

ISSUE 804



June 2025

THE VINTAGE DRIVER

The official magazine of the Vintage Drivers Club

Patron: Brian Tanti



THE VINTAGE DRIVERS' CLUB INC

Established 1958 Reg No. A0110905M ABN 30 004 426 528

'Catering for those who own or appreciate Vintage Vehicles'

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Committee: Trevor Barby



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Safety Check Officers

The following Club Members are eligible to conduct Vehicle Safety Inspections on Members vehicles and sign Vehicle Safety Reports:

John Rhodes	0400 118 309
Brian Smith	0401 802 264
John Davis	0418 998 520
John Johnston	0417 354 998
Hein Otten	0418 390 538

Licensed Club Nominee:

John Johnston

Magazine Editor

Iain Ross

Email: editor@vdc.org.au

Events Committee:

Stuart McCorkelle, Doug & Edith Stevenson, Garry Jewell, Holly Samson, Adam Francis and Doug Sterry.

An inspection fee will be charged by the service provider which will include an amount of \$25, which is to be returned to the Club.

Members Meeting Friday 27th June 2025

Enjoy a drink and a chat from 6:30pm. Meeting starts at 8pm
Guest Speaker will be our member Tom Brown from Vintage Engines to tell us about his engine reconditioning business.

BOOKING DOC's DODGE

Simply complete the online booking form and then contact David Jenkins to confirm availability.

Email: dnpjenkins@yahoo.com

Disclaimer: The opinions expressed in this magazine are not necessarily those of the Vintage Drivers Club or its officers. Whilst all care has been taken, neither the club nor its officers accept responsibility for the accuracy of information printed and or the quality of any items or services advertised or mentioned in this publication. The editor reserves the right to edit contributions submitted for publication.

CALENDAR 2025

June	27th	Friday	Members Meeting
July	12th	Saturday	Coffee & Chat
	16th	Wednesday	Mid-Week Run
	24th	Friday	Members Meeting
August	9th	Saturday	Coffee & Chat
	13th	Wednesday	Mid-Week Run
	22nd	Friday	Members Meeting

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New Members

The following have recently joined our Club,
Please make them very welcome

Shayne & Debra Waters	1929 Desoto Tourer.
Stephen & Michelle Page	1926 Hupmobile Tourer.
Jamie & Michelle Tulloch	1929 REO Flying Sedan, 1929 Chrysler Roadster & 1929 Chrysler Coupe.
Gerald & Colleen Rainbird	1927 Hupmobile Sedan, 1961 EK Holden Sedan & 1968 HK Holden Sedan

We hope you enjoy being members of our Club.

Front Cover:



Melissa Sterry at Rob Roy driving her Ford Model A Special, read more inside this issue.

Magazine Closing Date

Closing date for contributions for the JULY magazine is:

Wednesday 2nd July 2025

Membership Enquiries

New Membership Applications &
all membership enquiries to Doug
Stevenson Mob: 0419 319 977
Email: membership@vdc.org.au

Permit Renewals & Applications: are to be sent to the Club Permits Officer, Arnold Chivers 10 Beaufort Rise, Warrandyte Vic 3113. Documentation should include—**1.** VicRoads Renewal Application Form **SIGNED BY THE MEMBER** **2.** Cheque or money order made payable to VicRoads **3.** Stamped envelope addressed to VicRoads. OR Stamped self addressed envelope if you want the signed form returned to yourself. The Club Permits Officer will: Confirm the applicant's membership, financial status and vehicle eligibility and will post all relevant documents in the envelope provided. **NEW PERMIT APPLICATIONS** are to be sent to the Club Permit Officer as above and include **1.** Vic Roads Application Form **2.** VicRoads Eligibility Form **3.** Photos as per VicRoads requirements **4.** For vehicles pre 1948, a vehicle safety report signed by an authorized Vehicle Safety Check Officer as appointed by the Club or a roadworthy certificate. Vehicles post 1948 a Roadworthy Certificate. As it is better for the owner to personally collect the new plates from VicRoads the application should be accompanied by a stamped self addressed envelope and no payment need be included.

From the President

It is always nice to hear about the history of our members cars, especially when it can be tracked all the way back to the start through the same family. Thanks to David Stott who shared the history of his Fiat at our May club meeting. It was fantastic to hear about the history of the car's life in his family including some videos of David as a young lad on the car! If you have a car with an interesting history (whether it's in your family or not) we'd love to hear about it so, do get in touch please. It was a low turnout for our May meeting with a large number of our members either up at Winton for the racing or struck down with a bug (there seems to be plenty around at the moment) – hopefully those at Winton had fun (and picked up trophies if racing) and everyone else is feeling better.

We had a number of great events in May, I managed to make it to the observation run/trial which was a lot of fun (although slightly challenging without a navigator/observer). It was great to see a good mix of cars from both our club and the VSCC and I think everyone had a fun drive but were very happy to make it to the pub for lunch and to warm up. Thank you to Garry and Doug for organising the

event and well done to Doug and Mel Sterry who were our club winners.

My Dodge is finally back on the road having finished re-spoking the wheels and I can now corner with confidence – watch out Fangio! Unfortunately, I won't have the chance to get out on the upcoming events as I'm heading overseas for a holiday and a special family celebration. We'll be heading into summer which should be nice but it's England so it might be sunny, it might not.

Stay warm and healthy and I'll see you when I return, mid-July.

Cheers,
Richard



From the Editors Desk

Welcome to the June edition of The Vintage Driver.

Along with the reports on club activities, this month we feature a recent article from the daily paper describing how it looks like history is repeating itself with regard to the introduction of electric vehicles. Pressure from the oil industry and lack of charging facilities saw the electric vehicle soon disappear from the pioneer roads. The vehicle pictured is a very late model I would suspect that many people would be unaware that electric vehicles soldiered on for so long.

Worryingly the next innovation likely to appear soon will be driverless cars. I am sure it will be welcomed by today's generation of tech savvy young people but horrifying for most enthusiasts I would think.

At our last meeting we were treated to a great presentation from a member outlining the restoration of his vehicle that

had been in the family since new. Read about it here it's what our club is all about.

As always, I welcome input from our members, many of you do not make meetings or events but I am sure you share the passion of vintage motoring, and you have a story to tell for our magazine.

Iain R



MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

DATE: May 23rd, 2025

MEETING CHAIRED BY: President Richard Badham.

ATTENDEES: There were 32 members in attendance and 9 attending on zoom.

APOLOGIES: Dee Baxter, Arnold and Glenda Chivers, Matt and Judy Weeks, Grant and Lynne Lane, Doug Stevenson, Garry Jewell and a number of members at Winton for the racing.

NEW MEMBERS' PRESENT: None this month

VISITORS: Don Fleiner with 1948 Austin 16

DISPLAY VEHICLE: The 1925 Fiat 501C of David Stott

TREASURERS REPORT: for the period of 16th Apr to 13 May '25

Our operating expense for this period was \$9,114

Our expenses for the period were magazine costs, scholarship payment, new trestle tables and Clubroom costs for cleaning, electricity, telephone, etc.

Our Income for the month was \$6,034

This was mainly from clubrooms rental, Spirit entry fee and New Members.

NEW MEMBERS REPORT: Joining were Shayne and Debra Waters with a 1929 DeSoto tourer, Stephen and Michelle Page with a 1926 Hupmobile tourer

EVENTS REPORT: PAST EVENTS

Club Meeting 25th April – Richard gave an entertaining talk comparing a Willy's Jeep to a Tesla.

Economy Run 27th April - Stuart and Doug (Sterry). – Poorly attended event with only four cars starting and only three of them finishing. Those that did the drive enjoyed the day out. Report will be in the magazine.

Mid-Week Run – 14th May – Another great day organised by Chris and Sharyn Wells. A scenic short run through the Dandenong's with twenty eight members enjoying lunch at the Pig and Whistle Tavern.

Observation/Day Trial/National Motoring Heritage Day – 18th May – our club and the VSCC Combined event

Organised by Doug Stevenson and Garry Jewell. Run from Diamond Creek to the Flowerdale Hotel taking in some nice scenic back roads. Well attended with forty three people in twenty three cars. The unmade section up the hill on Bowden Spur Road created a lot of interest and discussion over lunch at the Flowerdale Hotel. Observation Trial winners were: VSCC Phil Cassie and Deborah Ford in a MGTA. Our club Doug and Melissa Sterry in a Stutz.

COMING EVENTS

Historic Winton – 23-25th May – Austin Seven 7 Club event. – No bikes this year, emphasis on car displays.

Our club plan to have a display area. Anyone wanting to join the ever growing contingent of slow bangers in regularity, speak to Stuart McCorkelle or Daniel Zampatti for details.

JUNE:

The King's Birthday Bash: 6-9th June Stuart McCorkelle organising. Mansfield. Ten cars entered so far (including a Silver Ghost!) for the dirt road rally.

Coffee & Chat: 14th June

Mid-Week Run: 18th June. Dennis Robertshaw has volunteered to organise, details to follow.

Club Meeting: 27th June Tom Brown pencilled in as guest speaker.

JULY:

Coffee & Chat: 12 July

Mid-Week Run – Looking for a volunteer to run this event.

Club Meeting: 25th July – Xmas in July.

New Members Day, 100 year old cars to be featured Sunday 27th July

2026 Spirit of the 20's Update: Spirit will be capped at 60 cars, and the current entrant list is at 49, so get a wriggle on entering before you miss out.

MYSTERY CAR: No car this month, instead we were treated to a picture of club concours judges working at a combined annual club concours and swap meet at the Rowville drive-in in 1973

GUEST SPEAKER: David Stott gave a presentation on the history of his 1925 Fiat 501, which has been in his family from new. This car was fitted with a body by Garrets of Sydney. During its life the car was converted to a ute before undergoing a 23-year restoration, during which David learned some new skills. The car is now as it was when it left the showrooms.

RAFFLE: The usual fun raffle was drawn with some new faces scooping up the goodies.

Cars and parts for sale or wanted: Repco have car steering wheel locks for sale.

General business: Richard Unkles informed us that loan cars will be available for a major rally to be held in New Zealand next year. This rally will be held over 4-5 days based out of Nelson. The entry fee will be about \$500 plus extras. More information will be available on the Vintage Car Club of New Zealand website.

Volunteers are needed for the Bendigo Swap meet The membership survey has elicited 71 responses so far, more responses welcomed (survey still open).

Lyn Johnston advised that she is looking for a volunteer to take over the organising of suppers and the monthly raffle including prizes.

Kurt Schultz donated a display of a 1931 driving licence and fuel ration cards

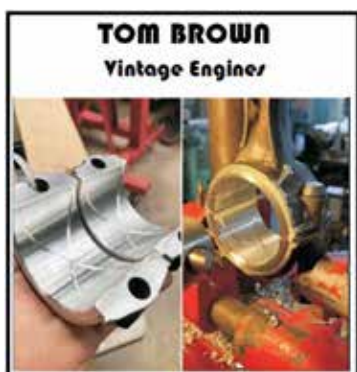
The meeting concluded at 9:03pm followed by supper.

COMING EVENTS

Doc's Dodge – our club car is available for use by members to attend any of the events.
Booking form on our website or contact club car manager - Dave Jenkins 0413 901 734

Club Meeting Friday 27th of June.

Guest Speaker.
Tom Brown,
Vintage Engines.



Coffee & Chat – Saturday 12th of July

10am – 11:30 at
the clubrooms



Mid-Week Run Wednesday 16th of July.

Ann Drysdale has responded to our request
for help with this Mid-Week Run.



Come for a drive through the bush, past
farmland, up and down hills (not too steep)
and round lots of bends to travel from Yarra
Glen to Hurstbridge for lunch where you can
look out at the bush and enjoy a variety of art
works- metal and wooden outside and painted
inside.

Meet at McKenzie Reserve car park on the
Melba Highway in Yarra Glen Melway 275- A1.
There are toilets in the park and coffee over
the road –what more could you want?

Time: 10.30 for 11.00 start

Distance: about 30 km.

The lunch menu is varied and prices
reasonable- pizzas are \$16 and up other
mains mostly in mid \$20s or \$30s. There is
also a senior's menu.

Contact Ann and Lyle Drysdale 0407 530924
or 9538 3389

Note Printing Australia / Factory Tour. Wednesday 23rd July

1/9 Potter Street Craigieburn
Meeting In Car Park 9.45am for 10am Tour
Craigieburn Sporting Club for Lunch
Limit of 24 Members - Booking Essential.
Entries To garryrjewell@yahoo.com.au
Garry Jewell 0417 157 343

Club Meeting Friday 25th of July. Christmas in July



New Members Day & Celebration of 100 Year Old Vehicles. Sunday 27th July.

At Our Club Rooms. From 12.00 noon There
will be a free BBQ Lunch for all attending.
All new members who have joined in last 12
months and members with vehicles listed with
our club as 1925 models will receive an
invitation to this day.

So, keep the day free and come along to meet
new members and celebrate the 100 year old
cars.



Let's see how many members & club cars we
can get there on this very special day.

Coffee & Chat – Saturday 9th of August

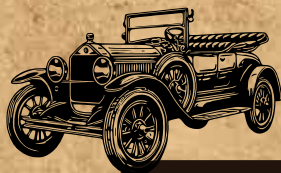
10am – 11:30 at the
clubrooms



Mid-Week Run Wednesday 13th of August.

This event Needs YOU! If
you'd like to organise this event!
Please contact events@vdc.org.au





17TH - 26TH APRIL 2026

If you are the proud owner of an automobile built between 1920 and 1930, this is your chance to experience the romance of the road as it was meant to be.

This is not just a drive, it's a celebration of the pioneering spirit that defined early motoring. A time when every journey was an event, every mile an opportunity, and every driver a true adventurer!



So ready your motorcar, embrace the spirit of adventure, and join us for a trip to remember!

Click the link or scan the QR code and complete the form to enter. If you have any queries, or issues with using this form to enter, please

contact Entrant Secretary Val Watson via email

valwatson@bigpond.com for assistance.



Past Event

Coffee and Chat - Saturday 10th May 2025

The Coffee and Chats each month continues to be popular with the members who enjoy the casual get together, a good number driving their club vehicles to the club rooms today.



While some enjoy the comfort of the club room lounge chairs to chat, others enjoy the stroll up and down the car park to ogle over the club vehicles.

There were two club events promoted on the table in the club room one being the Mid-Week run this coming Wednesday 14th May commencing at Montrose Recreation Ground then a scenic drive to the Pig and Whistle Tavern at Olinda and the other being an Observation Run/Day Trail on the National Motoring Heritage Day on Sunday 18th May meeting at Diamond Creek before commencing the Observation Run to a Hotel for lunch.



Dee Baxter invited Geoff and Val Baxter (Brother of Ken Baxter) who were visiting Dee from Tasmania to the coffee and chat. Geoff and Val live in Hobart and have an Austin 7. The Austin was Val's father's car from new, they inherited it and are members of the Austin 7 club in Hobart.

Past Event

Coffee and Chat - Saturday 10th May 2025



Dee with Geoff and Val Baxter from Hobart Tasmania

There was an invitation to those attending to join with John Johnson to see where Doc's Dodge is secured underneath the factories a good number of attendees took the opportunity to have a look.



Once again, another enjoyable coffee and chat, if you have not had the opportunity to attend consider coming along, you will be made most welcome.

The day was too good to finish after the coffee and chat so Sharyn and I decided to drive to Flowerdale Pub for a counter lunch, it is under new management and still worthy of a visit.

Chris and Sharyn Wells



Past Event

Mid-Week Run Wednesday 14th May 2025

The event commenced from the Montrose Recreation Reserve, meeting from 11.00am and departing at 11.30am.

We were blessed with a beautiful Autumn Day with a blue sky and sun shining and a warm day.



Some of the vehicles at Montrose Recreation Reserve



A majority of the 28 people who partook in the Mid-Week Event met at the Montrose Recreation Reserve and enjoyed each other's company whilst perusing the vast mixture of Club vehicles in the car park, it was good to see both Vintage and Classic vehicles.



We would like to acknowledge two long distances travelled to join in with this mid-week event and they are Colin and Helen from Highlands, Victoria and Doug and Edith from Attwood.

Before the event we received a lovely email from Dee Baxter wishing everyone a great day out even though Dee was unable to attend due to Grandparents Day at school.



Past Event

Mid-Week Run Wednesday 14th May 2025

Gathering at Montrose Recreation Reserve



After a briefing from Chris, we departed the Recreation Reserve for the scenic drive to the Pig and Whistle Tavern at Mt Dandenong which is located prior to Olinda, this drive only incorporated 3 right turns and 1 left turn with the drive being 20 minutes.

On our arrival at the Pig and Whistle Tavern we were greeted by those attendees who choose to travel direct to the Tavern.

We quickly filled the main carpark with some parking alongside the Tavern.



Parked up at The Pig & Whistle Tavern



On entering the Tavern, we were guided to our seating that include table and chairs that were joined to club lounge seating.

All the attendees were delighted that the committee was supporting this mid-week run by a Bar Tab to cover the cost of everyone's first drink limited to beer, wine or soft drink.

Past Event

Mid-Week Run Wednesday 14th May 2025

Meal orders were taken at each table (wonders of electronic devices), whilst the meals were being prepared everyone socialised and appeared to be enjoying themselves.



Finally, Doug took the floor to thank Chris and Sharyn for once again organising the May mid-week run.

It was now time to head home and say goodbye.

This was our 5th Mid-Week Run we have organised since joining the club, we find it one of the ways we can contribute to the club.

We urge you to consider organising a Mid-Week Run, it is not hard to do. It could be a direct drive to meet at a location of interest and have lunch, equally it could include a short drive to a location for lunch remembering the event is to socialise with others.

Chris and Sharyn Wells

Past Event

Combined VDC -VSCC Observation Run Sunday 18th

This was a combined event with the Vintage Sports Car Club of Australia

It was our clubs turn to put together the Observation run, this involved both Doug Stevenson and Garry Jewell on several occasions going out and driving various routes with the endeavour to ensure we weren't on major roads and the observation points were on our left.



Entrants vehicles at Diamond Creek



The meeting venue was the Scottish restaurant Car Park in Station Street, Diamond Creek, this description got me to search Google Maps for a Scottish restaurant in Station Street, Diamond Creek that came up with some address in Philadelphia USA, wrong McDonalds Diamond Creek.

The turnout of club vehicles from 10.00am in the car park presented a tremendous variety of vehicles for both the entrants and general public to admire prior to our 10.30am departure.



Entrants vehicles at Diamond Creek



Doug greeted all the Observation Run entrants on their arrival and handed out the double-sided Observation Run instructions that contained both the route directions and observation points hints.

Several of the Observations points needed to be found prior to departing the carpark, whilst the others were evenly spaced along the route.

The departure was very orderly with good space between the vehicles, there was no hint of a race for it was not time related.

Past Event

Combined VDC -VSCC Observation Run Sunday 18th



Gathering at Diamond Creek



Everyone took the time to enjoy the very scenic route of back roads via Arthurs Creek then onto Kinglake via an eight kilometre stretch of gravel road that included a reasonably steep section up to the Kinglake Road but the views from under the power lines were worth the drive.

Several of the entrants reported seeing numerous Kangaroos and Wallabies from Arthurs Creek to Kinglake, we were luckily enough to have two Lyrebirds across the road in front of us.



Gravel Rd and at Flowerdale Pub

Past Event

Combined VDC -VSCC Observation Run Sunday 18th



The route from Kinglake along the Healesville-Kinglake Rd to the Melba Highway was easy driving mostly downhill, turning left onto the Melba Highway for a short distance to Glenburn then turning left again onto Break "O" Day Rd and finally turning left onto Whittlesea-Yea Rd to the Flowerdale Hotel for lunch.

It was no surprise to find the Flowerdale Hotel was a hive of activity due to its well-known reputation for being an easy-going pub for both motorcycle and car enthusiasts.

On arrival at the pub both Doug and Garry collected our instruction sheets that included our so-called observations and marked our results.



All seated at Flowerdale Pub



The meals for those who arrived earlier came out in good time, for us late arrivals our meals took a little longer due to the number of patrons at the pub.

We were seated at four tables in the lounge area, everyone appeared to be enjoying the company of each other over lunch and enjoyed the Observation Run.

Past Event

Combined VDC -VSCC Observation Run Sunday 18th

Stuart took the floor and invited Garry to read out each of the Observation answers followed by our President Richard presenting Doug and Melissa Sterry as our club winner and then VSCC President Daniel presenting to their members Phil Cassie and daughter Debbie as the VSCC winner.



Stuart, Garry, Richard and Daniel made the presentations



Richard on behalf of both clubs thanked Doug and Garry and all who assisted them for organising and running the Observation Run, that attracted twelve entrants from our club and ten VSCC entrants, with a total of forty three people at the lunch.

Annual Membership Fees

You should have received your membership renewal notice recently.

Note: Change to membership fees and change of bank account.

Remember you must be a financial member if your vehicle is on club plates.

Fees are due and payable by the 30th June 2025

Enquires to the Treasurer Maureen Ross Mob: 0412 263 155 or email: treasurer@vdc.org.au

Past event Report on Wonderful Winton.

Winton Historic race meeting was held for the 48th time on the weekend of 24-25 May.

For the first time in its long history it was run without historic motorcycles as part of the programme. And their absence was noted. Even for non-motorcycle fans the lack of buzz in the pits, the changes to programming to fill the gap left by the motorcycle events and lessening of crowd numbers, particularly on Saturday were very evident. I am not sure that regularities for tin tops and Mini only races are ideal fill ins for the bikes, it's hoped that the bikes might return in the future.

This event is the last of the traditional historic meetings where the oldest categories JK and L have always put on a great show. Our members who took part included the perennial Russell Clough in his Austin seven. I do not think he has missed a meeting at Winton, and Doug Sterry in the Ford V8 special, Holly Samson in the regularity with her 1926 Chev, Wes Wilkinson in his Frontenac Indy Special, Daniel Zampatti in a GN in the regularity, Geoff Bartlett in the Morris Minor 1000. If I have missed any other club participant apologies.

The accompanying display of classics in the car park was a little light on for our older vehicles.

During the vehicle parade on the track held at lunchtime on Sunday the crowd was amazed to see among the many classic vehicles taking part a very fine large late vintage American sedan come to a grinding halt having lost a wheel!! John Johnson with Lindsay Truman were close to the action in John's Torana XU1.

Ian McCorkelle also took part in his Dodge Ambulance.

All in all, a great weekend of motoring the weather stayed fine even a little sunshine and as always, a great gathering of motoring fans.

But not so good for Holly Samson who on the trip home in the Chevrolet had the misfortune to encounter a Kangaroo and trying to avoid it rolled the Chevrolet. Holly has emerged with only minor injuries and is doing well.



Winners are grinners:
Holly 1st in Regularity 1 on Sunday.
Daniel 1st in Regularity 1 on Saturday
Doug two 2nd's and a 3rd in his Group
J & K events.
Ian McCorkelle in the parade.

Past Event - David Stott's presentation outlining the ownership and restoration of his 1925 Fiat 501C provided at the May members club meeting.

I am here tonight to talk about my Fiat, I could talk about the specifications, but the history of my car is more interesting, I think.

My Grandfather bought this car new. I am just the 2nd owner and have had this car for 50 years.

It is a 1925 Fiat 501C. The C stands for Colonial which means a wider track and stronger front axle compared to what was sold in Europe. Fiat built about 80,000 of this model over six years and it was quite a popular model in Australia. The 501 was Fiat's first volume production car and set Fiat up for future success.

Fiat have been building cars for 125 years and is one of the oldest car companies still around, including Peugeot, Opel and Renault.

Why do we have so many early Italian cars in Australia? I understand there was a trade deal done with Italy, our Merino Wool for their fashion industry and Italian cars for Australia.

As we know in the '20s most cars came into Australia as chassis only, that is radiator, bonnet scuttle and bare chassis beyond that. Fiats were flat packed sitting on their axles, with wheels on the rear of the chassis.

Cars were shipped to various body builders and depending on which state it was sold in there are slight differences in the bodies.

The body on my car is by Garretts in Sydney, is a 4-door tourer, spare wheel on the back, bevel glass wind deflectors, fixed front seat, rug rail and foot rail. Mudguards had a squared off front. This is quite different to the Victorian bodied cars, which are 3 doors, with side spare, adjustable seat and a different windscreen.



My Great Grandfather operated a business from the Belmore Bridge in Maitland NSW; he sold Massey Harris farm equipment among other things including the agency for Fiat cars.

My Fiat was in stock as a demonstrator at this building and was sold to my grandfather from here. It cost about 500 pounds, about double a Model T Ford. My Grandfather considered a Ford, but it was largely out of date in 1925.

There is another Fiat, a 509, also sold

from this building and it was parked next to my Fiat at a Fiat club event a couple of years ago and was in Bendigo a couple of years ago at a club event.

Past Event - David Stott's presentation outlining the ownership and restoration of his 1925 Fiat 501C provided at the May members club meeting.

In November 2024, we parked outside this building now unused and called Beacon motors, on our way north to Fiat 125 years rally at Forster-Tuncurry.



During the depression years, Great Grandfather provided the money for petrol so that the family could visit and could afford to keep the car.

Mum remembered on wet days her dad would pick her up from school and he was about the only school dad to own a car in the mid '30's.

The Fiat was used extensively around NSW regularly travelling the 200km's to Merriwa in the upper Hunter Valley to visit family. It was a good trip if only one flat tyre had to be repaired beside the road.

Mum and her brother slept top to tail on the back seat.

My Grandfather was a builder and used the Fiat for work. In the early 1940's, when he purchased a Vauxhall sedan from his mother's estate the Fiat was cut down to a Ute. I said to my mum was the Fiat getting tatty and worn out, and she said no it was perfectly good, and we used as the family car before it was cut down. It was only 15 to 20 years old at that stage.

In 1940 petrol was rationed and this is an application for 15 gallons of petrol for the month. This is about 2 tank fills to last a month. My Grandfather rigged up an alternative fuel tank and ran it on Kerosene with Naphthalene (mothballs) as an octane enhancer. Apparently with this fuel, the Fiat barely held 4th gear on the flat, provided there was no head wind, and mostly was driven in 3rd.

It was used as a truck in this form until deregistered in 1960, then was stored at the family holiday house on Lake Macquarie NSW, and when we visited from Melbourne at Christmas, my uncle would start it up, drive up and down the road, then park it under a tree, and I would then play in it.

In 1975 I asked my grandfather if I could have it for restoration. At age 21 I had never pulled an engine apart before, and thought it just needs an engine overhaul and a new body. Little did I realise what was involved.

So, we removed the wooden cabin and tray, and my Dad and I towed the car to Sydney where it was loaded onto a truck to Melbourne.

After building a shed, I pulled it apart in 6 weeks and it took 26 years to get it back on the road.

In 1976 I wrote to Fiat Centro Storico in Turin and in their reply, they sent me a reproduction handbook and were able to tell me the Chassis was sold to the Australian Agent Garretts in Sydney for 149 pounds on 9th June 1925. This means my car is 100 years old in about 2 weeks' time.

I have put together a video of old family movies from 1961 with me aged seven and 1969 when I was fifteen and added a video we took last year when we were in the area to try to re-enact the same movies in the same location.

The video is on YouTube at this link. <https://www.youtube.com/watch?v=VXfUasih-EM>

My car has the original engine with the usual repairs, original honeycomb radiator, the colour, and pinstripe are the same as original. It now has carpet versus rubber flooring, and red instead of brown upholstery. I have kept it to standard specifications, and it is not modified in any way. My Fiat has now been on the road for 25 years and has been a tourer longer than when it was new. Now for specifications

Past Event - David Stott's presentation outlining the ownership and restoration of his 1925 Fiat 501C provided at the May members club meeting.

- 4-cylinder side valve of 1,469 CC 4 speed gearbox. 12-volt positive earth electrics originally had two-wheel brakes with separate shoes for foot and parking brake. The brakes are quite good but limited by the small patch of rubber on the road. Front brakes were optional in 1925, and I was fortunate to find a front braked axle, and this makes braking in Melbourne traffic very effective.

It has a multi disc all steel clutch with 35 steel plates each about 0.8MM thick. It runs dry but from time to time must be flushed with Kerosene and lubricated with a mix of Transmission fluid and Kero, which is then drained off.

It is a sweet smooth engine, and the car feels light to drive.

Top speed is 75km/h and I find it cruises comfortably at about 68-70km/h, and fuel consumption on the Spirit rally last year was about 10L/100km.

David Stott.



[2026 Vero International Festival of Historic Motoring](#)

Visit their website to get all the details about this New Zealand event

Speak to some of our members who have participated in the past

15th – 21st March 2026

Ariel Battery Notice

Our long-time advertiser and the last supplier of traditional rubber cased batteries for our old vehicles, Ariel Batteries is advising our members that they have received their last batch of battery plates. When they have run out, they will be unable to continue making batteries. So, if any of our members have a battery to rebuild we advise them not to waste any time as once they are gone there won't be any more available.

Members Car

My Journey with the A Model Special

By Melissa Sterry

Back in 1999, life was moving fast – in more ways than one. Doug had just finished building the A Model Special, transforming a humble rolling chassis into a sleek vintage racer in just three months. The deadline? The very first Vintage Motorsport Weekend held in Camperdown. It was a whirlwind of welding, fine tuning, and hopeful test runs. Somehow, amid the chaos, he made it to the start line.

At the same time, we were starting a family – a different kind of project, and one that came with a lot less sleep and a lot more unpredictability! In those early years, motorsport weekends became family affairs. We'd pack up the kids, the pram, the picnic rug, and of course, the car, and head off to meetings and events together. The paddock was our playground, and the sound of engines in the distance became the soundtrack of our weekends.

Although the A Model Special was very much Doug's passion project, I found my own way into the driver's seat – occasionally. Between nappies, nap times and managing the general mayhem of family life, I'd sneak in the odd Rob Roy hill climb or an occasional motorkhana. I loved it, but the reality was clear: the car was Doug's pride and joy, and at that stage, my hands were more often full of toddlers than a steering wheel.

Fast forward to 2018. Despite the A Model Special's nippy performance and inherent charm, Doug had grown somewhat bored with it. Enter the Northwood Special – a 1939 Ford V8 – which quickly became his go-to race car. The A Model Special, while still our peppiest and arguably most fun vintage car, suddenly found itself sitting in the shed with no particular role.

That changed when the opportunity came up to enter the 100-year anniversary of the RACV Alpine Rally. We decided to give the A Model Special



a touring makeover: on went some cycle guards, aero screens, and a cut-out in the tail that passed (just barely) for a boot. The transformation wasn't without its hiccups – the guards had a tendency to part ways with the car – but we had an absolute ball.

Repairs were made, tweaks applied, and the A Model was back in business. We entered the 2024 Spirit of the Twenties rally in the car – and not only did it run like a dream, we actually won the event! Not bad for a machine that had once been relegated to the sidelines.

Members Car

My Journey with the A Model Special

Now that Doug's moved on to racing the V8, the A Model Special has officially become my race car, with Doug stepping into the trusty role of mechanic and pit crew. I raced in the 2024 Rob Roy Hill Climb and again in the 2025 Rob Roy Revival. The learning curve has been steep, and I'm still working on keeping it on the track (as a few dust-kicking photos at the top of the hill will confirm!). We've even got plans to adapt the seat so I can reach the steering wheel a little better – yes, I am short!

I'm not racing to win trophies – although those who know me might raise an eyebrow at that – but to be out there, having a go, and soaking up every bit of fun this sport has to offer.

The A Model Special has come full circle: once Doug's pride and joy, now my own companion on the road and track. I'm looking forward to many more years behind the wheel, kicking up dust, sharing laughs, and enjoying the ride.

Melissa at Rob Roy in 2024 and at the Rob Roy Revival this year.



Electric Cars Died a Century Ago

This article appeared in the Melbourne Age of 28th May.
HISTORY Authored by Ivan Penn

More than a century before Tesla rolled out its first cars, the Baker Electric Company and the Riker Electric Roadster rumbled down American streets. Battery powered cars were so popular that, for a time, about a third of New York's taxis were. Electric.

But those early electric vehicles began to lose ground to a new class of cars, like the Ford Model T, that were cheaper and could more easily be refueled by new oil-based fuels that were becoming available around the country. Bolstered by federal tax incentives in the 1920s, the oil industry boomed - and so did petrol-powered cars.

That history has largely been forgotten, and almost all of the early electric cars have disappeared so completely that most people alive today have never seen one - and many have no idea that they even existed. A few specimens are in museums and private collections, including a fully restored Baker Electric that TV show host Jay Leno keeps in his sprawling California garage. Leno's ancient electric car has a wooden frame and 36-inch rubber wheels. It looks like a stagecoach, but it is propelled by electric motors and batteries just like a current-day Tesla Model Y or Cadillac Lyriq. It elicited smiles and amazement from people on the streets of Burbank, California, when Leno drove it around town recently.

The car may be a novelty, but it is newly relevant because the United States may be poised to repeat history. The Trump administration and Republicans in Congress are working to undercut the growth of electric vehicles, impose a new tax on them and swing federal policy sharply in favor of oil and petrol.

Scholars who have studied the earlier age of electric vehicles see parallels in their demise in the early decades of the 1900s and the attacks they are facing now. In both eras, electric cars struggled to gain acceptance in the marketplace and were undermined by politics. A big knock against them was they had to be charged and ultimately were considered less convenient than vehicles with internal combustion engines.

"Electric cars are good if you have a towing company," President Donald Trump said at a campaign rally in Iowa in October 2023.

Charging and access to fuel were also concerns a century earlier.

Americans in the 1920s wanted to explore the country. But many rural and suburban areas didn't have electricity. President Franklin D. Roosevelt made a big push to electrify the entire country in 1936 – the last farms were connected to the grid in the early 1970s. That made it difficult to use electric cars in many places.

Republican leaders say that electric vehicles do not deserve subsidies in the tax code and that their tax bill levels the playing field that Democrats had tilted in favor of one technology.

A hundred years ago, politicians also put their thumbs on the scale - and came down on the side of oil. The oil industry has enjoyed numerous tax breaks. One was enacted in 1926 when Congress allowed oil companies to deduct their taxable income by 27.5 per cent of their sales. The sponsor of the legislation later admitted that the incentive was excessive.

"We grabbed 27.5 per cent because we were not only hogs, but the odd figure made it appear as though it was scientifically arrived at," Texas Democratic Senator Tom Connally, who sponsored the break, was quoted as saying in a biography of Lyndon B. Johnson, "Sam Johnson's Boy: A Close-Up of the President from Texas."

That tax break lasted for decades. It was eliminated for large oil producers and reduced for smaller companies in 1975.

Perhaps unsurprisingly, crude oil became dominant. The US Energy department noted on a timeline on its website that electric cars "all but disappeared" by 1935.

The triumph of internal combustion made long-distance travel accessible to the masses and helped power the US economy. It also led to deadly urban air pollution and has been a major cause of climate change.

Electric Cars Died a Century Ago

Now, the decades long tug of war between combustion engine and electric cars is intensifying again, and electric cars may be in trouble, at least in the United States.

A hundred years ago, politicians put their thumbs on the scale – and came down on the side of oil.

Sales of electric cars are growing quickly in most of the rest of world, increasing 35 per cent in China in the first four months of the year and 5 per cent in Europe, according to RHO Motion, a research firm. But in the United States, sales were up a more modest 11 per cent in the first three months of 2025, according to the Kelly Blue Book.

Republican leaders are pushing legislation that would eliminate many Biden administration programs intended to promote electric vehicle sales, including a US\$7,500 federal tax credit. They want to impose a new annual \$US250 fee on electric vehicle owners to finance highway construction and maintenance.

But electric cars have not just been hampered by politics. They also had to overcome gender stereotypes. Their benefits like quiet, smooth operation were considered by some men to be too feminine, and, in the late 1800s and early 1900s, many models like the Baker Electric were explicitly marketed only to women.

Advertisements for the early electrics hang on the walls of Leno's Burbank garage. "Make This the Happiest Christmas - Give Your Wife an Electric," proclaims one.

Men, by contrast, have long been pitched on the masculine virtues of petrol cars that roar and thunder.

In autumn 2022, Republican representative for Georgia, Marjorie Taylor Greene, who is closely allied with Trump, pushed the notion that petrol cars are more macho at a rally. "There's nothing more American than the roar of a V-8 engine under the hood of a Ford Mustang or Chevy Camaro, an incredible feel of all that horsepower." But Democrats, she said, "want to emasculate the way we drive."

Elon Musk, Tesla's CEO who has been working with the Trump administration, has tried to broaden the appeal of electric vehicles. His company's newest model is the Cybertruck, a massive pickup truck with lots of sharp angles.

"Musk has done everything he could to try to make a Tesla a manly vehicle," said Virginia Scharff, an emeritus distinguished professor of history at the University of New Mexico and author of numerous books, including "Taking the Wheel: Women and the Coming of the Motor Age."

But, Scharff added, Musk may have gone too far. His alignment with Trump's conservative politics has alienated some of the most reliable buyers of electric cars - liberals and environmentalists who hope to move the world away from fossil fuels.

The concept of home charging isn't new. Home car chargers also made their debut a century ago, only bulkier and a bit more frightful.

"It looked like a machine out of Dr Frankenstein's laboratory," said Leslie Kendall, chief historian at the Petersen Automotive Museum in Los Angeles.

Kendall said electric cars could have stuck around and even done well. But they were hampered by the lack of electricity in many communities, long charging times and their higher costs relative to petrol vehicles - a Model T in 1908 cost about \$US650 compared with \$US1,750 for an electric roadster. "You could carry extra gas with you," he said. "You couldn't carry extra electricity."

Richard Riker, a grandson of electric car pioneer Andrew L. Riker, said his grandfather had identified one of the biggest stumbling blocks to the cars he designed and sold - one that lingers to this day.

"They didn't have charging stations out on the street corners like my grandfather said they need to," Riker said. Despite policy and other challenges, Riker said he was still optimistic about electric vehicles. He expects that in the coming decades, technical advances will give such vehicles a big edge over petrol vehicles.

"If you can charge a car in five minutes and go 500 miles," he said, "the gasoline engine is history."
From The New York Times

Electric Cars Died a Century Ago

Postscript

Many people think that electric cars are a recent phenomenon. The truth is that electric cars were invented in the 1800's and by the early 1900's, electric cars were a common sight on American roads. In 1900, 38% of American vehicles were powered by electricity, 40% by steam and 22% by gasoline and 33,842 electric vehicles were registered in the United States. Electric cars were used in a large part by women and doctors. Doctors needed a car that they could get in and go and gasoline engines were not that easy to start or particularly reliable. Because hand-cranking a car was difficult and could be downright dangerous, and because electric cars didn't leak anything or smell of gasoline, oil or exhaust, they were very popular with women. In fact, one of the drawbacks of early electric cars is that they were thought of as a woman's car and men did not want to be seen driving them.



1931 Detroit Electric
Nearly the last.

An advertisement for Baker Electric Vehicles. The top half of the ad features the text "Baker Electric Vehicles" in a large, bold, serif font, followed by "The Aristocrats of Motordom" in a slightly smaller font. Below the text is a colorful illustration of a woman in a white dress and red hat driving a dark-colored open-top car. She is holding a small dog in her lap. The background of the illustration shows a scenic view of a body of water with a sailboat and a house in the distance. The bottom half of the ad contains promotional text and contact information.

Baker Electric Vehicles
The Aristocrats of Motordom

The Baker "Queen Victoria"

Baker Electrics are safest to drive—easiest to control—simplest in construction, and have greater speed and mileage than any other electrics. Where quality and efficiency are desired Baker Electrics are invariably the choice of discriminating men and women who want elegant appointments combined with mechanical perfection.

A request will bring to you our complete catalogue of Baker Electric Runabouts, Coupés, Roadsters, Landaulettes, Broughams, etc.

THE BAKER MOTOR VEHICLE COMPANY, 33 W. 80TH STREET, CLEVELAND, OHIO.
Agencies in all Principal Cities.

Oakland in Australia

One of America's oldest vehicle manufacturers, the Pontiac Buggy Company, under the Presidency of Mr E. M. Murphy, saw the start of the demise of the business, which was the production of drays, buggies, coaches and lorries, all of which were horse drawn. By 1907 serious inroads were predicted, thus to protect his company's interests, Mr Murphy set one of his factory buildings aside for the production of motor cars. Thus the Oakland Motor Car Company was born. The company's first car was produced in 1908 and was a 4 cylinder of 20 hp, designed by Mr A. T. Bush, Oaklands then Vice President. Mr Bush was also responsible for the design of the first single cylinder Cadillac and his own Bush runabout. While the car was economically priced (\$1375), for its features, it was not a commercial success and the Oakland Company was in financial difficulty. William Durant was at this time building the GM empire and he snapped up Oakland. It was his third purchase after Buick and Oldsmobile. Oakland struggled through to 1913, building two 4 cylinder models of 3 and 4 litres (model 35 and model 42) and two 6 cylinder engines for the 6-60 model. One 6 was 6 litres and rated at 40 hp, the second much smaller six was a 3.1 litre 15/20 hp. The 6-60 used a 112" wheelbase on the small engine and 136" wheelbase on the large engine. These two 6's saw the start of Oaklands growth, and a number of body styles was offered on the 'Greyhound' as it was called. Heading the styles were 3 Tourers in 4, 5 and 7 passenger form; also listed was a 2 passenger runabout. The model 42 covered a 4 and 5 passenger Tourer, a Roadster and a Coupe. The model 35 was available in just Tourer (5 passenger) and Roadster form. Models 42 and 6-60 were equipped with Delco improved lighting, ignition and starting. An oil sight and starter switch were conveniently located on the dash.

In 1916 a 5½ litre V8 was introduced (model 50) alongside a 3 litre OHV small bore six of 15/20 hp (model 32). The V8 was a failure but the six highly successful, creating over 35,000 car sales in its first 12 months of production. The 6 cylinder model was built until 1923, when a revised side valve engine was released, using an increased bore plus pressure fed lubrication to the chassis. This lubrication was supplied via the engine oil system.

In 1924 Oaklands were finished in the new 'Duco' finish in the USA, the first production car to be so painted; the finish was then known as Dupont Viscolac. Models available for 1924 were a Roadster, Sports Tourer and Roadster, 4 passenger coupe (coach) and a sedan. Advertising identification was "True Blue Six". Standard features included auto spark advance, permanent top and four wheel brakes.

There is evidence that the earliest Oaklands into Australia were the 1913-1915 4 cylinder model 35/37 cars. From this point Australia would have seen the Model 49 6 cylinder introduced in 1915 and the Model 32 in 1916. In the early 20's Oaklands began to gain popularity in Australia. Most were imported with bodies, but local body builders did produce Tourer and Roadster styles prior to 1926. Model for 1917 in Australia included the Model 50 8 cylinder and the Model 34 6 cylinder. The Six became a model 34B in 1918, Model 34C in 1921 and Model 34D in 1922. For 1923 the series identification was model 6-44.

In 1924 the 54 series car was introduced, again using alpha letters for year designation, the 6-54 series used 113" wheelbase and a side valve 19.8 hp six. In Australia body styles were local Tourers and Roadsters and imported Sedans. From late 1925 Holden Body Builders produced a Coach body for the Model 6-54B. Imported Roadsters as well as Sedans were now available. In the last year of the 54 Series car (Model 6-54C), 1927, a Landau Sedan style was made available by Fisher. This car featured a fold down rear roof section, leaving the rear seat passengers exposed. A similar style was offered by Holden on the '27 Chevrolet

Mechanical improvements for 1927 were an oil and air filter, Harmonic balancer and dipping headlamps. The 1927 car was considered an excellent top gear performer with good torque.

For 1928 the "AJI American Six" was introduced, coded a model 212. The car used a 117" wheelbase and a 25.35 hp six. This was achieved by increasing the capacity from 185 ci to 212 ci. Other improvements were increased valve size, larger camshaft using 4 bearing in lieu of 3, suction fuel pump, new water pump and a counterbalanced four bearing main crankshaft.

Body styles remained the same for 1928, imported sedans and roadsters alongside local bodied sedans, tourers and coaches. In 1929 the model code was AAS and cars were known as 'The Cosmopolitan Six' in Australia. Tagged as 'distinctly different' the 29 models received minor changes, hp was up to 32.34 and displacement 228

Oakland in Australia

ci. This provided 68hp @ 3000 rpm. Other improvements were a new fuel pump, preheated intake manifold, 'permanent mold' pistons which were matched and fully balanced to a revised crankshaft. Holden dropped the coach style but otherwise model lineup continued unchanged.

Oaklands end came at the start of the depression, sales were already down in the US and Australia. The last series to be produced was the new IOI Series using a 90° V8 engine. This engine used a bore and stroke of 3-7/16 x 3-3/8 to achieve a displacement of 251 ci. Advertised as a "More Pound Power" model the 1930 Oakland claimed "more power for each pound of its entire weight than any other car of its size and weight ever built (racing cars alone excepted)". Wheelbase remained 117" and wheels were 28 x 5.50, all cars were 6 wheel equipped. Body styles in Australia were local Tourers, Sedans and a few Roadsters plus imported Sedans and Roadsters. Holden Body Builders (by now part of GMH) produced their last Oakland body in Aug 1931 (a model 301 roadster). The Oakland division of GM was not left to die. In 1926 they had engineered a new series called the Pontiac. The new car soon outstripped its parent in sales, thus GM switched the name of the division to Pontiac.

This article produced by Norm Darwin and published in an early edition of Restored Cars.

Images courtesy of the Australian Oakland Register.



1913



1926



1930



1931

Last Month's Mystery Vehicle

This month's mystery was several images of club judges taken at a concours held in 1973 at the Rowville Drive in theatre. Located in Stud Road Rowville The theatre opened in 1956 and was finally closed in 1983. This led me to look at the club magazines of the time to gain more information. It was not to be, but I did discover that this event was a combined swap day and annual concours.

I can find little reporting on the event it seems only four vehicles were presented for judging, and the winner was listed as a Bayliss Thomas. The only reference to a Bayliss Thomas I can find is G Carson and his unusual Bayliss Thomas of 1925. As well a prominent member wrote a letter to the editor bemoaning the fact that, so few entries had been received and raising points about restoration standards and original vehicles.

Clearly the award judging was being taken very seriously and the standard of vehicles presented for judging looking at the images was very high.

I had hoped to hear from some of our more senior members and fortunately I heard from Ken Johns advised that the gentleman in the white jumper is Clifford Rees, head concours judge at the time but Ken did not recognise the others.



The swap day received coverage in Restored Cars magazine of the day. Two pages featuring vehicles that turned up provided a positive insight to the day. Just look at the range of makes that turned out.

You may recall that on the cover of the March edition we featured a very nice Auburn tourer that at some time may have been owned by a club member. It has now been confirmed that this vehicle has not survived having been destroyed in the bush fires that engulfed the Dandenong's in February 2009. It was not owned by a club member at that time.

It is confirmed the image was taken at a club event on Phillip Island and the vehicle may have resided at the time on the island.

Last Month's Mystery Vehicle



A fine pair of Vintage Whippets of J. Hegnev.



1914 Mors (French).



1920 Hudson Touring of Jim Kirk.



An early model T Ford truck.



Morris Cowley saloon.



Australian bodied Model T Touring.



A. Devison and his 1932 Willys Phaeton.



1928 Chevrolet Roadster.



Austin Seven Special.



1939 Ford for sale at \$250.



A load of '27 Chrysler parts auctioned, passed in at five dollars.



Jim Martin's 1926 Peerless 6-80 Coupe.



Below: Guy Leopolds 1930 Riley 9 Tourer.



Below: 1932 Ford Model B Sport Coupe.



Below: An Austin 7, Mini of the '20's.

Last Month's Mystery Vehicle



A vintage Diatto tourer (Italian) and a 1925 Buick Touring.



1940 Ford deluxe Tudor sedan.



Vintage models Morris, Whippett and Crossley.



An Invicta Tourer owned by Eric Milkins.



This Bentley owned by Rod Warriner.



1925-26 Bean owned by Fred Auden.



A nice 20hp Rolls Royce.



Concourse winner G. Carson's Bayliss Thomas.



Ian Stuchberry's 1926 Stutz Sedan.

Below, an unusual bodied Rolls Royce.



Below, a rare Bentley Coupe.



Below, Winston Champion's '47 Ford Utility.

This Month's Mystery Vehicle

This month we are back to a continental vehicle owned at the time by a club member.

Contact: Iain Ross Mob: 0409 027 392 Email: imgross@bigpond.com



The Vintage Driver — Number 804 — June 2025

Insure with Victoria's first car enthusiasts.

Since 1903 RACV has been taking care of car enthusiasts and their cars. So when you're looking to insure your vintage, veteran or classic vehicle, you can relax knowing RACV's policy takes care of your car almost as well as you do.

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AUSTRALIAN OWNED AND TRUSTED SINCE 1926

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Classifieds

FOR SALE AND WANTED

The Vintage Drivers Club acts as a venue for sellers to list cars and parts and buyers to purchase cars and parts also to post wanted advertisements. Free advertising is offered for members and for non-members who may have vehicles or parts of interest to club members. Wanted Advertisements are for members only. Advertisements will run for three months after which they will only be continued only by agreement between the advertiser and the editor or web site coordinator.

The Vintage Drivers Club gives no undertaking or representations accepts no liability or responsibility and has no control regarding: (a) the accuracy or details in the advertisements; (b) the quality or safety of the items advertised; (c) the transactions between vendors and buyers.

Advertisements for private sale of registered vehicles must comply with the current Motor Traders Act and must contain the cash price of the vehicle, registration number, engine number and chassis or VIN number. Club permit vehicles are considered to be unregistered.

FOR SALE

2000 A-van. ideal for VDC events such as the King's Birthday Bash and the Spirit of the 20s. Light and easy to tow. Comes with electric brakes and a Hayman Reece controller which requires no wiring apart from your normal trailer plug. Van has 3-way fridge, 2 burner stove, air conditioning, porta potty, microwave, cd player, electric jug, toaster, cutlery, etc. sleeps 3. Only selling due to age, mine, not the van. Asking \$12,000. Greg Taplin 0428 355 815



WANTED

Wanted for a 1930 Nash Ambassador 660 a right-hand rear door. The door was lost in transit on the 22/05/24 in the suburb of Rockbank west of Melbourne.

Anyone with information regarding the return of the lost door would be greatly appreciated.

Reward offered. Also, if you can assist with a replacement

Contact Peter Burch on 9790 6003.



FOR SALE

1924 12/50 Alvis SB Chassis Number 2820 Just completed ground up restoration to 9' 1/2" spec. A very high standard set with detailed polished aluminium 'Ducksback' body. Interesting history with some competition success. Close Ratio gearbox, full set 'Wefco' spring gaiters, Andrew Muirhead leather interior, Sonnenland fabric tonneau and hood, with a proper beveled glass rear window. This is a stunning motor car that comes from many years of restoration experience. However, my 83 year old body with spinal curvature can't enjoy it. Offers around \$85K Brian Hussey Ph 0418 561 910 email: brihus@bigpond.com



FOR SALE

1923 Columbia tourer This Columbia is believed to be the only working model in Australia. It's in very good condition It has a scratch on the driver side door otherwise it is very good. Our price is \$60,000. Contact: Neil Worme Mob: 0409 935 143



FOR SALE

Delco 940M Model Generator \$95 Kick Plates \$20 pr Headlamp Lense 7 15/16 diam para beam \$75 Contact Denis 0407 533 342



FOR SALE

1927 Buick tourer, 115" wheelbase, six cylinder with down draft carb. Engine has had crack repair, many period accessories, tyres less than 500Ks, runs well. Spare engine, transmission and box of bits included. On club permit. Engine No 1755589. \$24,000
Contact Warren Werrett 0427 951 845

FOR SALE

6.50 x 20" tyres New (never been fitted) plus tubes to suit (but have to check type of tubes).
Bullnose Morris collection of mechanical parts (was going to build a special). Some Flat-nose Morris mechanical parts.
Flat nose motor with rare "Watmow" cylinder head.
Geoff Trengove 0417 411 117.

FOR SALE

MGA 1500 1956

Australian delivery, stored in a factory loft for 30 years, full rebuild 2001. Documented service history. Excellent condition, on Club Plates but will be sold unregistered.
\$42,000. Contact Peter 0417 399 442

**FOR SALE**

1924 Ceirano - An incredibly rare piece of automotive history is up for sale, this 1924 Ceirano Tourer is one of the few known examples in Aus.
This Ceirano represents the early era of European motoring. With it's original wire wheels, vintage maroon and black paint, and fully functional folding soft top, it's a stunning example of 1920s craftsmanship. It features a 4-cylinder engine mated to a 4-speed manual gearbox and has been kept in great condition considering its age.
The car would be right at home in a museum, car club, or with an enthusiast looking to preserve a truly rare vehicle.
Non-runner.
If you're looking for a unique pre-war collector car with Italian pedigree and a rich story, this is it. Price: Open to offers – serious buyers only - Contact Jeff via email wheelerjt@outlook.com

**FOR SALE**

Parts to suit OD Vauxhall. Cylinder head \$1000, crankshaft \$400, camshaft \$200, timing chain \$100, 4 x Rudge 80mm x 21" split rim wheels with serviceable tyres and tubes \$2000, OE steel conrods with useable white metal \$400, excellent lost wax cast German silver mascot \$400. Watford FO4 magneto, overhauled, ready for use. In a polished, lined case, where it travels safely as a spare (but has never been needed.) Suits OD and OE Vauxhall. \$1000 A quantity of other small Vauxhall parts. Best offer. Contact Reg Rhook, Creswick. 0437 707 724 regrhook1@hotmail.com

WANTED

2 pieces of period 1/2" woven wire mesh with each 400mm X 300mm. (16" X 12").
Contact Richard Unkles Mob:0411 185 779
richard@unkles.com

FOR SALE

Suit 27-40 Dodge, Desoto, Plymouth, etc
Gearbox/brake drum - 3 speed 10 spline input shaft \$75, Diff housing 11/49 gearing (4.45:1) \$75
Pistons. 6 new @ 3 1/8 inch plus 20 thou. \$60
Suit Dodge, Victory 6, DA etc Valves. 6 new inlet – 1 5/8 x 5 3/8 inch. \$60
6 new exhaust - 1 1/2 x 5 3/4 inch. \$60, Rims/brake drums. 8 x 19 inch. VGC \$160 job lot
3 Aero screens. \$60 each, 2 Car heaters. Smith \$40 each
Luggage rack. Running board attached \$25,
Headlights 2 pair 8inch king-of-the-road \$50 a pair
Carburetors 15 various Suit vintage and classic \$125 job lot.
Distributors 21 various Suit vintage and classic \$125 job lot.
Shock absorbers 6 pair knee action \$30 pair.
Smith's tach Reverse direction tach with clock. 5" dia. 5000rpm. \$120
Smith's tach Classic electric. 5" dia. 5500rpm. \$100
Smith speedos. 1 x cable drive 5" dia. 140mph. \$100, 1 x cable drive 5" dia. 120mph. \$100
Contact: Kevin Hibbert 9560 3416 or 0412 332 404

FOR SALE

1953 Buick Roadmaster RHD. The largest model made that year.
On celebrating 50 years of Buick, it was also the start of the Buick modernization. EG first Buick with V8 motor{nailhead} First with power steering, first with power brakes. First 12 volt system, 2 turbine dynaflo transmission. I have fitted disc brakes to front and it goes and stops well. I have virtually travelled around Australia in the 25 years that I have owned it. Mechanically great. The engine does not burn oil but the rear main has a minor leak. Transmission has recently been overhauled and is brilliant. New radial tyres fired all around (narrow whitewall). Interior is in great original condition and the front seat has been reupholstered. Everything works and drives A1. Body and exterior are in good condition for a 72 year old car. Also included are a few spare parts and a large collection of Buick workshop manuals and Buick history.
Reason for selling (i'm getting too old). Any test welcome. \$37,500 OBO.
Contact Rodney on 0406742320 or adlerrodney@gmail.com

**Wanted Known**

What is this item off?

Size 29cm x 23.

Contact Peter pktaylor@westnet.com.au


**FOR SALE**

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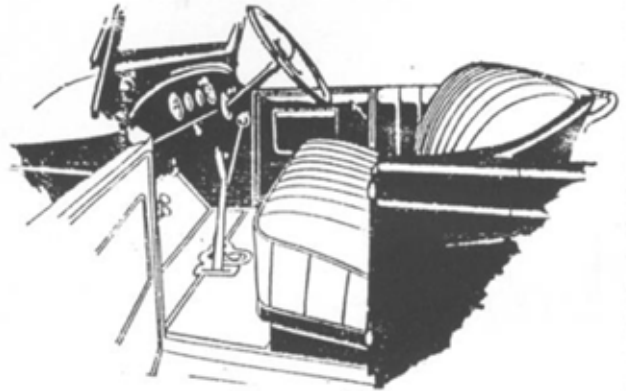
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