

ISSUE 783



JULY 2023

# 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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**President: Glenda Chivers**



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**Committee: Stuart McCorkelle**



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**Committee: Doug Stevenson**



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**Committee: Arnold Chivers**



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**Committee: Kirk Gardiner**



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**Committee: Richard Badham**



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**Committee: Trevor Barby**



Mobile 0422 740 310  
Email: [committee2@vdc.org.au](mailto: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:

Bill Eldridge 03 9798 8636

John Rhodes 03 9798 8636

John Davis 0418 998 520

Brian Smith 0401 802 264

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

**Licensed Club Nominee:**

John Johnston

**Magazine Editor**

Iain Ross

Email: [editor@vdc.org.au](mailto:editor@vdc.org.au)

**Events Committee:**

Stuart McCorkelle,  
Doug & Edith Stevenson,  
Garry Jewell, Holly & Devron  
Schwind and Adam Francis.

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 2023

|        |           |           |                               |
|--------|-----------|-----------|-------------------------------|
| July   | 28th      | Friday    | Members Meeting               |
|        | 30th      | Sunday    | New Members Day               |
| August | 12th      | Saturday  | Coffee & Chat                 |
|        | 13th      | Sunday    | Rob Roy VSCC Invitation Event |
|        | 16th      | Wednesday | Mid Week Run                  |
|        | 25th      | Friday    | Members Meeting               |
| Sept.  | 4th -17th | Mon/Sun   | Where the Rivers Run Tour     |
|        | 9th       | Saturday  | Coffee & Chat                 |
|        | 13th      | Wednesday | Mid Week Run                  |
|        | 22nd      | Friday    | AGM and Members Meeting       |
|        | 29/9-1/10 | Fri/Sun   | Grand Final Camping Weekend   |

## New Members

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

|                                 |  |
|---------------------------------|--|
| Alan & Kay Maden                | 1923, 1925 & 1933 Rolls Royce<br>1917 American La France, 1933 Auburn. |
| Paul & Lindsay Creighton        | 1913 Rolls Royce   |
| Ben Wilby                       |  |
| Wayne Fitzgerald & Ruth Simmons | 1924 Bentley, 1934 Bentley, 1965 Porsche 356C                          |
| Eric & Carolyn Richardson       | 1928 Ford Model A  |
| Andrew Urie                     | 1927 Dodge Sedan, 1928 Rugby Tourer                                    |
| Ash Bennet & Tyneal Johnson     |  |
| Robert & Betty Taylor           | 1955 MG TF   |
| Lloyd & Jill Holyoak            | 1939 Buick Sedan, 1942 Hudson Coupe.                                   |

We hope you enjoy being members of our Club.

## Magazine Closing Date

Closing date for contributions for the August magazine is:

# Wednesday 1st August

## Inside this Issue

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## Front Cover:



Kevin Martin's 1926 Chevrolet Truck,  
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](mailto: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

The Winter solstice has come and gone so the days will be getting longer, soon we shouldn't have any excuses for not getting our cars out and about.

We have held our first Sunday member's meeting and luncheon. This was a big success so we will look at doing it again. It was good to see some people we haven't seen for a while, the pizzas seemed to go down very well. Big thanks to Maureen for organising the pizzas and picking them up and all members who helped in the kitchen on the day, they say many hands make light work and they did!!

If anyone has some ideas for a guest speaker or indeed speak about their own life as some of our members have done in the past it would be greatly appreciated. This helps to make our meetings much more interesting. Coffee and chat still proves to be a winner with a constant number or around 50 attending each month. New members day is

coming up this month, all members are welcome to come along and welcome the newer group and enjoy what the Steam Centre has to offer.

Our events team are very busy planning the rest of the year and are always open to offers of help or suggestions. Membership renewals are coming in fast with some surprising additions. Many have added a donation with their renewal amounting to quite a few dollars. Common theme seems to be that some members feel that can't do the hands on helping so donate instead. This is very much appreciated.

**Please remember we cannot renew your club permit if you are unfinancial and we are obligated to let Vic Roads know.**

Until Next Month.  
Glenda Chivers

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## From the Editors Desk

Welcome to the July issue of Vintage Driver.

My thanks to those who are supporting our monthly magazine by supplying us with great material for publication.

Now in my role with the Association of Motoring Clubs I get to see many of the clubs' magazines.

I am becoming concerned as to how cars of our era 20's and 30's, even up to the 50's are disappearing from prominence in many of the clubs' activities. Images of club events are dominated by cars of the later periods 60's onwards.

Now I see this as a threat to the preservation of our local motoring heritage and an opportunity for our club to continue with its enthusiastic programming of events designed for earlier vehicles, to strengthen its membership with early vehicle owners, and tackle the really difficult task of encouraging younger enthusiasts to experience the

delights of vintage motoring.

Let alone addressing the disappearance of skills and trades necessary to keep our historically significant vehicles operating!!

Our club since its inception in 1958 has been a leader in innovation within the local world of car clubs, one has only to briefly scan older editions of the Vintage Driver to have this demonstrated to you.

Its role in establishing clubrooms, swap meets, and early negotiations ensuring the establishment of the club permit scheme to name but a few.

If you think you could assist with the recording of our clubs interesting history, I would be delighted to hear from you. Enjoy the read.

Iain R

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## Vale - Sharon Bergman

The club was recently advised of the passing of our member Alan Bergman's wife Sharon after a long illness. Our sincere condolences to Alan and family

# MINUTES OF THE VINTAGE DRIVERS CLUB MAY MEETING

May 26th, 2023

MEETING OPENED: 8.05pm

MEETING CHAIRED BY: President, Glenda Chivers. Glenda welcomed everyone, making note that a few members were away for the Historic Winton and Richard would be running Zoom in Stuarts absence.

MEMBERS PRESENT: There were 44 members present with 7 members on zoom.

APOLOGIES: Maureen Ross, Doug Stevenson, Stuart McCorkelle, Carol Bloodworth, Liz Harton, Peter Fleming.

MINUTES OF THE LAST MEETING: The previous minutes were accepted by Kirk Schultz, seconded by Arnold Chivers and carried.

TREASURERS REPORT: As Maureen was an apology Glenda presented the Treasurers report - The figures presented were for the period of 14th March 2023 to 14th May 2023 and although the operating expense period for this may seem high it is for a two-month period and also captured the expenses for the Yarra Glen Swap Meet and Autumn Amblings Tour.

NEW MEMBERS: Garry Jewell presented the report on behalf of Doug Stevenson.

Robert Smith from Narre Warren with a 1930 Model A Ford

Kevin and Barbara Collins from Dandenong with a 1926 Dodge Tourer

Garry and Louise Trist from St Andrews with a 1922 Dodge Tourer and a 1923 Dodge Tourer which is nearly completed and on the road.

Annette Moody from Wendouree with a 1930 Model A Ford

GEARBOX REPORT: Garry Jewell spoke about the current style T-shirts still for sale.

EVENTS REPORT: Garry Jewell presented the report on behalf of Doug Stevenson.

PAST EVENTS:

24-26th March B40 at Hamilton 40 people and 18 cars attended and was classed as the best one yet.

7th April Hot Cross Bun Run was organised by CHACA this year and although a slightly wet day we still attracted a good array of cars. A \$1,000 donation was raised on the day for the Childrens Hospital.

18-22nd April was the Autumn Amblings in Wangaratta with approximately 30 cars attending the 5-day event mostly being Vintage. By all accounts it was a well-run event with special thanks to Annette Newell. The event was a great success. Of special note, Geoff Bartlett commented the meeting what a great event it was and what a fantastic job Annette had done.

28th April the AOMC Florence Thompson held in Wangaratta was a very successful event for the AOMC, with photographs already seen looked like the event was enjoyed by many.

28th April Club Social Meeting had a surprisingly good turn out of people while the Florence Thompson was on. It was suggested that the next time a social meeting takes place we should have a pizza / pie night.

13th May we saw the return of the Coffee and Chat which proved to be as popular as ever with more than 50 in attendance.

17th May was the midweek run to Flowerdale. Chris and Sharon Wells once again organised a great run to Flowerdale Pub for lunch with 36 attendees. The Club shouted everyone's drinks and by all accounts everyone had a great day.

19th-21st May Pre WW2-Motoring weekend held in Bendigo with more than 80 entries with cars dating back as early as 1899. Docs Dodge was also in attendance, driven by Nick Scarffe. Quite a few club members attended with the Bendigo Car Club doing a wonderful job organising dinner on the Friday night and breakfast.

COMING EVENTS:

27th-28th May Historic Winton – A more than usual amount of club members heading up to camp at the track this year with Stuart McCorkelle, Holly Schwind and Doug Sterry all racing.

10th June – Coffee and Chat

9th – 12th June is the Kings Birthday Bash being held in Erica. Brendan Wolfe has organised a great weekend away with many great driving activities as well as some tourist attractions of the area. There are 20 Adults and 2 children going.

14th June – Mid Week Run – We are still awaiting details but may not happen. We really need members to volunteer and organise a mid-week run if we want them to continue.

23rd June – Club Meeting

8th July – Coffee and Chat

12th July – Mid Week Run TBC

28TH July- Club Meeting

30th July New Members Day being held at the Scoresby Steam centre, once again we are doing the 100-year certificates for cars built in 1923. The Club is sponsoring the BBQ with the Coffee Van at cost. We do need volunteers to assist with parking and running the BBQ as many of the events committee will be unavailable on the day.

DOWN THE TRACK:

We still have 2 positions left for Where the Rivers Run –

# MINUTES OF THE VINTAGE DRIVERS CLUB MAY MEETING

please see Glenda if interested.

Dates for the 2024 Spirit of the 20s is 19th-28th April with the committee being Brian and Vicki Head, Hugh Venables, Devron Schwind, Jim and Val Watson, assisted by Glenda and Stuart. Fliers and expression of interest should be ready for the next magazine.

## PRESIDENTS REPORT:

Lift maintenance has been done with thanks to Trevor Barby.

An incident where (it is believed) a Forklift has run into our pedestrian door and cannot be opened until further notice.

John Johnson and Lindsay Truman are looking into installing external security cameras,

The next monthly meeting in June will not be held on a Friday night as usual but on the Sunday when arrangements are in place members will receive an email outlining arrangements.

Glenda made mention that our events Committee does a fantastic job and work incredibly hard, and we receive plenty of great comments, but a lot of pressure is put on them. So, the call has been put out for a few more volunteers to join and help remove some of that pressure.

## AOMC REPORT / MYSTERY CAR:

Iain Ross reported.

Volunteers are required to assist with the annual Bendigo General Swap Meet on the 11th-12th November. They are 2-hour shifts with a weekend pass and \$10 meal voucher.

For every volunteer the club receives a \$20

The AOMC delegates meeting was held on Monday 22nd May and was a good meeting.

The American Motoring Show will be held Sunday November 19th at the Caribbean Park.

The mystery car was a 1932 Studebaker President. This saw a number of members recognising it and some who got it wrong Les Lee got it correct.

## MAGAZINE:

Our Editor thanked those members that have contributed articles to the magazine but as per normal we always need more content for topics such as My first car, car restorations or articles of interest to our members. Any content would be welcomed.

A film was shown it was the: VSCC 1968 Sandown Sprint meeting.

## CARS AND PARTS FOR SALE:

Dave Jenkins has a magneto for sale and a hood bag for a Model A Ford

RAFFLE: The raffle was run with the usual array of prizes (although no chocolates were on offer)

The President's prize was not won this meeting.

The meeting closed at 8.55 pm followed by supper and chat.

# MINUTES OF THE VINTAGE DRIVERS CLUB JUNE MEETING

June 25th, 2023

MEETING CHAIRED BY: President, Glenda Chivers.

Glenda welcomed and thanked everyone for attending our first Sunday daytime meeting and for Maureen and Iain for organizing and picking up the pizzas for the lunch. Glenda asked the members if they liked having the occasional Sunday daytime meeting which was met with a resounding yes.

MEMBERS PRESENT: There were 76 members present.

APOLOGIES: David Jenkins

NEW MEMBERS PRESENT: It was great to see Annette Moodie at the meeting. Annette has a 1930 Model A Ford Coupe which was purchased by her father in 1935. She made a huge effort to attend the meeting coming from Ballarat.

MINUTES OF THE LAST MEETING: The previous minutes were accepted by Kurt Schultz, seconded by Lindsay Trumann and carried.

TREASURERS REPORT: Maureen presented her report with figures given for the period of 15th May to 12th June 2023. Maureen noted that there were 2 unplanned expenses for the month being a Levy from Body Corporate for our share of the replacement door in the

undercover car park and the upfront cost of the damaged front door into the club rooms. A claim has been made against the Body corporate insurance which we expect to receive a refund back.

## NEW MEMBERS:

Alan & Kay Maden with 1923 Rolls Royce, 1925 Rolls Royce, 1933 Rolls Royce, 1917 American La France and other cars.

Paul & Lindsay Creighton with a 1913 Rolls Royce. Benjamin Wilby, no car as yet and attended the Alpine Rally. Benjamin is the son of long-time members Kevin & Julie Wilby.

Wayne Fitzgerald & Ruth Simmons 1924 Bentley, 1934 Bentley.

Eric & Carolyn Richardson with 1928 Ford Model A.

Andrew Urie with 1927 Dodge, 1928 Rugby.

Ash Bennett & Tyneal Johnson, No car as yet. Ash is the son of members Glen & Kerry Bennett.

Doug made a note that we currently have a total membership of 534 and with partners 918. So far this year we have 50 new members.

GEARBOX REPORT: Garry Jewell spoke of the current t shirts available and of the increase in price of name badges to \$11.00 Garry also mentioned the hard cover books for sale at \$1.00 each.

# MINUTES OF THE VINTAGE DRIVERS CLUB JUNE MEETING

## EVENTS REPORT:

### PAST EVENTS:

27-28th May - Historic Winton - A great weekend was had with Holly Schwind and Stuart McCorkelle, both were quite competitive by all accounts.

10th June – Coffee & Chat and although a cold day it was great to see approx. 50 attending.

9TH – 12TH June - King's Birthday Bash was in Erica with 8 Cars attending. Expertly run by Brendan and Lara Wolfe. A fantastic weekend was had by all who attended.

### UPCOMING EVENTS:

8th July – Coffee & Chat

12th July – Mid Week Run – Penrite Lane 88 Museum

28th July - Club Meeting

30th July- New Members Day being held at Scoresby Steam Centre.

13th September – Mid Week Run – details to come.

Spirit of the 20's is slowly filling up with approximately 61 attendees. It is highly recommended to put your name down before we are fully booked up.

### PRESIDENTS REPORT:

Bunnings has asked the Club to display some of our members' cars again for Saturday August 26th from 11am – 2pm and Father's Day from 5pm – 7pm. If anyone would like to volunteer with their cars to contact Glenda for more information.

Notifications have been received from both the AOMC and Federation regarding an error made by Vic Roads with the club permit scheme showing an expiry date of 2023 instead of 2024. The error only affects cars with an expiry date 1st – 25th July although impacted members can still use the notices, they received with the incorrect expiry date and once paid Vic Roads will issue the correct label for the vehicle and a logbook.

Glenda made mention of the opportunity for the club to have its own BBQ/Coffee trailer/van. We have been fortunate to have been able to use the Chrysler clubs' trailer in the past but the 2 BBQs that we have, are in a bad way. It has been mentioned to the committee that we build a van from a vintage car that would include hot water, BBQ and coffee machine. This would be used at all our events as well as Coffee and Chat. Glenda asked for a show of hands from members on whether they would be interested. The overall feeling was to go ahead with obtaining prices etc. Glenda then asked how many

members would prefer a trailer to a car. It appeared that the vote was half and half. The proposed build plan was made available at the meeting for members to look at. It was put forward to members that if they know of any equipment that we could use to come forward.

### AOMC REPORT / MYSTERY CAR:

The mystery vehicle for June was a 1925 De Dion Bouton. Iain thought this one would've stumped his team of experts, but he will need to try harder in the next edition. Jason Palmer was extremely quick off the mark apparently; he had been offered a twenties De Dion quite recently. Rob Coney also knew what it was, Les Lee was a little bit astray thinking it might have been an Excelsior. I certainly was not aware this marque survived into the vintage period. Thank you to everyone for all the interest.

### MAGAZINE:

Iain thanked all those who have contributed recently with articles and noted that if their contribution hadn't appeared already in the magazine that it will be shown in coming magazines. It is highly encouraged for members to continue submitting their articles for the magazine.

AOMC – The club management seminar was last weekend with quite a few people attending.

The American motoring show is coming up on Sunday November 19th at the Caribbean Park.

Iain noted that the Kalorama Rally is looking for some people to assist with joining the committee. If you have some new ideas and would like to join the Kalorama committee, he would love to hear from you.

### CARS / PARTS FOR SALE OR WANTED:

Wanted – Frank Braden is looking for a 1929 – 1930 K model Desoto left hand front mud guard. Please contact Frank if you can assist him.

### RAFFLE:

The raffle was run with the usual goodies to choose from and this time chocolate.

The president's prize was not won at this meeting.

### WHAT IS IT?

It was great to see Ken Johns at the meeting offering the What is it again. After many guesses it was a center out of a wire wheel name badge.

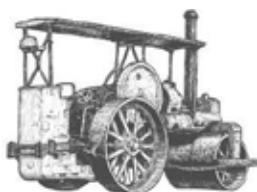
The meeting closed at 2.20pm followed by pizzas and chat.

**MEMBERSHIP RENEWALS  
ARE NOW DUE**

# 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 - Judy Weeks 0419 506 387

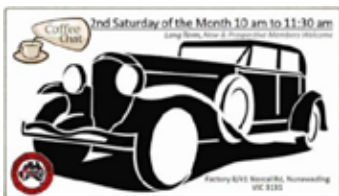
## New Members Day Sunday 30<sup>th</sup> July



All members are encouraged to attend this event to welcome our new members. Come in Vintage, Classic or Modern but please come! **See flyer on next page for full details of this event.**

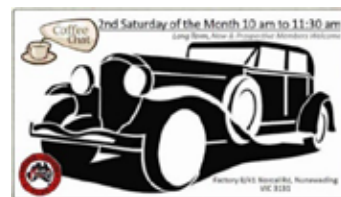
## Coffee & Chat Saturday 12<sup>th</sup> August

10.00 am at our Clubrooms.



## Coffee & Chat Saturday 9<sup>th</sup> September

10.00 am at our Clubrooms.



## Mid-Week Run Wednesday 13<sup>th</sup> September

“GOING BACK IN TIME”

Meet at 9.45 for a 10.00 start.  
South Eastern Suburb.

Enjoy 2-1/2 hours wandering undercover.  
Followed by lunch nearby – bring your Seniors Card for a 20% discount off lunch mains.  
Details to follow.

Contact Kurt Schulz

0402 117 788



## Vintage Rob Roy Hill Climb Sunday 13<sup>th</sup> August

VSCC Invitation Event

## Mid-Week Run Wednesday 16<sup>th</sup> August



Meet at Stamford Hotel car park Corner of Wellington and Stud Roads- near Wellington Rd entry. Time 10.30 for 11.00 departure for a scenic drive to Pine Grove Hotel, Upper Beaconsfield for lunch. There is some very pretty driving, all sealed, but not main roads except for 1 short section.

Register with Ann Drysdale  
email [ladrysdale@bigpond.com](mailto:ladrysdale@bigpond.com)  
Phone 9438 3389.

## Where The Rivers Run Tour Mon 4<sup>th</sup> to Sun 17<sup>th</sup> September

**One spot still available**, if you are interested contact Glenda Chivers 0431 709 248

## Christmas & Presentation Luncheon Sun. 26<sup>th</sup> November.

This year's Christmas & Presentation Luncheon will be held at the Chirnside Country Club.

## Spirit of the Twenties 19<sup>th</sup> to 28<sup>th</sup> April 2024



Our clubs major touring event restricted to VDC members and pre-1931 cars. Expression of interest forms have been emailed and included with June magazine.

## Grand Final Camping Weekend

Friday 29<sup>th</sup> September to Sunday 1<sup>st</sup> October.

**See details on flyer in this magazine.**

Contact Devron Schwind 0411 042 521

Email [bobedazzla@gmail.com](mailto:bobedazzla@gmail.com)



# 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 - Judy Weeks 0419 506 387



THE VINTAGE DRIVERS CLUB PRESENTS

# NEW MEMBERS' DAY!!

**SUNDAY JULY 30TH.**

LOCATION

## MELBOURNE STEAM TRACTION ENGINE CLUB

1200 Ferntree Gully Rd, Scoresby.

Over the past 12 months we've had a huge intake of new members, so lets welcome them to the club and enjoy a fantastic day out at the Steam Centre. The club will be providing a sausage sizzle and coffee will be available for purchase from The Classic Coffee Van. Bring your car along or take the club car for a spin. Gates open at 11am

FEATURING

### CARS BUILT IN THE YEAR 1923 TO BE PRESENTED WITH 100 YEAR CERTIFICATES

FREE ENTRY TO GROUNDS AND SAUSAGE SIZZLE PROVIDED BY THE CLUB



Any queries can be directed to Stuart McCorkelle: [events@vdc.org.au](mailto:events@vdc.org.au)

## 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 - Judy Weeks 0419 506 387

# Rushworth 2023

## Grand Final Weekend

29 Sep – 1 Oct 2023



### Camping - Greens Campground Greens Rd Whroo

7km South of Rushworth

Nagambie – Rushworth Rd onto Reedy Lake Rd – onto Greens Rd

This is a no-fuss weekend to get out and go camping in your vintage cars.

BYO Everything

Campers will need to be self-sufficient (there are toilets at the campsite).

Historic Rushworth - Fishing in Waranga Basin

- Fri 29 Sep – Setup Camp  
Dinner at the pub (must be pre-booked with Devron)
- Sat 30 Sep – A drive around the basin and a look around Rushworth  
Dinner will be a BYO affair although there will be a campfire to sit around.
- Sun 1 Oct – A short observation run after breakfast and then pack up camp and head home at your leisure.



The Vintage Drivers Club

[www.vintagedriversclub.com.au](http://www.vintagedriversclub.com.au)

Enquiries / Bookings – Devron Schwind 0411 042 521

[bobedazzla@gmail.com](mailto:bobedazzla@gmail.com)

(Complaints will be forwarded to the President)

## PAST EVENT

### Coffee and Chat Saturday 10th June

Coffee and chat was well attended with forty-six members coming along to enjoy a pleasant Saturday morning with



### Members Monthly Meeting Sunday 25th July

The club broke with its longstanding tradition and scheduled its monthly meeting on a Sunday afternoon at the clubrooms. The day dawned grey, and showers were predicted.

However, it had no effect on our attendance. Close to eighty members came along to enjoy a pizza lunch with their club friends. As usual the car park was bustling with members vintage vehicles.

We saw some members come along who can no longer drive at night or for whatever reason found attending on Sunday more convenient. And there were lots of mem-

bers partners who came along and also enjoyed the club hospitality.

After lunch all present proceeded to the meeting room where a short meeting was held.

On its completion the chatting recommenced, and it was soon time to head for home.

Our change of time for our monthly meeting seemed to be well accepted by our members and I am sure our future day time meetings will be as successful.

# PAST EVENT

## Mid-Week Run to the Moorabbin Air Museum Wednesday 14th June.



Our club had arranged for guided tours, and we split into two groups each having a guide and moving through the exhibits from opposite directions. The guides were very knowledgeable regarding the exhibits, their guided tour was very informative. Exhibits were located outside and inside the large shed area, these are not just static

exhibits that you stand back and have a look at but in fact exhibits that encourage you to climb up and sit in them. In the future the museum will have more shedding that will allow all exhibits to be undercover. If you have not been to the Moorabbin Air Museum, I would encourage you consider going.



After the guided tour we departed the museum for lunch at The Flight Deck Bar & Grill. Lunch was enjoyed by all and provided a great social for those attending. Whilst there an old two seater plane landed and came across to the Flight Deck pulled up, had a coffee, and then flew off. Doug and Edith, we all appreciated this mid-week run.

Chris & Sharyn Wells

# Members Car - Kevin Martin's 1926 Chevrolet Truck

It all started in 2005 when I was driving past an old Bedford tow truck. I've always wanted to do a nut and bolt restoration. My dad was 69 and my son was young, and we used to make furniture together, to then sell at the markets, it was fun but hard work. One afternoon I put a sign up on my stall. Not long after, a man brought some furniture and I offered to deliver it. When I got to his property, there it was: Big Kev's Chevy. It was in bad shape, but I liked a challenge. I started looking for parts and went to swap meets to find them. Then, I had to find someone to make the front guards (fenders), scuttle, re-skin the doors, and make a rear fender.

I made a start on my motor and went to a man in Mornington. That was a big mistake. He lost a few little parts, sold the shop, and shifted it to someone else. I cannot understate this: join a club first. I spent all up \$20 thousand doing it all up. Dad and I worked on it, we made

the back of the truck, doors front and back. I painted it all myself. My son Charlie gave me a big hand, my daughter and my older son Cody (they did not want to, so I made them). I matched all the parts and shaped all the wood parts myself. It was great to have my wife, you always need someone to get parts on the internet. I was really worried about the headlights, but I found a pair in the USA. Unfortunately, my wife was sick and in the hospital at the time. I was really worried I'd lose the parts. It was hard to get things from the internet when your wife is sick. But I kept working on the truck.

In the end, I was able to finish the restoration and it was worth all the hard work. Looking back on the experience, I have a few tips for anyone who wants to restore a car. First, join a club. Second, find a great mechanic. Third, find a great panel beater. And fourth, have a great time and get everyone involved.



# A Day to Remember

## Pre-World War II Bendigo Weekend

We leave the Gold Nugget Caravan Park for the clubrooms with Maggie the Labrador settled into the back of the Model T. After breakfast, we take off choosing to follow the long route to Maldon. After a couple of Amazing Race getting misplaced moments, we make it to Maldon looking forward to a nice lunch and a stroll through the shops. It's at this point that we realise neither of us have any money! Long story short, miscommunication between us. Here we are, standing on the street trying to load our credit card into the Google Wallet App without much success when along comes Chris Dillon and his wife who kindly lends us all the cash they had on them, \$35.00 which was greatly appreciated.

Lunch then became a sandwich and cuppa from the bakery at a total cost of \$24.00. After a stroll the weather was looking dubious and the car was not running as well as it should have been, we decided to take the direct route straight back to Bendigo, approximately 40 k's.

We got a few k's down the road and the car coughed, spluttered, and stopped. Oops, we ran out of fuel. Not to worry, back up fuel in the jerry can. As we are fairly new to this game, we'd never put fuel in the car from the jerry. Mmm, found out that's it's not that easy to tip fuel in without a funnel as the spare wheel bracket is in the way. Spilt quite a bit, but managed to get some in.

U turn and headed back to Maldon but she didn't make it up the first hill! Fortunately, Ben Alcock saw us stopped on the roadside and was able to assist with a piece of rubber hose to get the last bit of fuel from the jerry can into the car. It's now really cold and wet. The beanie's on, gloves and a knee rug. We made it back to Maldon and "filled" her up with our remaining \$11.00.

Back to Bendigo, take 2. The car is now really quite sad, running really rough and backfiring, and clearly using more fuel than she should. We ran out of fuel again 5 k's from the Caravan Park.

I open the car door, shift the knee rug to get out and watch in slow motion as David's phone slides off my knee, out the door, into the gutter and straight into a drainage pit. Three week old phone gone!

However, miracles can happen. David managed to get the lid off the drainage pit with a tyre lever and the phone was sitting high and dry on a mound of dirt and leaves in the pit surrounded by water.

Next problem was to get back to the caravan park. 5 k's was a long walk. Thank goodness for kind Samaritans. A lovely local lady drove past, did a u turn, and drove David to the caravan park.

Quite the memorable day.

Karen and David Jenkins



# GM's Interest in Overseas Manufacture

By the early 1920s Vauxhall were an established and well respected producer of quality cars in a similar vein to Sunbeam and Humber, although they lagged behind in some areas such as using side valves instead of overhead and rear and not all wheel braking. However, Vauxhall were like their competitors in that they all suffered from a common, and fundamental, problem; the low productivity which prevented price competition with producers such as Morris, Austin, and Ford, which had massively intensified in the early 1920s. An attempt to remedy this was made by Vauxhall early in the decade by reorganising the Luton factory in a half-baked attempt at an assembly line but only for the fitting of engines and chassis ancillaries. Despite this, production was still hopelessly slow compared to the full mass production techniques used by the largest producers such as Ford and Austin.

In 1925 Leslie Walton, Company Chairman, stated that Vauxhall was not equipped, trained, or had any desire to produce large quantities of mass produced cars and would continue the policy to produce a "reasonable" number of high class cars at a "moderate" price. In any event Vauxhall did not have the capital available at the time to make the huge investment that mass production would have involved. The prospect was also looming in 1925 of the redemption of £300,000 Short Term Notes taken out in 1920 to keep Vauxhall afloat and, in addition to large bank overdrafts, meant the financial standing of the Company was beginning to crumble. Walton called a special shareholders meeting where he stated that the improvement in profitability for the previous two years was not enough to reduce the overdrafts or set aside funds for payment of the Short Term Notes. The company was backed into a corner and as a result it was proposed to create and issue First Mortgage Debenture Stock for the sum of £350,000, this effectively meant mortgaging all of Vauxhall's fixed capital and assets. The shareholders had already seen the capital reduced from £600,000 to £300,000 by writing off 10/- shillings on each share in 1923 and none had received a dividend since 1919. However, the shareholders had no real choice because if they failed to accept the offer Vauxhall Motors Ltd would go into liquidation.

Meanwhile, General Motors Overseas Operations (GMOO) had felt sufficiently confident in the British car market that it had set up an assembly plant in 1920 at Hendon Aerodrome to build cars from imported CKD (Completely Knocked Down) kits from the US, these included Buicks, Cadillacs, Chevrolets, La Salles and Oaklands. CKDs were used because a lower import tax was levied compared to importing complete vehicles giving GM an advantage over other imports. The operation did suffer from the same round of competitor price cuts of 1921 and the growth in low price models from Morris, Ford and Austin cut GM sales. In 1924 a survey was conducted by GMOO head James Mooney

and clearly pointed to the tax on engine size, insurance and servicing costs placed the cheapest Chevrolet at a £112 disadvantage compared with the equivalent Austin, not much in today's money but a huge difference at the time.

This was the incentive for General Motors to give the go ahead to GMOO to seek the acquisition of a British manufacturer, in the meantime the Hendon plant was turned over to the production of Chevrolet trucks with locally built bodies, and it was this vehicle that was later to form the basis of the first British built Bedford truck. After assessing all their requirements GMOO chose Austin as being the ideal operation to take over. Negotiations started in 1924 and were initially favourable, Herbert Austin was amenable as his company was having difficulties in raising capital for its own expansion plans but there was always the backdrop of criticism from the national and motoring press which resented the prospect of well-known British companies passing into American hands. After months of deliberations in early October 1925 the plan was scotched by dissenting Austin directors who opted for a more modest expansion plan rather than relent to American ownership.

Wasting no time, on 21 October 1925 negotiations started with Vauxhall Motors Ltd. The issue of the First Mortgage Debenture Stock for the sum of £350,000 at 7% had not been very successful and the Vauxhall Board was more than willing to entertain GMOO's offer of \$2,575,291 for the purchase of the ordinary shares. This enabled the 300,000 ordinary shares to return to their pre 1923 value of £1 each, former shareholders also had the option of purchasing up to 300,000 preference shares at £1 each with a guaranteed dividend of 6%. Old ordinary shareholders were paid a bonus of £210,000 which combined with the above made a total of £510,000 invested in Vauxhall. The deal was agreed in principle within days of talks starting and was completed in full on 24 November 1925, through Morgan Grenfell, GM's Merchant Bankers, who had also dealt with the Austin proposal.

A new 7-man board of directors was appointed on 16 November 1925; 4 British - Leslie Walton remained as Chairman and joint Managing Director, Percy Kidner as joint Managing Director, and Board Directors Mr Bisgood and Mr Petch; 3 American Directors were appointed – James Mooney, also head of GMOO, Edward Riley assigned from the GMOO Hendon operation and Alfred Swayne from GMOO headquarters in Detroit. Within General Motors in the US the deal received a less than favourable reception and vociferous disagreements over Vauxhall continued until 1928, major policy decisions were delayed by Alfred Sloan, GM President, who wanted to move cautiously until a clear policy had been worked out for all overseas operations. This caution did not stop GM trying to purchase Morris Motors Ltd for

# GM's Interest in Overseas Manufacture

\$11 million in 1926, but again they were rejected, and then to compound matters GM entered into an auction with William Morris and Herbert Austin for the bankrupt Wolseley Motor Company: Morris won that battle.

There were plenty of GM insiders who thought that a manufacturing presence in Europe was not needed at all, but an added complication was the acquisition of Adam Opel in Germany on 30 March 1929. The strategy was the two companies would both compete with each other in the same way that GM divisions worked in the US, but Opel would be the base for European manufacturing and Vauxhall for Britain and the Empire which at the time covered 38% of the world. Unfortunately, financial losses at Vauxhall for 1927, 1928 and 1929 did not help Vauxhall's case but the depression that followed the Wall Street Crash and foreign countries putting up heavy import tariffs gave General Motors an advantage with Opel and particularly with Vauxhall and their Empire territories.

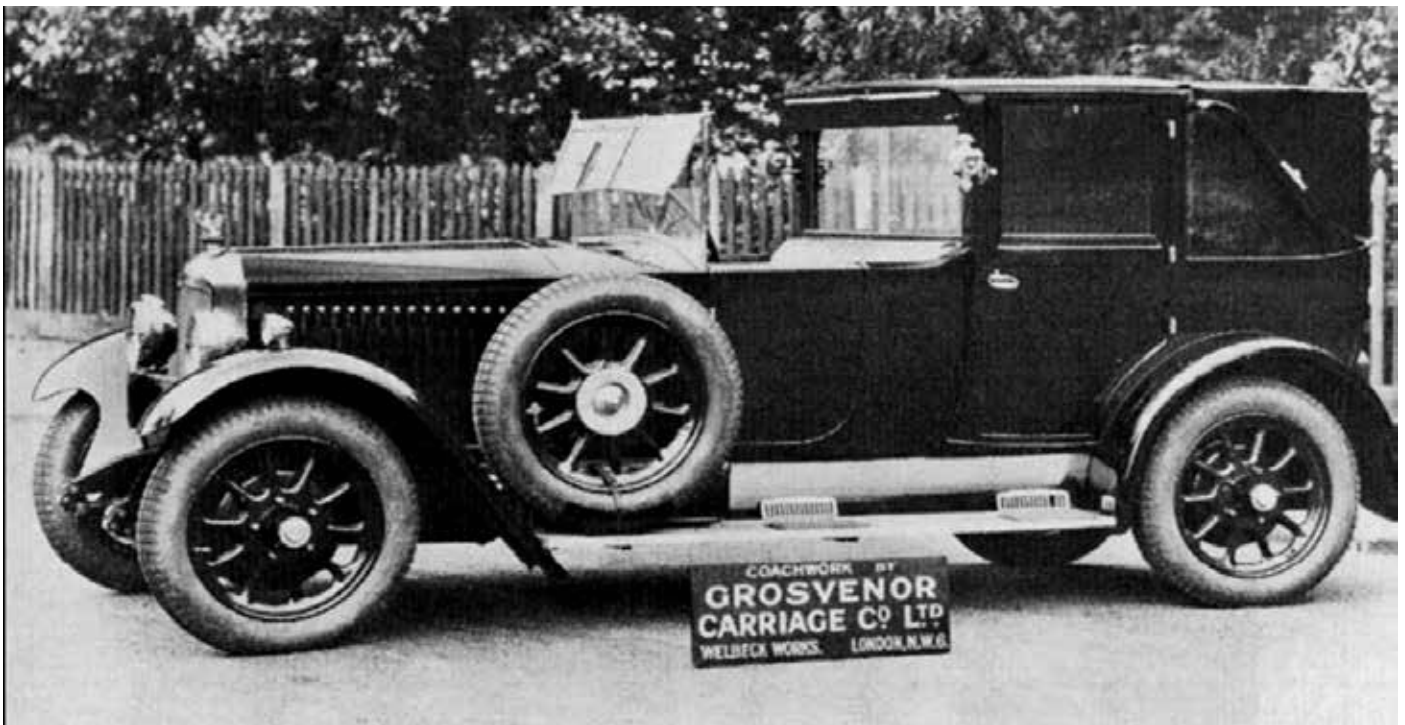
What was to have a profound effect on Vauxhall was the attitude of the press towards the Company after the takeover by GM. Most vociferous was Edmund Dangerfield the editor of "The Motor", his attacks resulted in a double page advertisement in the magazine entitled "The future of Vauxhall Motors" which emphasised that it would remain a 100% British institution and the Managing Director, Chairman, staff, workmanship, and product were British. Significantly it was only signed by Walton and Kidner. This did not stop the criticism and Vauxhall ended up withdrawing all advertising and loan of test cars for nearly two years. This atmosphere also dictated that the GM connection was not mentioned in any Vauxhall

advertising and sales promotion for several years.

GM felt it was wise under these circumstances to have British nationals as the main company figureheads but despite this Mooney was anxious to have a senior GMOO man "on site" to this end he appointed Bob Evans as joint Managing Director with Kidner while Walton remained as Chairman. This proved a disaster and Kidner resigned in 1928 leaving GM in the rather unenviable position of having an American in the MDs chair. Once the decision had been made for Vauxhall's expansion Sloan personally told Mooney to pick an Englishman to run Vauxhall, the choice was an inspired one, Charles Bartlett was MD of the GMOO Hendon operation and was quintessentially British and so in 1929 he was appointed sole MD of Vauxhall.

## VAUXHALL 20-60 DESIGN & ENGINEERING

In the early 1920's Vauxhall were going to extraordinary lengths to find a profitable market for future manufacture. All of their then current models were pre WW1 design and starting to fall behind the opposition's new offerings. C. E. King updated the D and E Types with an OHV conversion to their side valve motors and he also designed a new model, the 14hp was introduced which became the 14/40. At the same time, they dabbled with the motorcycle project which came to nothing, the TT Racing cars were a technical wonder but not for general production and the H Type - the successor to the 30/98 was canned. This still left them with updated but outdated cars which were only really stopgap models until something profitable and new could be developed.

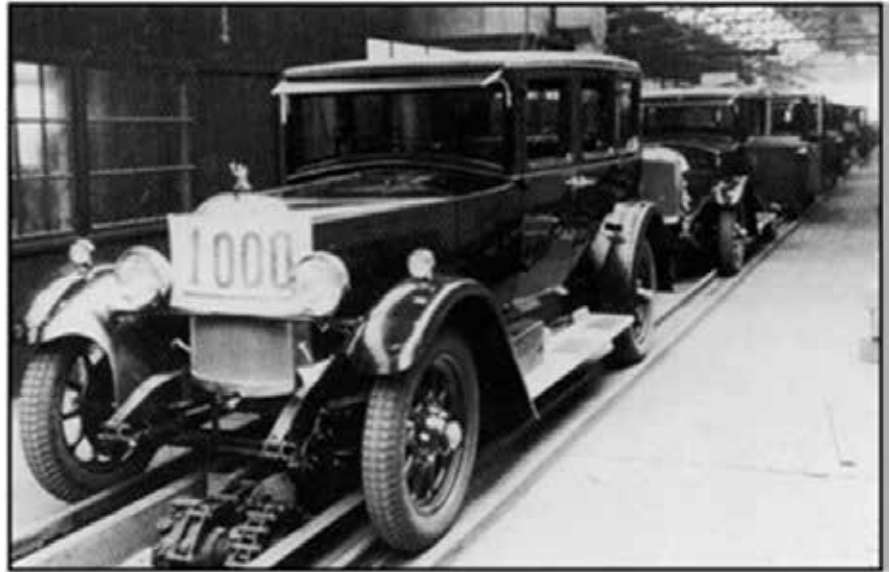


VAUXHALL R TYPE 20/60 TOWN CAR BY GROSVENOR PRESS PHOTOGRAPH. 11.27



# GM's Interest in Overseas Manufacture

Two all new cars were proposed in early 1924, the OHV six cylinder 20/60 and the sleeve valve 25/70 - these two models were designated the R Type and S Type. The R Type 20/60 was basically a completely new design to be a replacement for the mass market 14/40 while the S Type 25/70 was to be their greatest ever luxury car, aimed squarely at the top of the market then dominated by the likes of Rolls Royce and Daimler. The plans for both cars were already laid down by the end of 1924 and while the 20/60 was originally scheduled to be introduced in October 1926 this plan fell apart as a result of inept management, hopeless cost control and a physical lack of cash flow which was compounded by the unbelievable decision to give the development & launch of the 25-70 an absolute priority over everything else. The 14/40 was given a quick revamp in late 1924 to prolong its production life until the 20/60 could be finished. The 25/70 was first mentioned to an astonished public on the 4th of September 1925 and was released at the Olympia motor show in October while in the background negotiations between Vauxhall and General Motors were to begin only days later.



THE 1000TH VAUXHALL R TYPE 20/60 PRESS PHOTOGRAPH. 06.28

this development. Designed by C. E. King the smooth 2762cc 6cylinder engine used a cast iron block which also incorporated the crankcase, the overhead valves were operated by aluminium rockers and steel push rods with double valve springs and an aluminium rocker cover. Pistons were cast iron with 3 rings, one of which was a scraper ring, attached to dynamically balanced high tensile drop forged steel crankshaft which was supported on 9 main bearings instead of the more normal 5 or 7. Crankcase ventilation was via a breather in the oil filler cap. The drop forged steel camshaft was case hardened, supported by 3 bearings, and was chain driven in tandem with the dynamo. Ignition advance & retard spark timing was controlled automatically with the distributor positioned at the side of the engine and drive taken off the camshaft, all electrical components were Lucas 12volt. Inlet and exhaust manifolds were mounted on the right hand side of the block with the inlet manifold featuring a 2 branch mixing chamber using a V shaped casting inside heated by the exhaust. Fuel feed from the rear mounted 14-gallon tank was achieved using an Autovac tank on the dashboard, the carburettor was a Claudel Hobson with built in power jet. Lubrication was pressure fed by pump with an overflow system for the timing chain & sprockets.



The first new car to be launched by Vauxhall following the takeover by General Motors was the 20/60. In terms of chassis and mechanical engineering the 20-60 followed the Vauxhall custom & practice of conventional, sound and well proven principles designed and built to a very high standard - which makes the 25/70 disaster even more surprising.

At this time the whole industry was moving to cast iron, six cylinder, coil ignition engines and Vauxhall followed



# GM's Interest in Overseas Manufacture

The cooling system was regulated by a thermostatic valve. Engine, clutch, and gearbox were assembled as one unit and mounted at three points. The single dry plate clutch has a central external spring and roller spigot bearing, the gearbox was a redesign of the 14/40 box utilising a cast aluminium housing and gears were changed by a central floor mounted, gated lever. The suspension was by half-elliptical springs front and rear, those at the rear were underhung. The front springs were flat-set, held out-of-centre and shackled forward, dampers were fitted front and rear with steering by Marles cam and roller.

With investment from General Motors the 20/60 could probably have been launched on schedule, however preliminary examination by GM engineering staff seconded to Luton were horrified by the proposed braking system. Although Vauxhall had built up a reputation for quality engineering over the years it didn't include brakes which were always a weak point. With the 20/60 the situation had reached a new low with a proposed system which, despite using a myriad of rods and linkages, were still hopeless. GM ordered the design completely changed to cable operated four-wheel braking, this redesign was carried out at Vauxhall and the production 20/60 had the best mechanical brakes seen to date on a Vauxhall but with 132 moving parts between pedal and shoe it seems to have been a very Vauxhall solution. A central mounted handbrake lever operating a band transmission brake was mounted directly behind the gearbox, the band could be adjusted by a threaded rod. Drive was via an open propeller shaft using a flexible fabric universal joint at each end to the semi-floating spiral-bevel rear axle.

Much has been made of the 20/60 design being based on the American Buick Standard Six Sedan which used the new B Platform first introduced in 1926. Interesting as this maybe it is totally unfounded, there certainly were GM influences at work prior to, and even after, the launch of the 20/60 but none of it had anything to do with the body design. Like many of its contemporary British rivals, Vauxhall did not have a dedicated design or styling department. Instead, the exterior body design process was intertwined with the main engineering drawing office where perhaps 2 or 3 draftsmen would be singled out as having a talent or flair for a car's appearance, one such man was Arthur Bratchet who would later work in the dedicated Styling Department set up by the sculptor Eric Kennington. Kennington was often used on a consultancy basis during the 1920s before being fully employed by Vauxhall. Charles E King had replaced Laurence Pomeroy as Chief Engineer at Vauxhall in 1919 and he was certainly heavily involved in the 20-60 design and would have given the final approval & sign off.



It is safe to say the 20-60 was a wholly British design and indeed even though it was most certainly the first car released after the takeover by GM, it is equally the last car to be designed by Vauxhall.

Leigh Whitfield.



# GM's Interest in Overseas Manufacture

*A Sincere Effort to meet  
Australia's Needs*



*The New 20-60*  
**Vauxhall Six**

GENERAL MOTORS (Aust.) Pty. Ltd.

# Very Clever WW2 Sabotage by Citroen

You're most likely unaware that 2019 saw the 100th anniversary of Citroën.

While doing some research, author John Reynolds happened to stumble upon a fascinating bit of wartime Citroën lore. It involves screwing with Nazis in a genuinely clever and most subtle way that nevertheless had big repercussions. Just to explain, when France was occupied by the Germans in 1940, major French factories like Citroën were forced to produce equipment for the Nazis.

Citroën president Pierre-Jules Boulanger knew he couldn't just refuse to produce anything, but he also knew there was no way in hell he was going to just roll over and build trucks for a bunch of filthy Nazis. So, Pierre devised a plan. John Reynold's book Citroën 2CV describes Boulanger's sabotage efforts. Of course, he instructed workers to set a nice, leisurely pace when building trucks (likely Citroën T45 trucks) for the Wehrmacht, but that's fairly obvious. What was brilliant was Boulanger's idea to move the little notch on the trucks' oil dipsticks that indicated the proper level of oil down just a bit lower.

By moving the notch down, the trucks would not have enough oil, but German mechanics would have no idea, because, hey, the little notch on the dipstick says it's just fine! Then, after the truck has been used for a while and is out deployed somewhere crucial, whammo, the engine seizes up, and you've got a lot of angry, stranded, vulnerable Nazis, balling up their little fists and madly barking curses in German.

It was such a fantastic act of sabotage: extremely cheap to implement and so very subtle, with no way of seeing something amiss is happening as the trucks are being built. And the blow is delivered well away from the site of the sabotage, causing much inconvenience and trouble.

That's some mighty good sabotaging, Pierre.

## Happy 100th Anniversary, Citroën ..... The Free World thanks you!

Thank you, Russell Medhurst, for this article.



# It came out of the woodwork in 1982

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

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

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

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

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

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

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

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

Rally in Zurich, which brought out a very large range of vehicles, many of which I had never heard of.

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

Entering through a pair of heavy iron gates into a factory type courtyard usually associated with GMH or the Government Aircraft Factories at Fisherman's Bend, and up a set of steps into a very plain sort of foyer. Once through the glass doors my eyes were dropping out of their sockets that far you could have knocked them off with a stick. One room taking up an area of approximately 5 acres, all under one roof. Row upon row of Antique street lights lit by gas and all passage ways laid in brick- the all Edwardian Decor was splendid.

A 100 year old Amusement Park Organ was beating out nostalgic numbers adding a beautiful flavour to the place. Exhibits ranged from an 1878 Jacquot to the mid 1930 Rolls Royce and Bugatti, many unusual cars such as Sage, Soncin.

Monet Et Goyon, Leon Bollee and many more were on display too many to mention and no fewer than 116 Bugatti cars. 50% of all cars on show were of French origin, 25% European and the balance made up from the UK and USA. Quality stock. Well you can guess it, I had to drag myself forcefully out of the place as I was seriously considering taking up residence as Curator !!

The next morning I left Switzerland and headed for Paris, some 700km away and as most Europeans say - a 2 day drive - they are not used to travelling long distances, they stop every other mile for tea, coffee, sleep or whatever.

Anyhow it took only 7 hours (Bern-Paris) - not bad seeing that I could not read or speak French. My 7 hours was verified some 15 years later when next visiting my cousin in Frankfurt who told me that several fines came in the post

This was after I returned the car to him, it was fortunate for both of us as I signed a waiver at his local Police Station prior to taking possession of the car so he was let off as was I, as they did not follow up on me to recover the fines. Probably as I was too far away in Australia. I must say the French are a mad lot when it comes to driving. I have heard of Kamikaze divers but not drivers. In my book they have this honour all to themselves. Approaching Paris on the French

# It came out of the woodwork in 1982

Autobahn I had no clue to where I should turn off as various sign posts gave directions to Paris, Paris North, Paris East, Paris down, Paris up, sideways West, East, underneath, WOW a roundabout coming up, get out of here at the next exit ramp was my decision and luck was with me again, ending up in the middle of Montparnasse Square the heart of Paris. I took up residence at a hotel for a two day stopover and proceeded to paint the town as quickly as possible. A visit to the Eiffel Tower, Moulin Rouge Night Club, the Louvre, Palace Royal and paying my respect to Quasimodo at Notre Dame before making a beeline towards the Arc de Triomphe, you know the lovely roundabout and arch you see in the movies, yes you guessed it, it's difficult driving on right side of the road and trying to take pictures at the same time, a real test of nerves or a case of the quick and the dead, forcing my way around inch by inch with an eye on my right mirror to see how close I was to the car on my right, all while copping verbal abuse from some Taxi Driver who scared the hell out of me, I retaliated with the rudimentary finger salute and aimed for the nearest exit from what I considered was a non-stop dodgem car merry go-round,

Enough of Paris so I headed straight to Le Havre, boarded the Night Ferry to Southampton which is the closest port to Beaulieu. I took up residence at the Crown Hotel at Lyndhurst, some 7 miles from Beaulieu. On Friday morning the 10th of September after freshening up after a heavy night (Ale and Gasbagging). Had breakfast and headed straight for the Auto-Jumble.

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

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

"WOW" to my surprise a Ski Lady Mascot, only seen one before which was on a Riley Alpine Saloon some years ago, a bargain at 50 pounds which I snapped

up, walked another 20 paces and wow, another Ski Lady, gee whizz did I buy well or not, closer inspection revealed a hidden price tag of offers around 250 pounds not bad if you can get it. Leaving a trail of business cards with anyone who would take them I was soon joined by fellow Riley enthusiasts, not sure if this was a good idea with the thought of the possibly sharing the spoils, I did however enjoy the company and made new friends, many of which I am still in contact with 40 years on.

I was in one of the big marquees ratting through some filing cabinets for Riley Catalogues when, caught in the act, drooling over a very large collection dating from 1918 to 1939 as well as the post war era, my eyes were hanging out of my head. Again, prices ranged from 6 to 50 pounds each. I was trying to sort out the wants and the don't wants but it was a losing battle. Everything seemed to end up on the want pile - time to make an offer!! So I approached the vendor, and after some persuasion on both sides it was agreed that he sell me the whole collection of some 150 pieces, but not without me calling for reinforcements via the onsite bank situated in a converted trailer. Looking through some of them during a food break I considered my trip to have been worthwhile even if I did not find a gear box. News travelled fast. As I was checking other stalls for catalogues, I was told that some Aussie, had cleaned up the only known Riley catalogues for sale at the Jumble, I must have walked 30 miles that Friday, and went back to the Crown to put my feet up have a hearty meal and pint of bitter.

Saturday was reasonably successful after a 7 am start - Hobsons-Teleguage a veteran diff and Boa Horn, pair of Rotax Divers Helmet Tail Lights and 4 18inch knock on wheels, two Michelin Men Pumps, not to mention that I was most relieved to find someone to restore my Riley Redwing Radiator that I brought to England with me. That's another story on its own.

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

Peter was most helpful in assisting me with names and addresses with possible leads to Veteran Riley Parts. Commandeering his phone for some time, speaking to a number of Register Members I picked up a few more clues. My next stop was the Coventry Transport

## It came out of the woodwork in 1982

Museum where I spent some time taking photos and measurements of their 1908 V Twin, which has many bits similar to the chassis and motor at home.

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

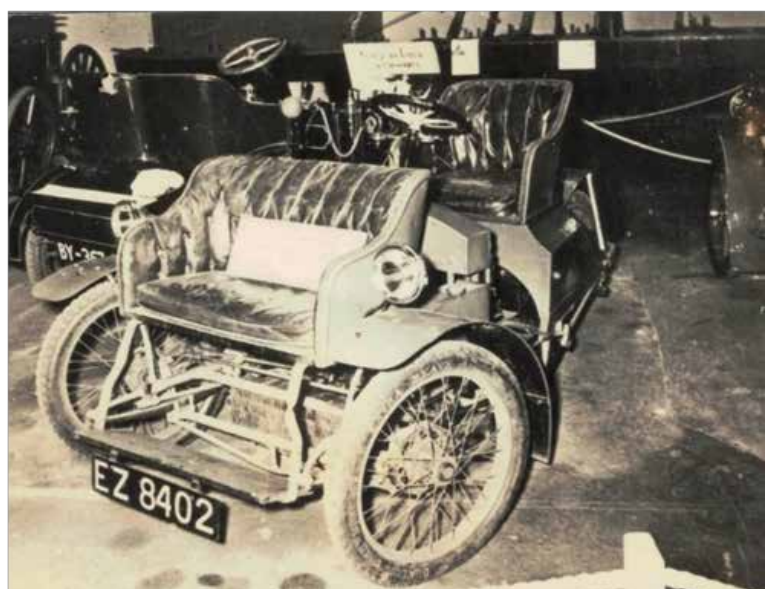
It was around midnight when I booked into my hotel at Northampton where a good night's sleep was most welcome. The following morning I rang the Registers secretary and agreed to meet him and fellow Riley Redwing owner Roger Andrews to look over his car as mine was still in bits. Looking further through our notes I saw that there was a David Groome a non-Riley Member who may have veteran parts, rang him and made arrangements to call in.

David and his wife Audrey were delighted to see us and had afternoon tea ready - Scones and cream which went down well. Our conversation started by "what brings you to England?" replying that I am hoping to build up a Veteran Riley. This is when he told me of the Riley Tri Car that he had, which a couple of heart attacks put an end to his activities, so he was thinking of selling. He invited me to look over his project and led me to the garage where there were bits and pieces all over the place, hardly enough to make a car out of them, to me I estimated that at least 50% was missing so it did not turn me on despite him commenting that



if the right person came along he would consider an offer. Not trying to offend I said that I had enough on my plate without tacking on another project with half of the parts still to be found, with this said he said follow me into the shed, and yes almost all that was missing was on shelves and the body was supported by two 44 gallon drums.

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



## It came out of the woodwork in 1982

selling it to me.

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

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

With two days to go in the UK I fumbled through the Register Membership list and came up with Max Hoather who was restoring a 1906 Riley Tri Car in London. Having previously corresponded with Max on other matters I decided to look him up, and just as well as I found him to have a world of information, not only on Riley Tri Cars but Veteran cars in general. This was a real credit to him at his age {80+} doing everything himself and all from scratch out of a bucket of nuts and bolts and the remains of a frame, motor and gear box. With him living in London it gave me the chance to take in some sights, paid my respects to Lizzy and checked out the guards, went to Harrods to make sure they had plenty of stock of our good old Aussie meat pies and Fosters before driving to Dover for a Hovercraft crossing to Calais and onto Germany to return the car and a plane for home out of Frankfurt. PS. Max was a great help when I started my restoration.

I recommend not carrying Divers Helmet Lights or flexible Boa Horns in your carry on luggage as they tend to bring out the Riot Squad, National Guard, Security Police or whoever is running the Airport. I had the misfortune in finding this out when they set

off every alarm going through Xray. I was suspected of carrying hand grenades or something lethal which did not please any of them. Despite all this I arrived home safely with some of my treasures, Ski Lady and Brochures, and not having to wait for the car and contents to arrive as I could not stand coming back empty handed.

After lots of negotiations, via telegrams, phone calls to the UK Shipping company, Custom Agents etc, the consignment arrived some 3 months later. A huge bit of woodwork, measuring 1.5m X 1.5m and weighing some 700kg. The enthusiasm was great with everyone eager to see my treasures. Splinters were flying in all directions as the wooden crate was opened and the Riley was extracted out from between all the parts. Not sure how it worked but the company that shipped the car was an international furniture removalist who quoted it to be one crate of personal effects with the owner returning back home on which no duty was levelled. Fortune was with me once again.

Kurt Schultz





## Last Month's Mystery Vehicle

Last month's mystery vehicle was a 1925 De Dion Bouton.

This marque is well known in the Veteran period but not so in the vintage period.

Jason Palmer was extremely quick off the mark, apparently, he had been offered a twenties De Dion Bouton quite recently. And Rob Coney also was onto it.

This company was founded by Marquis Jules-Albert de Dion and Georges Bouton, and Bouton's brother-in-law Charles Trépardoux. In 1883 they produced a steam car. With the boiler and engine mounted at the front, driving the front wheels by belts, and steering with the rear, it burned to the ground on trials. They then built a second named, La Marquise, the next year, with a more conventional steering and rear-wheel drive, capable of seating four.

Following this singular success, the company offered steam tricycles with boilers between the front wheels and two-cylinder engines. They were built in small numbers. They were later joined by a larger tractor, able to pull trailers (sometimes called a "steam drag").

This larger vehicle introduced the so-called De Dion or "dead" axle; an axle beam carried the weight of the vehicle with the non-weight-bearing driveshafts or drive chains articulated separately alongside it.

By the early 1900's car production was well under way and the company provided engines for a number of startup companies at the time.

It was the largest automobile manufacturer at this time producing 400 cars and 3200 engines.

All engines and cars were hand built and the company built small numbers of vehicles under license in America.

De Dion Bouton has been the backbone of the Veteran car

movement, and many are seen on the annual London to Brighton Rally in Britain.

But in the vintage period they are not so well known it seems the company produced both four cylinder and vee eight configuration engines in this period, but little detail is available by 1923 valves on the four cylinder version were overhead, aluminium pistons were used. Four wheel brakes were optional and in England a variety of body styles were available.

An example was taken to Brooklands in 1925 in an attempt to boost sales and to test its sporting ability. This was done by none other than Dr JD Benjafield one of the famous Bentley Boys at the wheel. A suitable chassis with a higher axle-ratio was sent over from France, to which the Woodside Works added a two-seater body. A misunderstanding about piston clearances produced a top speed of no more than 117.8km/h (73.24mph), which did nothing to trouble the other cars on the track that day.

Locally there is little recorded about the marque, but LS Dillon of 517 High Street Northcote were listed as agents for them as at 1925-6. They were represented in all capitals, perhaps this was a hang over from the earlier veteran period when production and popularity was at its peak. The vehicle pictured competed at a recent English VSCC competitive event.

Now we know Jason could have bought a twenties version recently so that is one out here, I bet there are more that were delivered here. So, it's over to my really knowledgably readers I will be interested to see if any one remembers them or knows of a local example hiding away somewhere.



## This Month's Mystery Car

This month what does that prow belong to?

An image from a member's collection of really old photos?

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

Contact: Iain Ross Mob: 0409 027 392

Email: [imgross@bigpond.com](mailto:imgross@bigpond.com)



## Request for Information

From Leigh Whitfield

I am chasing any information, pictures, etc in relation to the Melbourne Motor Body Building Firm of Smith and Ryan. They conducted business during the 1920's at 20 - 28 Latrobe St, Melbourne. Barlow Motors, distributors of Vauxhall, Buick and Bean motor cars were also trading from the same address. I have a friend who is restoring a Vauxhall with a Smith and Ryan body fitted. If anybody has any information at all I can be contacted at [griffinvale@hotmail.com](mailto:griffinvale@hotmail.com) or phone 0407 884 869.

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## Meeting Notes of the AOMC Delegates Meeting Monday May 22nd, 2023 at 7.30pm

**There were 72 delegates in attendance representing 65 clubs.**

**Presidents Report:** Keith Mortimer reported that the committee have been working on a strategic plan for the next 5 years, covering areas such as member services, communications, external engagement and research & data. More details will be released when the document is finalised. A submission has been made to the Federal Dept of Infrastructure regarding their fuel efficiency standards consultation. The Australian Motoring Heritage Foundation will be conducting a survey of enthusiasts and clubs in relation to the economic value of the movement. This will be released soon and will be sent to clubs.

**Treasurers Report:** Mark Fenton, AOMC Treasurer, reported that the AOMC finances are currently in a healthy position, and as of the end of April 2023 the AOMC Cash at Bank is \$290,838.00. Events in progress such as the Florence Thomson Rally influence these accounts significantly as revenue and donations are received but are not immediately expensed. However, the British & European Motoring Show completed earlier in the year has been finalised and has contributed lower than normal revenues of under \$7,000 due to the high costs of running the event at the new Caribbean Park venue. But with the support of RACV we have been able to fund multiple events throughout the metropolitan and country areas to recognise the importance of Motoring Heritage Day as we continue to promote the movement that we represent, while the Florence Thomson Rally, which is organised and run by the AOMC with the financial support of RACV, also provides a forum to promote the heritage vehicle movement to the general community, in this case also recognising the contribution women have made to the motoring world.

It is heartening to see the emergence from the COVID-19 doldrums with funding being used to support current AOMC initiatives such as the upcoming Management and Restoration Seminars as well as other member services and advocacy programs the AOMC committee is actively working on. The time will soon be upon us when we ask all Clubs to renew their membership with the AOMC and we look forward to your ongoing support as we embark on these programs to ensure the ongoing health of the movement that we all believe in.

As we approach the end of the financial year it is also comforting to be able to report that with the professional support of a newly appointed accountant (Terry Stramotas from Benjamin King Money) the AOMC will be able to continue to finalise and satisfy all financial reporting obligations. The AOMC has satisfied all statutory/compliance requirements and there are no areas of concern with respect to our ability to meet existing financial obligations while funding our strategic initiatives

**VicRoads/CPS Report:** AOMC and Vic Fed have formed a working group that has been meeting for the last 6 months, and have been looking at arranging a meeting with VicRoads. Keith Mortimer and Neil Athorn finally met with VicRoads and presented several issues to them

and stressed the need for ongoing meetings. The issues raised were: abuse of CPS; display rights; retention of log books; confusion around H & M plates; how many vehicles and clubs are on the CPS. Code of Conduct: Tony Hall spoke to the draft Code that was published in the May newsletter. The committee are happy with the wording, but are seeking feedback from clubs. All responses should be emailed to Tony. AOMC Events: Florence Thomson Tour. Maureen Ross reported on this event which was based in Wangaratta and attracted 170 people and 81 vehicles. An event for women only drivers.

**National Motoring Heritage Day:** Several events were held around the state yesterday, and reports were given on them by participants. Clubs are encouraged to send a few photo's and a short paragraph on what they did on NMHD.

**Shannons American Motoring Show:** Will take place on Sunday November 19th at Caribbean Park. Meeting Notes of the AOMC Delegates Meeting Monday May 22nd, 2023 at 7.30pm There were 72 delegates in attendance representing 65 clubs. Club Management Seminar: Will be held on Saturday June 17th and will cover the business and mechanics of operating clubs.

Will have several specialist guest speakers on relevant topics. Aimed at club officials.

**Restoration Seminar:** Saturday July 15th. Series of presenters, speakers and trade tables on the day. Bookings essential and limited to 2 per club.

Guest Speakers John Lambert gave a talk on club members that volunteer in the community, and suggested that delegates take back to their clubs that charitable organisations are looking for volunteer drivers to assist with their programs. Daryl Meek gave a very informative talk on his project of digitising the early Victorian registration details. He showed how these records can be used to trace ownership of vehicles, and to assist in genealogical research. As part of his talk, Daryl outlined the history of the early records, from there being only 50-60 vehicles in Victoria in 1903; the introduction of the Motor car Act in 1909 that provided the framework for registration and licensing. Many of the early records were published in Police gazettes and in Auto Trade manuals and had details of registration number, owner and location. Daryl's intention is to publish these records online for free access, and he is looking at linking photographs of vehicles with the record. He asked if anyone has a photo of an old vehicle with its number plate visible could they please send it to him to be added to the database. The vehicle needs to be Victorian, have its registration number and vehicle type and any known history.

Chairman Keith Mortimer declared the meeting closed at 9.20pm

# 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

#### 1927 Dodge Business Sedan

This vehicle was purchased by my grandfather in 1934 from a car yard in Keilor Road North Essendon. It was restored in 1994 in time for the National Rally Cootamundra 1994. It has the original number plate. It has all Steel Budd body.

Sale Price \$22,500.00 Macedon Victoria  
Contact: Andrew Urie 0414 301 572



### FOR SALE

#### 1927 Chrysler Roadster

Body by Holden

Requiring full restoration. Keen to sell to somebody that is going to get her back to her former glory.

The car is located in Emerald Queensland

The owner can be contacted at [lynettejames@westnet.com.au](mailto:lynettejames@westnet.com.au) or phone 0400 205 129.



### FOR SALE

Red 1970 VW Beetle.

VIN 110242821

Engine No. BM 11746

Non transferable club rego.

Located in Mansfield

\$35,000 (NEG)

Contact: Tom Mob: 0457 631 447.

### FOR SALE

Apac Split Rim tool \$200

Contact Denis 0407 533 342



**FOR SALE**

**1939 DODGE:**

Set of 4 hub caps including 5 original dress rims in good condition – \$150.  
2 wheels in good condition – \$50 the pair, ONO.  
1 original crank handle – Make an offer.  
2 headlight glasses, one slightly damaged – Make an offer.

**1936 PLYMOUTH:**

Set of 6 hub caps, came off a six wheel equipped car – \$50, ONO.  
All parts located in Beechworth Vic.  
CONTACT: David Boyd 0421 064 689



**For Sale**

**1928 Rugby Tourer**

This vehicle was purchased by my father in unrestored condition and after completing panel beating and spray painting courses, restoration was completed in 2002. In the 2003 Macedon Ranges Grand Tour it was driven by Peter Brock from the starting point in Gisborne to the top of Mount Macedon.

Sale Price \$19,500.00 Macedon Victoria Contact: Andrew Urie 0414 301 572



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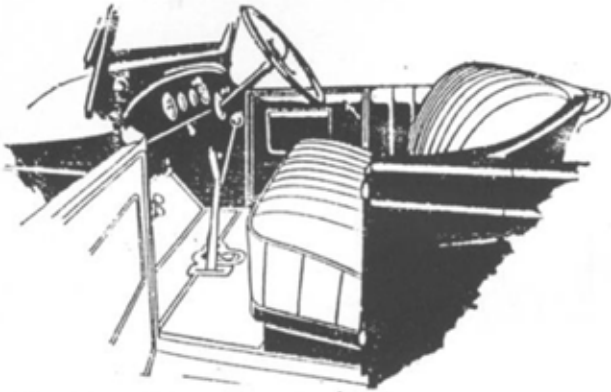
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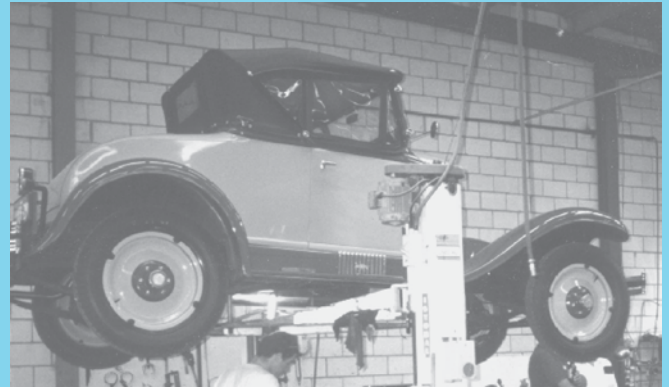
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