

ISSUE 808



October 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: Stuart McCorkelle



Events Co Ordinator
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Committee: Doug Stevenson



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Email: membership@vdc.org.au

Committee: Arnold Chivers



Club Permits
Mobile 0432 096 208
Email: clubpermits@vdc.org.au

Committee: Melissa Sterry



Room Bookings
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Email: bookings@vdc.org.au

Committee: Glenda Chivers



Website Co Ordinator
Mobile 0431 709 248
Email: committee3@vdc.org.au

Committee: Trevor Barby



Mobile 0422 740 310
Email: committee2@vdc.org.au

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, and Doug Sterry.

An inspection fee will be charged by the service provider which will include an amount of \$40, which is to be returned to the Club.

BOOKING DOC's DODGE

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

Email: dnpjenkins@yahoo.com



Members Meeting and AGM Friday 24th October 2025

Enjoy a drink and a chat from 6:30pm.

Pizzas at 7.00pm

Meeting Starts at 8pm

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

October	24th	Friday	Members Meeting & AGM
Nov.	4th	Tuesday	Melbourne Cup Day at Clubrooms
	8th	Saturday	Coffee & Chat
	15th-16th	Sat & Sun	Bendigo Swap Meet
	21st- 23rd	Fri – Sun	B40 Rally
	28th	Friday	Members Meeting
	30th	Sunday	Christmas/Presentation Luncheon
Dec.	13th	Saturday	Christmas Coffee & Chat
	14th	Sunday	VSCC Two Wheel Brake Rally

Inside this Issue

Presidents Report	4
Notice of AGM	5
Coming Events	7 - 9
Past Events	10 - 14
Old Friend Returns Home.....	15
Out of the Woodwork.....	16 -19
Mystery Vehicle	20 - 21

New Members

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

Alan & Gloria Mitchell - 1928 Oldsmobile Tourer & 1977 Triumph 2500S Sedan.

Matt & Tamara White - 1935 Singer Bantam Roadster

& 1938 Austin 7 Wasp Race Car.

Jess & Tim Denman - 1926 Bayliss Thomas Roadster

Bree Polato – 1926 Bayliss Thomas Tourer

We hope you enjoy being members of our Club.

Front Cover:



James Dunshea on the start line at
Rob Roy Historic Hillclimb.

Magazine Closing Date

Closing date for contributions for the November magazine is:

Friday 31st October 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

Hello! By the time this reaches you it won't be long till our AGM and I'm hoping to see lots of you there supporting our club (in person or by zoom). We're always on the lookout for help with running the club, whether through formal positions (like the committee) or less formal positions, even helping out intermittently when time allows, it's all critical to keeping our club running smoothly – and many hands makes light work!

With the weather warming up our events are also ramping up and it's time to dust off our cars (if they have been hibernating) and get them out on some events. I've had the chance to get to a few events recently which has been great fun. The VSCC organised Rob Roy Hill Climb, had a number of club members heading up the hill, a few for the first time which was great to see. Some were going for speed, others for consistency and some just trying to reach the top - but most importantly everyone was having fun (it was a very friendly and supportive event).

A week later and it was the Grand Final Camping weekend – I've been wanting to attend for a number of

years and this was the first year I've made it. Getting there was interesting, not sure how but I managed to melt a spark plug. Luckily Doug and Melissa were not too far behind and had a spare spark plug – phew!

Also, rather conveniently I conked out right by a pub. Arriving a little later than planned, it was fantastic to see the campsite dominated by a lovely mix of members cars. It was a great weekend (more details later in the magazine) and many thanks to Chris and Sharyn for organising the event.

Cheers
Richard



From the Editors Desk

Welcome to the October edition of The Vintage Driver.

My pep talk to members last month resulted in this month's edition featuring several articles prepared by members. It has been relatively busy lately for our club with the grand final camping weekend, for the adventurous souls, and the Rob Roy Historic Hillclimb for the competitive members.

This month's annual general meeting sees the completion of another year in the club's history and fortunately all our committee positions will be filled.

Generally, in club land some clubs are beginning to struggle with retention of members and attracting younger members to our chosen interest. It's clear that comparing the car and its place in society from when our cars were new and to now is like chalk and cheese. To have a car for your family was a privilege, today the car is seen in the same light as a domestic appliance. Goodness knows how it will go when driverless cars are let loose on our roads.

So let us enjoy the delights of vintage motoring whilst we can. Get that restoration project complete and enjoy our club.

As always, I will be delighted to receive your contribution for our magazine. Elderly or non computer literate members, I can handle handwritten contributions, they may just take a little longer to appear in print. So, members your support is appreciated.

Enjoy the read
Iain R



NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of The Vintage Drivers' Club Inc Registered No. A0110905M will be held before the Members Monthly Meeting on Friday 24th October 2025 where the following business will be conducted.

- To confirm the Minutes of the previous annual general meeting held on 25th October 2024.
- To receive and consider the Annual Reports of the Committee on the activities of the Club during the preceding financial year.
- To receive and consider the Financial Statement of the Club as at 30th June 2025.

NOTE: Details and Minutes of the 2024 AGM were printed in the November 2024 issue of "The Vintage Driver" magazine.

The following nominations have been received for the Executive Committee of The Vintage Drivers Club Incorporated for 2025 / 2026.

President	Richard Badham	Vice President	Iain Ross & Glenda Chivers
Secretary	David Jenkins	Treasurer	Maureen Ross

Nominations for Executive Committee Positions are:

- | | | |
|----------------------|-------------------|-------------------|
| 1. Trevor Barby | 2. Arnold Chivers | 3. Glenda Chivers |
| 4. Stuart McCorkelle | 5. Melissa Sterry | 6. Doug Stevenson |
| 7. Iain Ross | | |

Looking after each other

The Club is not just a group of people who collect cars. It reaches into the homes and families of members as well. It is a community. When people are unwell or struggling, the club can be a source of support and friendship. However, if the committee is unaware that there are problems, we cannot enable that support.

If you are aware of someone who is seriously ill or incapacitated, please let us know so that we can find out whether they need assistance.

If you know of a member or their partner, who has passed away it would be appreciated if this information could be forwarded to the editor for acknowledgement in the newsletter.

MINUTES OF THE VINTAGE DRIVERS CLUB MEETING.

DATE September 26th 2025

MEETING CHAIRED BY: Iain Ross

ATTENDEES: There were 40 members in attendance and nil on zoom.

APOLOGIES: Dee Baxter, Glenda and Arnold Chivers, Stuart McCorkell, Richard Badham, Gary Jewell, Doug and Edith Stevenson, Daine Alcorn

NEW MEMBERS REPORT:

Rejoining Member: John Davis, son of John & Margaret Davis.

New Members:

Alan & Gloria Mitchell. 1928 Oldsmobile Tourer & 1977 Triumph 2500S Sedan.

Matt & Tamara White. 1935 Singer Bantam Roadster & 1938 Austin 7 Wasp Race Car.

Membership Renewals

Some members have not yet renewed their membership. Your club permit is not valid if you are not a financial member of the issuing club. 11 members remain unfinancial.

VISITORS: None recorded

DISPLAY VEHICLE: Nil

TREASURERS REPORT: these figures are for the period 12th August to 16th September 2025

Our operating expense for this period was \$6225

These expenses comprise magazine costs and regular clubroom costs, cleaning, electricity, telephone etc.

Our income for the month \$7559. This was mainly membership renewals and clubroom rental.

EVENTS REPORT:

OCTOBER

Coffee & Chat – 11 October

Mid-Week Run – 15 October – Mad Hatters Garage.

Frank Braden. The Mad Hatter assures us that this is a different collection from last year's visit!

Club Meeting/AGM – 24 October

Christmas & Presentation Luncheon. Sunday 30

November at Chirnside Country Club. Booking details will be available soon.

Early notification John & Marion Rhodes are organising the Kings Birthday Bash for next year a Hub Rally based in Ballarat. They would like an indication of numbers for bookings.

2026 Spirit of the 20's Update: Melissa Sterry. Bookings closed but if you are interested there is a waiting list in

case of cancellations. Please ensure you have booked your accommodation and completed the form confirming your bookings.

AOMC: No report

Mystery car: This was a 1923 Chenard- Walcker

GEARBOX REPORT: Nil

Coffee van: Upholstery has been completed by Grant White. Tom Brown is replacing worn engine bearings. Roof and mudguards to be completed, estimated completion January/ February '26.

GENERAL BUSINESS:

John Johnson advised that he is available to sign Club Permit applications.

Kurt Schultz has a steamer trunk for sale - \$250.

John Rhodes offered 23" rims for free.

Wayne from the Darnum Heritage Display Distributed flyers for their event on February 7th-8th 2026.

John Rhodes advised that his restored Wolseley was working well and attended a rally in Merimbula and Bathurst. He now has some engine problems to sort out.

Iain Ross told members that vintage membership and interest in the older vehicles in most country clubs is waning. In the past the country clubs have been strong supporters of vintage car ownership and he suggested that this may be an opportunity for our club to gain more members and perhaps investigate regional branches to cater for country vintage enthusiasts.

Magazine: Iain made his regular call for more content from members; accounts of vehicles or members experiences would be welcomed.

AGM: This will be held at the next meeting on October 24th. This year nominations for committee positions and proxy assignments can be made online – Quick and easy, details in the club magazine. For those members who don't have internet access nominations or proxy assignments can be sent to our Secretary.

RAFFLE: The usual fun raffle was drawn, with some new faces scooping up the goodies. The club needs volunteers to help with supper and catering.

The meeting concluded at around 8:40pm followed by a generous 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 & AGM Friday 24th October.

Join us at the clubrooms for the AGM.

Pizzas for all attending.
Rooms open at 6.30pm.
Pizzas at 7.00pm
meeting starts at 8.00pm.



There will be a variety of motoring literature, technical books. VDC Caps, Lapel Badges, VDC club car badge, (members only).

If you find that precious part for your collector vehicle that is heavy or large and your transport is parked outside, you can leave it at the site and pick up when leaving. Saturday drop offs to be picked up by 4pm. Sunday drop offs to be picked up by 12noon.

Mobiles at VDC site, Garry Jewell, 0417 157 343.

Doug Stevenson, 0419 319 977

Melbourne Cup Day Party Tuesday 4th November



Cup Day will be at the clubrooms from 10.30am with a BBQ Lunch. Wear your racing attire and join in the fun of cup day. This year we will be incorporating a rocker cover race as well, so get to work in your garage and build yourself a rocker cover race car. Details for the rocker cover racers can be found in this magazine.

Coffee & Chat Saturday 8th November

10am – 11:30 at the clubrooms



Bendigo Swap Meet Sat 15th & Sun 16th November Prince of Wales Showgrounds, Holmes Road, Bendigo.

Vintage Drivers Club members and friends are invited to meet at club site number 63, Bendigo swap map 6 H. You will be welcomed with a cuppa, bickie and a chair This can be your rest stop to pick up club information, chat with other members or use as a prearranged place to meet a member or friends.

THE AUSSIE B40 RALLY



2025

FOR THOSE UNDER 40 IN PRE 1940 CARS

Echuca, 21-23 November 2025

Register via QR code

Book Accommodation at Big River Motel

03 5482 2522

Enquiries:

Stuart McCorkelle 0423 939 053



Club Meeting Friday 28th November.



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

Christmas & Presentation Luncheon Sunday 30th November

Venue: Chirnside Country Club
68 Kingswood Drive Chirnside Park

Time: Arrive at 11.30 for meal at
12.00 noon

Meal: 2 Courses Main & Desert
Alternative Drop

Cost: \$29.00 per person. The cost is
being heavily subsidised by our club.
Drinks are available at bar prices.

Bookings essential: Advise
Maureen Ross if you wish to attend.

Email: treasurer@vdc.org.au

Mobile: 0412 263 155

Please let us know if you have any special dietary
requirements.

**Bookings & Payment must be made in advance by
16th November** and can be made at club meetings,
Coffee & Chat or via direct deposit to club bank
account:

The Vintage Drivers Club.

BSB 033-089 Acc. No. 723301

Please quote your name as the reference



Note as usual there will not be Club Meeting in December.



FLORENCE
THOMSON
Tour

May 1, 2026 – May 3, 2026

Ladies, the Florence Thomson Tour for female
drivers in classic cars is happening again.
We will be based in the midst of Victoria's rich
farming country, just 191 kms from Melbourne.

- The tour's aim is to show a diverse range of
vehicles and hence places are limited.
- You must apply for entry to the event by filling in
the online application form on the AOMC
website.
- Applications close on **28th November 2025**, and
successful applicants will be notified on 15th
December 2025.
- Entry Fee is \$150 per person

Christmas Coffee & Chat Saturday 13th December

This will be a
special day with
Santa for children

10am – 2.00pm at the
clubrooms.

Further details in
November magazine



Expressions of Interest King's Birthday Bash Weekend 5th to 9th June 2026 Hub Rally Based at Ballarat

Central Caravan Park with a good variety of cabins and
sites. Share a cabin with others and save on costs.
This weekend is for those who enjoy good company,
fun times, getting wet, dirty and cold exploring real
vintage driving conditions, and out of the way places.
Getaway is Friday 5th June, returning Tuesday 9th,
making an easier weekend of travel and a decent break
away. Any costs will be PAYG (pay as you go)
No rally fee, just your presence

**Expressions of interest are requested now for
planning purposes.**

Phone John 0400 118 309 or Marion 0410 597 460

VSCC Two Wheel Brake Rally. Sunday 14th December.

**VDC Members with Two Wheel braked cars are
invited to take part in this event. Further details in
November magazine**

Cup Day - Rocker Cover Races

What is Rocker Cover Racing?



Rocker Cover Racing gives old, unused rocker covers from actual engines a second chance at life. No longer will they be a small and unnoticed elements of a bigger product. With Rocker Cover Racing, they leave their engines and the cars they're tightly packed in behind as they themselves become the centrepiece. Competitors take these old rocker covers and transform them into speed machines. With wheels and axles put on and of course racing stripes (to make it go faster), the rocker covers are ready for action. The only limit -one's creativity.

Rules

Rocker Cover Cars:

- No engines or propulsion.
- No moving weights.
- Wheel can be attached to the car in any manner but must not extend beyond the front of the rocker cover.
- Nothing can extend beyond the front of the rocker cover.
- Cars shall be based on an actual rocker cover from an automobile engine.
- Cars must have four wheels, each no more than six inches in diameter.
- Wheel must have a non-metallic surface contacting the track.

Critical Dimensions:

- 30 inch maximum overall car length.
- 15 inch maximum overall car width.
- 10 inch maximum overall car height.
- 10 pounds maximum weight by official scales.

Track Dimensions

The Course:

- The course shall consist of a launch incline, followed by a level run.
- The launch incline shall be divided into two lanes, each 18 inches wide.

- The incline shall be three feet high at the rearmost part and level with the course at the front edge.
- The front edge shall be mitred so as to provide a smooth transition from the incline to the run out area.
- The official Starting Line shall be towards the rear edge of the incline.
- A mechanized starting gate that releases both cars simultaneously is provided.
- The run out section of the course shall consist of two lanes.
- The lanes shall be clearly marked.
- The finish line shall be marked at the end of the run out section.
- The finish line will have an official judging the winners. The official is a judge of fact.



Running the Race

The Races:

- Cars will be run in heats of two cars each.
- The cars are to be launched with their front wheels on the starting line.
- The first car to have its front wheels cross the finish line is the winner.
- If neither car makes it to the finish line, the car going the furthest in its lane wins.
- If the wheels of a car should cross over the lane marker the car shall be disqualified.
- The competing car immediately becomes the winner.
- Winning cars will advance to the next round until all are eliminated except one car.

Past Event

Coffee and Chat 13th September 2025

Coffee & Chat has become a popular event at the Club Rooms each month.

This month a good variety of Club Vehicles turned out along with many members in moderns.



Club Rooms Driveway Walk

It was good to walk up the driveway looking at the vehicles whilst listening to the many discussions on all sorts of subjects.

The club room was a well patronised with a continuous hum of discussion whilst enjoying a drink and snack.

The trading table was setup in the foyer, and the Gearbox was trading.



Another enjoyable morning at the clubrooms.

Chris & Sharyn Wells

Past Event

Mid-Week Run Wednesday 17th of September 2025

This Mid-Week event was organised by Denis Robertshaw, starting from Yarra Glen then driving to the Flowerdale Pub for lunch.



McKenzie Reserve in Yarra Glen



The meeting location was the car park of McKenzie Reserve in Yarra Glen, this starting location has been used for several club events due to having good parking, toilets and bakeries nearby for a coffee and snack if required.



McKenzie Reserve in Yarra Glen

Arrival time at the starting location was 10.15am for a 10.45am start, six club vehicles took part in the drive to Flowerdale along with four moderns.

During the day we experienced blue sky with warmth from the sun, windy and cold along with several showers of rain.

We departed Yarra Glen just after 11.00am and the route to Flowerdale was straight up the Melba Highway travelling through Dixons Creek, Catella Central Park and turning left just prior to Glenburn onto Break O Day Road then turning left where it meets at a T Intersection with the Whittlesea-Yea Road and eventually on our left was the Flowerdale Pub.

Past Event

Mid-Week Run Wednesday 17th of September 2025



Flowerdale Pub



This pub is the last standing old country style in the local area with both Glenburn and Strath Creek Pubs no longer in business, it is patronised by many car and motorcycle clubs and becomes very busy at weekends.

Once again, the Flowerdale Pub meals were magnificent in all aspects of being good quality and large servings, all 12 of those who partook in the lunch spoke highly of their meals.

We arrived at the pub at midday and were all very happy enjoying each other's company till just gone 2.00pm when it was realised how the time had flown by us.



There was a club member of 20 years, this was his first Mid-Week event and ensured us he will be attending future Mid-Week events.

Thank you, Denis, for volunteering to organise and run this Mid-Week event, it was a really relaxing and easy going event that those who attended enjoyed.

Chris & Sharyn Wells

Past Event

Grand Final Camping Weekend

Hi club members

We have just returned from our first Grand Final camping weekend at Heathcote.

All I can say is. "WOW! What a fantastic experience!" A big shout of thanks to Chris and Sharyn for organising the trip.

We arrived early on the Thursday to leave the van in place, then headed back home for the Dodge. That evening was spent getting to know Chris, Sharyn, Glenda and Arnold around a campfire which grew in size each night as was needed to warm more bodies.

On Friday more and more people came to join in until there were 19 or 20 of us.

Saturday saw us head out to explore a little of the area, including a trip to Kevin and Angela's lovely property in the surrounding hills.

I don't think I have ever seen recycling done so well, with such an impressive result. Beautiful gardens, stunning home and interesting collections everywhere.

Back at camp, there were drinks and nibbles, and lots of talking! One of the nicest things I found, was the casual atmosphere, swapping ideas and finding new friends.... everyone simply enjoying the time spent relaxing with like-minded people.... No pressure!

I think I speak for everyone there when I say we all had an awesome time.

All in all, it was an experience that I thoroughly enjoyed and will look forward to repeating next year. Thanks again to all involved

Viv Falcone.



Past Event Grand Final Camping Weekend



2025 VSCC Pre-War Rob Roy Hillclimb Pictorial



Old Friend Returns Home

Our member and inveterate restorer Ray Nichol recounts the reception his newly restored 1939 Pontiac Chieftain got when it visited the family of its original owner.

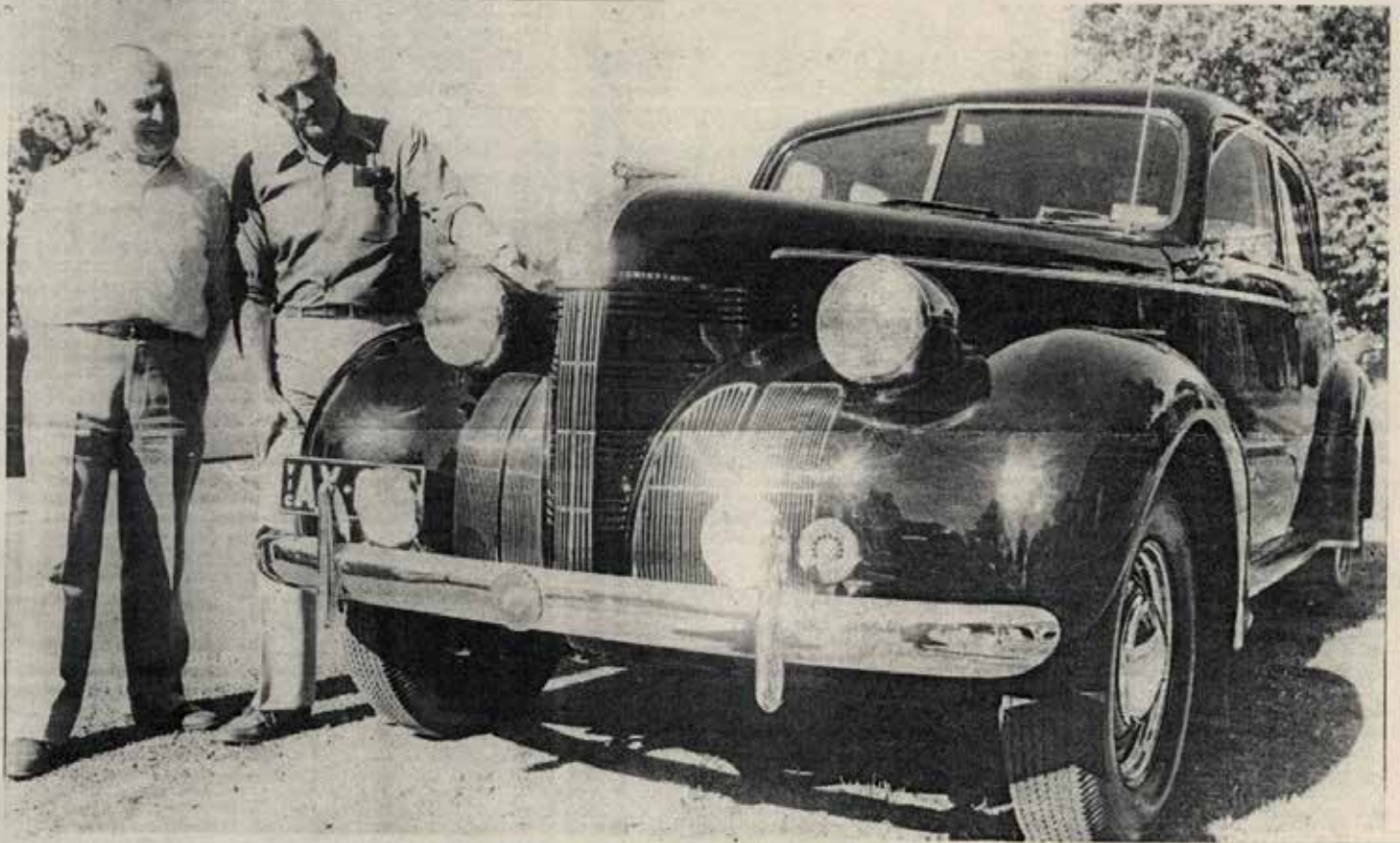
Ray spent eight years restoring his Pontiac in his spare time. Ray is perhaps best known for his 1933 Hupmobile which has also received a full restoration. Whilst attending a Begonia rally in Ballarat he managed to make contact with the original owners of the car. When working on the car's interior Ray came across a promotional pencil within the trim from the original owner's business in Ballarat. He made initial contact and found the family was indeed the first owner of the car. This resulted in a great family car reunion. The gathering included

the five children of the initial owner, extended family members of each and other friends and the original mechanic who looked after the car, attending in his wheelchair.

A reporter from the local newspaper was also invited and produced a really nice item for publication.

As most participants wanted a ride in their old family vehicle the reunion went on for a number of hours. A good story and a really fitting end to a families relationship with a vehicle from their family's past. And a tribute to the passion and effort put in by Ray when restoring the vehicle.

A 'splendid' old friend returns home



Roy Quayle (left) and Ray Nichol with the fully restored Pontiac Silver Chieftain which returned home, after 49 years, to visit the family of its original owner yesterday.

The Quayle family of Pleasant St Sth yesterday had a reunion with a friend which will be 50-years-old next year.

Mr Ray Nichol of Blackburn spent eight years restoring this 1939 Pontiac Silver Chieftain in his spare time before proudly displaying it to the family of its original owner yesterday.

James Ernest Quayle, the founder of Quayle Cycles, Doveton St Nth, bought the six-cylinder car from M.G. Taylors, formerly of Mair St, in 1939

before registering it in November that year.

The car was sold to a Don McGregor in 1953, who then worked at the Ballarat Banking Company.

Mr Nichol bought the Pontiac in 1962 and his curiosity about the vehicle's original owner was aroused when he found a Quayle Cycles promotional pencil while he was restoring the upholstery.

He then tracked down the

Quayle family through the Doveton St Nth store and organised a "family-car" reunion yesterday while he was in Ballarat for the annual Begonia Vintage rally held at the weekend.

Yesterday, the Quayle brothers, Roy, Norman and Bill and sisters, Phyllis and Dorothy, joined with other members of the family to re-kindle fond memories of the fully restored Pontiac that returned home ... 49 years on.

It Came Out Of The Woodwork In 1982

During my ever indulging pastime of looking for Riley bits of all ages I ended up with an accumulation of Veteran parts of around the 1906/8 era, so I decided it to be high time to evaluate my Veteran possessions a little more seriously.

Two chassis halves, two motors, front end, tail shaft radiator and some smaller essential items was enough to convince me to try and secure a gear box which as the only major part missing and could not be made without great expense.

Having tried all avenues {Down Under} I decided to try the UK. And what better place to start than the Beaulieu Autojumble, which is said to be the biggest and largest Swap Meet in Europe.

Well after two years of planning I arrived in Germany on a short stop over for a family reunion after an absence of 31 years. Then after a week of sauerkraut and dumplings, rye bread and cheese, it was high time to move on.

Armed with a Ford Escort Rally Sport courtesy of my cousin I headed in the direction of the Autobahn, in the direction Switzerland. {Wow} what an experience, left hand driving is. I drove into the Autobahn access road near Frankfurt to be confronted with hardly a space to enter into, I waited and then with an almighty burning of rubber entered the race. I was feeling quite guilty observing my speed touching 110km but soon realized that the big MERCs and BMWs were zooming past me at what seemed 200KH, all in all traffic took a bit of getting used to, but I soon realized that 130KH to 160KH was the accepted speed. Buses, Trucks and general transport kept to the right, the average motorist to the centre lanes and the 200 KH maniacs lunatics and idiots to the extreme left.

It was 8am when I left Frankfurt and around Lunch time I left the Autobahn and drove some 10km into France - by coincidence I arrived at Mulhouse, yes that is where the Schlumpf Museum is. What a bonus, 500 cars all under one roof. I took one look around and decided it would be too much to cram into one afternoon and decided to make a full day of it on another day.

Had lunch and continued to Switzerland, crossing the border back into Germany and continuing on to Bern arriving at 3 PM, Not Bad - Breakfast in Germany, Lunch in France, afternoon tea in Switzerland.

My activities here were basically to look up an old flat mate of mine and his family, with a little bit of sightseeing and mountain climbing too. My timing was spot on. The National European Federation of Veteran and Vintage

Motor Cubs were staging their Annual Rally in Zurich which brought out a very large range of Vehicles, many of which I had never heard of.

My next stop of interest was the Transport Museum in Lucerne which had several hundred exhibits covering Trains, Planes, Cars and Boats, a display I would recommend to anyone. Having had a day's rest from cars, cars, cars and more cars I decided to tackle the Schlumpf Museum and glad that I made a full day of it.

After entering through a pair of heavy iron gates into a factory type courtyard, usually associated with GMH or the Government Aircraft Factories at Fishermans Bend, up a set of steps into a very plain sort of foyer but once through the glass doors my eyes were dropping out of their sockets that far you could have knocked off with a stick, one room taking up an area of approx. five acres all under one roof, rows upon rows of Antique Street Lights lit by Gas and all passage ways laid in brick- the all Edwardian decor was splendid.

A 100-year-old Amusement Park Organ was beating out nostalgic numbers adding a beautiful flavor to the place. Exhibits ranged from an 1878 Jacquot to the mid 1930 R.R. and Bugatti, many unusual cars such as Sage, Soncin, Monet Et Goyen, Leon Bollee and many more were on display, too many to mention and no fewer than 116 Bugatti cars. 50 percent of all cars on show were of French origin, 25 percent European, and the balance made up from the UK and USA Quality stock! Well, you can guess it, I had to drag myself forcefully out of the place as I was seriously considering taking up residence as Curator!!

The next morning, I left Switzerland and headed for Paris, some 700Km away and as most Europeans say- a 2 days drive - they are not used to travelling long distances, they stop every other mile for tea, coffee, sleep or whatever. Anyhow it took only 7 hours (Bern-Paris) not bad seeing that I could not read or speak French. My 7 hour trip was verified some 15 years later when next visiting my cousin in Frankfurt who told me that several fines came in the post.

This was after I returned the car to him, it was fortunate for both of us as I signed a waiver at his local Police Station prior to taking possession of the car so he was let off as I was, as they did not follow up on me to recover the fines, probably as I was too far away Australia. I must say the Frogs are a mad lot when it comes to driving. I have heard of Kamikaze pilots, but not drivers, in my book they have this honor all to themselves. Approaching Paris on the French Autobahn I had no clue to where I should turn off as various sign posts gave directions to Paris,

It Came Out Of The Woodwork In 1982

Paris North, Paris East, Paris down, Paris up, sideways West, East, underneath, Wow a roundabout coming up, get out of here at the next exit ramp was my decision and the almighty luck was with me again, ending up in the middle of Montparnasse Square the heart of Paris. I took up residence at a hotel for a two-day stopover and proceeded to paint the town as quick as possible. A visit to the Eiffel Tower, Moulin Rouge Night Club, The Louvre, Palace Royal and paying my respect to Quasimodo at Notre Dame before making a beeline towards the Arc de Triumph, you know the lovely roundabout and arch you see in the movies, yes you guessed it, it's difficult driving on right side of the road and trying to take pictures at the same time, a real test of nerves or a case of the quick and the dead, forcing my way around inch by inch with an eye on my right mirror to see how close I was to the car on my right, all while coping verbal abuse from some Frog Taxi Driver who scared the hell out of me, I retaliated with the rudimentary finger salute and aimed for the nearest exit from what I considered was a non-stop dodgem car merrygo-round.

Enough of Paris so I headed straight to Le Harve, boarded the Night Ferry to Southampton which is the closest port to Beaulieu. I took up residence at the Crown Hotel at Lyndhurst, some seven miles from Beaulieu. On Friday morning the 10th of September after freshening up after a heavy night (Ale and Gasbagging) up for breakfast and headed straight for the Auto-Jumble.

Armed with a complimentary Stall Holders Ticket, courtesy of Barry Gillies of Bee Gee Engineering joined the queue of stall holders waiting to set up shop.

Come 12 noon and it was on, the gates were opened and one by one the stall holders were admitted, I think that I was about the 10th cab off the rank and proceeded to find my hosts site amongst the mind boggling maze of marquees, trailers, tents, food vendor vans, and the facilities, I was overwhelmed by the magnitude of the allotted Jumble Area and did not conceive for one moment that it would be fully taken up, how wrong was I. My eagerness to acquire got the better of me as I sprang into action wearing my patriotic Aussie Flag and Hat, I set forth casually watching one stand after another unpacking their automobile nostalgia, parts, books, etc., and as more and more stall holders opened the less casual I became, running from one end of the area to the other in hope of not missing any of the action.

"Wow" to my surprise a Ski Lady Mascot, only seen one before which was on a Riley Alpine Saloon some years ago, a bargain at 50 pounds which I snapped up, walked another 20 paces and wow, another Ski lady, gee wizz did I buy well or not, closer inspection revealed a hidden price tag of offers around 250 Pounds not bad if you can get it. Leaving a trail of business cards with anyone who would take them I was soon joined by fellow Riley enthusiasts, not sure if this was a good idea with the thought of the possibly sharing the spoils, I did however enjoy the company and made new friends, many of which I am still in contact with forty years on.

I was in one of the big marquees ratting through some filing cabinets for Riley catalogues when caught in the act, drooling over a very large collection dating from 1918 to 1939 as well as the post war era, my eyes were hanging out of my head again-Prices ranged from 6 to



50 Pounds each. I was trying to sort out the wants and the don't wants, but it was a losing battle, as everything seemed to end up on the want pile, time to make an offer!! So, I approached the vendor, and after some persuasion on both sides it was agreed that he sells me the whole collection of some 150 pieces, but not without me calling for reinforcements via the onsite bank, situated in a converted trailer. Looking through some of them during a food break I considered my trip to have been worthwhile even if I did not find a gear box. News travelled fast, as I was checking other stalls for catalogues, I was told that some Aussie had cleaned up the only known Riley catalogues for sale at the Jumble, I must have walked 30 miles that Friday and went back to the Crown to put my feet up have a hearty meal and pint of bitter.

Saturday was reasonably successful after a 7 am start-HOBSONS- TELGUAGE a veteran diff and Boa Horn, pair of ROTAX Divers Helmet Tail Lights and 4 by 18 inch knock on wheels, two Michelin Men Pumps, not

It Came Out Of The Woodwork In 1982

to mention that I was most relieved to find someone to restore my Riley Redwing Radiator that I brought to England with me. That's another story on its own.

The following morning, I decided that I had seen all there was to be seen, loaded up my loot into the car that I had driven over from Germany and headed inland towards Coventry hoping to catch up with some Riley Register members along the way. My first call was to Peter Frankland and wife, a fellow Riley Side Valve owner, spending the afternoon and part of the evening looking at photographs including a photograph of a Riley Tri Car taken outside Leslie Porter Ltd "Riley Agents for Belfast" in 1936, taken after they completed a restoration of the same.

Peter was most helpful in assisting me with names and addresses with possible leads to Veteran Riley Parts. Commandeering his phone for some time, speaking to a number of register members I picked up a few more clues. My next stop was the Coventry Transport Museum where I spent some time taking photos and measurements of their 1908 V Twin, which has many bits similar to tie chassis and motor at home.

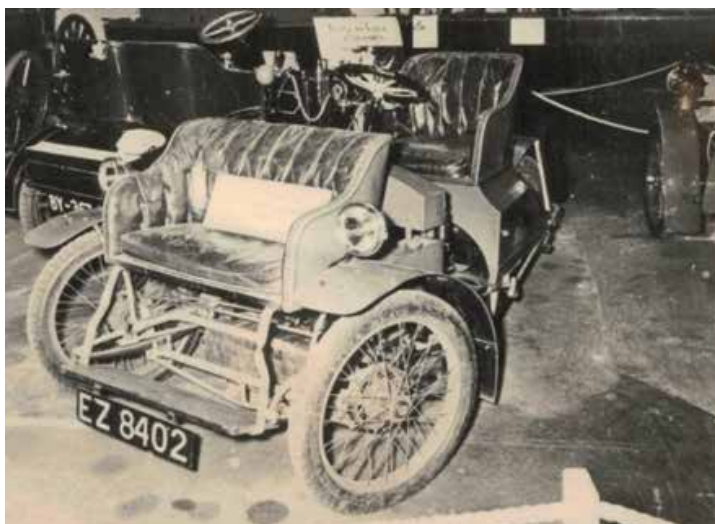
Early afternoon I drove to Hinkley and looked up Roy Mannion one of my leads, who to my surprise had the remains of an early Tri Car, ironically the same car that I tracked down at Mt Barker S.A. some years earlier, but it went to a UK buyer a few months before I got there, it turned out to be Roy who was related. More surprisingly was that Roy had a spare Gear Box that I could make do with, free of charge putting me on cloud 9. Mission accomplished in full.

It was around midnight when I booked into my Hotel at Northampton where a good night's sleep was most welcome. The following morning, I rang the Registers secretary and agreed to meet him and fellow Riley Redwing owner Roger Andrews to look over his car

as mine was still in bits. Looking further through our notes I saw that there was a David Groome, a non Riley Member who may have veteran parts, rang him and made arrangements to call in. David and his Wife Audrey were delighted to see us and had afternoon tea ready, Scones and cream which went down well.

Our conversation started by what brings you to England, replying that I am hoping to build up a Veteran Riley. This is when he told me of the Riley Tri Car and that he had, which a couple of heart attacks putting an end to his activities, so he was thinking of selling. He invited me to look over his project and led me to the garage where there were bits and pieces all over the place, hardly enough to make a car out of them, to me I estimated that at least 50% was missing so it did not turn me on despite him making a comment, If the right person came along he would consider an offer. Not trying to offend, I said that I had enough on my plate without tacking on another project with half of the parts still to be found, with this said he said follow me into the shed, and yes almost all that was missing was on shelves, and the body was supported by two 44 gallon drums.

He then explained that the car was complete having come to England from the Transport Museum in Belfast, where it was on loan from Lesley Porter until his death when his estate was wound up, the same car seen in the photograph at Peter Falklands house a week or so earlier. At this point I was not sure if I was the fish on the hook and he was reeling me in, or vice versa, but he was certainly wishing to dispose of it to someone who was genuinely interested in the Marque and would restore it to its former glory. I asked if he had been advertising the car, no but I was waiting for the right person to come along who he could entrust it to, or something to this effect. I also asked what his reaction would be if the car was to go out of the country, he had no problem if the car ended up in a country with a better climate ensuring its survival, on that note I asked if he would consider selling it to me.



It Came Out Of The Woodwork In 1982

An agreement was reached, and I became the new owner. I unpacked all my Beaulieu goodies from the car, left them with David who having agreed to pack them in with the car, a good decision as I had not made any arrangements to freight them home at the time.

Feeling proud of my acquisition I headed off to keep my appointment with Tony Bird and Roger Andrews at Swinton to inform them of my "Coup de Grace". What a change, you always hear of cars leaving Australia for the UK or the States but very rarely the other way around. Roger even offered double the price to leave it in the UK with him.

With two days to go in the UK I fumbled through the Register Membership list and came up with Max Hoather who was restoring a 1906 Riley tri car in London, having previously corresponded with Max on other matters I decided to look him up, and just as well as I found him to have a world of information, not only on Riley Tri Cars but Veteran cars in general.

A real credit to him at his age {80+} doing everything himself and all from scratch out of a bucket of nuts and bolts and the remains a frame, motor and gear box. Living in London gave me the chance to take in some sights, paid my respects to Lizzi and checked out the guards, Went to Harrods to make sure they had plenty of stock of our good old Aussie meat pies and Fosters before driving to Dover for a Hovercraft crossing to Calais and onto Germany to return the car and a plane for home out of Frankfurt. PS!! Max was a great help when I started my restoration.

I recommend not carrying Divers Helmet lights or flexible Boa horns in your Carryon luggage as they tend to bring out the Riot Squad, National Guard, Security Police or whoever is running the Airport as I had the misfortune in finding out when they set off every alarm going through Xray, I was suspected of carrying hand grenades or something lethal which did not please any of them, despite all this I arrived home safely with some of my treasures, Ski Lady and Brochures, and not having to wait for the car and contents to arrive as I could not stand coming back empty handed.

After lots of negotiations, via telegrams, phone calls to the UK Shipping company, Custom Agents etc, the consignment arrived some three months later, A huge bit of woodwork measuring 1.5Mt X 1.5Mt weighing some 700Kg. The enthusiasm was great everyone was eager to see my treasures, Splinters flying in all directions as the wooden crate was opened and the Riley was extracted out from between all the parts. Not sure how it worked but the company that shipped the car was an international furniture removalist who quoted it to be one crate of personal effects with the owner returning back home on which no duty was levelled. Luck was with me once again.



Last Month's Mystery Vehicle

Last month's mystery was a little known French marque the Chenard Walcker whose claim to fame was winning the inaugural twenty four hour race held at Le Mans. They entered three cars and finished first second and seventh.

Robert Coney was also onto this marque and its claim to fame.

Callum Walsh also recognised it and gave us some information about local examples.

Ian Cartwright also recognised it correctly

Thanks for your interest it is appreciated.

There is one is listed in our membership owned by Rick Thege of Ballarat.

The pictured vehicle was offered for sale by a German auction house at a very high premium.

Ernest Chenard was a railway engineer and maker of bicycles, joined with mining engineer Henri Walcker in 1898 to make motor tricycles. Together they founded their automobile business on 19 January 1899,] with Chenard in charge of design and Walcker sales and finance. The business was formally registered as Chenard, Walcker et Compagnie in 1900. In order to ensure short-term commercial viability they started out producing a quadricycle,] but in 1900 their "first true automobile. the "Chenard et Walcker Type A" was homologated with the authorities. [2] This had a two-cylinder, 1,160 cc (71 cu in) engine of their own design which drove the rear wheels through a four-speed gearbox and an unusual transmission system. From the gearbox there were two drive shafts, one to each rear hub, with the hubs driven by gear teeth cut on the inside. The car was shown at the 1901 Paris Salon. The "Chenard Walcker Type B" followed in 1901 and a fuller range was very soon on offer.

In March 1906 the company went public. Annual production steadily increased with a major market being the supply of taxis especially in Paris. In 1910 they made over 1500 cars making them the ninth largest car maker in France. A six-cylinder car of 4.5-litre (270 cu in) joined the line up in 1913 and at the outbreak of war in 1914 the model range consisted of the six-cylinder and fours of 2.0-litre (120 cu in), 2.6-litre (160 cu in) and 3-litre (180 cu in) capacities

By 1925 Chenard Walcker were the fourth largest manufacturer in France.

By 1936 the company was bankrupt and taken over by local body builders Chausson. It limped on until 1939-40.

There was confusion over its name was there an "and" or not in the brand name? Locally an agent for Chenard Walcker's was listed as LF Dupont at 26 Toorak Road South Yarra.

Chenard Welcker's in Victoria this information was provided by Callum Walsh.



1922 Type U, side valve. Restored from a burnt-out wreck after sourcing many spares by Peter Blayney (Ballarat), finished in 1973. Currently resides in Geelong.

Last Month's Mystery Vehicle



1923 Type U, side valve. Long wheel base with optional front brakes. Originally bodied by Properties (Sydney). Body modified during restoration, which took 30+ years. Recently acquired by a collector in Melbourne from NSW, where it had been in that family since 1960.

1923 Type TT / U. Originally a Type TT (2L) car but received a Type U (3Litre side valve) engine during restoration, again by Peter Blayney. Retains its original roadster body built by Melbourne Motor Bodies. Resides in a collection in Ballarat.

Outside of Victoria there are the remains of a 3 litre Sport in NSW, and at least a couple of side valve cars in Queensland. Then there are also a few 2 Litre cars, of both veteran and vintage era.

If anyone knows of any other survivors, or has further Chenard Walcker history in Australia, please reach out to Callum.



This Month's Mystery Vehicle

This month's mystery is as old as the industry and an American luxury marque.

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



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FOR SALE 1926 RILEY REDWING

Reluctantly due to major surgeries and my inability to drive or work on old cars I am offering my most cherished RILEY for sale. Purchased in 1967 in a very dilapidated condition with numerous parts, panels and accessories missing, it was touted as been the 1926 Olympia Motor Show car that had three spare wheels, rear passenger screens and an assortment of other extras, pictured on page 186 In the publication As Old As The Industry. Lukins the Sydney Riley Agents and then owners of the car sold it to a Mr M Rouse who requested it to be stripped down to it bare essentials for entry into the 1929 Aust. GP. Removing all Mudguards, Running boards, Hood and Irons, all Seats other than the driver's, 2 of the 3 spare Wheels, Air Vents were replaced with 2 spotlights, Horn and other accessories, then driving it to Melbourne. At the event the car failed to start after practice and was scratched, Mr Rouse the (Entrant and Driver) was unhappy to say the least and sold it at the track and returned home, the parts never found their way back to the car. It was not registered in Melbourne until 1932, by the time it came into my hands when finding it languishing in a shed, it had had 30 plus owners and took me years to find all the bits, in between restoring a number of other cars which held back its completion.

It is now 85% complete, Body rebuilt by the best Australian body builder, all mechanicals front to back fully restored including having a set of close ratio gears made, all accessories and Instruments are ready to bolt on, nothing missing at all. Offers invited as it has to go. I am not expecting to recover my costs having thrown buckets full of money at it over the years but enjoyed the journey. Further photos available on request, full restoration has been documented. Lots of spares and lots of period literature go with the car.

Kurt Schulz: brooklands9@gmail.com
Mob. 0402 117 788



Wanted Known

This is a photo of my father taken about 1949 with his Morris Minor. I am wondering if it still exists. Taken in Stephenson St Spotswood in about 1949/50.

The car was registered however dad was always a bit cagey about whether he or his mate had licences.

Any information regarding this vehicle will be appreciated.

Ken Aitken 0427331977



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.

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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

1928 Model A Ford tudor sedan, double leader front brake shoes, 6 volt alternator, low mileage tyres and battery, some spares, goes well, and on club plates (early number). Selling because not being used. \$21,000 Contact Craig 0419 365 271



WANTED

Parts for 1924 to 1927 Oldsmobile. Steering wheel and hand throttle levers and rods, Speedo and dash gauges, Two head lights and a claxton horn, 22 inch wheel rims Would be happy to buy a parts car or an unfinished project car, Contact Peter Burch 03 9790-6003

FOR SALE

1929 Model A Ford tourer. This is a Broken Hill car restored by Bruce Lord, a well known restorer in the area and owner of a very nice collection of cars that he personally restored. Bruce virtually never sells a car but this one left is ownership as part of a deal for another car he wanted. After the deal, it sat for many years without use until the current owner decided to find it a new home. To prepare the car for sale, he arranged with the Model A Ford Club of South Australia to recommission it. It now runs very well with VERY few miles on a total restoration. It is located in Broken Hill. Asking price is \$25,000 OBO Ring the owner (Greg) on 0428 858 854. Greg lives about 300 km out of Broken hill so contact by phone may be patchy, otherwise contact him by email borrona@bigpond.com



FOR SALE

1924 Stoewer Model D3 2 seater with storage boot at rear Engine and gear box reconditioned body in good condition Fully restored by Peter Mifsud (dec) All receipts and updates from Up the Creek Workshop Castlemaine who completed the mechanical work on the Stoewer available Available for viewing in the outer western suburbs of Melbourne Contact Rowan Mifsud rowanmifsud@gmail.com 0424176547



FOR SALE

1928 Dodge Senior 6 peacock blue black guards on 19" Budd wire wheels very good mechanical condition excellent interior in grey some minor paint needs after 35 years together with some spares. Selling only to downsize @\$45,000 Denis Robertshaw 0407 533 342 photos on request



FOR SALE

1923 Amilcar C4 roadster in excellent condition Monobloc engine of 1050cc, 3-speed gearbox, inline, four-cylinder, with two main white-metal main and big-end bearings, splash-feed, thermo-syphon. Electric starter motor or hand crank to start.

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Contact Bruce 0458 590 773, serious buyers only.

WANTED

1934-36 Auburn Parts Car
I'm looking for 1934 /1936 Auburn parts car, Can be 6 or 8 cylinder, looking for a stalled Resto or a parts car or anything to help in my project, chassis, fenders doors, would be interested in a complete Auburn sedan or phaeton so I don't have to continue with my parts pile.
Contact Scott Morrison 0409 577 654 or tub1935@gmail.com

FOR SALE - Owners Manuals.

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1923 Auburn model 6-43. 70 pages. \$100.00.
1925(circa) Auburn model 6-66. 55 pages. \$80.00.
1928 Standard 9. 42pages \$100.00.
1927 Vauxhall (R type) 20-60 h.p. 74pages. \$250.00.
1928(circa) Citroen 2.5 ltr. 6 cylinder. 13-30 h.p. also 4cylinder.48 pages. \$80.00.
1928 Citroen 12-24 h.p. 32 pages. \$80.00.
All manuals are originals.
Graeme Edward. 0409850192.

FREE TO GOOD HOME

The family of a former member have various vintage parts that are available free to anyone who wants them. This is just a few there are many more. Make unknown. Contact Shayne Guley email ksguley@bigpond.com



FOR SALE

1923 Dodge 4 Van Project. Chassis Restored, Front Axle, King Pins & Bushes, Track Rods, Steering Box all Rebuilt.
Engine Re-sleeved & Rebored to be Rebuilt, Gear Box New Bearings & Shafts : Rebuilt Clutch. Head Lights Re-Silvered & Nickel Rims.
Ring David Dewar for more details
0419 371 441

FOR SALE

Two new sheets of brass, 1 metre x 1 metre x 1.4mm thick. Suitable for radiator tank fabrication. Located in Wodonga area. At cost \$910.00. Colin Maginnity 0438 264 365

WANTED

1925 AC Tourer,
information and parts for a mid 1920's 4 cylinder AC similar to photo.
Contact: Greg Taplin
0428 355 815



FOR SALE

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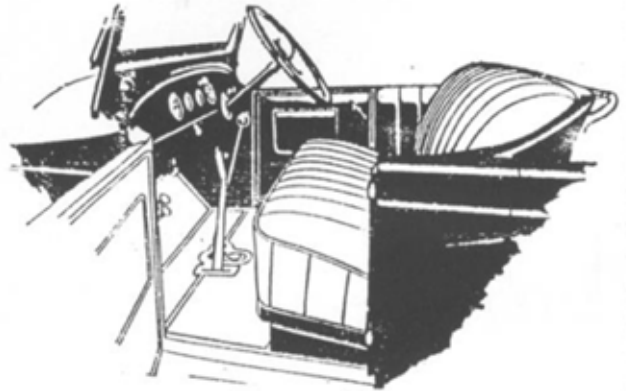
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