

ISSUE 795



AUGUST 2024

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'

Clubrooms Address:
Unit 8 / 41-49 Norcal Rd
Nunawading Vic 3131
Telephone: (03) 9874 7857

Club Mailing Address:
PO Box 3414
Nunawading Vic 3131

Web Site Address:
www.vintagedriversclub.com.au
Email: vdc@vdc.org.au

President: Glenda Chivers



Mobile 0431 709 248
Email: president@vdc.org.au

Vice President: Iain Ross



Mobile 0409 027 392
Email: vicepresident@vdc.org.au

Secretary: Judy Weeks



Mobile 0419 506 387
Email: secretary@vdc.org.au

Treasurer: Maureen Ross



Mobile 0412 263 155
Email: treasurer@vdc.org.au

Committee: Stuart McCorkelle



Events Co Ordinator
Mobile 0423 939 053
Email: events@vdc.org.au

Committee: Doug Stevenson



Membership
Mobile 0419 319 977
Email: membership@vdc.org.au

Committee: Arnold Chivers



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

Committee: Melissa Sterry



Mobile 0430 777 013
Email: committee3@vdc.org.au

Committee: Kirk Gardiner



Mobile 0417 523 691
Email: committee1@vdc.org.au

Committee: Richard Badham



Room Bookings
Mobile 0423 979 014
Email: bookings@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

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.

Licensed Club Nominee:

John Johnston

Magazine Editor

Iain Ross

Email: editor@vdc.org.au

Events Committee:

Stuart McCorkelle, Doug & amp;
Edith Stevenson, Garry Jewell,
Holly Schwind, Adam Francis and
Doug Sterry.

Members Meeting Friday 23rd August 2024

Speaker will be Frank Braden

Display car this month is John Hofstee's 1928 Chevrolet
Enjoy a drink and a chat from 6.30pm, Meeting starts at 8pm

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 2024

August	23rd	Friday	Members Meeting
	25th	Sunday	Hurstbridge Wattle Festival
Sept.	14th	Saturday	Coffee & Chat
	18th	Wednesday	Mid-Week Run
	22nd	Sunday	Rob Roy VSCC Vintage Hill Climb
	27th	Friday	Members Meeting
	27th-29th	Fri to Sun	Grand Final Camping Weekend
October	4th-6th	Fri to Sun	B40 Rally
	12th	Saturday	Coffee & Chat
	16th	Wednesday	Mid-Week Run
	20th	Sunday	Bay to Birdwood
	25th	Friday	Members Meeting and AGM

THANK YOU

The Club would like to acknowledge and thank the following people for their kind donations made to the Club in the 2023 -2024 financial year.

Rod Adler, Ross Ansell, Fred Ates, Carl Barnard, Diane Baxter, Mark Blackman, Frank Braden, Clinton Breeze, Trevor Davey, Roland Deery, Colin Drake, Angela Giannuzzi, Evelyn Hill, John Holtham, Garry Jewell, John King, Jim Lambert, Grant Lane, Mal Loudon, John McEwen, Fred Menke, Frank Mercuri, Ron Pearce, Darren Phelan, Anne Phillips, Nico Polato, Denis Robertshaw, Gwen Swingler, Ross Tatam, Mark Wallington, Garry Weatherley and Chris Wells.

New Members

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

Andrew & Jodie Battersby - 1928 Ford Model A Utility and 1928 Chevrolet
National Sedan

We hope you enjoy being members of our Club.

Magazine Closing Date

Closing date for contributions for the September magazine is:

Wednesday 28th August 2024

Inside this Issue

Presidents Report.....	4
Coming Events	6 - 7
Past Events	8 - 10
Members Car.....	11 - 16
Club Project.....	17 - 20
Carbon Offset	21 - 23
Survey of the Movement.....	24
Export of Historic Vehicles.....	25
Mystery Vehicle	26 - 27

Front Cover:



John Johnston's 1927 Chrysler Imperial E80, read more inside this issue.

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

We have just returned from our 5 weeks in the USA. Unfortunately, the event that we made the trip for (Model A National Convention in New Mexico) was cancelled due to wildfires. This would have been an agonising decision for the committee, but with a very quick change of flights etc. we got to see more of America than we initially planned. One of the highlights was seeing the "Ragtime Racers" at the Indianapolis speedway. These race cars are pre 1920, I urge you to look them up if you are not familiar with them.

It was nice to be back and see so many at our members at the meeting despite the cold weather. Sunday saw more members come out for New Members Day and to celebrate those cars turning 100 years old. Once again despite the cold weather we had several 100 year old cars present on the day.

Plans are in hand for our next Yarra Glen Swap. We need our usual crew of volunteers, but a couple of volunteers are needed for two specific jobs as Adam has retired from

committee. Volunteers would not need to commit to a position on committee just take charge of a couple of tasks. Our Spirit of the Twenties planning is underway and will take place in early 2026, dates will be in this magazine.

Our Annual General Meeting will be in October this year, so it does not clash with the Grand Final long Weekend.

Safe and Happy Motoring
Glenda Chivers



From the Editors Desk

Welcome to the August edition of The Vintage Driver. As winter envelopes us club activities have been taking place with good attendances.

A credit to the enthusiasm of our members.

This month we are featuring articles that involve the future of our interest in historical motoring. Times are changing and change is happening at a rate that most of us will find unsettling. Clearly youth of today do not share the passion for cars and driving that most of our audience did. As well new environmental pressures are being applied to human activities that are deemed to be polluting our atmosphere. Car driving being seen as a contributor, so our chosen activity is likely to be affected.

Hence the Association of Motoring Clubs our statewide representative body is encouraging member clubs to become involved in a Carbon Offset programme. For a very small cost owners of historic and classic vehicles can be seen to be doing their bit towards abatement of climate change. And demonstrate to the community that our movement is acting responsibly towards preservation of our environment. Already several clubs have decided to fully endorse this programme on behalf of their members and others are considering their position.

As well we have highlighted a recent survey of the national movement that shows how our movement makes a major financial contribution to the countries commerce and is more

extensive than most of us imagined. This information will be a valuable tool when approaching governments on behalf of the movement.

We all would be aware of the amount of significant and ordinary classic and historical vehicles leaving our shores, I include an article outlining the current governmental situation on regulations for and protection of the countries historic fleet.

Finally, a reminder that our club has available specifications of laminated springs as used in most of the vehicles of our interest and others up to the 1960's. Further information about this service is included in this edition.

Enjoy the read, do not hesitate to forward information that you would like to see in future editions and drive or restore your vintage whilst you can

Iain R



Minutes Of The Vintage Drivers Club Members Meeting

JULY 26th, 2024.

Meeting Chaired by: President, Glenda Chivers.

Glenda welcomed everyone attending the meeting.

ATTENDEES: There were fifty-six members in attendance and five attending by Zoom.

APOLOGIES: Sharon and Chris Wells, Stuart McCorkelle, Kurt and Sue Shulz.

NEW MEMBERS PRESENT: Andrew Battersby with a 1928 Ford Model A Utility and a 1928 Chevrolet National Sedan. He was welcomed to the club.

MINUTES OF THE LAST MEETING: The previous minutes were accepted by Trevor Barby, seconded by Dennis Robertshaw. Carried.

Display Vehicle: Daniel Zampatti had his 1939 Morris 25hp Series 3 on display.

TREASURERS REPORT: Maureen Ross presented the following report –

The following figures are for the period of 19th June to 15th July 2024.

Our Operating expenses for this period was \$6,625

This consisted of our normal Magazine costs and Clubroom expenses such as cleaning, telephone, etc. along with refunds for the Christmas in July cancelled event.

Our Income for the month was \$15,884

This was mainly from clubrooms rental payments and membership renewals.

NOTE: Glenda made note to members that if memberships are not paid the Club is required to notify VicRoads and permits will be cancelled. You must be a financial member to have a Club permit. If you are unsure if your membership is up to date, please consult treasurer Maureen.

NEW MEMBERS REPORT: Doug Stevenson presented the New Members Report for the month with Andrew and Jodie Battersby from Wantirna -South – with a 1928 Ford Model A Utility and 1928 Chevrolet National Sedan. Welcome to our new member.

GEARBOX REPORT: Garry Jewell presented his always entertaining Gearbox report with a collection of free clothing items. Please see Garry if you are interested.

EVENTS REPORT:

PAST EVENTS:

JUNE – Mid-Week Run – 12th June Organized by Frank Mercuri – Another good mid-week run with an extra delight in visiting the historic Cheviot Rail Tunnel.

Club Meeting – 28th June- Geoff Bartlett was our guest speaker. A great night with Geoff giving us an insight into the business his father established after the 2nd World War which is still operating.

JULY- Coffee & Chat – 13th July -Another well attended Coffee and Chat at the Clubrooms.

Mid-Week Run- 17th July- Organized by Kurt and Sue Shulz – a change from the planned Christmas in July with a run through the Yarra Valley with lunch at Cunninghams Hotel at Yarra Junction.

COMING EVENTS -

JULY – New Members Day – 28th July – All new and old members are invited with a BBQ lunch provided. Also celebrating 100-year-old vehicles being maintained by members.

AUGUST- Coffee & Chat-10th August- As per normal held at the Clubrooms.

Observation Trial – 11th August - Daniel Zampatti gave a rundown on this combined event organized by the VSCC. Details in the newsletter and emailed. Numbers will be required for a lunch booking.

Mid-Week Run- 14th August Organized by Anne and Lyle Drysdale. Details in the newsletter with lunch being held at the Botanic Ridge Golf Club.

Coffee Van Working Bee – 17th August- A second working bee will be held at Matt and Judy Weeks residence. A BBQ lunch will be provided with all members very welcome. If you are interested in attending, please contact Judy on 0419 506 387 for catering purposes.

Francis Birtles Pioneer Trip – Bean 1927 England to Australia Recreation – 18th August – Daryl Meek gave us a brief rundown on this historic event. The car will be arriving in Darwin in two days' time and planning to arrive in Melbourne on Sunday August 18th. They are hoping to have between 25 – 30 Veteran and Vintage Vehicles to escort the Bean to the Fox Museum. As soon

as more information is made available, we will be notified.

Club Meeting – 23rd August – Frank Braden will be our Guest speaker.

Hurstbridge Wattle Festival – 25th August Doug Sterry advised that he had just received notice of this event. An email will be sent to all members with details. All members welcome.

Yarra Glen Swap Meet Sunday 9th March – Holly Schwind noted that all members who would like to assist on the day or join the Yarra Glen Swap Meet Committee please advise Her.

PRESIDENTS REPORT: Glenda discussed the problems with forwarding our club emails onto other people explaining that if that third party decides to unsubscribe, they automatically unsubscribe the person from the Vintage Drivers Club mailing list who forwarded the email onto them in the first instance. It has been suggested that if members wish to forward their club emails onto a third party delete the "unsubscribe" button at the bottom of the email so that this can't happen. Gary Jewell suggested downloading the magazine and forward that on so that this problem can be avoided.

The other item that Glenda discussed was the donation of items to the Club. Whilst this is appreciated there are some items that the Club doesn't need, and we request that members who wish to donate items first contact the Committee to see if the Club can use them. This applies to all items including books, magazines, badges. It is always best to ask the question before bringing items in.

GENERAL BUSINESS:

HISTORICAL RECORDS: Frank Braden is doing an historical record of items from our members. You can contact Frank directly if you have any items you would like to donate once cleared by the Committee.

CLUB PERMITS – Gary Jewell spoke about Club permits and the importance of understanding what is required to obtain a Club permit.

CLUB COFFEE CAR UPDATE: Matt Weeks gave a brief rundown to members on what to expect at the next working bee at the Weeks' home address on August 17th. There will be a BBQ provided for all those who attend. Please let Judy Weeks know if you're attending for catering purposes.

AOMC REPORT / MYSTERY CAR:

Iain Ross gave his report for the month explaining that the AOMC had run a couple of seminars for Club on Management and Taxation issues.

The mystery car for the month was a Barley with Robert Coney and Jason Palmer getting it right.

MAGAZINE:

As normal we are always looking for interesting articles to go in our magazine. We are constantly looking for stories, restorations and any content from our members.

If you have an interesting story for the magazine, please contact Iain.

CARS / PARTS FOR SALE OR WANTED:

FOR SALE: Holly Samson has enough 1927 Chev parts for two cars so if you're interested in these please contact Holly directly. Daryl Meek has a 1926 Salmson. This car is complete with the exception of the hood. Please see Daryl for further information.

ENTERTAINMENT FOR THE NIGHT: Glenda was kind enough to share the experiences they had whilst travelling through the USA recently, showing a variety of fantastic photos taken with some interesting and entertaining stories along the way. Of note was their tour through The Gilmore Museum is set on a ninety-acre area with 400 vintage cars and motorcycles. The quality of cars on display was amazing and a real credit to those who have put so much effort and time into this museum. Another highlight of the trip was visiting their friend's business in Arizona, Phoenix the Arizona Model A and his huge collection of Ford cars that he's been collecting since he was 14 years old. An enormous range of cars and parts and a testimony for his love of Ford cars and their history.

Thank you, Glenda, for sharing part of your adventures with us all.

RAFFLE:

Our regular raffle was held with the usual supply of goodies to choose from being won by some lucky members.

The meeting closed at 9.15 pm 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

Members Meeting Friday 23rd August

Speaker Frank Braden



Hurstbridge Wattle Festival Sunday 25th August



As in previous years we are invited to display our cars at the Hurstbridge Wattle Festival.

The display will be at Hurstbridge Railway Station Car Park and vehicles should be in before 10.00am.

Details of activities on Festival website:
<https://www.wattlefestival.org.au>

Enquires to Doug Sterry: 0407 358145
or email: sterryfamily@bigpond.com

Coffee & Chat Saturday 14th Sept.

10.00 am at our
Clubrooms.



Mid-Week Run Wednesday 18th September

Details will be on club website and in email to members.



Rob Roy VSCC Vintage Hill Climb Sunday 22nd September

Details of one day entry for invited clubs will be on our club web site.



Members Meeting Friday 27th Sept.



Grand Final Camping Weekend Fri 27th to Sun 29th Sept.



Details will be in September magazine also, on club website and in email to members.

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

B40 Rally
Fri 4th to Sun 6th October.
Details will be available soon

Coffee & Chat
Saturday
12th October.
10.00 am at our
Clubrooms.



Mid-Week Run
Wednesday 6th October

Members Meeting
Friday 25th October
Includes our AGM



Bendigo Swap Meet
Sat 16th & Sun 17th November

Christmas & Presentation Luncheon

Sunday 24th November 2024

This celebration will again be held at Chirnside Country club. Details for booking will be available soon.

Spirit of the Twenties 2026
Friday 17th to Sunday 26th April 2026



Doug & Melissa Sterry were the overall winners of the 2024 Spirit of the Twenties and have the "privilege" of organising the next Spirit in 2026. They have set the dates for the event.

So, make sure that you keep the dates clear.

100 Years of Chrysler
10th November 2024
Yarra Glen Racecourse

The Chryslers Restorers Club are holding a Display Day and celebrating 100 years of Chrysler at the Historic Commercial Vehicle Club event as detailed in poster below. They are inviting members our club with early Chryslers & Dodges etc to attend. They would like to get an indication of numbers who would attend.

Contact Frank Mercuri Phone: 0419 366 815
Email: frankmer@bigpond.com

43rd Historic Commercial Vehicle Club Display Day

10th November 2024

Yarra Glen Race Course, Yarra Glen, Victoria



Incorporating **Chrysler Restorers Club Display Day & 100 years of Chryslers**

Also Supported by **CHACA, Oldsmobile, Buick and Vauxhall car clubs**

Food stalls, children's amusements, (face painting, petting zoo)

Invited stall holders, vendors and live music. Touch a truck for the kids

Public Admission \$10.00, Children under 14 free, Camping \$20.00.

Saturday night meal !!! Check FB for details

Book Early so we can be sure it goes ahead

(or BBQ & PIZZA SATURDAY NIGHT. JOIN US IF YOU CAN. BYO DRINKS.)

SUNDAY - All vehicles MUST be in by 9.30am. No leaving before 2.30pm.



SATURDAY 9th — Entry from 3pm. Camping available.

Our Sponsors:-
Sandpit Classic Restorations
Driver Classics
Eastern Tree Service
Auto Surplus
Bendigo Bank

Bursons Ferntree Gully
Bayswater Diff Service
Driver Coach Lines
Old Car Bearings & Oil Seals
Hydrosteer
Cafe Cruiser eBikes

Past Events

Mid-Week Event Report – Wednesday 17th July 2024

Even though the weather over the past days has rained and rained causing rivers and creeks to flood along with some landslides that closed many roads around the Yarra Valley this event did take place.

This event was to be the VDC Christmas in July, unfortunately we fell short of reaching the venues requirements and therefore the Christmas in July planned by Kurt & Sue was cancelled.



Arriving at Cunninghams Hotel – Yarra Junction

But Kurt & Sue were not put off by this cancellation, they found another venue for lunch that included a leisurely run through the Dandenong Ranges from the Stamford Hotel on the corner of Wellington and Stud Road.

Once again Kurt & Sue sent out another message a few days prior to the event suggesting it may be more appropriate for attendees to consider driving directly to the Hotel for lunch due to the recent flooding of many roads.



Dining at Cunninghams Hotel – Yarra Junction

Past Events

Mid-Week Event Report - Wednesday 17th July 2024

Those still interested in the planned drive through the Dandenong Ranges the starting venue was still the Stamford Hotel, meet at 9.30am for a 10.00am start.

Even after all the unforeseen changes to this event 20 attendees participated and enjoyed each others company and a wonderful lunch at Cunninghams Hotel at Yarra Junction.

Whilst at Cunninghams Hotel there was another large group having their Christmas in July, this was noted by Kurt & Sue and maybe that will be our Christmas in July in 2025.



Several Vintage Cars were driven to Yarra Junction along with a Classic Car whilst others knowing the possibility of challenging road conditions came in their moderns.

Weather on the day was surprisingly fine in the morning and continued to around 1.45pm when a light drizzle started to fall, this did not dampen our mid-week event.



Thank you, Kurt and Sue, for your persistence to ensure we had a mid-week event this July.

Chris & Sharyn Wells

Attendees:

Dennis & Sandra Robertshaw – Modern, Janet & Malcolm Savage - Modern

John & Lyn Johnson – Modern, Peter Fleming - Modern

Brenden Wolfe & Lualla Tong – Modern, Graeme Reed - Modern

Chris & Sharyn Wells – Vintage, Charlie & Linda Grima - Modern

Brenda Smith – Vintage, Glenda Chivers - Modern

Ron & Pat Sinclair – Modern, Sue & Kurt Schulz - Modern

Past Events

100 Years of Motoring and New Members Day.

As in previous years we celebrate members who maintain vehicles that are 100 years old.

All members who had a vehicle listed as 1924 in the club database were asked to confirm their vehicle and its details.

All who confirmed their vehicle will receive a Certificate of Appreciation. Presentations were made to those attending. Certificates will be mailed to all the others listed.

Vintage Drivers Club 100 Year Vehicles in 2024	
Owner & Vehicle at Event	
FORD MODEL T TUDOR	David Jenkins
AMILCAR CGS 10/45 SPORTS	Leonard Jenkins
FIAT TIPO 501 SEDAN TAXI	Richard Unkles. Driven by David Stott
BUICK TOURER MASTER 6	Brendan Wolfe
Owner at Event without Vehicle	
DODGE COMMERCIAL PANEL VAN	Cooper Bird
DODGE TOURER	John Brown
DODGE 4 TOURER	Tony Evans
ALVIS 12/50	Brian Hussey
BUICK 24/35 TOURER	Andrew Vincent
Owners who Confirmed Vehicle but not attending	
BEAN 14 HP SALOON	Peter Auden
ROVER 9 TOURER	John Coles
DODGE 4 BUCKBOARD UTE	David Dewar
BERLIET VM TOURER	Jim Fairchild
DODGE 4 TOURER	Adam Francis
DODGE FLYING FOUR ROADSTER	Paul Goethel
MORRIS COWLEY FLATNOSE	Paul Goethel
BUICK 24 - 33 COUPE	Robert Gollin
BUICK 24 - 33 COUPE	Robert Gollin
BUICK 24 - 33 TOURER	Robert Gollin
CHEVROLET TOURER	Sam Honeychurch
ALVIS 12/40/50 DUCKS BACK	Alan Mckinnon
ROCHET - SCHNEIDER 25000 TOURER	Russell Medhurst
DOUGLAS SOLO MOTORCYCLE	Hein Otten
DODGE UTILITY	Hein Otten
RENAULT KJ 6CV ROADSTER	Edward Rahill
FORD MODEL T TOURER	Will Renshaw
SUNBEAM 14/40 TOURER	Miles Spencer
AJS 350 CC SIDEVALVE CYCLE	Colin Stevens
DODGE BROTHERS TOURER	Geoffrey Wade
CLYNO UTE	Allyson Walton



Members Car - John Johnston's 1927 Chrysler Imperial E80.

I purchased the car in 1993 following a tip from a club member. The car was part of a deceased estate and there was a debacle as to who was in the family was going to get the car. After negotiations with the executor of the "Will"; I was able to purchase the car for a reasonable sum.

The car was in one piece and when we were able to start it but with many rattles. It needed a full rebuilt. The car was in original condition although the rear brakes had been changed to modern internal expanding type. Other minor jewellery items were also missing.



The above is an official Chrysler Corporation Sales photo.

Members Car - John Johnston's 1927 Chrysler Imperial E80.

Once the car was home it was fully dismantled, and restoration began on the chassis, gearbox diff and front end. It was assembled to a rolling chassis before I moved house. After moving to a new property, the car sat for 20 years in the back corner of the garage as I had other chores and projects with which I was involved.

COVID was the reason the car went back into restoration because could not go anywhere else.

Firstly, the chassis needed a complete clean down because of the many years of dust that had accumulated but that was all that was needed to be done. Everything else was still in good shape. New steel hydraulic lines had been put in and the front end and rear end had been assembled completely.

The engine was put in the hands of Bill Eldridge for a complete rebuild. This was successfully done, and the engine runs as it should. Once installed in the frame the task was to install the gearbox and then run the twin exhaust system to the rear of the car. One of the pipes has a cut out valve in it for highway cruising.



The body was in reasonable shape from the point of view of it all being in one piece but the woodwork especially on the left-hand side rails and studs for the pillars for the doors were all badly rotted. The body was rebuilt with many rust repairs made by hand and welded in, then lead wiped to get a final finish. The bottom of the scuttle was replaced with a six-inch-high section, the sill panels under the doors had to be completely remade along with the wheel arch on the right-hand rear and the bottom parts of the pillars between the front and rear doors.



Members Car - John Johnston's 1927 Chrysler Imperial E80.



Once the panel work was complete it was then made ready for priming and preparation for painting. I used a two-pack paint system for a more durable finish.

The body was mounted on the chassis with the tedious work of aligning the doors. The combination of hinge and chassis packing took hours of work.

The radiator shell took three weeks to sort out. The entire lower section of the shell was remade. Special dies were made to reproduce the swaging's. It was all worth it as it came up a treat.

The mud guards and valances had to have an enormous amount of rust cut out of them and repair patches handmade and welded in. These were also lead wiped where applicable to make a more durable finish.



Members Car – John Johnston's 1927 Chrysler Imperial E80.



Off to upholstery. The guards were left off to give ease of moving around and less chance of damage. All new wooden hood bows with stainless steel framing fabricated using the original as a pattern. The original was in chrome but too badly rusted to restore.



Now came time to pay attention to all the little fiddly bits that made the rest of the car what it is. It is now in one BIG piece. After having worked on the Club Dodge this was twice the effort. The colours represent those that were originally on the car. It was a light green over mustard, hardly an attractive delivery. A darker green was chosen with a mid-brown waist. The guards and valances were always green. The instrument levers and bezels were hand made being direct copies of the die cast originals.

Members Car - John Johnston's 1927 Chrysler Imperial E80.



The Watson Stabilators were a task to rebuild sourcing parts from swap meets and using many to assemble four. The spring gators (a standard feature) were manufactured from flexible leather as close as possible to the originals.

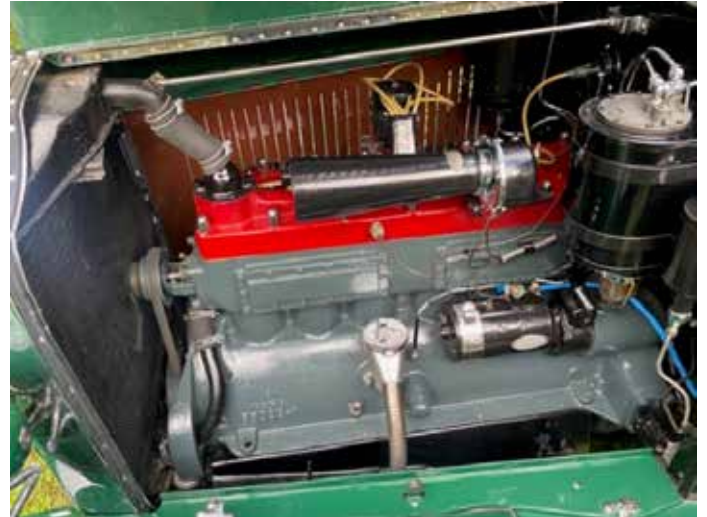


Patterns were made to recast the wheel Hub Nuts and spares hub blanks. There was approximately 40 hours of machining work in each nut. Leather straps were fashioned with eyelets inserted to prevent deformation and add to the aesthetics.



The upholstery was done by Grant White in Cairngorm Leather matching in colour and samples removed. Wire on binding was still available so originality could be maintained. A graphic artist reproduced the pattern on the sill plates. Stickers were applied to new blank plates and with acid etching the original design came to life.

Members Car - John Johnston's 1927 Chrysler Imperial E80.



The engine has a capacity is 288 cu in, giving 95 HP in standard form as delivered to Australia. A Red Head was installed (it was an original Chrysler option and standard on US models). This increases the compression giving a healthy 112HP.

The engine bay has been appointed back to as close as possible to factory. All piping, head nuts, generator and starter dust bands horn base etc were plated. An original NOS oil filter was installed.

The shots below show the typical features of the Chrysler Imperial.



Club Project

Vintage Catering Van Matt Weeks Reports

Grant and I pulled the third engine that we had down one Saturday and cleaned it up. It was the worst looking engine out of the three but has ended up being the best out of them all. I finished cleaning it all up during the week and checked out all the tolerances.

The crank mains needed a little bit of adjustment but ended up getting it to .0025"-.0030

For the journal size it's not too far out of spec. Being older bearings I think on the bigger side will be better.

Torque up it feels really nice.



The new block is progressing well so far. All the parts are cleaned. Got the head cleaned up on the surfacer and also did the block deck.



Club Project

Vintage Catering Van Matt Weeks Reports

Incredibly the block only needed two passes which is pretty amazing after 90 odd years of service. I've got a couple of head studs to get out and finish cleaning up all the valve ports. I'm getting all the valve seats cut and the new valves lapped in.



Made a good start on boring the block with Bills old boring machine. It's an absolutely beautiful old machine. I've got 3 cylinders done but it was getting a bit late in the day to keep going. The bores will be perfect after a light hone.

Ring gap is spot on to spec with the supplied pistons. I did invest on some good quality measuring equipment before starting this and I must say it's made getting it precise a lot easier.

All the new valve guides are in and seats cut. I just need to lap the valve in once I've finished the cylinders. Figured crossed tomorrow goes as well as today.

Engine is all bored and valves lapped in.

Gave the engine a wash with kero and a damn good hot wash inside and out.

All the bores came out really well, all identical and the pre fitted rings are @.014" after a light hone which is good.

Little bit more cleaning up on the block to do and we can start to assemble it.



Club Project

Vintage Catering Van Matt Weeks Reports

With all the conrods balanced over the weekend I took the opportunity today to fit all the pistons into the engine. I did a check on all the rings even though they came pre fitted. I think there were only 2 I had to take a smidge off. All went together nicely.



With all the pistons fitted it was time to refurbish 1 of the 3 oil pumps we have. I also ordered a new timing chain as all the ones we have are too stretched to fit. I used all 3 pumps to make one good one. Picked all the best bits out of them and cleaned them up. I resurfaced the bottom plate. Reassembled ready to go back in. With all that done and a double check of everything I fitted the sump on.



I had to make a new water jacket cover as the one we thought was ok ended up having a few holes in it. I used a bit of Loctite 567 on all the bolts and also put a fibre washer under the steel washer of the bolts to prevent any weeping of the coolant.



With all that done it was onto fitting all the head bolts and head. I did the valve timing before fitting the head. Set the No.1 intake clearance to .007" and get the piston to TC and then turn the cam to have the valve starting to open. The X on both sprockets lined up spot on. So hopefully I got that right. With all the head studs fitted it was onto fitting the head gasket and head. I spayed a bit of Permatex copper coat on the head gasket. And also used some 567 on the head bolts into the block.

Club Project

Vintage Catering Van Matt Weeks Reports

With the head on I've only pulled it down to 20lb and I'll let it sit overnight before pulling it down anymore.



Ronny from WA that called into the club in his dodge senior found us some really nice steering wheel controls and a light switch. Ours were pretty much bugged so thanks for them Ron.

Frank and Kevin have also been busy getting a few parts together. They have taken the water pump home to rebuild for us so their contribution helping us with bits and pieces is greatly appreciated. Frank dropped off a roll of copper tube so we can do all the brake and fuel lines, and also supplied some water pump hoses.

We are hoping to get the brake and fuel lines done on our working bee that we are having on the 17th of August. Hopefully I'll also have the engine painted ready to drop in.

Kevin Has done a beautiful job of rebuilding a carburetor out of a few for us. They are so delicate once they get a bit of age about them, so he's done very well to make one for us.

John also donated an air cleaner to the project that he has kept safe for us for 30 years after finding it on an old car in Queanbeyan I think he said.

I have ordered a new coil and electronic ignition for it and that will be here in the next few days.

The distributor we had was missing a lot of parts internally, but I managed to find a similar northeast one on eBay that I was able to use its internals. So, we also now have a distributor ready to go.

So, with all that done we'll hopefully have another great turnout on the working bee, with plenty to do again. Look forward to seeing a few people here again.

Thanks everyone.



Greenhouse emissions and the impact on the historic and collectable vehicle movement

These days there is a lot of talk about reducing carbon emissions to reduce the impact of Climate Change. But will this impact on the historic and collectable vehicle movement? The answer is yes, it will have an impact.

In Australia and around the world Governments supported by the community are looking at ways to reduce greenhouse emission. This includes restrictions on where older vehicles can travel. For example in parts of the UK, including London, there are Ultra Low Emissions Zones (ULEZ) where vehicles must pay a charge (£12.50 for most vehicle types and £100 for heavier trucks).



This charge was to apply to all vehicles, but due to the involvement of organisations supporting the London to Brighton Veteran Car Run, veteran vehicles registered in the UK are exempt. However, the ULEZ in both London and Brighton was one of the reasons the London to Brighton Mini race was cancelled this year (this event has been run each year since 1986). Also in the UK, the Government plans to ban the sale of all petrol and diesel powered vehicles in 2035 which will in time have a great impact on the availability of fuels and oils.

In Australia there is talk about lower vehicle emissions but it is not clear how these rules will impact on the historic and collectable vehicle movement. For example, will the Victorian Government decide that Club Permits are supporting polluting vehicles and cancel this great system? Will there be higher registration fees on vehicles that do not have the latest emissions technologies, even if they are classics? And will there be restrictions on using collectable cars in some areas?



As motoring enthusiasts we know that most of our special vehicles are not driven many days of the year and do not add significantly to greenhouse emissions. We also maintain our vehicles. But we need to show that our movement cares about the environment so that we can be part of the development of future rules.

One way to do this is to purchase carbon offsets to offset the greenhouse emissions our special vehicles produce. In this way we can show to governments and the community that we are environmentally aware and care for the environment.



A carbon offset is used to purchase and manage trees that will absorb carbon over their life to offset the carbon dioxide produced by a vehicle.

The AOMC has worked closely with an organisation, Greenfleet, to develop a carbon offset program that is relevant and affordable for historic and collectable vehicles. This program, recognising that our vehicles usually only travel short distances each year, has two levels of Offset. They are:

- up to 3,000km/year \$22:00
- up to \$6,000km/year. \$44:00

In this way, for a very little cost, any person with an historic or collectable vehicle that is only used for short distances each year can be seen to be balancing the greenhouse emissions. This will enable the AOMC and other motoring organisations to show that

the historic and collectable vehicle movement is a partner in greenhouse gas abatement and should have a role in the development of future rules.

The AOMC therefore strongly recommends that every car club member purchase an AOMC Carbon Offset.

To purchase an AOMC Carbon Offset go to the AOMC website www.aomc.asn.au. On the top of the page click on the words, Carbon Offset Program. Or, if you are reading this on your computer click on the following link: www.aomc.asn.au/carbon-offset

Why Greenfleet?



The AOMC Carbon Offset program is managed by Greenfleet, a not-for-profit environmental organisation that has been operating for over 25 years. Over this period they have created over 550 native biodiverse forests, restored over 10,000 hectares of native vegetation, planted over 10.5 million trees and offset more than 4.4 million tonnes of CO₂. Also as well as capturing carbon, these forests improve soil and water quality, and restore habitat for native wildlife.

Greenfleet offers a range of carbon offset choices for everyday vehicle use, but has worked with the AOMCF to develop the AOMC Offset program that recognises collectable and historic vehicles usually only travel short distances each year.

Better still, why not talk to your Club Committee and members to come up with a program for you Club to offset its emissions on a Club outing and help the AOMC maintain its role in the development of future rules and regulations. This was done for the recent Florence Thomson Tour and is being done by at least two car clubs, the **Bugatti Club of Australia** and **Escape Motoring Inc**.

Bugatti Club Australia and a Carbon Offsets Scheme

In 2020 Michael Anderson (Committee, Bugatti Club Australia) proposed that the Club to should explore a carbon offset scheme, to assist it moving forward in an increasingly post-carbon environment. He subsequently came up with a proposal which was discussed, modified, adopted, and then published in the Club magazine "The Bugatti Bulletin" vol.75, August 2022.



This scheme operates at 2 levels: the general; and the particular.

At the **general level**, club members make a small contribution via their annual subscription, equivalent to 300km of travel in a modern vehicle. This fee is calculated on Greenfleet's mileage formula and costs around \$5/member.

At the **particular level**, all Club events incorporate a Carbon Offset fee in their planning. Members organising short day-runs or overnight rallies are asked to calculate the total distance involved, and then apply Greenfleet's formula to determine the overall carbon offset charge. This is usually \$2-5. Then the Club uses the "pass around the hat" to solicit gold-coin donations from participants. This also reminds Club Members what is being done with Carbon Offsets, and engages with those who may want to know more.

Members organising longer, multiple-day rallies are tasked with budgeting to cover the costs such as maps, route-instructions printing, souvenir club merchandise and carbon offsets. In these cases, the carbon offsets are calculated using the planned distances.

The Club is finding that by keeping the Carbon Offset charges relatively small, and linking them to specific events which have other costs, the extra costs of the scheme do not seem significant and members get used to it. The Club also mentions its Carbon Offset scheme in publications.

The Committee adds that although they are not in the habit of telling members how to think or what to believe in, it is resolved to providing a positive future for Members and their cars. They add that they would not suggest that the implementation of this scheme has been flawless and consistently smooth in its application, but they are finding that if Carbon Offsets can be built into the costs of participation and Club Membership, it becomes part of the culture of the club, and there is little blow-back.

For more information contact Michael Anderson, editor@bugatticlubaustralia.com.au.

Escape Motoring Inc. a simplified carbon offset scheme

The Escape Motoring Committee decided that it was necessary for the Club to support a program to offset the carbon emissions from its member's vehicles on its monthly runs. In this way it could support greenhouse gas reductions, and importantly, help to ensure that its interests in maintaining collectable vehicles will be taken into account by governments, policy makers and the general community.



It also helps to restore habitat for wildlife and improve soil and water quality



Escape Motoring holds two runs every month, an Early Morning Sunday run, usually around 100km, and a mid-week run, usually around 70km. Working with the AOMC and Greenfleet it was determined that the amount of carbon

produced over a year on these runs would be around 20.47 tonnes. To offset this amount would cost \$450.34/year.

The Committee looked at its annual budget and determined that this could be paid from the current membership fees. In this way the Club could show that it is an active participant in greenhouse gas abatement and support the involvement of the AOMC in future government policy and rules. And with a membership of around 240, if a membership fees increase was required, an increase of just \$2/member would more than cover the cost.

Note: This scheme aims to achieve a carbon offset for club runs but does not offset carbon emissions from member's vehicles when not on a Club run. Members are therefore encouraged to obtain their own AOMC Carbon Offset for their vehicles.

Conclusion

Even if you don't think that your vehicle contributes any significantly to greenhouse emissions, by purchasing an AOMC Carbon Credit you will help the AOMC and other organisations show the community and Government policy makers that our movement is prepared to offset emissions that our vehicles do make.



An AOMC Greenfleet carbon Offset for an historic vehicle costs only a few dollars per year, a great investment to help maintain our vehicles and reduce greenhouse gas emissions. A win – win.

Spring Specifications

If you are restoring your pride and joy and need information about the correct road springs for your car our club has access to detailed specifications for many vehicles of the period.

This information collected from a long gone Victorian spring manufacturer can be made available to you.

If you require information, please contact the editor who will arrange a specification search for you.

Survey of the national movement conducted by the Australian Motor heritage Foundation

Survey reveals Australia's historic vehicle owners spend over \$9.9 billion annually.

A survey was sent out to motoring clubs and members for them to provide answers to questions about their spending on historic and classic vehicles

Over 6,000 respondents across 800 motoring clubs in the nationwide Economic Value Study confirm close to \$10 billion in annual expenditure on historic vehicles

An estimated 970,000 historic vehicles in Australia with owners spending close to \$10,240 per vehicle per year. Australian Motor Heritage Foundation: "In carrying out this study, we have shown that the historic vehicle movement is a large and vibrant part of Australia's society and economy"

The owners of Australia's historic vehicles spend some \$9.9 billion each year on their passion, according to this survey.

The Economic Value Study (EVS) of well over 6000 Australian respondents, distributed to over 800 motoring clubs nationally, was conducted for the Australian Motor Heritage Foundation (AMHF) by The Mercurius Group (TMG). The Foundation is champion of Australia's motor heritage, and an organisation dedicated to promoting and preserving Australia's motoring history.

The enthusiast owners of an estimated 970,000 historic vehicles in Australia spend on average \$10,240 per vehicle annually, around 12.5% more than people who own daily driven cars. The historic vehicle fleet represents 4.4% of Australia's 21 million total vehicle fleet. Around 50% of the survey respondents own only one historic vehicle, the other 50% owning two or more vehicles. "Historic" vehicles are in two categories: those 15 to 30 years old defined as "classic" vehicles and those over 30 years old defined as "heritage" vehicles.

Such a survey has never been comprehensively undertaken on so wide a scope or on a national basis in Australia. Following publication of the similar landmark 2020 HERO-ERA study in the UK, the AMHF decided to find out what is the real figure for the economic contribution of historic vehicles for Australia.

"The findings of this report have certainly highlighted the significance of the historic vehicle sector to both the community at large and the economic sector," says Hugh

King, Chairman of the AMHF.

"The response from Australia's motoring club members has been unprecedented: the economic modellers at TMG have never had so large a data pool to work with, proving motoring enthusiasts care as passionately about their historic vehicles as they do having their voices heard. In carrying out this study, we have shown that the historic vehicle movement is a large and vibrant part of Australia's society and economy."

The survey also reveals the total annual economic impact, including both direct and indirect expenditure, is \$25.2 billion: with the sector creating almost 79,000 jobs – 42,000 direct and 37,000 indirect. These jobs generate \$6.2 billion in wages and salaries annually. These are very large numbers by any standard.

Stavros Yallouridis, CEO of the Motor Traders' Association of NSW (MTA NSW), said the AMHF's survey gave yet more irrefutable evidence of the significant contribution of the automotive sector in the broader Australian economy.

"Despite the end of local vehicle manufacturing, Australia maintains a rich and diverse automotive industry, which employs hundreds of thousands of people across a range of roles," Mr Yallouridis said.

"The automotive sector is one of the backbones of our economy and is also at the heart of our communities. This survey, and the enthusiastic response, highlights the necessity for Australia to back its automotive sector with world-class training, local skills development and career pathways," he continued.

The Executive Summary and the full Report are available to download from this link:

<https://motorheritage.org.au/economic-value-study-of-Australia's-historic-vehicle-sector/>

Export of Historic Vehicles from Australia

During the 1980's the then Federal Government discussed the matter of retaining Australia's "moveable cultural heritage" in this country. In 1986 the "Protection of Moveable Cultural Heritage Act" came into law.

Moveable items mentioned in the Act were agricultural machinery of which much was manufactured here. Aircraft get a mention, items with significant Aboriginal Heritage are naturally heavily protected as are many items of significance to Australia's past. Even meteorites get a mention. The Cultural Property Section of the Department of the Arts is the relevant authority within the National Government.

Motor vehicles are of course covered, which is the part of the legislation those reading this may be most interested in.

The process for someone selling a historic vehicle overseas is that the owner should apply for a Permit to export such a vehicle. The application is then handed on to one of the Federal Government appointed "Expert Examiners", (EE) each of whom has specified the area of their expertise within this group. It would be unlikely that anyone would have expertise across the very broad range of motoring history. The assessment usually takes two to three days of work as a volunteer, plus any costs incurred. Some of the Expert Examiners found that in many cases getting the history of a vehicle from the Australian owner was difficult. Networks within the heritage vehicle movement are therefore an essential part of the scheme. The Examiners' reports are then submitted to the Department.

At that point the E.E. is no longer a part of the process and receives no further information from the Department.

A review of the legislation was undertaken in 2015 as a consultative process by Mr. Shane Simpson with meetings in Melbourne, Sydney and Brisbane there may have been others, these are the gatherings of which the author is aware. The proposed changes to "the Act" heartened those "at the coal face", but they have not been enacted, to the disappointment of all involved.

A further review by a committee in Canberra was established in 2022 but has so far, to the author's knowledge, not produced a result. There is a suspicion at the moment that a request for an assessment prior to export of an item MAY be handed out ignoring the stated expertise of the various Expert Examiners. For example,

an assessment for a veteran vehicle could be handed to someone whose stated expertise is Formula 1.

Many motor vehicles (and other important items, e.g. tractors) have just disappeared, and then popped up in an overseas auction catalogue. There was on display at Alice Springs airport an intact and presentable, but "made into a ute" Silver Ghost of 1920 having belonged to the gentleman who founded Conellan Air. He had purchased it in 1939, the car having been in Australia since 1922.

Cattle King Sir Sidney Kidman's first car was a 1909 Thornycroft and was somehow allowed to be exported to England in 2007.

This situation is constantly being agitated by a few, but successive Federal Governments give the appearance of them having other priorities. At one stage it seemed that clubs looking after traction engines and portables were having some success. Many significant items of farm machinery have just disappeared, then turned up in other countries, mostly UK and USA.

As many have found, shipping containers are so convenient!

The entire historic vehicle movement should be aware of the problems inherent in this legislation and its management and add their weight of numbers to support a major revision of the method of dealing with this historic and extensive problem.

Any Club member reading this who might have a question on any of the foregoing can contact the writer, email wendymuddell@outlook.com, 0499 348 899.

From Motorlife News - magazine of the Australian Motorlife Museum Wollongong NSW

Wendy Muddell OAM

Last Month's Mystery Vehicle

Last month's mystery vehicle was a Barley of 1922-3.

Barley Motor Car Co. was a manufacturer of luxury automobiles in Kalamazoo, Michigan, and Streator, Illinois. It manufactured the Roamer automobile (1916–29) and briefly, the Barley (1922–24), and the Pennant (1924–25).
History

Lloyd Y. Kenworthy, a New York City auto dealer then selling Rauch and Lang electric automobiles, wanted to expand into gasoline automobiles and approached A. C. Barley about producing an upscale automobile. Barley, Kenworthy and Karl H. Martin, who later developed the Wasp automobile, decided to build a luxury automobile and incorporated Barley Motor Car Company in New York in September 1916 with a capitalization of \$50,000. Shortly thereafter, the company issued more classes of stock and was recapitalized with an additional \$760,000, obtaining the existing assets of Barley Manufacturing Company

The Roamer introduced in 1916 was designed by Karl H. Martin. The Roamer name was suggested by Kenworthy's chauffeur after a popular racing horse of the era. The car was stylish; the grill was nickel-plated and modelled after the Rolls-Royce. The initial model, the Roamer Six, was a four-door tourer with a 24-hp (18 kW) 6-cylinder Continental engine.

Eddie Hearne's Roamer-Duesenberg track records from an advertisement

In 1918 the Model C6 succeeded the Six, with a 54-hp (40 kW) Continental 12XD engine and available in eight body styles from \$2,200 to \$4,900, equivalent to \$99,258 in 2023. Roamer offered custom colours to be chosen by the buyer. In 1920 the Model D4 Touring had a 75-hp (56 kW) four-cylinder Duesenberg engine went for \$5,300 (4-passenger) and \$5,400 (7-passenger). By 1922, only Roamer's Model 6-54 remained.

In 1924 a reorganization resulted in the formation of Roamer Motor Car Company, incorporated at Toronto, Ontario and headed by George P. Wigginton. Plans were to move Roamer manufacturing to Ontario. A. C. Barley became a director of the new company but kept the Kalamazoo factory and the Barley Motor Car Company. Production of the Roamer ended up remaining in Kalamazoo.

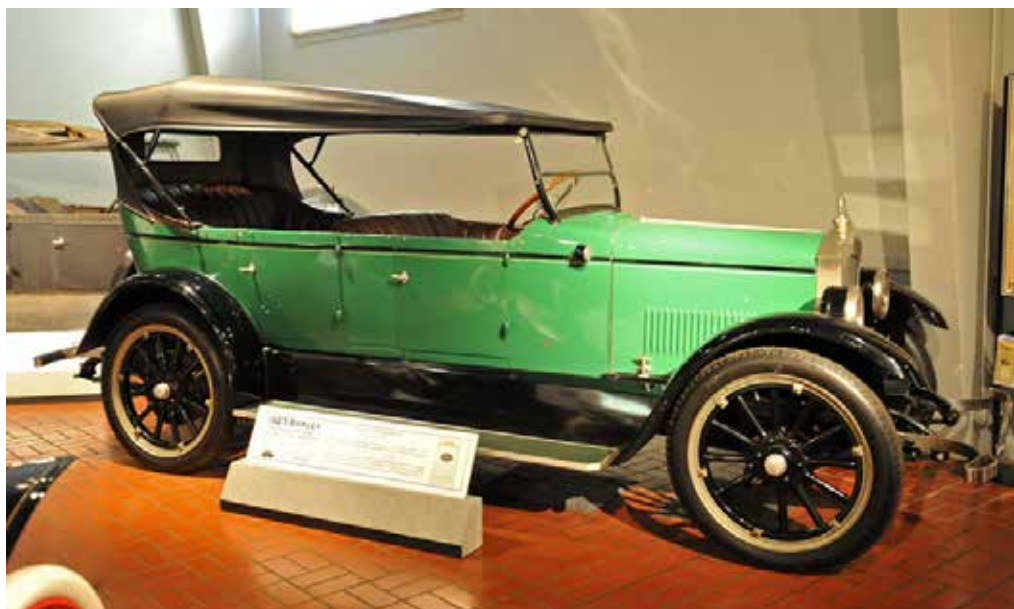
In 1925, Roamer abandoned the Continental in favour of a Lycoming eight of 88-hp (66 kW), at the same price as the former 6-cylinder engine.

In 1922 the company introduced a lower-priced line, the Barley, named for the company's president. The first Barley Model 6-50 debuted in September offering torpedoes and sedans with Continental 50hp six-cylinder engines and a 118" wheelbase. The following year, a Sport Sedan and Touring Sedan were added. The prices ranged from \$1,395 to \$2,250, equivalent to \$40,956 in 2023.

The Barley was not successful and it was rebranded as the Pennant, outfitted with a Buda 4-cylinder engine and targeted at the taxicab market, where its main competitor was the Checker, also built in Kalamazoo. The Pennant trade-dress was a maroon upper body and ivory lower body. Both the Barley and Pennant were out of production by 1925

Local records indicate no listing for Barley, but you never know if one managed to find it way here! It seemed to exemplify the assembled car of the twenties, the manufacture of which seemed to spring up all around America.

Rob Coney and Jason Palmer identified it correctly and that was about it?



This Month's Mystery Vehicle

This month for a change a mystery location.

This location was a favourite with your editor in his youth and the adjacent road has a part in the history of our club.

The pictured vehicle is also a mystery?

The first correct answer from electronic and hard copy versions will receive a small reward.

Contact: Iain Ross Mob: 0409 027 392

Email: imgross@bigpond.com



PENRITE
AUSTRALIAN OWNED AND TRUSTED SINCE 1926

PENRITE
AUSTRALIAN OWNED AND TRUSTED SINCE 1926

To find the RITE product for your vehicle, download the **Product Selector App** or visit penriteoil.com.au

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.

With a list of features including agreed value, retention of salvage and a choice of repairer, you can be sure that RACV has got you covered, and with our Years of Membership Benefits program the longer you've been a member the more you'll save.

RACV Vintage, Veteran & Classic Vehicle Insurance:
For a quote call 1800 646 605 or visit www.racv.com.au

RACV Veteran, Vintage and Classic Vehicle Insurance is issued by Insurance Manufacturers of Australia Pty Ltd ABN 93 004 206 004 AFS Licence No. 227678. Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228). *Applies to total loss vehicles manufactured before 31/12/1980.

RACV

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

1911 Brass Gray & Davis Winton Headlight, reasonable condition, some dents from the past 100 years. \$400

A 1930 Cadillac Distributor, very complete and comes with extra internal distributor components. \$450.

6 vintage Franklin air cooled cylinder barrels, unsure of exact year, the bore is 3 1/2 inch in diameter. \$200 for the set.

1929 Lasalle aluminium engine block (engine number 603413) there is a neat repair, no doubt from a conrod that at one point must have left its designated position.. \$200

Contact Scott Emmerson 0488 002 054 scottemmerson12@gmail.com



FOR SALE

1927 Chrysler Tourer

In good working and driving condition and is currently club permitted in South Australia. Reason for sale is advanced age of owner Odometer reads 49600 miles.

It has been fully reconditioned. Has a new battery, It is olive green with black guards. The car comes with many spare parts including an engine, 2 chassis, gearbox, differential, Vacuum tanks and a trailer full of associated parts. The car originally came from Cooma NSW and the current owner has had it for 7 years. The car is located in Mount Gambier. Priced at around \$18,000

Contact Paul Dwan 0400 823 738 or 9700 5825 Email apdwan@gmail.com

FOR SALE

1923 Hudson Essex Tourer

Been a great car. Starts first go every time, nice & reliable. Older restoration but still quite clean and mechanically good. Currently Club Reg. Quite a few spares.

\$20,0000

Contact: Brett Stanley

Email: brets@outlook.com.au



FOR SALE

Shockers - Storey Super Hydraulic Light Car Type \$100 pair

Contact Keith Montell

Email: k.montell44@gmail.com



FOR SALE

GMC1800w Air Compressor, tank capacity 40 Litres, pump displacement 206 L/min. Working pressure 0.8 mpa, with nail gun. \$250.00 All as new (no hoses)

Contact Frank Braden 0401 275 545

FOR SALE

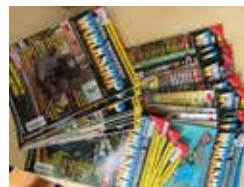
25 assorted classic car books.

All good condition. \$50 the lot. Neg. Pick Up Only.

28 editions of Model Engineers Workshop

All good condition. \$50 the lot. Neg. Pick Up Only.

Jeff Turner. 03 9836 6250 or turner1929@hotmail.com



FOR SALE

Bendix Springs x 9.

Assorted sizes.

Worm drive shaft x 2.

\$100 the lot. Price Neg.

Jeff Turner. 03 9836 6250 or turner1929@hotmail.com



FOR SALE

Pilot Air Compressor – compact air bag portable compressor. Weighs just 21kg – oil free & quiet – perfect for small, specialist compressed air requirements – includes an adjustable inbuilt pressure regulator 74.1L/min free air delivery: 63 d(B)A noise level: 1.1kW motor In great working order – inspection welcome – spare parts are available from Pilot – asking price \$250.

Sue Schulz – 0412 776999



FOR SALE

1928 Chevrolet AB Tourer – Almost complete a restorer's project. Unfortunately, I am unable to complete. Included in Sale:

Engine and all running gear have been reconditioned, Brand new beehive Natrad NZ radiator With restored aluminium surround. Chassis and all parts attached have been powder coated black gloss. All new wood frame completed. Four wheels new Tasmanian oak spokes, new rear brake drums and brakes relined. Metal mudguards require panel beating, alternate fibre glass front and rear mudguards. Hood irons restored and powder coated. New hood bows made by Sovereign Hill Wheelwrights. Windscreen columns, new supports and glass. Chromed door handles, hub caps, steering hand throttle/spark and horn control, amp meter, oil meter, light switch and odometer. Refurbished wood steering wheel. Electrical wiring loom and lots of spares. A total of \$19,546 has been expended on parts. To be sold as one lot - \$17,500. Offers considered. Further detail contact Rex 0408 303 129.



FOR SALE

1927 Chevrolet Truck motor, good for reconditioning \$450.

1926 Chevrolet engine and gearbox with numerous accessories attached \$500.

1927 Chevrolet project and parts collection. Includes reconditioned engine with <1000m on it, plus a spare engine, multiple gearboxes, a huge collection of parts, almost everything you could need. Only missing the woodwork and back doors. \$6,500. Contact Holly Samson (AH) 0412 055 258.

FOR SALE -

English Star cars. 1925 12/25 and 1922 11.9 hp. The 1925 is mid restoration, with reco engine, gearbox, diff, brakes, radiator (incl mascot) and all lights nickel plated. Complete with full set of instruments and second engine with a reco crankshaft and second gearbox, and short motor. The earlier 11.9 hp is parts only, chassis rails, engine, gearbox, axles, steering box and column, radiator, and lights. \$15,000 the lot. Contact Richard by Email: richard.shenfield@hotmail.com or Mob: 0408 364 470



FOR SALE

1926 Chrysler Imperial E80 long wheelbase 7 passenger tourer / Ute Long wheelbase 7 passenger tourer which has been converted to a ute. The body has been re timbered and is ready to install on the chassis. It has been done as a barn find / bush ute. There are enough parts there to restore as a 7-passenger tourer if desired. Engine partly rebuilt new pistons, valves, bores sleeved can be finished by negotiation. New gasket kit, new brake linings, clutch plate and suspension bushes.

Two engines, two gearboxes, two diffs, two steering boxes, two sets of instruments and all jewellery is included in the sale.

Looking for \$10,000 open to offers.

Stewart Perry 0434 677 434



FOR SALE

Stutz Special Six 1923, 4.4 Litre, 4 Speed, Restored 1980, Full weather equipment, comes with spare 3 speed g/box and spare differential 4.4:1, All original body and running gear, Quite possibly the only Special Six in Australia and a great opportunity to own something exclusive and in good condition. \$120,000, will consider serious offers.

Call for further details
Greg Orde
0447313267.



FOR SALE OR SWAP

4 Michelin Beaded Edge Rims 19"4 stud. SWAP FOR 2 Dunlop Well Based Rims 19" 4 Stud.

Price Neg.

Jeff Turner. 03 9836 6250 or turner1929@hotmail.com

WANTED

To complete this ancient picnic set
On Route Two Cup tinplate Kettle
and Sandwich Tins

Peter Fleming 0408 389 439



Please advise us if your advertised cars or parts are sold so we can remove them and free up space for other advertisers. Email the editor on editor@vdc.org.au


ADVERTISE YOUR BUSINESS HERE

**EAST-SIDE
AUTO
ELECTRICS**

IAN GRAHAM
(Proprietor)

Ph: 9874 6028
Fax: 9872 4888
Mob: 0418 361 973

142 ROOKS Rd. NUNAWADING 3131



**Austin
Seven
Centre
Mell.**
est 1984

**FOR PARTS &
ACCESSORIES
TO KEEP YOUR
AUSTIN 7
GOING**

www.austinsevencentre.com
Mob: +61 417 532 412
Email: jenayne45@bigpond.com

AA Bearings & Oil Seal Service

For American—English—European Cars & Trucks
We specialize in hard to get sizes with regular weekly
consignments from overseas.

63 Research-Warrandyte Rd, North Warrandyte Vic 3113

Mon - Fri 8am - 5pm Sat 8am - 1:30pm

Phone: 03 9437 1155

AH: Adrian 0479 041 942 Denis 0407 533 342

Email: oldcاربearings@bigpond.com



Sleeping Classics

Restorations

Vintage & Classic Car Body Restorations
Steel & Aluminium Welding
Fabrication
Lead Wiping
Minor Smash Work

Aaron Eckhardt
03 9762 2444
Mob: 0419 591 465

16 Reid Street
Bayswater Vic 3153
s.classics@bigpond.com

Website: www.sleepingclassics.com.au

Exotic Vehicles - Vintage Vehicles - Classic Cars - Sportscars

AUTO SURPLUS
VETERAN | VINTAGE | CLASSIC

**ALL THE PARTS YOU NEED
FOR YOUR MORRIS**

PISTON & RING SETS | GASKETS & GASKET SETS
TIMING GEARS | OIL PUMPS | ENGINE BEARINGS
VALVES & VALVE KITS | DISTRIBUTOR PARTS
WATER PUMPS



www.autosurplus.com.au

Unit 18, 114 Merrindale Drive, Croydon South VIC 3136

03 9873 3566

sales@autosurplus.com.au

ULTIMATEFINISH
PAINT SUPPLIES

AUTOMOTIVE PAINTS

INDUSTRIAL COATINGS

PANEL BEATING SUPPLIES

Everything you need
to get the Ultimate Finish!

Call (03) 5623 3490
ultimatefinish.com.au



See our website for
SPECIAL OFFERS

1/15 Neilson Court, Warragul VIC, 3820
info@ultimatefinish.com.au

ARIEL BATTERIES

660 Smith Street, Clifton Hill 3068

Phone (03) 9481 5731

Fax (03) 9482 2586

Manufacturer of genuine old style hard rubber case batteries 6 and 12 volt.

New or rebuild

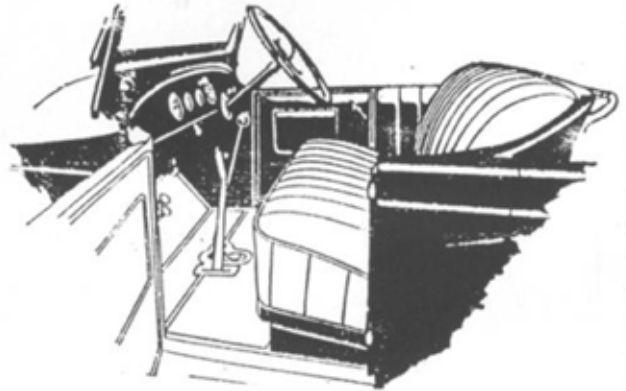
Contact Gerald or Neil Heaslip

ARIEL BATTERIES PTY LTD

GRANT WHITE MOTOR TRIMMING

93 Lyon Road, Rosanna, 3084.

- 22 Years of Experience
- All Work Guaranteed
- Are you tired of waiting for your car? I complete most cars within 2-3 working weeks.
- All work carried out by qualified craftsmen.
- Leather, Vinyl and Cloth Re-trims.
- All types of vintage and veteran hoods.



- Give me a call for a free estimate.

Phone 03 9458 3479



Ben McKinnon
Business Manager

134 McEwan Rd
West Heidelberg
Vic. 3081 Australia

PH: 03 9458 4433

Fax: 03 9458 4795

antiquetyres.com.au

benm@antiquetyres.com.au



SELWYN ALLEN FUNERALS
Selwyn & Geoff Allen

Melbourne (All Suburbs) **03 9888 1672**

www.selwynallenfunerals.com.au



VICTORIAN VINTAGE

Phone: 0409 402 772



Vintage Car Restoration
Mechanical & Panel Repairs



Wooden Spoke Wheel
Manufacturing & Painting

VINTAGE DRIVERS CLUB MAGAZINE

If undelivered return to:

**VINTAGE DRIVERS CLUB
P.O. BOX 3414, NUNAWADING BC
NUNAWADING, VICTORIA, 3131**



Vintage Motoring since 1958

**PRINT
POST**
100005135

POSTAGE
PAID
AUSTRALIA
PRIORITY