

ISSUE 806



August 2025

THE VINTAGE DRIVER

The official magazine of the Vintage Drivers Club

Patron: Brian Tanti



THE VINTAGE DRIVERS' CLUB INC

Established 1958 Reg No. A0110905M ABN 30 004 426 528

'Catering for those who own or appreciate Vintage Vehicles'

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Committee: Glenda Chivers



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

Committee: Trevor Barby



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

Safety Check Officers

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

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

Licensed Club Nominee:

John Johnston

Magazine Editor

Iain Ross

Email: editor@vdc.org.au

Events Committee:

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

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

Members Meeting
Friday 22nd August 2025
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 2025

August	22nd	Friday	Members Meeting
	31st	Sunday	Wattle Festival
Sept	13th	Saturday	Coffee & Chat
	17th	Wednesday	Mid-Week Run
	26th	Friday	Members Meeting
	27th-28th	Sat-Sun	Camping Weekend
October	11th	Saturday	Coffee & Chat
	15th	Wednesday	Mid-Week Run
	24th	Friday	Members Meeting

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New Members

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

Nathan and Jodi Perkins. 1926 Chrysler Imperial Roadster, 1929 REO
Flying Cloud Coupe and 1929 Nash Sedan

We hope you enjoy being members of our Club.

Front Cover:



David and Marg Barnard's 1925 Buick Master Six, read more inside this issue.

Magazine Closing Date

Closing date for contributions for the September magazine is:

Wednesday 27th August 2025

Membership Enquiries

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

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

From the President

Hello! I made it back and have just about re-acclimatised to the Melbourne winter – come on summer!

What a great July meeting – thanks to Peter (and a few helpers) for making Christmas in July extra special with a wonderful array of Christmas decorations and supper treats for everyone. Longtime member Ian McCorkelle's talk on the history of his bright yellow 1925 Dodge Brothers was very interesting and it was remarkable to see the videos of him driving the freshly restored car when he was a young lad.

It was a busy weekend, with the Sunday being our new members day and bringing in a record crowd and the most vintage cars I've seen at the clubrooms for a long time – every parking spot full with vintage cars! Thanks to everyone who brought their car along, even with the weather not being that great. We were joined by our club

patron, Brian Tanti, who handed out certificates to everyone with a 100 year old car (or motorcycle) I think about 20!

As mentioned at the club meeting, after many years Lyn is stepping back from managing the supper and raffle for the club meetings, huge thanks to Lyn for the work she has done to ensure supper and the raffle is always seamlessly prepared to perfection. We are now looking for more members to help out and would like to spread it around a little more – many hands make light work (e.g. even if you can only help occasionally, or just with the raffle)! Please get in touch if you're able to help in any way.

Cheers,
Richard



From the Editors Desk

Welcome to the August edition of The Vintage Driver. It's been a busy month for our club with our monthly meeting themed for Christmas in July and on the same weekend our annual new members day featuring 100 year old club vehicles.

Both events were really well supported and the surrounds to our clubrooms was bustling with members vehicles. All this despite a less than favourable weather forecast! It was appropriate to feature a 100 year old car on our cover particularly as the owner lives in regional Victoria too far to come to attend our new members day.

I do not know if it's me or has car design been completely forgotten?

Quoting a well known auto historian "Sadly body design seems to be going through a low ebb at the moment, as cars become more regarded on the level of domestic whitegoods rather than the offspring of the magic carpets of old that we loved so much. Perhaps there is room for a contest for the ugliest car available today?"

Today's cars are highly efficient, but it seems to me that looks are no longer paramount.

Now as always, I am on the lookout for interesting self-written articles about you and your, restoration and motoring experiences. If you would like to see your vehicle on the cover, please let me know?

Happy to include your vehicle vintage of course and parts for sale or wanted in our regular classifieds section. I would appreciate it if your goods are sold you advise us. Advertisements are available to our members at no charge and will be run for three editions or till advised otherwise. Advertisements will be included for non-members subject to the vehicle or parts being of the vintage period.

Enjoy your read and do not hesitate to pass on suggestions

Iain R



Letter to the Editor.

Mention of Peter Bradbury [Diatto, last month's The Vintage Driver cover] could not pass without me filling in about his history for those who remember Peter. There was a "one-make group" of the club titled The Graham-Paige, Hupmobile and Other Elite Americans Group, notably with Ross Ansell [Hup], Graeme Tibbett [Nash] Lindsay's Dad Fred Truman, Neil Oldfield's Dad and Garry Jewell [Graham Paige] Roger Benns [Studebaker] as stalwarts, and yours truly. Peter was restoring his Diatto, and whilst it was not American, he regularly came to meetings [at Fitzroy, by the way, then]. Many didn't have cars on the road, so restoration topics were always at the forefront. Peter gave us sticks of what he said was pure copper wire [ex PMG I think] with which he claimed you could "tin" rusty steel panels, slightly carburising flame oxy/acetylene, no flux. I couldn't!

Before Helen and I moved to Mornington Peninsula we had a holiday unit here for a few years. When attending a kite festival, we found a number of local historic cars in attendance and on show, and there was Peter's lovely [finished] Diatto, and I got to refresh our friendship. Many years later, having taken up permanent residence, Helen and I joined Southern Peninsula Classic and Historic Car Club, and got to know Peter better than ever, particularly after I had acquired cars which were able to participate in events [1946 Sunbeam Talbot Supreme 2 litre, and then 1975 Morgan plus 8]. Peter was on Committee, and between him and another Peter [Greening] they seemed to run just about every event.

I came to learn that Peter had been widowed at a very young age – I think after he came down this way, but before I joined the club.

He stored the club's library at his home – a quite extensive collection of books. He set members up with information boards for their cars for use at static displays, very popular events with the locals here. He ran the 40th anniversary rally to Philip Island which Helen and I attended. [Last year the club celebrated its 50th anniversary with a Lakes Entrance Rally]

Peter was a pensioner, and not flush with funds, and sold a yacht and the Diatto to fund restoration of a Dodge Wayfarer [2 ton surprisingly] ute. I thought the Diatto went overseas.

Sadly, Peter contracted Pancreatic Cancer, a really nasty beast [from which we have just lost another very young member] and passed away possibly 8 years ago. His beneficiaries were his siblings, and they arranged a sale of assets from his garage [2 streets away from our home, and about the same distance back from the beach] and I bought his bench drill press – not good quality, but in regular use - including today.

I am also regularly reminded of this energetic and generous man when I see some of the club's assets which I now store, in his stead, at a small factory in Rosebud.

Geoff Bartlett, member for 50 something years.



MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

DATE July 25th 2025

MEETING CHAIRED BY: Richard Badham

ATTENDEES: There were 61 members in attendance and 10 attending on zoom.

APOLOGIES: Garry Jewell, Ross Tatum, Wilby family, Kai Harder, Chris and Sharyn Wells

NEW MEMBERS' PRESENT: Nathan and Jodie Perkins (1926 Chrysler Imperial, Reo, Nash)

INTERSTATE VISITING MEMBER: Steve Page – 1926 Hupmobile

DISPLAY VEHICLE: 1926 Dodge owned by Ian McCorkelle

COFFEE CAR UPDATE: Richard Badham showed photos of the progress being made and advised it is going to be trimmed by Grant White next week.

TREASURERS REPORT: July 2025

The figures I'm about to give you are for the period of 16th June'25 to 15 July '25

Our operating expense for this period was \$8,779

Our expenses for the period were air conditioner service, income tax, magazine costs along with our regular costs for cleaning, electricity, telephone, etc.

Our Income for the month was \$24,786

This was mainly Membership renewals, clubrooms rental and Spirit entry fees.

NEW MEMBERS REPORT:

Glyn and Susan Farrell. 1928 Ford Model A Tourer and 1912 Hispano Suiza Tourer

Brendan Collier and Leonie Savied. 1925 Hudson Tourer, 1928 Ford Model A Ute and 1929 Ford Model A Speedster.

EVENTS REPORT:

PAST EVENTS

JUNE

Club Meeting: 27th June Tom Brown as guest speaker – Vintage engine reconditioning. Tom gave an excellent, entertaining talk on his work. In particular his white metal bearing work.

JULY:

Coffee & Chat: 12th July

Mid-Week Run 23rd July– Garry Jewell Note Printing Australia / Factory Tour. Very interesting tour, with some members even getting to print their own notes.

COMING EVENTS

New Members Day, 100 year old cars: 27th July at our club rooms from 12.00 noon There will be a free BBQ Lunch for all attending. All new members who have joined in last 12 months and members with vehicles listed with our club as 1925 models will receive an invitation to this day.

AUGUST

Coffee & Chat – 9th August

Mid-Week Run – 13th August - Ann Drysdale. Details in Magazine.

Club Meeting – 22nd August – Guest Speaker required and display car required.

SEPTEMBER

Coffee & Chat – 13th September

Mid Week Run – 17th September. Looking for a volunteer.

Rob Roy Hill Climb – 21st September – VSCC. VDC cars welcomed as display cars and to compete in the regularity events. Club trophy's up for grabs.

Club Meeting 26th September – Guest speaker and display car required.

Grand Final Camping Weekend – 26th -28th September – Chris and Sharyn Wells organising. Details to come!

OCTOBER

Coffee & Chat – 11th October

Mid Week Run – 15th October – Mad Hatters Garage. Frank Braden. The Mad Hatter assures us that this is a different collection from last year's visit! Details received and ready for print.

Club Meeting/AGM – 24th October

2026 Spirit of the 20's Update: Spirit entries will be capped at 60 cars and is close to being fully subscribed.

AOMC: No report

GEARBOX REPORT: No report

MYSTERY CAR: This was a 1921 Varley Woods, this used a Dorman and later Tyler engines. Guessed correctly by Robert C. and Richard B.

MAGAZINE: More articles needed from the members. The June cover car was a Diatto owned at the time by Peter Bradbury a member of our club at that time.

CAR AND PARTS FOR SALE AND WANTED:

A number of parts were donated by a VSCC member. A club member displayed two carburetors, A Solex and a Claudel-Hobson with unknown applications.

D Jenkins has a 1937 Rudge Motorcycle for sale – price negotiable.

GENERAL BUSINESS:

President Richard thanked Glenda Chivers, Maureen Ross, Peter Fleming for their efforts in staging our Christmas in in July. The membership survey has garnered 123 responses (6 duplicated). The results are being analyzed.

A vote of thanks was given to Lyn Johnston for all her efforts over many years organizing supper and the raffle. As she has now stepped down from that role, the club is seeking a group of volunteers to help with this. We need someone to manage and coordinate functions. Glenda and Maureen have made a list of requirements (raffle prizes, supper items, cleanup etc.) Please make yourself known if you are able to help, even if occasionally. More volunteers will reduce the load on individuals.

GUEST SPEAKER: Our guest speaker was our member, Ian McCorkelle who gave a very interesting presentation of his family's history and restoration of their 1926 Dodge. Also, his involvement with the Club since 1965.

RAFFLE: The usual fun raffle was drawn, including a roast meal, with some new faces scooping up the goodies. The club needs volunteers to help with the raffle.

The meeting concluded at 9:05pm followed by supper.

COMING EVENTS

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

Club Meeting Friday 22nd August.



Coffee & Chat Saturday 13th September

10am – 11:30 at the clubrooms



Mid-Week Run Wednesday 17th Sept.

This event Needs YOU! If you'd like to organise this event!

Please contact events@vdc.org.au



Rob Roy Hill Climb Sunday 21st Sept. See Flyer on next page for details.

Grand Final Camping Weekend Frid 26th to Sun 28th September

Location: Dargile Camping Area



Camp & Picnic Area 15 km NE of Heathcote, via Heathcote – Costerfield Rd, about 4 kms of good gravel Rd. HEMA code 89 E2.

Free Camping, Suitable for Motor Home, Caravan, Camper Trailers & Tents, Clean drop toilets, Shaded camp area, No pets, Phone reception, Fires allowed. Must bring drinking water with you.

Heathcote National Park is a great place for bushwalks. Mt Ida, Mt Black and Viewing Rock provide views of Heathcote and surrounding areas. The park also has a rich history with relics from the gold rush and war era to discover at Graytown.

Melvilles Lockout is a prominent ridge where Captain Melville reputedly waited in ambush of miners during the gold rush.

Township of Heathcote is an easy short drive where supplies can be purchased.

A drive around the area will be organised for Saturday afternoon.

Please register your participation in this event with Chris & Sharyn Wells.

Email: chris@wells.net.au Mobile: 0408 343 497

Club Meeting Friday 26th September.



Coffee & Chat Saturday 11th October

10am – 11:30 at the clubrooms



Mid-Week Run Wed 15th October



“The Mad Hatter’s Garage”

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

Meet at Jells Park, 10.30am for 11.00am departure.

Enter Jells Park from Waverley Rd. Melway Map 71 K5.



Follow the one-way road and take the road towards the Jells Road exit. Meet our group in carpark before the exit.

Directions will be provided to view some of Frank's eclectic collection “not so much car stuff - but it is a garage”.

When you have had enough of the “Brain Freeze” follow directions to Sandown Hotel for a Bistro Lunch at 12.30pm

If you are attending please notify Frank Braden by Saturday 11th October. to allow lunch booking to be confirmed.

Mobile: 0401 275 545

Email: janetbraden39@icloud.com

Christmas & Presentation Luncheon.

Sunday 30th November.

Keep the date free. Booking details will be available soon.

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

Rob Roy Hill Climb Sunday 21st September – VSCC Event.

VDC cars welcomed as display cars and to compete in the regularity events. Club trophy's up for grabs.



VSCC VIC presents
PRE-WAR
ROB ROY
HILL CLIMB

Sunday, Sept 21 2025
starting at 8am

Entries open
1st Aug & close
13th Sept

**BILLY CARTS
ARE BACK!!!**



Sunday, Sept 21 2025, starting at 8am
Classes for all pre-WWII road, sports and racing cars as well as invited cars from 1940 to 1962,
375 Clintons Rd, Smiths Gully
Enquiries: VSCC Competition Secretary
Mark Burns 0417 002 892



SCAN QR CODE OR
CLICK [HERE](#) TO ENTER

Past Event Coffee and Chat 12th July

Saturday dawned a rather dark and threatening day with a very ordinary forecast. Fortunately, the clouds cleared, and the weather was quite pleasant. A good crowd of members was soon present many bringing their club cars along. Our coffee and chats are a great opportunity for our new members to meet other club members and inspect each other's vehicles. If you are in driving

range of the venue. I invite you to attend. We never know who might turn up! And ladies there is always a group socializing in the clubrooms, so we welcome you along also. Coffee and chats take place on the second Saturday of each month, and we would welcome all members to attend these events.



Past Event

Mid-Week Run July 2025 - Note Printing Australia



This mid-week-run was organised by Garry Jewell. It was a visit to Note Printing Australia in Craigieburn, which is a wholly owned subsidiary of the Reserve Bank of Australia. The area we visited, and the tour is referred to as "The Protectorate"

The Protectorate is one of the most secure areas you can visit in Australia, responsible for the critical business of making banknotes and passports for Australia and many other nations. (From NPA Publication)

Security was certainly present starting with documents for security checks required before the visit. On arrival we entered through gates in 3 surrounding fences before another check similar to an airline including facial recognition to match our driver's licences. WOW we all got through!

Our tour was conducted by Steve from NPA assisted by club member Warren Werrett who is a long term employee at NPA. The various production areas are viewed through glass windows. Photography is not permitted and photos here were kindly taken by Steve from NPA. At one stage some members made their own notes.



The production of bank notes is a very involved process of 6 stages of printing. They also produce passports which are individually numbered and the transferred to a facility of The Department of Foreign Affairs & Trade also on the Craigieburn site for adding photo and other information. We all agreed this was a very enjoyable and informative tour.



After the tour we drove a short distance to The Craigieburn Sports Club for an enjoyable lunch and discussions with a view over the golf course. Thanks to all involved for another great Mid-Week Run.

Past Event

July Members Meeting

Our July meeting was very well attended with an attendance of approximately 70 members.

Themed as Christmas in July the meeting room was decorated accordingly, and Peter Fleming and the ladies spared no effort in providing a sumptuous supper with lots of Christmas goodies.

Once the business was dealt with, we were treated to a great presentation by long-time member Ian McCorkelle, father of Stuart outlining his lifetime experience with a vintage car



Ian McCorkelle's Restoration Journey of a 1925 Dodge Brothers Touring Car

Ian McCorkelle gave a fascinating presentation about his restoration and long-time ownership of a 1925 Dodge Brothers touring car at the July members meeting. He purchased the vehicle in December 1964, a few years after his parents had sold the family's original vintage Dodge. Determined to own another, Ian set out to find one—and succeeded, purchasing a rather rough car from Carlton Football Club great, Soapy Vallance.

He completely stripped the car and painstakingly rebuilt it, down to every nut and bolt. His restoration efforts caught public attention when he was featured in The Young Sun newspaper. The publicity significantly accelerated the project, as he was inundated with offers of complete cars and spare parts from people across Melbourne. The article also served as valuable promotion for our club attracting many younger members to join.

After nearly four years of dedicated work, the car was finally completed, resplendent in the distinctive bright yellow paint job it still sports today. In 1969, Ian entered it in the club concours and proudly took home third prize—an impressive result in a highly competitive field.

When asked why he chose yellow, Ian often smiles and replies, “It was the 1960s. I was a 17-year-old living in East Brighton, and the dream was to load up the surfboards, pack the car full of chicks, and head down to the beach.” While that plan never quite came to life—he met his future wife, Joy, during the final stages of the restoration—it remains a fond memory.

Following his talk, Ian shared a short film made by a neighbour. It included wonderful footage of Ian driving the car up and down his street on the day he bought it in 1964, with neighbourhood kids riding on the running boards. The film then showed the completed restoration and a proud drive through the neighbourhood before heading off to the 1969 club Concours.



Before
and after.



Past Event

New Members Day & Celebration of 100 Year Old Vehicle

WOW what a day!

This was a combined event to Celebrate Members vehicles that are 100 years old in 2025 and to welcome New Members to the club. While the weather predictions were not too good this did not deter our members who displayed 17 cars and one motorcycle that were made in 1925.

The display was very popular as members had not seen these cars for many years or not at all.



1925 Vehicles on Display

Vehicle Details

Crossley 15/30 Tourer

Chevrolet Tourer

Chevrolet Tourer

Dodge Tourer

Dodge Tourer

Dodge Tourer

Fiat Tipo 501C Tourer

Hudson Super Six Sedan

Indian Prince Solo Motorcycle

Morris Cowley Bullnose Roadster

Morris Cowley Roadster English

Morris Oxford Sports Tourer

Nash Advanced Six Tourer

Rugby F Tourer

Studebaker Tourer

Vauxhall 14/40

Vauxhall 14/40 LM Tourer

Wolseley Special

Owners

David and Pamela Jenkins

Michael and Maree Saracino

Paul and Michelle Segar

Jeff and Viv Falcone

Ian and Joy McCorkelle

John and Bernadette Plowman

Robert and Marysia Poynter

Ray and Jen Nunn

Robert Bonner

John and Sharon Balthazar

Daniel Zampatti

Ray and Ann Newell

Robert and Leonie Anderson

John and Marion Rhodes

Wayne Roots

Pete Whitfield

Leigh and Karon Whitfield

Garey and Kirsten Laken



Past Event

New Members Day & Celebration of 100 Year Old Vehicle



Past Event

New Members Day & Celebration of 100 Year Old Vehicle



BBQ Lunch & Afternoon & Afternoon Tea was very popular.



Certificates were given to Members who owned 100 year old cars and attended on the day. Presentation by Our President Richard Badham & Club Patron Brian Tanti.

Other members who had acknowledged details of their vehicles will receive a certificate by mail.



Some of the cars of other members who attended.

A great day that demonstrated the enthusiasm & dedication of our members for our vintage cars. Thanks to all involved.

Members Car

David and Marg Barnard's 1925 Buick Master Six

Here is a short history of our 1925 Buick Master Six.

The car was purchased at auction in Melbourne when three months old by my grandfather, Walter Barnard. It's a seven-passenger Master which was very handy at the time because there were seven in the family. Walter and his brother Ern ran a car hire company around the Hawthorn/Camberwell area in the period.

Walter sold the Buick to my father Geoffrey Barnard, in 1940, Dad always fondly referred to the Buick as Lucille. At that time Dad was working on building the Warragul Butter Factory (an almost 200k round trip from home) and was able to carry more passengers to and from work.

After ten years Dad decided to sell the Buick as he felt it was too prestigious a car for a young family to have. I can clearly remember riding in the Buick prior to its sale even though I was not quite four.

Two owners later the car went to Cheshunt (near Wangaratta) and was eventually used as a farm and spotlighting car. Our family tracked the car down when it was advertised and we towed using an A bar a very sorry looking car home behind my 1938 Chrysler (interestingly the Chrysler was my grandfather's last car). The paintwork had faded to a pale pink, not a stitch of upholstery was left, 22 rifle shells all through the floor, but thankfully it was basically intact.

A lot of years of restoration took place and "Lucille" has since proven to be a reliable touring car having participated in many club outings with our local club, the Wimmera Mallee Historical Vehicle Society (Inc). It now resides in Horsham. An earlier registration number was FA594, after restoration the registration was BM256 (Buick Master 1925 6 cylinder), but it is now on a Club Permit.

David and Marge Barnard



Club Project

Vintage Catering Van – Matt Weeks Reports

I have been trying to get a bit more done in between jobs so the coffee van will be ready for the summer. No promises but I'm trying.

After getting the C cab glued up I had to put the trim on which all went well with a bit of push and shove. A week or so after that was done I found a bit of time to throw a coat of paint over it all. Started with masking it all up and ended up undercoating it all.



I had to sand back to bare aluminium behind the doors where I shaped it on the English wheel to get it nice and flat.

As soon as it was undercoated I sprayed the black swage line on it all wet on wet.



The next day I got it all masked and sanded up again and then top coated it in the dark red.

I always like to demask any lines a couple of hours after painting so you get a nice clean line from the fine line tape.



Grant and I gave it a 3000g sand and polish just to get rid of any little bits of shit that land in it.

We fitted all the doors back up and put the bonnet on just for fun to see how it would all look.



Club Project

Vintage Catering Van – Matt Weeks Reports



After that we took it for a quick run down the road to see if everything stayed on and connected. Bugger me dead it did and actually went quite well.

We stuck a bit of black tape on the roof to get an idea of the vinyl roof line.

Grants back here on Thursday to give me a hand to bleed the brakes and fit the handbrake, then it's off to Grant Whites to get the upholstery done on Friday.

I'll try get the guards finished for when it comes back from grants so we can fit them straight up.

All in all, I think it's coming along well and hopefully be ready before Christmas. I apologize for not contacting anyone to join in on the build, but I just try doing bits on it in between jobs so organising help can kind of be a bit difficult due to the times I work on it.

Cheers Matt

Membership Fees are Now Overdue

This will be the last magazine for unfinancial members

You should have received your membership renewal notice in late May.

Please Note: Fees have changed along with our bank account.

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

Fees were due and payable by the 30th June 2025

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

From the Archives

In 1982 the club embarked on an ambitious plan to undertake a tour to Ayres Rock. Sometimes called The Rock 82, this saw a group of thirteen club vehicles making this trip. As well there were two back up vehicles one an Isuzu van and the other a Land Rover. The Isuzu van was provided by GMH and it carried spares, welder, generator, and freezers with fresh food. The rally started on Sunday 25th July with an official wave off at the city square at 7.45 am. Official wave off was undertaken by Ern Drinkwater general manager of the RACV. Non participants were encouraged to come along to see them off and escorting participants to the next grouping spot in Ballarat Road adjacent to the Massey Ferguson works. After non participants were invited to a breakfast at Flemington.



The entry list saw a predominately American line up with a single Morris Cowley representing the British marques. There were three Chryslers, four Dodges, single Oldsmobile, Nash, Reo, Oakland and Model A Ford. It was reported the G Taylor Studebaker never made the start due to a burnt valve! The Model A Ford and the 1923 Dodge encountered mechanical problems early on but continued.

The new fangled CB radios were being used by entrants and the backup crews.

Seems when in Alice Springs television channel 10 came long to report on the event, interviewing some of the participants.

At Alice Springs the entrants were invited to take part in a car show in the main street organised by the local club.

Another display seems to have been held outside the entrance to Pine Gap the US base.

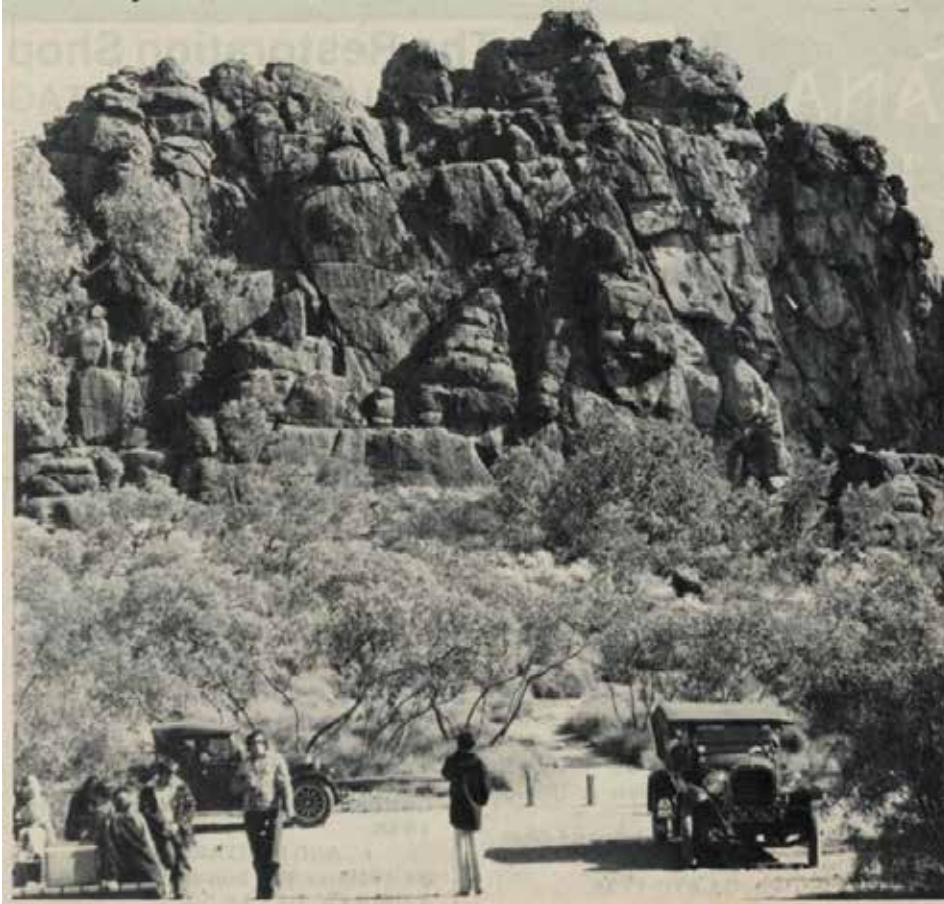
At one point the Oldsmobile was filled by mistake with diesel fuel, this was soon rectified.

A Dodge dropped a tie rod nut and subsequently a tie rod hence no steering! It was rectified!



Detailed reporting of the event is scant, but it seems there were approximately 45 participants in the touring party and there were very few serious mechanical issues with the participating vehicles. It appears there were cooking teams of ladies who each evening provided meals for the participants, their efforts were applauded.

From the Archives



It was reported that an efficient wheel tightening team had developed as the rough roads and hot conditions saw wheel spokes continually loosening. Dodges were burning valves and a vacuum tank required attention. As well road springs were breaking.

At the rock the traditional climb was undertaken, Ross Nally did it in 27 minutes but the average for members was 40-60 minutes. In today's world this is not permitted.

I believe this was a great initiative of our club and was the forerunner of a number of out back adventures undertaken by our members. Information for this article was provided from club magazines of the time and an article in Restored Cars No 53.



Top from left: Vern and Melva Stephen in their 1923 Morris Cowley.

Trevor Drayton's Chrysler 60 and the Isuzu back up truck.

Bottom from left: Stan, Marlene, Kerri, Mark and Craig Rundell with their 1925 Dodge.

A Chrysler about to be towed after dropping a tie rod.

An Obscure American make that appeared to be of high quality.

Without a dollar in his pocket, Russell E. Gardner left his home state of Tennessee for St. Louis in 1879. Three-and-a-half decades later he was a multi-millionaire. Gardner had made it big in St. Louis by establishing the Banner Buggy

Company before the turn of the century, and unlike many wagon builders, was well aware of what the automobile age meant to his business. He got started by building new Chevrolet bodies alongside his wagons. By 1915 this had led to the complete assembly of Chevrolets in St. Louis and Russell Gardner controlling all Chevrolet trade west of the Mississippi River.

Gardner sold his Chevrolet business to General Motors after his three sons entered the Navy during World War I. After the war, his sons decided to build their own automobiles. The

Gardner Motor Company was established with Russell E. Gardner, Sr. as chairman of the board, Russell E. Gardner, Jr. as president, and Fred Gardner as vice-president. Their previous experience had been in the assembling of cars, so it was not surprising that the Gardner was assembled from bought-in parts. Lycoming engines were used throughout the years of production. A four-cylinder model with a 112-inch (2,800 mm) wheelbase and medium price was introduced in late 1919 as a 1920 model.

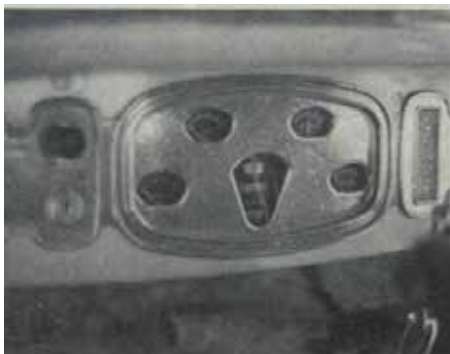
Sales in 1921 were 3800 cars, which increased in 1922 to 9000. In early 1924 Cannon Ball Baker established a new mid-winter transcontinental record from New York to Los Angeles in 4 days, 17 hours, and 8 minutes in a Gardner. They started to prepare to expand the product line and distributorship network. The plant's capacity was 40,000 cars annually, and by 1925 these included both sixes and eights. The fours were dropped in 1925, with both sixes and eights being produced in 1926 and 1927.

For 1927 and 1929 the eights were the only engines used. The interior of the Series 90 cars had many high-quality materials, such as silver-finished hardware, silk window curtains, walnut wood pieces and mohair upholstery Series 75 and 80 did not have walnut in the interior.) All cars had a fuel and temperature gauge standard. During the summer of 1929, Gardner announced two "very important" automobile contracts. The first was with Sears, Roebuck and Company, who wanted Gardner to develop a new car to be sold by mail order. The other was with New Era Motors, to manufacture the front-wheel-drive Ruxton. With the stock market crash in late 1929, both deals never went ahead!

For the 1930 model Gardners, they returned to the six-cylinder engine only. In January 1930 the company announced a front-wheel-drive six-cylinder car, an 80 hp (60 kW) six on a 133 in (3,380 mm) wheelbase with a Baker-Raulang body which sported a longer hood and with distinctive low-slung lines. Rare in America, they used Lockheed hydraulic internal-expanding brakes and two-way hydraulic shock absorbers. Unfortunately, it turned out that they would only produce prototypes of this model.

The 1931 models were the same as the 1930 model, just mildly updated. In mid-1931, Russell E. Gardner, Jr. solicited the permission of his stockholders to stop producing automobiles. The reasons he gave for his company's failure were that Gardner had been unprofitable after 1927 due to fierce competition from the major producers of automobiles and their control of many sources of parts supply. The Gardner funeral car was built through 1932, but then the company ended all production.

The Gardner retailed in Australia for approximately 2100 pounds putting it in the luxury vehicle class. There were Gardner's registered in Victoria, But I cannot find any dealer listed. I am sure this will spark a memory with one of our members All contributions gladly accepted. A 1929 model exists in Queensland and was featured in Restored Cars edition number 25.



Last Month's Mystery Vehicle

This month's mystery vehicle was somewhat obscure, an example of a British assembled vehicle using mostly bought in components.

It was a Varley Woods of the early twenties

Some of our members were on to it. I made a bit of mess of it talking about the vehicle having a hyphenated name I was reminded of Hispano Suiza, Arrol Johnston, Straker Squire etc, etc.

I am not sure if any made it out here, a search of the local engine number records drew a blank!

But who knows one could be lurking in a shed waiting to be found?

Robert C and President Richard, both correctly identified it.

Thanks for all your responses, this month may be more straight forward!



The Varley Woods appeared in 1919-20 the product of a company established by Ernest Vernon Varley Grossmith and John Robert Woods. Neither gentleman appeared to have strong backgrounds in engineering let alone automotive production. This partnership established HS High Speed Motors. The company was beset with financial problems

It was amazing that any vehicles were produced. Despite the financial woes of this startup, they established showrooms in a prominent location just off Regent Street. Engines were supplied by Dorman with a capacity of 1794cc, with an RAC rating of 11.9 horsepower. It is thought that there may have been financial issues with the supply of Dorman engines seeing some examples fitted with a rather obscure Tylor engine.



The gearbox was said to have been constructed in house! The completed vehicle was no lightweight with a large heavy chassis, no doubt to enable deluxe body styles to be fitted. The chassis was bought in produced by the Turner Company

The radiator sharing its shape with Rolls Royce was supposed to infer a quality product!

So here was a small tourer conceived and produced by a couple of somewhat questionable businessmen seeking to take advantage of the boom in motoring after World War one!

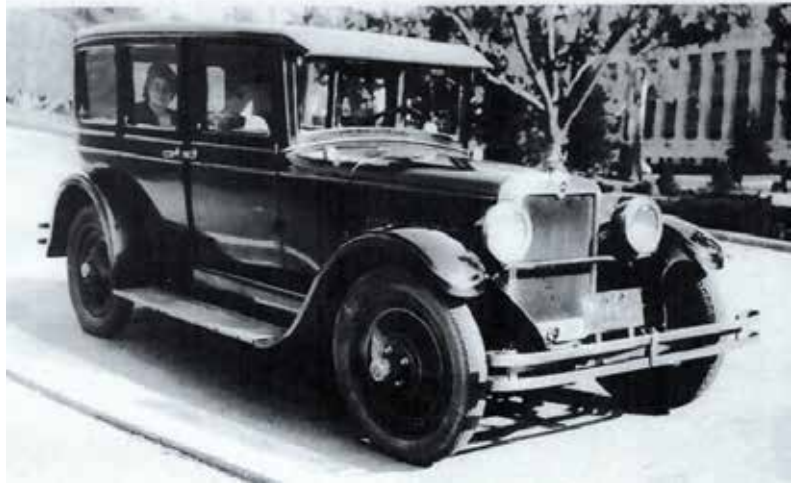
A review indicated that today it performs rather more as an Edwardian than a Vintage light tourer. There is a great article on the Varley Woods contained within the Automobile magazine of May 2021 produced by Zack Stilling



This Month's Mystery Vehicle

This month it's the economy version of a well-known make.

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



Changing Times

In the vintage era owning a car was seen as a luxury something to aspire to and so it was common for family group photos to have their new car as a backdrop.

Today's vehicles are seen as something that everybody needs, a convenience similar to any domestic appliance. I cannot see today's family being photographed with their new BYD or Tesla.



Images from the Alex Gow collections.

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Classifieds

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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

1928 Buick standard 6 Tourer

Featured in issue 775 October 2022 of our magazine.

The article is very explanatory, so I refer you to the issue for info. on the vehicle. Starts and runs beautifully!

Test drive and examination on a hoist is welcome.

We are asking
\$34,000 O.N.O.
We live close to
Ballarat.
Contact Peter
Fitzgerald
Ph 0428361529



FOR SALE

1924 Ford TT Flat Top Truck

Reluctant sale but no longer have storage space for the old girl. Is fitted with Warford 3 speed gearbox on final drive. All new tyres and rear back rims. Needs a little work to keep it reliable. Engine No. 1251.

Currently on
nontransferable
Club Reg. 8040.
\$15,000 ONO.
Ian Morley
0427180418



FOR SALE

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



otherwise
contact him
by email
borrona@
bigpond.com

FOR SALE

1924 Stoewer Model D3 2 seater with storage boot at rear Engine and gear box reconditioned body in good condition Fully restored by Peter Mifsud (dec)

All receipts and updates
from Up the Creek
Workshop Castlemaine
who completed the
mechanical work on
the Stoewer available
Available for viewing
in the outer western
suburbs of Melbourne
Contact Rowan Mifsud
rowanmifsud@gmail.
com 0424176547



FOR SALE

6.50 x 20" tyres New (never been fitted) plus tubes to suit (but have to check type of tubes).

Bullnose Morris collection of mechanical parts (was going to build a special).

Some Flat-nose Morris mechanical parts.

Flat nose motor with rare "Watmough" cylinder head.

I have a quantity of early Vintage Driver Magazines if anyone is interested.

Geoff Trengove 0417 411 117.

FOR SALE

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

During our ownership it has had new coachwork, and a complete engine and gearbox rebuild.

In nearly 30 years, doing over 60,000km it's never once let us down and is a delight to drive. Exceptionally reliable and good to work on.

Price: \$40,000 including a spare engine block and some tools. Located in Melbourne with club permit. Engine/Chassis no. 9198

Contact Bruce 0458 590 773, serious buyers only.



FOR SALE

Early 1930's Reo six wheel equipped Coupe
Requiring full restoration, Motor diff, gearbox
and wheels all there
Save it from being Rodded.
Contact Steve Tasker 0438 531 271



FOR SALE

MGA 1500 1956
Australian delivery, stored in a factory loft
for 30 years, full rebuild 2001. Documented
service history. Excellent condition, on Club
Plates but will be sold unregistered.
\$42,000. Contact Peter 0417 399 442



FREE TO GOOD HOME

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



WANTED

Right hand guard for 1946 Chevrolet
Fleetmaster, with headlight fittings if possible.
Please call Ken 0419 536 232 or email
kwmain50@gmail.com

FOR SALE

1927 Buick tourer, 115" wheelbase, six cylinder with down draft carb.
Engine has had crack repair,
many period accessories, tyres
less than 500Ks, runs well.
Spare engine, transmission and
box of bits included. On club
permit.
Engine No 1755589. \$24,000
Contact Warren Werrett
0427 956 845



FOR SALE

1924 Ceirano - An incredibly rare piece of automotive history is up for sale,
this 1924 Ceirano Tourer is one of the few known examples in Aus.
This Ceirano represents the early era of European motoring. With it's
original wire wheels, vintage maroon and black paint, and fully functional
folding soft top, it's a stunning example of 1920s craftsmanship. It features a
4-cylinder engine mated to a 4-speed manual gearbox and has been kept in
great condition considering its age.
The car would be right at home
in a museum, car club, or with an
enthusiast looking to preserve a
truly rare vehicle. Non-runner.
If you're looking for a unique
pre-war collector car with Italian
pedigree and a rich story, this is
it. Price: Open to offers – serious
buyers only - Contact Jeff via
email wheelerjt@outlook.com
0499 989 098



FOR SALE

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

FOR SALE

1927 Standard Tourer.
This is a 6 cylinder, overhead valve tourer. It has undergone a full
restoration in Perth about 15 years ago and has not done a lot of work since.
It spent its working life in West Australia and was probably originally bodied
there.
It is believed to have a 2.7 litre engine with a four speed gearbox and be a
model 18/42 which is quite rare. It
starts and stops on command, and
is a comfortable tourer at circa 40
mph. Engine No 84126, Chassis
No 84197. Currently unregistered
(but on Club Permit System 6717)
Car is in Ballarat. Asking \$25,000.
Contact Damian O'Doherty on
0417 565 408



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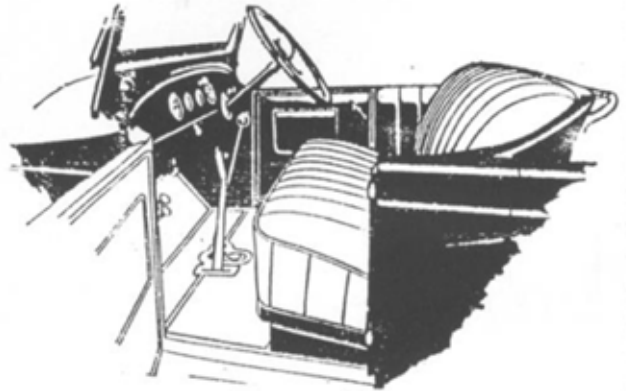
Contact Steve and Ben

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