedicated to purely electric power,” “The Detroit Electric, was among the earliest champions of battery power for their line of lightweight city cars. **Batteries are located front and rear.**

“Detroit Electric enjoyed strong sales throughout the teens and into the twenties, peaking at nearly 5,000 vehicles per year,” the dealer continues. “Buyers were offered various wheelbase options and body styles, including open touring cars and a sporty underslung roadster. However, the bulk of production was comprised of fully-enclosed coupes and sedans — which suited their target audience of well-off, city-dwelling women who appreciated the Detroit Electric’s smoke-free running and easy operation, particularly in the days before the self-starter.” The self-starter, that 1911 invention by Charles Kettering, replaced the hand crank.

Although electric car sales went into decline, Detroit Electric offered them on a special-order basis until 1939, modernizing their appearance by using coachwork from Willys -Overland and Dodge. **The 1937 Model 99 offered here is** “an incredibly well-preserved survivor,” according to the dealer. “It is a very late production model, one of a mere handful of known examples featuring the Dodge-sourced bodywork. While the car looks like a Dodge from the front, the dealer notes that its profile reflects 1920s-era Willys.

“While Detroit sought to make the styling more conventional, the cabin is anything but that. The parlour-style seating arrangement places the driver on the rear bench seat, with a rear-facing jump seat and no traditional dash or steering column. The Model 99 was one of the last passenger cars sold with tiller steering.

“The cabin is exceptionally well-preserved, with original grey fabric trim in very good order. Fittings like the window winders and door handles have lovely, ornate details reflecting the Model 99’s high-end status”.

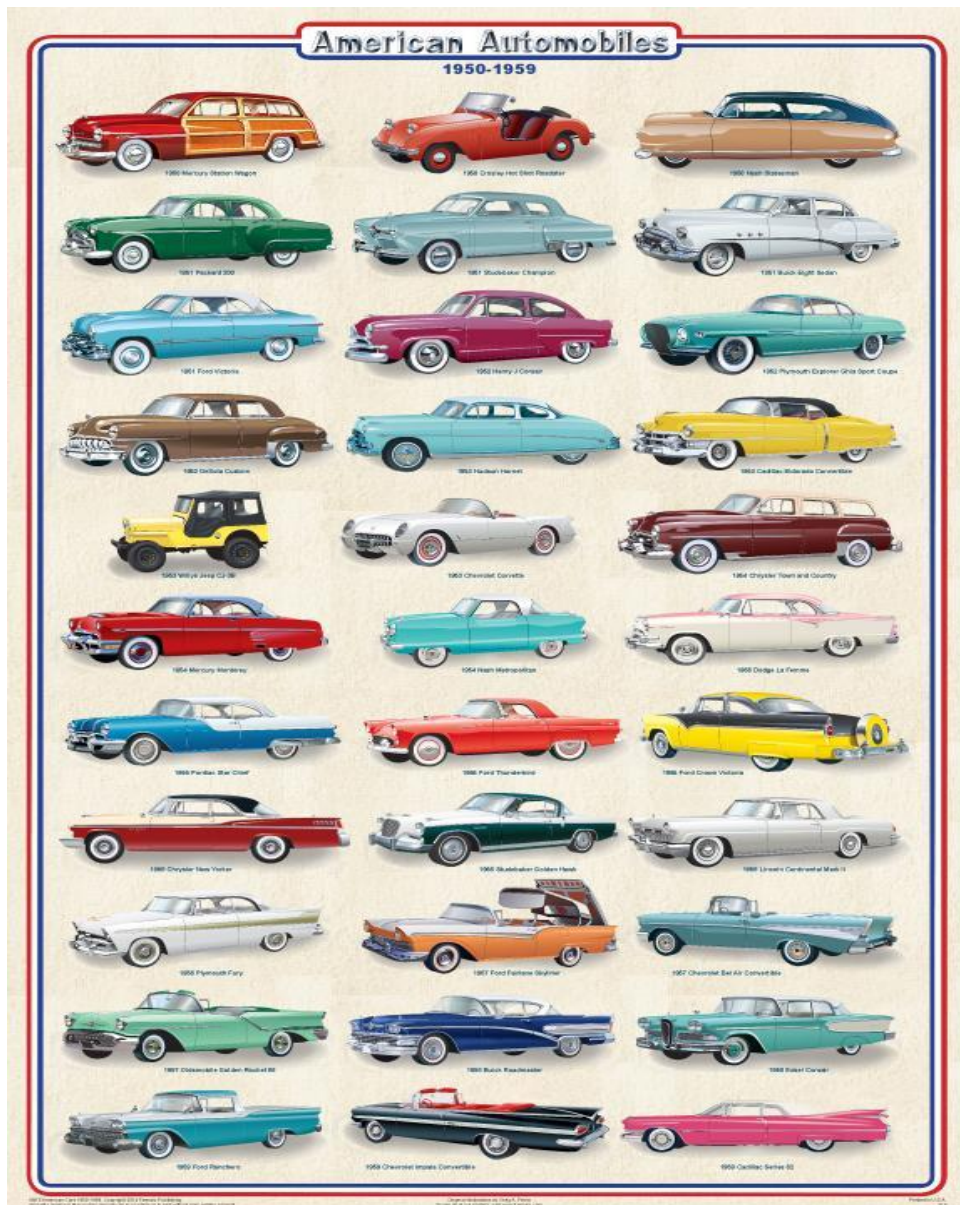
Tiller Pivots on B Pillar. “The beauty of early electric vehicles is in their mechanical simplicity. No fuel system, cooling system, or many moving parts to maintain, they’re straightforward to own. On sale for \$72,500.



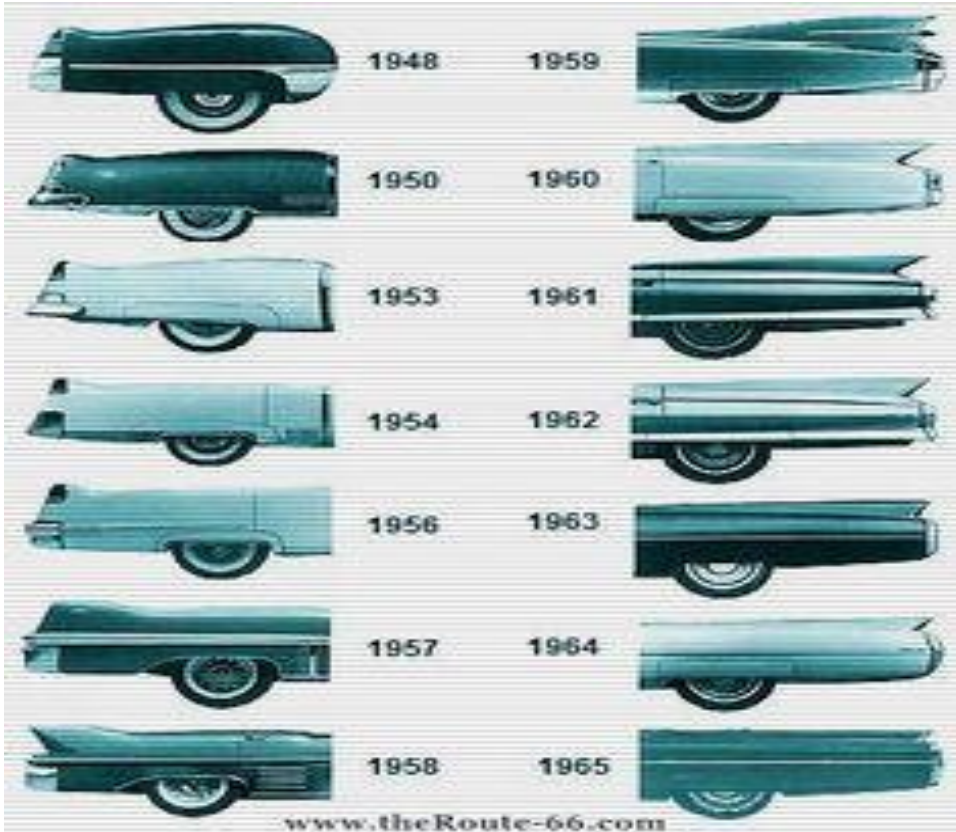


Jump Seats up Front

“This example has been fitted with new, updated deep-cycle batteries in the front and rear. It drives quite well and needs little to enjoy to the fullest on the road. It would also be a most welcome participant in preservation class shows or in gatherings of historically significant alternative fuel vehicles that are an increasingly relevant part of international concourse events.”

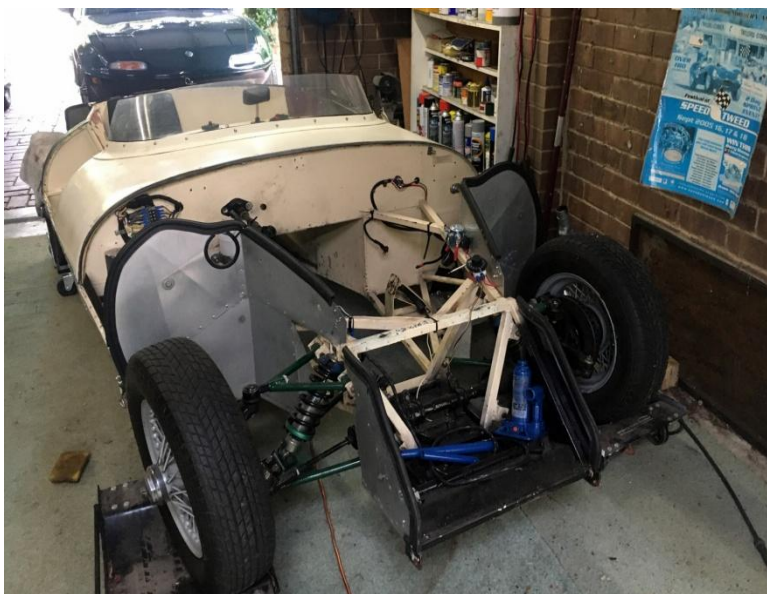


Pinterest.



A History of Cadillac Tailfins.

Misc.....



Scuderia Tomaso.

BSCCC life member Allan Thomas, is currently working on a Lotus Eleven replica bodied sports car, which predominately uses Ford Cortina components. Recently, Allan has been working on constructing the two passenger seats, as part of a detailed restoration / refurbishment.



Allan has owned more cars than he can remember and has been responsible for bringing back a number, from near death and adding improvements that enhanced the function and aesthetics and extending the life of the vehicles.



In tandem, Allan has another project on the go - a very interesting **Triumph Stag**, fitted with a Leyland P76 4.4 litre V8, coupled to a Toyota Supra five speed gearbox.

Problem Solving!





Allan has sorted the electrics and made and fitted new dashboard and console fascias.

As usual, the ever resourceful Allan - has fashioned a new gear stick knob, from a *catalpa* tree, growing in his garden.

New springs, brake linings and piping have been replaced, including an electronic fan.

The next job will be the roof - painting and lining.

Guide to Chinese Brands

Matt Gasnier (Edited)



A portion of Chinese Brands

Welcome to our **guide to some of the active Chinese brands**. 87 brands have been added since its original publication in January 2018.

This guide is the result of three years of research and multiple investigating trips to China. It includes car, electric vehicles, pickup, bus and truck manufacturers.

A very simple way to take stock of how much the Chinese brands list has grown, there are probably just as many active automotive brands in China, than there are in the rest of the world combined.

The largest new vehicle market in the world, China is evolving at lightning speed with a myriad of local brands currently operating. The allocation of electric car production licenses by the Chinese government has triggered the creation of dozens of new NEV manufacturers and brands.

In a way, China is now where the North American and European markets were in the 1920s with over a hundred brands competing for share in booming volumes.

There is no doubt the number of Chinese brands will drastically reduce over the next few decades, but for now, with sub-brands becoming brands, brands appearing and disappearing on a weekly basis, it can be a truly confusing maze. Since the first version of this guide was published on 5th January 2018, 87 brands have been added:

Aiways, Avatar, Bestune, Bordrin, Chufeng, Ciimo, Ciwei, COS, Costin, CRRC, Dali, Dialev, Doda, Domy, Dorcen, Enoreve (previously Enovate), Everus, Ezoom, Farizon, Fukang, Geometry, Green Wheel, Grove, Gyon, Hanergy, Hengchi (previously Evergrande), Hengrun, HiPhi, Homan (previously Folor), Huashen, Huatong, Hunkt, Hycan, IM, Imperium, Jetour, Jiulong, JLM, KYC, Lark, Leap Motor, Li, Lingbox, Link Tour, Linyu, Lite, Maple, Modern, Neta, ORA, Pao, Pocco, Qingling, Qingxing, QYEV, R, Raoten, Red Star, Reech (previously LvChi), Sany, Senyuan, Seres (previously SF Motors), Shifeng, Sinogold, SiTech, SKIO, Skywell, Skyworth, Sokon, SOL, STR, Suda, Sunike, TANK, T-King, Vantas, VGV, Voyah, WAW, YGM, Yinlong, Youngman, Yuancheng, Zedriv, Zeekr, Zoomlion and Zuojun.

34 ceased activity: BAW, Bordrin, Bisu, Dali, Dearcc, Enranger, Gonow, Hafei, Hawtai, Hengtong, Huasong, Hyosow, Iconic, Jiangnan, JMCGL, Jonway, Kandi, Leahead, Leopaard, LeSee, Lifan, Linyu, Qingling, Ranz, Red Star, Senyuan, Shuchi, Traum, Xinkai, Weiwang, YGM (now Link Tour), Yu Lu, Zhi Dou, Zotye and Zuojun.

This article dates back to 2018.

A mind boggling list: Since that time, I understand the Chinese government wants to see a reduction of EV makers, which either by decree or market forces, no doubt there will be a shakeout, some will fall over, some will be taken over or amalgamated.

Ed.

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Australia Post adds 20 Fuso eCanter electric trucks to its fleet.

Australia's largest EV fleet has just grown again 6 SEP 2021 [Jordan_MULACH](#)
MOTOR (Edited)



- 20 more EV trucks to join Aus Post fleet.
- First deliveries expected in October 2021.

- Lease program ensures the trucks will remain on fleet for six years

Australia Post's fleet of electric vehicles continues to grow as the national courier service. The first electric truck to come to market in Australia, the Fuso eCanter is based on the familiar internal combustion engine-powered truck, which has been a staple of logistics operations for years – just with a 66kWh battery pack and 135kW/390Nm motor in place of the ICE.



With a Gross Vehicle Mass of 7.5 tonnes, the eCanter can't replicate the driving range of other battery-powered passenger vehicles, but can still operate well in urban environments – helping Australia Post reduce its emissions, while keeping on top of the massive demand for deliveries throughout the pandemic.

Daimler Trucks is a good choice for Australia Post in the fleet space with a large network and focus on safety." Fuso says the eCanter has undergone months of testing worldwide, which included a six-month stint in Australia, providing a shakedown of the truck before it hits the road officially.



EV Chargers Australia - Google 2021

FOR SALE.



Very quiet - used approx. 10 hours 2KW

New \$2200 - sell for \$1350

Ph. Shirley Draffin 0429 148 946



Fowler Automotive Group
Total Car Care Mechanical /Auto Electrical Repair
9a Adam street
Quarry Hill VIC 3550

Keith Fowler
MMIAME

Road Worthy Checks
Phone 03 54433304
Mobile 0417537497

Roadworthy Inspection / LP Gas Repairs /
Tuning /Air Conditioner Repairs / Re-gas.
Keith Fowler is accredited in numerous
categories of automotive specialisation,
including auto electrical.



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Chris O'Mara
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and vintage cars*
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