

ISSUE 814



MAY 2026

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

Club Mailing Address:
PO Box 3414
Nunawading Vic 3131

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

President: Richard Badham



Mobile 0423 979 014
Email: president@vdc.org.au

Vice President: Iain Ross



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

Secretary:

POSITION
VACANT

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



Room Bookings
Mobile 0430 777 013
Email: bookings@vdc.org.au

Committee: Glenda Chivers



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

Committee: Trevor Barby



Maintenance Co Ordinator
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 safety check officer which will include an amount of \$40 which is returned to the club. If travelling is required to carry out the inspection a further fee will be payable.

Members Meeting

Friday 22nd May 2026

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

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 2026

May	17th	Sunday	National Motoring Heritage Day
	17	Sunday	VSCC Day Trial – Invitation Event
	22nd	Friday	Members Meeting
	30th-31st	Sat – Sun	Historic Winton
June	5th-9th	Fri-Tues	King's Birthday Bash
	13th	Saturday	Coffee & Chat
	17th	Wednesday	Mid-Week Run
	26th	Friday	Members Meeting
June	11th	Saturday	Coffee & Chat
	15th	Wednesday	Mid-Week Run – Christmas in July
	19th	Sunday	New Members Day & 100 Year Old Vehicles
	24th	Friday	Members Meeting

New Members

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

Daniel & Hannah Johnstone. 1929 Marquette Phaeton.

Siva Surendran. 1923 Essex Tourer.

We hope you enjoy being members of our Club.

Magazine Closing Date

Closing date for contributions for the June magazine is:

Friday 29th May 2026

Inside this Issue

Presidents Report.....	4
Coming Events	5 - 6
Past Events	7 - 13
Docs Dodge Meets Florence	14 - 15
Membership Details.....	16
Vintage Car security	17
From the Archives.....	18
It's a Small World.....	19
Technical Topic	20 - 21
Mystery Vehicle	22

Front Cover:



Start of the Spirit of the Twenties rally,
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

Hello there. Many of us have not long been back from the Spirit of the Twenties rally, the Blue Lake Border dash, and what an event it was! For me, it was the first time I've been able to attend a Spirit – I'd heard a lot about them but never been able to attend one (and had no idea what to expect). At one stage it looked like plans may be scuppered (by another president causing havoc with the world's fuel supplies) but luckily our government was fully supportive, and it was full steam (or petrol) ahead!

What an event it was, I was completely blown away by it – the planning and organisation, the drives, the views, the company, the challenges and more (oh, and don't forget the great mix of beautiful vintage cars) – it was so much fun! The weather gods were on our side too, chilly mornings but beautiful driving weather every day. I really enjoyed catching up with members, especially those who can't make our regular events. There were attendees coming from far and wide, every corner of Victoria, South Australia, New South Wales, New Zealand and even as far as the UK! A huge thanks to the organising committee, Glenda, Holly, Katrina, Val, Daniel, Stuart, Euan, Jim and especially our rally directors Melissa & Doug! The organisation and smooth running would put many larger professional events to shame! And finally, congratulations to the winner of the event, Brandon, for the best demonstration of the true "Spirit of the 20s" – well done.

If you missed out, don't worry, there are plenty of events coming (and plenty needing help with planning and organising) so do get involved – it's what makes our club great!

Cheers,
Richard



From the Editors Desk

Welcome to the May edition of the Vintage Driver.

We are coming to the end of a very busy period for our club with the completion of the signature event Spirit of the Twenties, our annual swap meet etc. Fortunately, we have had a team of scribes who have provided us with reports on all of these events. Thank you!

I have heard some very positive comments about our touring event and the great number of twenties vehicles passing through the western districts, from sources outside our club!

As always, I really like to receive our members contributions about their vintage motoring experiences. So please keep them coming.

Iain R



COMING EVENTS

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

Club Meeting Friday 22nd May



Historic Winton 30th-31st May

See Flyer in this magazine.

Kings Birthday Bash Fri 5th to Tues 9th June

Based at Daylesford Holiday Park.

Entries now closed

John Rhodes

0400 118 309

Coffee & Chat Saturday 13th June

10am – 11:30 at the
clubrooms



Club Meeting Friday 26th June



Coffee & Chat Saturday 11th July

10am – 11:30 at the
clubrooms



Christmas in July Wednesday 15th July

Details available soon

New Members Day & Celebration of 100 year old Vehicles. Sunday 19th July

Details available soon

B40 Rally Friday 21st – 23rd August

See Flyer in this magazine



Golden Oldies Tour 2026



If you have a Vintage vehicle (1919-1930) and need a week away with great company, fantastic scenery and unique displays join us on the Golden Oldies Tour. Starting from Marong picnic on 30 August 2026, we will travel 8 days to Bendigo, Barham and finish with a final breakfast in Swan Hill – touring the long way of course! For more details or to get an entry form email Anne on goldenoldies-tour@outlook.com.au or at www.federation.asn.au

2026 Golden Oldies Tour 30th August to 6th September

This event organised by the Federation of Veteran, Vintage & Classic Vehicle Clubs is restricted to Vintage vehicles only. It is highly recommended by many members of our club who have attended past tours.
CLOSING DATE: 30 June 2026.

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



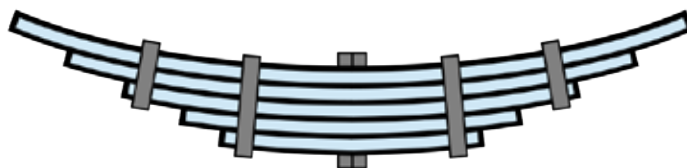
Spring Specification Collection

If during the restoration or maintenance of your vintage or classic vehicle you require the specification of its road springs, relevant information can be provided.

A comprehensive collection of the specifications of road springs used by vintage and classic vehicles is held by the AOMC and part owned by our club.

It is managed by the AOMC as part of its Engine Number Record service.

To start a search, contact the AOMC on 03 9558 4829 during working hours



PAST EVENT

April Coffee and Chat

The April Coffee and chat was held on a day when the weather forecast was somewhat threatening, but the heavy weather never eventuated. Some fifty members attended and it was not long before members were chatting and inspecting each other's vehicles.

The ladies had their usual social corner in the club rooms and soon coffees and nibbles were the order of the day.

If you are new to our club these monthly events are a great way to get to know other members and display your pride and joy at the clubrooms.

All members are welcome to attend our monthly coffee and chats at our clubrooms.

Thanks to Malcolm Savage for some of these images.



PAST EVENT

May Informal Meeting

Due to the number of our members taking part in the Spirit of the Twenties Rally it was decided that our monthly meeting would be informal and be a social gathering of members. After a slow start members began arriving and

soon our meeting room was bustling with twenty three members chatting and socializing.

Thanks to Charlie Grima for the images.



PAST EVENT

Spirit of the Twenties Blue Lake Border Dash 2026

Now that the Spirit of the Twenties – Blue Lake Border Dash has drawn to a close, we're pleased to report it was a thoroughly successful rally. From our start at Werribee, the field made its way along the coast through Apollo Bay and Warrnambool, crossed into South Australia for Mount Gambier and Naracoorte, before returning through Hamilton, Halls Gap and Bendigo to finish. It was a fantastic journey, made all the better by the spirit and enthusiasm of our entrants. Our sincere thanks go to everyone who took part, and in particular to the committee whose time and effort behind the scenes made the event possible.

As is tradition on the Spirit rally, the well-travelled exercise book was handed out on Day One, with one unsuspecting entrant tasked with recording the day's events. Each morning it was passed on, giving a new pair of hands (and opinions) a chance to tell the story—so what follows is a mix of sharp observations, selective memory, and the occasional version of events that others might politely dispute. It's all part of the fun and a great way to relive the rally from a different seat each day. Below are the write-ups from the first four days of the Blue Lake Border Dash, with the rest of the tale to unfold in next month's magazine.

They rattled all day

On the long winding way

To a Blue Lake where soft breezes blow

We all met at Werribee Mansion at 8.30am for registration, a warming brew and a chin wag... 54 vintage cars and 100 excited humans. A huge range of makes and



Day 1 – Friday 17th April 2026 - written by Anette Badham

There once were some cars,
rusted and slow,
with bumpers that sagged
and headlights aglow.

The Vintage Driver — Number 814 — May 2026

models. There was time for entrants to enjoy the gardens and mansion and for members of the public to take selfies with the cars.

At 11am we received a briefing from the hard working committee and shortly thereafter, the entrants, who hailed from Victoria, NSW, SA and even the UK, were off driving under the blue banner on our way to Apollo Bay.

165km of driving on a mix of roads, unmade, flat, windy etc. The views were beautiful in the hills of the Otway Ranges. The weather gods were mostly kind with only a bit of light drizzle but a fair bit of wind. A serious challenge of driver skill for the first day and a good coating of mud and dust for the cars.

An observation trial was undertaken on the way and a tour of the Apollo Bay cable station and Museum for those who wanted to partake, at the end.

A welcome dinner was enjoyed at the Great Ocean Road Brewhouse to round out the end of an exciting start to the rally.

PAST EVENT

Spirit of the Twenties Blue Lake Border Dash 2026

Day 2 – Saturday 18th April 2026 – written by Marion Rhodes

6.15am wake up alarm for a 7.30am meet at a designated park for our daily briefing from the rally Directors. Today it is a nominated average speed run but this doesn't start until after our visit to the Cape Otway Lightstation which also includes morning tea of scones, tea and coffee. A senior park ranger gave us a very interesting talk about the Lighthouse, the arrival of immigrants on this very treacherous coastline, and the early living and working conditions of the early lighthouse keepers. One story the ranger related to us was that a lighthouse keeper, along with his wife and 2 children and after his term of service left with 9 children!



We were parked next to the Handasydes who were halfway through their lunch, and we decided to do

the same. Swap over time after lunch and it's John's turn to drive us to our accommodation in Warrnambool.

Happy hour begins in one of the entrant's rooms so we can wind down and talk to other entrants on how they coped with the day. KFC for tea tonight for us, too knackered to go out for dinner.



Day 3 – Sunday 19th April 2026 – written by Annette Moodie

Warrnambool to Mt Gambier

Early start again, lots to see and do but a welcome coffee to start the day.

A rubber ducky competition was organised to test entrants' ingenuity and honesty with some losing their ducks before the day started!

Group headed off to Port Fairy. Some cars chose to drive through and observed the views from slow speed while others stopped and enjoyed morning tea by the water. A beautiful historic town.

Another 70 or so kilometres we arrived at the Portland Powerhouse Motor and Car Museum via the Dutton Way. 60 or so years ago I can remember a very nice beach, not so now with all the erosion.

Some of the group took the Portland Walking Tour and found the tour guide to be very interesting. Lots of lovely old buildings and their history.

The Portland Powerhouse Motor and Car Museum was a credit to the Portland Car Club. A good selection of cars and motorbikes, veteran through to classic. Along with some well oiled stationary engines that they had running. A very tasty lunch was provided to those who had ordered it, a second walking tour and a tour of the Treloar Roses

Departure was for 10.30am for the nominated average speed, and ours was noted for 27m.p.h. I offered to drive this section, silly me. So, for the next 57kms it was uphill with tight corners, then downhill with tight corners. Then we caught up with a convoy of cars who were following a vintage car. But after a few kms down the road they were able to pull over and let us pass. So, with all this up hilling and down hilling with the sharp corners and a convoy of cars, we are travelling slower than our nominated speed. FINALLY we reached flat long stretches of road (with a few corners thrown in) where I could put my foot down to catch up on time. I must say the scenery I could see was stunning.

We pulled into the 12 Apostles carpark and decided to join the throng of visitors to see the spectacular views of the Apostles. Just a breathtaking coastline and a great day weather wise to view it all.

I remember visiting this place many, many years ago and it was dirt tracks and scrub. Now it is all concreted with viewing platforms for all to see.

Past Events

Spirit of the Twenties Blue Lake Border Dash 2026



Vauxhalls drove up to the Blue Lake to commemorate the accident in 1936 when the Vauxhall 30/98 OE297 was driven off the road and into the lake.

The committee had arranged a highly entertaining Motorkhana and a Sprint competition for the drivers to take part in. These ran between 11am and 2pm and when we arrived there was a queue of cars waiting so no change to “walk the course” which meant that every turn was a surprise. Turns out that this navigator does not know how long the car is and cannot throw or kick a ball with any accuracy! We did a little better in the driving test despite having the turning circle of an ocean liner by using every inch of the paddock and taking huge loops between the bollards. The mini sprint was a really good test of how well the driver knows his car. Also, a pretty good test of the Marshall's nerve as we sat in each car as it hurtled towards the marker bollard.



rounded out our stop in Portland. From there, the entrants made their own way to Mt Gambier, some stopping off at Nelson on the way.

Somewhere between 4pm and 7pm most entrants found something to eat and headed to the Mt Gambier Veteran and Vintage Car Club rooms in readiness for the Night Trial. A very spirited competition took place with all cars and competitors returning in good time to enjoy a very lavish supper provided by the car club. Doug, on behalf of the Club, presented a plaque to the car club to thank them for organising the Night Trial and their hospitality.

The end of a very well organised day.

Day 4 – Monday 20th April 2026 – written by Allison Baker

A day in Mt Gambier

After several early starts, it was good to have a leisurely morning. Some people went to an early morning tour of the Limestone Quarry, and the three

Just about everyone took part in one of the tours of the Blue Lake Pumping station guided by Garry Turner who is hugely knowledgeable about the lake having spent many years campaigning to get a visitor centre built there. We learnt a lot about explosive volcanic events, limestone



PAST EVENT

Spirit of the Twenties Blue Lake Border Dash 2026

formation, aquifers and groundwater speed and were impressed by the demonstration of water pressure in the system by the firing of a jet of water 60m across the lake. Luckily there was not much wind so the spray that drifted towards us was not enough to soak us! The lake is the towns fresh water supply and great care is taken to ensure that the surrounding countryside is clear of contamination that could reach the groundwater.

We also took a walk around the really lovely Umpherston Sinkhole Gardens, saw the wild bees clustered around combs built on the



see that cans and crisp packets had been thrown down into the bottom of it.

In the evening we met up at the Southgate Motel where most participants were staying, for dinner together, which was a great opportunity to meet up and exchange car stories.



cliff above us, peered behind the curtain of ivy that covers part of the rock face, and met one of the resident possums. I had read that these particular creatures are quite used to people and this one did indeed come close enough to take a piece of fruit from my hand.

Mount Gamier has a nice little Arts Centre with a couple of interesting art exhibitions and right next door to the centre is another, smaller sinkhole garden. This one isn't quite so well kept, and I was sad to



Past Events

Florence Thomson Tour

This year's tour was based in Shepparton and surrounds commencing on Friday 1st May. It attracted 96 vehicles the oldest being a 1927 Model T Ford and the latest a 1999 Mercedes Benz. It was good to see a lady riding a 1930 BSA sidecar combination! There were 196 people attending this event and 124 were women. Our club members attending were Louise Kilgour and her father Brian Smith, Dee Baxter, Annette Moodie, Val Musgrove and Rob Bonner, Ann and Lyle Drysdale, Jen Drysdale with her sister Allison, Sharon and John Balthazar, Naomi and Nick Gruzevskis, Sue and David Pater, Maureen and Iain Ross. It was great to see our club car attending, Dee Baxter's Chevrolet had a technical issue so she drove our club car Docs Dodge.



Doc's Dodge Meets Florence Thomson.

The Florence Thomson Tour which celebrates women drivers is run annually and sponsored by RACV.

I was booked into the tour and looking forward to the drive to Shepparton for a long weekend of driving and camaraderie, however as my dear old RECYLD had decided not to make the distance for the Spirit Trip and we had had to limp home and replace her with a modern car, I would have been unable to join the Florence Thomson Tour. So, I made a few enquiries to see if I was eligible to borrow Doc's Dodge in order to join in the Florence Thomson Tour. I was very grateful to be able to borrow it.

After John Johnson had entrusted me with the car, and after checking where to turn on the petrol and the battery, checking what tyre pressure to run on and the usual temperature to watch for etc., it was time to take a run around my local area to familiarize myself with the feel of her.

On Friday morning I set off in lovely sunshine and by the time I had reached Yarra Glen I felt very comfortable driving her. Six cylinders instead of 4, and hydraulic brakes instead of mechanical felt quite different! I found the Dodge ran along reasonably effortlessly on the country roads.

A coffee stop in Yea and a petrol stop in Seymour was followed by a visit to the Nagambie bakery and a relaxing sit in the sunshine by Lake Nagambie before the final run to Shepparton. Arriving in Shepparton I noticed some people waving and after I'd passed them, I realized it had been Maureen and Iain Ross who had recognised Doc's Dodge.

At 4 o'clock in the afternoon it was time to find the Shepparton Harness Racing Course to register, receive our run information etc., meet the other participants, see the other 95 cars, and catch up with people previously met on other runs.

As dinner was at 7pm but I don't like driving a vintage car at night I took her back to the motel before sunset and returned with some other entrants to enjoy the dinner and camaraderie of others before going home and reading the instructions on where we were meant to drive the following day. Thanks to Annette, another single vintage driver in her Model T Ford, for agreeing

to travel in tandem with me. Robert Bonner and Val had arrived in Shepparton but as their lovely car decided not to cooperate, they offered to navigate. I was more than happy to have some passengers for company and especially a navigator.

On Saturday morning at breakfast and the drivers briefing it was great to see so many different cars - from a 1927 Ford Model T to a 1999 Mercedes Benz. Many competitors were dressed in costumes to reflect the age of their cars.

We enjoyed a lovely trip thanks to the terrific navigating by Val. It was pleasant driving – no hills or mountains! During the day we passed through irrigated grazing land, orchards of trees laden with apples, dry grazing land, and bushy river land scrub, including a couple of one lane bridges. From Kialla to Maroopna and on to Tatura. Tatura was busy with a market in the middle of town so the four of us joined the throng and found a coffee shop! On to Murchison, and Toolamba, and back to Shepparton to the MOVE Museum to meet up with the other travellers. If you haven't seen this museum in Shepparton it's well worth a stop sometime - Prime movers, buses, wonderful old bicycles and presently a marvellous costume collection. And Doc's Dodge ran well in the delightful sunshine!

Saturday night was a grand dinner with many interesting costumes and driving tales to relate. Most enjoyable! Thanks so much to Maureen Ross and Iain for their part in the all the organisation of the Florence Thomson Tour – a fun weekend appreciated by many women drivers - and their partners.

Later in the night a storm rolled in!!! Thunder and rain! Luckily it eased for packing our cars in the morning but rained on and off to Seymour where we enjoyed a sumptuous morning tea under dry shelter before all parting ways to head home. Lovely sunshine in Yea – but a few light sprinkles on & off to Glenburn. As we began the run down from Kinglake the skies opened – thunder, lightning, bucketing rain and nowhere to pull over! I was most impressed with the Dodge as it took itself safely down through a river of water to the bottom where we pulled over to let a steam of faster cars pass us by. By the time we arrived in Yarra Glen the sun was out!!

Doc's Dodge Meets Florence Thomson.

So, to finish – thank you to all the people in Vintage Drivers Club who have helped to put Doc's Dodge on the road and to those who continue to maintain her. We are very fortunate to have such a wonderful club asset and I'm very grateful to have had the

opportunity to have driven her and to appreciate her - on hills, on the flat, through sunshine and rain - she's been fun to drive. If you find you are in a position to be able to take Doc's Dodge for a drive – do so and enjoy it!

Thanks so much everyone.

Dee Baxter



Doc's Dodge in Nagambie



Morning checks.



VDC cars at MOVE museum Shepparton



Ready for Dinner



Morning tea at Seymour



Safely home!

Membership Details

Updated **Membership Directory & Vehicle Register** as at April 2026 have been added to the Members Area of our club website www.vintagedriversclub.com.au note you will need the monthly password included with the email of The Vintage Driver magazine each month to access the Members Area.

Please check your entries on these documents and advise me of any corrections required.

Doug Stevenson. membership@vdc.org.au

Some “Interesting” information extracted from our club database:

Membership

Location	Number
Metro Victoria	384
Country Victoria	134
Interstate	26
Overseas	4

Total Membership 548 or 933 including partners



Vehicles on Register

Classification	On Permit	Total on Register
Veteran	8	36
Vintage	239	718
Post Vintage (Pre 1950)	55	152
1950 Onwards	159	291
Total	461	1197



Popular Vintage Makes

Make	On Register	On Permit
Ford	95	29
Chevrolet	89	42
Dodge	89	35
Chrysler	44	15
Buick	24	4
Austin	22	6
Morris	22	7



Security in your Vintage Car – By Arnold Chivers

As most of you know, Glenda and I have done a lot of outback touring in our '29 Tourer. There have been many nights when we were not so sure about the security of things in the open car so I thought about how I could improve the situation. I figured that all that was needed was something that made a loud noise to attract attention and trigger the “flight” response in those who thought they had as much right to our things as we did.

My solution was (and still is) to buy a couple of personal alarms off the internet. I bought some from Temu. They start at \$4.28 for one with a disposable button battery to a bit over \$9 for a rechargeable one. I bought 2 of the cheaper ones. They are designed to be attached to the belt or belt loop of the clothing of (say,) a jogger by one end and in the case of emergency, the jogger pulls the other end and triggers the alarm. They are LOUD at about 120 decibels and have a flashing strobe light built in. Installing the alarm is simple. Simply use some duct tape to attach a string to the end without the loop taking care not to muffle the sound and another string to the loop. Make the combined length long enough to tie between the doors on opposite sides of the car. Any attempt to open either door will pull on the alarm and trigger it. I am pretty sure 120 dB blaring in the dark and a flashing strobe light would be enough to cause any intending thief to turn and run. That is all I need.

There are a couple of tips to get it working reliably and yet you can disarm it in the morning. I have tied a loop of cord

around the aide curtain post at the back of the front doors and attach to that with something like a dog clip.. Hooking it over the door handles is not good enough. When the handle is turned to open the door, the internal handle also turns and the loop is more than likely to slip off it. I attach the alarm by the strings to the loop on the side curtains and hook it under the inside door handles. TIP: make the overall length long enough for you to open the door just far enough to reach inside and unhook it before you fully open the door. I use dark coloured string so that it is not easily seen even in bright moon light.

We have a tonneau cover over the back seat which means that the driver's side back door can't be opened with it in place. If you don't have a tonneau, installing the alarm would be just the same as the front.

A closed car would be no different.



A Request to all Club Permitted Vehicle Owners

As the club's Vehicle Permit Officer, it is my responsibility to keep our records up to date and accurate. I have recently requested a list from VicRoads of all vehicles on their records that are permitted with this club. There are (or were!) many discrepancies. If the Club is to remain a club recognised by VicRoads for permitting vehicles an accurate record must be kept and to do this, I rely on your help. So far, VERY few people consider this when they sell a vehicle or permit a new one.

Please notify me if there is any change, I should know about to maintain an accurate record.

ie. You sell a vehicle or allow the permit to expire. I also need the permit number for a newly permitted vehicle, its expiry date and whether it is on a 45 or 90 days permit. Arnold Chivers

See page 2 for contact details

From the Archives

Following on from this year's Yarra Glen Swap Meet, the report of which was featured last month I was advised of the history of the establishment of this event. It was established 1996 being held in early March of that year. It was organised and run by two of our more senior

members Denis Robertshaw the coordinator and Ken Johns was his assistant. Here is the first swap meet flier and the organisers report after the first event.

YARRA GLEN SWAP
SUNDAY MARCH 3RD 1996
AT
YARRA GLEN RACECOURSE



DON'T UNPACK AFTER BALLARAT
LEAVE IT UNTIL YARRA GLEN SWAP
FOOD & DRINKS AVAILABLE
SITES—\$12 UNDER COVER—\$10 OPEN
ADMISSION \$3.00
BOOKINGS TEL (03) 9437 1155 A/H (Denis Robertshaw)
(03) 9435 5196 A/H (Ken Johns)

Gates open 7.30 am

Dear Doc,

The Yarra Glen Swap is now over and I am happy to report to all our members that the event was a huge success with over 134 pre booked sites before the day and another 40 odd being sold at the gate on Sunday morning.

It seems everything was in our favour for this event, good venue, good weather, and a friendly group of volunteers who made the whole day pass with only some minor teething problems which I am sure we can improve upon next year.

Gary Jewell received many favourable comments from the site holders as well as the general public who all expressed comment on the country atmosphere of the location and how pleasant it was to come to a non 'Bitumen tin shed' swap.

I would like to personally express my thanks to my small band of committee members and to Pam Johns and the ladies who helped in the canteen during the day, well done to all volunteers on the day.

It is certainly very gratifying to have your brainchild emerge into an outstanding and profitable success.

Denis Robertshaw, Co-ordinator.

It's a Small World

Last month we featured an article about the 1925 Hupmobile Eight. This article was based on information appearing in a British magazine in the 1990's. To my surprise the featured vehicle was originally Australian delivered!

Seems the vehicle pictured within the article has a history in Australia and within our club.

I was contacted by our long standing member Alistair Wilkie who advises that this vehicle was owned by him years ago. Apparently, he carried out a full restoration on it and used it regularly in club events!

The vehicle was painted by Peter Bradbury who is pictured beside the car and the gearbox was restored by John Needham, engine rebuilt by the late George Sharman. It was sold eventually to Queensland, and it seems that in this ownership it was exported to England. I should have guessed that it would be unlikely that this large capacity American would have made it to Britain in period, I believe their registration fee structure favoured small capacity engines usually the norm in Britain.

Many veteran and vintage vehicles were exported during the last decade, nowadays the favoured exports are the newer classics!! Our favourable weather

meaning less rust and corrosion and our need for vehicles in large numbers due to our spacious land made Australia a great hunting ground for car collectors abroad.

Seems this vehicle is still operating satisfactorily on the other side of the world! It is certainly a small world when it comes to vintage vehicles.



Technical Topics

Bad Vibrations - by Fred Menke

Here we are reflecting on my experience restoring my 1929 Nash 470 Sedan.

After owning my vehicle since 1986, and finally finishing its restoration in 2022, I had high expectations on driving it, after all this time and effort. Not having driven a car of this vintage before.

My first drive of any distance, i.e. approx. 2km, was for a Club Registration inspection, and by doing so experienced some serious vibration, which appeared to be coming from the front end of the car. First thoughts were wheels and /or tyres?, solution, wheels balanced, no change. The next option was having the wheels inspected for roundness/damage, i.e. sent to a wheel specialist in Queensland for inspection/ repair, and found to be in good condition with only minor work required.

Tyres and wheels back on the car for another test run around the block, no improvement found.

The next possible cause is obvious; it has to be the drive shaft? I had retained the original set up i.e. fibre discs where later model cars have the Hardy-Spicer type universal joints, replacing this design. I checked the run out on the drive shaft and found this excessive and replaced the old style with the new type Universal Joint.

Here I was, eager to jump in and take her for a spin, thinking this was the end, and hoping this was the fixit for the vibration issue, wrong!

Where to from here? keep looking, clutch? flywheel maybe? Harmonic balancer? Not to be defeated I invested in a handheld digital rev. counter, to check at what RPM the vibrations occurred, as by now the problem was obviously at the engine end of the drivetrain.

With the engine obviously running I monitored and noted down at what revolutions the vibrations occurred. Fortunately, I have a copy of the "Repco Engine Service Manual" first published in 1972, with chapter 5 relating to the crankshaft and torsional vibration, which incorporates a graph showing the vibration amplitude at certain engine revolutions for a six cylinder engine. Comparing my figures with the Repco graph, there was no doubt where the vibration was generated. Problem solved yeah sure, just starting.

Thinking back, I had the engine reconditioned by an experienced engineer some time ago (8-10 years back), and by now a warranty claim would be futile, and moved on. I do recall however, at the time of the rebuild, the original crankshaft was replaced with another unit due to excessive corrosion.

In the meantime, as a member of the "Nash Car Club of America" I enquired for further details regarding my problem, and was informed as follows, Nash did not go to Internal engine balancing until about 1952, up until then they were externally balanced i.e. using the flywheel and damper (harmonic balancer) to finish balancing the engines. On these engines the flywheel and damper stay "married" to their "birth engine", say no more.

At last, it all made sense, but not keen to remove the engine, I first tried two other flywheels in the hope this may resolve the issue and removed the harmonic balancer to check any possible causes. I did replace the four rubber bushes some time back with polyurethane units, but replaced them with rubber units as per original, but no change.

What next? I checked via various channels, where I could get my parts balanced i.e. flywheel, harmonic balancer and crankshaft, as most of you are aware many skills are being lost as time moves on and can be hard to find. But fortunately, I found Russell Mackintosh an ex Repco engineer, who now owns and operates some of their redundant machinery, mainly camshaft grinding/engine balancing.

I had Russell balance my flywheel and harmonic balancer, but when fitted, no improvement. Last resort, the crankshaft. Not having a hoist or pit, and reluctant to remove the engine from the chassis, but determined to fix this issue, I decided to remove it



Technical Topics

Bad Vibrations - by Fred Menke

in situ, i.e. jack up the car and remove the crank from the bottom of the block. This sounds simple enough but not recommended, as removing the sump, oil pump, main and big end bearing caps was simple enough (making sure everything was marked and photographed). The difficulty was maneuvering the crankshaft from the engine block through the chassis cross members, no mean feat, considering the size/weight of the unit from the 4.5l straight six engine, and doing it on your own on your back, (stupid old fart). Once removed, after a lot of head scratching and cursing, Russell armed with an angle grinder, commenced removing metal from several lobes and checking the balance on his machine, and repeating this approx. half a dozen times and several hours later a satisfactory result was achieved.

Next the reverse process, i.e. struggle to position the crankshaft and reassembling all items, taking care to align the timing gear with the camshaft, (fortunately I had marked them prior to disassembly, as the markings that were there did not align), keeping items clean and in order, tensioning the bolts to the correct torque, and securely wiring them up as per original.

I lightly lubricated the bearings prior to assembly, and rotated the crankshaft during the final tightening, to make sure it rotated freely during this process, but found that after reaching the final settings it was difficult to rotate, and worried the starter may not have sufficient power to crank it over, but sometimes things work out o.k. in the end.

Once all items were replaced, the anticipation after all this work was optimistic, and the result a marked improvement, and now the Nash is a pleasure to drive.

p.s. Considering new pistons were also installed during the rebuild (to increase the compression ratio), I wonder if they and the conrods were ever balanced, as I believe that would be standard practice, or am I dreaming.?

Thank you Russell Mackintosh available on M.0408 315 046 Croydon area.

Happy motoring Fred Menke



Last Month's Mystery Vehicle

Last month's mystery vehicle was a 1924 Aston Martin sports.

Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins established a reputation for high performance and sporting success with a series of prototype and racing cars in the years immediately following WWI. Bamford & Martin's first Aston Martin cars used four-cylinder side valve engines capable of propelling every car to 60mph. In 1922 the Aston-Martin side valve enjoyed its finest hour when one set no less than 25 light-car and 10 outright world speed records at Brooklands! The management's focus on motorsport in the pursuit of publicity delayed manufacture of cars for general sale, resulting in only around 60 cars manufactured when the company underwent the first change of ownership in 1926. Bamford & Martin's chassis numbering for production cars began at '1916'. This car, bearing chassis number '1941', is one the oldest surviving production Aston-Martins and one of only a handful of those from before 1926.



My investigation as to if any early Astons made it to Australia has been inconclusive. I thought I had seen one mentioned in early motor race results. Now Richard Unkles was on to it eventually! Having first thought of Fraser Nash!

Rob Coney, Richard Badham and David Cohen knew what it was!

Thanks for your interest gents.

This particular example has twice been rescued from the scrap heap having been used during world war two as a tractor!!

This Month's Mystery Vehicle

An unusual American of the early 20's

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



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 93 004 208 084 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.



PENRITE

AUSTRALIAN OWNED AND TRUSTED SINCE 1926 



AUSTRALIAN OWNED AND TRUSTED SINCE 1926

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

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

1924 12/25hp UK 'STAR' Tourer (Wolverhampton).
'Unrestored' Lightweight retirement project 98 % complete with new body panels (photos on request). 5 new BE tyres & tubes.
Requires timber work replacement.
Parts book/owner's plus other literature. \$9,800
Contact Clem 0439 381 357



FOR SALE

Workshop manuals all A4 size.
Chrysler master maintenance manual all models from C1 to C17 and C Z etc. 6&8 cylinder, all 1930" models. Appr. 400 pages. \$200.00
1935 Plymouth maintenance manual. Model PJ cylinder, approx. 100 pages. \$100.00.
Large English workshop manual of 900 pages on all UK vehicles from 1930 to 1950 Alvis to Wolseley \$250.00.
1940 Oldsmobile models 60, 70, 90 series. 6 & 8 cylinder models 282 pages. \$120.00.
Ford service Bulletins from 1927 to 1937. Bound together in a binder. Covers A models to Ford V8 of 1937 model 79 also Lincoln-Zephyrs and 4 cylinder models from UK. Appr. 400 pages. \$250.00.
1963 Mack truck model F607 RT. Service manual. Appr. 200 pages \$40.00.
Contact, Graeme Edward.
Ph. 0409850192.

Lucas Brass Headlights

I have available 2x antique Lucas King of the Road brass headlamps - Matching but not identical, 1x model 624 and 1x model 722. Height 32cm. One missing burner. VGC. Ex South Yarra.
\$1750 pair
Contact Steve email: abcsmelb@gmail.com



FOR SALE

1929 OHC Morris Minor
I haven't driven it for quite some time now but have my mechanic coming next week to check it over and hopefully take it for a drive.
Looking for offers around \$20,000
ONO
Glenys White
Email: gwhiteky@bigpond.com



WANTED

Steering parts for my 1929 Desoto, I need the pitman arm to connect the steering box to the steering arm going to the rhs wheel, Also the left side arm connecting the drag link to the lhs wheel, also any ball and socket parts that connect the steering parts.
I'm also after a gearbox housing, or complete gear box for the car, I have the gears but no housing.
I Also need dash instruments. petrol tank float and sender.
Regards Shayne Waters. 0490378664
shaynewaters1@gmail.com

FOR SALE

2000 Avan. Not vintage but ideal for VDC events such as the King's Birthday Bash and the Spirit of the 20s. Light and easy to tow. Comes with electric brakes and a Hayman Reece controller which requires no wiring apart from your normal trailer plug.
The brakes may be more powerful than many of our vintage cars! Van has 3-way fridge, 2 burner stove, air conditioning, porta potty, microwave, cd player, electric jug, toaster, cutlery, etc. sleeps 3.
Only selling due to age, mine, not the van.
Asking \$12000. Greg Taplin
0428 355 815



WANTED

I am Looking for a small front bumper for the Austin 7 similar to the one in the photo. Identical not necessary as mine originally had both bars all horizontal and not turned up in the middle.
Richard Unkles richard.unkles@gmail.com



WANTED

Grease gun that fits on top of a 2.5kg grease tin and has a pedal on top that you push down with your foot to get pressure
Richard Unkles richard.unkles@gmail.com

WANTED

1916 to 1919 Dodge Tourer
I am looking for a restored & driveable vehicle
Contact Gary Email: gary@buttermanstrack.com.au

FOR SALE

Buick early 1920s front wheels and axle which had been on trailer.
The 4.40 x 23" w heels are in very good order \$190. Contact Mob: 0474 575133.
Located in Beechworth

**FOR SALE**

Vintage or earlier plated brass windscreen frame with glass good condition. size 121 cm x 40 \$200, Switchbox \$125. Bosch pair of headlight mounts. \$100.
Peter Taylor 0417 678 093

FOR SALE

1923 Darracq DC Roadster
Australian bodied from new by Damyon Bros, St Kilda. Fully mechanically restored, interior done body will require a tidy up, is in primer and has been for many years. Hood bows present but x 1 broken. A number of spares, gauges rebuilt, new dash cut. Was run around 6 years ago with good oil pressure. Headlights, external horns etc present.
A very rare car with Aus history. Located South West Vic
\$25,500. Contact Jason 0466 581 324 or Callum 0447 766 724.

**FOR SALE**

Set of 20" Buffalo Wire Wheels plus one rust band. All 4 wheels have been professionally sand blasted and primed.
Pick up from Wonga Park or Lilydale.
Asking \$1,600
Contact Nathan 0431 021 644

**FOR SALE**

1922 Chenard et Walcker Type U 3 place Torpedo
A good performing 3 litre, 4cyl, side valve, dual ignition, 4 speed vintage sports car.
Quite happy to cruise at 55mph. Bleriot main lights, Jager instruments. Near new 820x120 beaded edge tyres. Similar model that won LeMans 24hr in 1923 (winner was OHV engine). Recently completed 3-day, 900km rally with Bugatti Club. Car is currently located just outside Geelong. \$38,900.
Contact Jason 0466 581 324 or Callum 0447 766 724.

**FOR SALE**

1934 Chevrolet Master sedan
Fully restored fifteen years ago full mechanical restoration and interior renewed. 6,000 kms since restoration
Asking price approx. \$47,000
Frank Cufari 0418 502 949 Mildura area.

**FOR SALE**

Oakland 1926 Tourer 6/54
A well known car over the years and has done many long distance rallies all over Australia with proven reliability.
Has fresh paintwork and the hood and interior in very good condition
Engine has alloy pistons lightened flywheel modern cam shaft grind with scorcher ignition. Clutch is Falcon and modern tail shaft modified diff and telescopic shockers.
Drives very well with plenty of get up and go. Restored and campaigned by the late David Couper. Club Rego \$26000.00 ONO
Phone Rob Couper 0488 207 058

**FOR SALE**

1926 Lancia Lambda 6 th series Torpedo (long Chassis)
In 2008 work commenced on Lancia chassis number 15453 and it was completely stripped down and full no expense spared renovation was undertaken. Over a two and half year period the monocoque body was extensively rebuilt and repainted, followed by a full mechanical rebuild. New wiring, full leather interior hood and carpets. Awarded Best new restoration at the Lancia Nationals. 2014 Best Vintage sports car restoration Motor Classica. 2014
Contact Rob Couper 0488 207 058 Email: debirob2302@gmail.com



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

Sleeping Classics
Restorations

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

Aaron Eckhardt 16 Reid Street
03 9762 2444 Bayswater Vic 3153
Mob: 0419 591 465 s.classics@bigpond.com

Website: www.sleepingclassics.com.au
Exotic Vehicles - Vintage Vehicles - Classic Cars - Sportscars

"VINTAGE COLLECTOR"
Buyer & seller of all things collectable

Downsizing, Tree or Sea Change, Selling
an Estate, Going into Care, Uncluttering,
Then Contact Me, for an Obligation Free
Inspection & Appraisal, I Buy Most Things,
Not Furniture, Cash Paid. Contact Me.

Contact Kurt: 0402 117 788
brooklands9@gmail.com

THE
MODEL EMPORIUM
HOBBY STORE

20 Station Road Cheltenham, Victoria 3192
Ph - 03 8555 0892
Web: www.modelemporium.com.au
The Last of the Old School Hobby Stores

TOM BROWN
Vintage Engines



Vintage & Classic car engine reconditioning Inc.
Pouring and machining White Metal bearings,
Cylinder boring and honing
Valve and valve seat cutting/grinding Full
Engine Assembly and More.

Call Tom 0401 489 676



Wanted To Buy!

Old Toys from the 1920's, 1930's, 1940's,
1950's, 1960's, 1970's, 1980's.

Tin Toys: Japanese, American, German, British,
Australian.

Cereal Toys:

Robots, Rockets, Ray Guns.

Diecast Toys: Dinky, Corgi, Matchbox, ETC.

Australian Made Toys: Micro, Boomerang,
Wyn-Toy, Robilt, Cyclops, ETC.

Contact: Dom.

Phone: 0434486619 (Please Leave a Message)

Email: info@antiquetoyworld.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

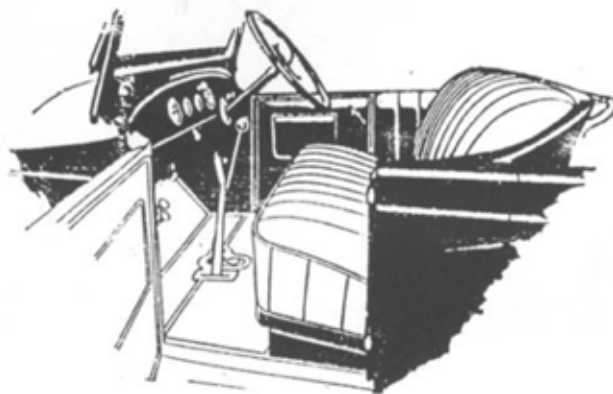
Contact Steve and Ben

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