

ISSUE 805



July 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'

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

Club Mailing Address:
PO Box 3414
Nunawading Vic 3131

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

President: Richard Badham



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

Vice President: Iain Ross



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

Secretary: David Jenkins



Mobile 0413 901 734
Email: secretary@vdc.org.au

Treasurer: Maureen Ross



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

Committee: Stuart McCorkelle



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

Committee: Doug Stevenson



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

Committee: Arnold Chivers



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

Committee: Melissa Sterry



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

Committee: Glenda Chivers



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

Committee: Trevor Barby



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, Adam Francis 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 25th July 2025

We will be celebrating Christmas in July this month.
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

July	23rd	Wednesday	Factory Tour (Fully Booked)
	25th	Friday	Members Meeting - Christmas in July
	27th	Sunday	New Members Day & 100 year old cars.
August	9th	Saturday	Coffee & Chat
	13th	Wednesday	Mid-Week Run
	22nd	Friday	Members Meeting
Sept	13th	Saturday	Coffee & Chat
	17th	Wednesday	Mid-Week Run
	26th	Friday	Members Meeting

New Members

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

Gerald & Colleen Rainbird	1927 Hupmobile Sedan, 1961 & 1968 Holden Sedans.
Brandan Price	1924 Vauxhall 14/40 Tourer.
Scott & Linette Burchett	1927 Morris Cowley Tourer.
Dennis & Esther Healy	1929 DeSoto Coupe.
Glyn & Susan Farrell	1928 Ford Model A Tourer, 1912 Hispano Suiza Tourer.
Brendan Collier & Leonie Savied	1925 Hudson Tourer, 1928 Ford Model A Ute & 1929 Ford Model A Speedster.

We hope you enjoy being members of our Club.

Magazine Closing Date

Closing date for contributions for the August magazine is:

Wednesday 30th July 2025

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Front Cover:



1923 Datto 20, read more inside this issue.

Membership Enquiries

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

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

From the President

Greetings from the other side of the world! I'm currently on holiday with my wife and two boys in the UK - catching up with family and old friends and we also had a hot week in Italy (Rome).

As expected, there's a large difference in the weather, but unusually, having left Melbourne when there was ice on the car windscreen it's been in the mid 30s here! Quite a shock to the system but at least it cools slightly in the evenings and we're staying next door to an old English pub which is nice (and contrary to Australian folklore, the beer is cold:)).

Have managed to do a little car spotting which is nice. Whilst in Rome the Miglia Mille was coming through and on an evening walk we came across a few of the entrants having a great time flying around some of the side streets - a Bugatti and three Italas! When they stopped at the lights there was a rush of people keen to have a glimpse and take a photo. It's great to see the old cars creating so much excitement with others.

It's a great reminder that the cars we love can be used to inspire and engage - our cars are pieces of art and history, but they don't need a gallery or museum to be enjoyed and seen by others!

Cheers,
Richard



From the Editors Desk

Welcome to the July edition of The Vintage Driver the eight hundred and fifth edition of this club magazine.

Within this month's edition we are as well as reporting on recent events and advising of forthcoming events, we are featuring information about a small but sporty Italian vehicle that in earlier times was regularly seen at club events. In the twenties clearly our country was a great place to market your make of vehicle, we received some quite little known marques from Europe and USA.

As well who would have thought of a camper van in the vintage period. Well-read on my friends.

At our last members meeting it was gratifying to see the great turnout to hear the presentation by Tom Brown a relatively young person who has recently established an engine reconditioning business in Bendigo. The movement in general is going to need more young tradespeople like Tom to carry out repairs to the vintage veteran and classic fleet in Australia. Tom outlined how he had acquired the white metal bearing repair machinery from Bill Eldridge and was specializing in engine repairs for our type of vehicle. I was saddened to hear of the imminent closure of Ariel Batteries I have used their batteries in the editorial Bristol for years, plastic cased batteries do not look good in the classic engine bay.

Another loss for the movement! The AOMC is looking at how it can encourage the next generation of trades people to service our movement.

Finally, it's great to see our club doing really well with a regular supply of new members and good attendance at our meetings and events. In these interesting times it is great to see our club flourishing.

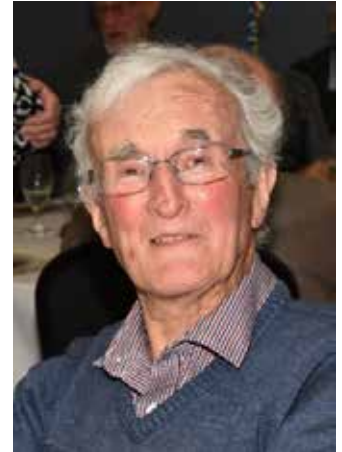
Finally, thanks to all those members who regularly supply us with event reports and other information for publication. It is appreciated! But for our magazine we need your contribution, self-written descriptions of you and your automotive passion, motoring experiences or reminiscences will be greatly received. For our senior members handwritten articles are acceptable.

Cheers for now
Iain R



Vale - David Couper

David Couper was a long term member of our club joining in 1984. David attended many events including Spirit of the twenty's rallies in his Oakland along with Trish. He was a very enthusiastic restorer. He had two Oaklands of 1926 and 27 both restored. He had restored a 1916 Oakland, a 1906 Cadillac and a 1915 Overland. And recently he was restoring another veteran an FN. He had also restored a Lancia Lambda. Our sincere condolences to Trish and David's family.



Vale - John (Jack) Lawson

Jack was a recent member to our club, joining because he was so impressed with our club's organisation of the Alpine Rally. Jack in his working life was a senior state public servant in planning. He was of great assistance in re-establishing the Geelong sprints amongst other achievements for the movement as a member of the VSCC. He enthusiastically joined in our club activities. Our sincere condolences to the family.



Vale - Shirley Germaine Smith

Wife of Aub Smith a long time member. Shirley accompanied Aub on many club events including the Spirit of the Twenties rallies and would have been known to many of our members. Sincere condolences to Aub and Shirley's family.



Membership Fees are Now Overdue

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

Correction

The June magazine statement about Holly Sampson's unfortunate accident contained incorrect details which were published prior to confirming with Holly. We wish Holly a speedy recovery and hope to see her back attending events soon.

MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

HELD ON Friday June 27th 2025

MEETING CHAIRED BY: Iain Ross

ATTENDEES: There were 60 members in attendance and 14 attending by zoom.

APOLOGIES: Chris and Sharyn Wells, Arnold Chivers, Trevor Barby, Lindsay Truman, Allan Lade, Robert Bonner

NEW MEMBERS' PRESENT: Nil

VISITORS: Glyn Farrell with a Model A Ford

DISPLAY VEHICLE: 1948 Bedford truck

COFFEE CAR UPDATE: Matt Weeks reported that good progress is being made on body fabrication. Photos were shown of the work so far.

TREASURERS REPORT: figures for the period of 14th May to 16th Jun 2025

Our operating expense for this period was \$7,280

Our expenses for the period were council rates, magazine costs, and Clubrooms annual maintenance services, along with our regular costs for cleaning, electricity, telephone, etc.

Our Income for the month was \$20,644

This was mainly Membership renewals, clubrooms rental and Spirit of the Twenties rally entry fees.

Bendigo Swap Meet Maureen also repeated a request for volunteers to help at the Bendigo swap

NEW MEMBERS REPORT: Jamie and Michelle Tulloch, from Farley NSW. with a 1929 REO Sedan, 1929 Chrysler Roadster and a 1929 Chrysler Coupe.

Gerald and Colleen Rainbird with a 1927 Hupmobile Sedan, 1961 Holden Sedan and a 1968 Holden Sedan.

Brandon Price from Junortoun with a 1924 Vauxhall 14/40 Tourer

Doug Stevenson reported that the club now has 542 members (929 including partners)

EVENTS REPORT:

PAST EVENTS May: Mid-Week Run – 14th May Chris and Sharyn Wells details in Newsletter. Very popular event and enjoyed by all.

Observation/Day Trial/National Motoring Heritage Day – 18th May Combined event with the VSCC.

Organised by Doug Stevenson and Garry Jewell. Run from Diamond Creek to the Flowerdale Hotel taking in some nice scenic back roads. Excellent, well planned route by Doug and Garry. Good attendance and nice day out with different cars. Historic Winton – 23-25 May – No bikes this year, emphasis on car displays. Large group of club members in attendance. Always a great weekend.

Club Meeting 23rd May. David Stott gave a presentation on his Fiat 501 which has been in his family for a very long time. Unfortunately, numbers in attendance at the meeting were down.

June: The King's Birthday Bash: 6-9th June Stuart. Mansfield. Ten cars entered however only four participated. Huge snow storms over the weekend meant planned roads were closed, however we had a plan B for each day and we still managed to have an absolute ball. Alexandra truck show was interesting and much bigger than we had expected.

Coffee & Chat: 14th June.

Mid Week Run: 18th June. Dennis Robertshaw organised – Run to Kinglake.

Club Meeting: 27th June Tom Brown as guest speaker – Vintage engine reconditioning.

COMING EVENTS

July: Coffee and Chat: 12th July

Mid-Week Run – July postponed.

Mid-Week Run - 23 July – Garry Jewell organiser I Note Printing Australia / Factory Tour. Limit of 24 Members - Booking Essential.

Club Meeting: 25 July – Christmas in July.

New Members Day, Sunday 27th July at the clubrooms. 100 year old cars. 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. 76 cars are registered with the club as being 100 years old.

August Coffee and Chat – Saturday 9th

Mid-Week Run – 13th August – Looking for a Volunteer (or may cancel due to 2 Mid week runs in July)

Club Meeting – 22nd August – Guest Speaker required.

2026 Spirit of the 20's Update: Inform membership that the Spirit will be capped at 60 cars. Route now mapped from start to finish. 53 entrants so far.

AOMC: The new insurance scheme is going well with some administration work and risk management tasks to be worked through. This will be of benefit to smaller clubs, some of which are currently uninsured.

An apprenticeship scheme is being developed to address the Victorian skills shortage in vehicle restoration.

GEARBOX REPORT: Gary reported that rego stickers are available. Some books illustrating old Melbourne were available as giveaways.

MYSTERY CAR: This was a Minerva, year unknown.

MAGAZINE: More articles needed from the members.

GUEST SPEAKER: Our guest speaker, Tom Brown gave a very interesting presentation of his pre-1960 engine reconditioning business. He gave in in-depth talk on the manufacture of white metal bearings and the machinery that he has to preserve this dying art. Members had many questions.

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

Cars and parts for sale or wanted: G Page in North Queensland has a vehicle for sale – advertised on Marketplace.

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

Kurt Schultz has a flip-top radiator cap for sale

GENERAL BUSINESS: Richard Unkles informed us that loan cars will be available for a major rally to be held in New Zealand from 15th to 21st March next year. This rally will be held over 4-5 days based out of Nelson. The entry fee will be about \$500 plus extras. More information will be available on the Vintage Car Club of New Zealand website. There are some vacancies for a second occupant in some local cars.

Jack Stelfox grandson of our very early members John and Barbara Macgibbon is seeking help and advice on the restoration of Morris Bullnose cars belonging to his grandfather. John is no longer able to do this work and Jack is keen to get them back on the road.

Volunteers are needed to help with suppers and the raffle. If sufficient volunteers can come forward the work could be allocated once or twice per year. A roster proposal will be presented at the next meeting.

The meeting concluded at 9:30pm 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 25th July.



We will be celebrating **Christmas in July** with a special supper.



Guest Speaker & Display Car.

Ian McCorkelle will talk about his 100 year old Dodge Tourer.

New Members Day & Celebration of 100 Year Old Vehicles. Sunday 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.

So, keep the day free and come along to meet new members and celebrate the 100 year old cars.



Let's see how many members & club cars we can get there on this very special day.

Coffee & Chat – Saturday

9th of August

10am – 11:30 at the clubrooms



Mid-Week Run

Wednesday 13th August.

Ann Drysdale has responded to our request for help with this Mid-Week Run.

Come for a drive through the bush, past farmland, up and down hills (not too steep) and round lots of bends to travel from Yarra Glen to Hurstbridge for lunch where you can look out at the bush and enjoy a variety of art works- metal and wooden outside and painted inside.

Meet at McKenzie Reserve car park on the Melba Highway in Yarra Glen Melway 275- A1. There are toilets in the park and coffee over the road –what more could you want?

Time: 10.30 for 11.00 start

Distance: about 30 km.

The lunch menu is varied and prices reasonable- pizzas are \$16 and up other mains mostly in mid \$20s or \$30s. There is also a senior's menu.

Contact Ann and Lyle Drysdale 0407 530924 or 9538 3389

Club Meeting Friday 22nd August.



Coffee & Chat – Saturday 13th of September

10am – 11:30 at the clubrooms



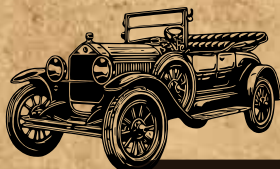
Mid-Week Run

Wednesday 17th September

This event Needs YOU! If you'd like to organise this event! Please contact events@vdc.org.au



Club Meeting Friday 26th September.



17TH - 26TH APRIL 2026

If you are the proud owner of an automobile built between 1920 and 1930, this is your chance to experience the romance of the road as it was meant to be.

This is not just a drive, it's a celebration of the pioneering spirit that defined early motoring. A time when every journey was an event, every mile an opportunity, and every driver a true adventurer!



So ready your motorcar, embrace the spirit of adventure, and join us for a trip to remember!

Click the [link](#) or scan the QR code and complete the form to enter. If you have any queries, or issues with using this form to enter, please

contact Entrant Secretary Val Watson via email

valwatson@bigpond.com for assistance.



Past Event

Kings Birthday Long Weekend Bash - Fri 6th - Mon 9th June 2025

Day 1

The Bash started on Friday 6th June with some departing from Whittlesea and Yarra Glen travelling to Yea to meet up with others who travelled directly to Yea, all reported it was a brisk morning.



Gathering at Yarra Glen

At Yea we all went to the Bakery for lunch and a catch up before heading towards our hub location Mansfield Motel.

Departing Yea, we travelled a short distance on a dirt road to The Cheviot Tunnel that is a 201-metre-long brick train tunnel that was opened in 1889.



Yea & The Cheviot Tunnel



We continued the dirt road that bypassed the steep hill out of Yea, unfortunately Colin and Helen Handasyde's vehicle lost power on the dirt road.

John Rhodes helped and found a valve on number three cylinder was stuck open, John managed to get it operational, but it had to be driven to determine its fate.

Past Event

Kings Birthday Long Weekend Bash - Fri 6th - Mon 9th June 2025

Sadly, at Molesworth Colin pulled up with little engine power, John once again helped and concluded there was no compression on number three cylinder. The RACV Total Care was called, the vehicle was taken home then Colin and Helen joined with us at Mansfield later that evening.

We then continued from Molesworth towards Mansfield; there were plenty of vehicles on the road but in general they did not give us any grief.

Heading into Yark the police had a Breathalyser setup that we had to take part in, all good so off we went only to find at the other end of Yark there was a scrub fire on the side of the road with several CFA units having it under control.



The Cheviot Tunnel to Mansfield

The remaining drive through Merton, Boonie Doon to Mansfield was incident free.

Once all settled into Mansfield Motel, we had time to relax before the short walk to the Delatite Hotel for dinner.

Day 2 – Saturday 7th June 2025

It was no surprise to us that it had rained during the night and that we had a wet and chilly day in front of us, but we stuck to the planned days drive.

The day was to start at 10.00am at the motel with everyone fuelled up and a packed lunch that was to be eaten at Craig's Hut.



Sheepy Flat

We got underway around 10.15am and the rain was becoming consistent; we travelled out of Mansfield on the Mt Buller Road via Merrijig to Mirimbah where we hoped to gain access to the Circuit Road that would take us to Craig's Hut.

Unfortunately, on arriving at Mirimbah we were informed that the Circuit Road had been closed due to the weather conditions (Snowing all night at Mt Buller).

Stuart somehow pulled out from somewhere plan B, we were now going back towards Mansfield and turning left onto the Howqua Track with our destination being Sheepy Flat.

By this time, the rain has really set in for the day, turning onto Howqua Track which is a gravel road we found that the corners required caution due to corrugations and potholes filled with water.

Past Event

Kings Birthday Long Weekend Bash - Fri 6th - Mon 9th June 2025

There were lots of four-wheel drives travelling out on this track and some passing us on their way in, they were all very well-behaved.



Fry's Flat Hut

Arriving at Sheeppark flat we stopped for leg stretching, it was interesting to watch John Rhodes three rear seat passengers untangle themselves and disembark from the rear doors.

Stuart pulled another plan from somewhere that involved us continuing our drive onto Fry's Flat where we would have our picnic lunch, this was only a short drive, we stopped at the Old Hut and had lunch under its veranda.

Arnold had an interesting discussion with a group of young weekend warriors in their four wheel drives, apparently they saw two gear sticks in one of our vehicles they were informed it was an overdrive stick they took this to be a four wheel drive setup and wanted to look underneath the vehicle to see how it's done, they were left with that thought.

It was continuing to rain as we drove back out the roads we drove in on and finally made it back to the Mt Buller Road, it was decided to stop for refreshments at the Merrijig Hotel. But we passed the Hotel entrance, not a problem someone had moved a fence post between the road culvert and hotel so down and up we went with a grand entrance into the car park.

The hotel was a welcome to us all with wood fires alight, we were like bugs in a rug.



BBQ dinner at Motel

After our refreshments it was time to drive back to Mansfield Motel, on arriving Stuart and Glenda went shopping for our BBQ dinner that included a burger with American Burger cheese and sauce along with onion and tomato then we had dessert apple crumble or sticky date. Thank you to the club Committee for sponsoring this meal, it was well appreciated by all.

Day 3 – Sunday 8th June 2025

Another wet and rainy day to navigate, never-less we were all fuelled up and ready for the 9.30am departure to Alexandra.

Past Event

Kings Birthday Long Weekend Bash - Fri 6th - Mon 9th June 2025

Today's Bash Route was not your everyday route to Alexandra; it entailed travelling from Mansfield down towards Boonie Doon Bridge and after crossing the bridge immediately turning left onto Maintongoon Rd to drive alongside Lake Eildon on a made road towards Peppin Point.



Peppin Point to Alexandra

The made road gave us all unfounded anticipation of an easy drive to Alexandra, just before Peppin Point we turned right onto Sonnberg Drive and the reality of this route became apparent.

No introduction, we were challenged with a red slushy dirt road that just kept going up and up around many corners, low gear needed to be engaged to navigate to the top of this first five kilometres section.

First stopped was at Dinnys Lookout which was at the top of this steep uphill section, on our arrival Arnold said he knew we were coming for he could hear our vehicle labouring.

Caution was required on this route for the wildlife that included hundreds of Kangaroos in the paddocks and forest along with a couple of deer that crossed the road in front of the Rhodes.

We continued on Sonnberg Drive that took us along the top of the hill range giving us at times a glimpse of Lake Eildon through the fog, eventually we turned left back onto Maintongoon Rd that eventually turned into Skyline Rd all these roads were Kings Bash dirt roads.



Arrived at Alexandra Truck Show

Finally, Skyline Rd dropped us down to Alexandra where the Truck Show was being held in the main streets, we parked up the top end of Main St and walked with the crowds of people down Main St to see over 300 trucks on display.

The trucks on display included many from interstate, there were thousands of people enjoying the trucks and carnival atmosphere that included trade displays, CFA, SES, Vic Police, Ambulance Victoria along with local produce stalls and a Wood Chop Competition.

Past Event

Kings Birthday Long Weekend Bash - Fri 6th - Mon 9th June 2025



Alexandra Truck Show



The Truck Show was aiming to raise \$100k to provide Alexandra, Yea and Kinglake area with a vehicle specially fitted out for mental issues, they raised over \$50k last night at an auction held at the opening dinner and their raffle and afternoon auction was expected to raise the other \$50k.

Our vehicles parked together at the top of Main St gained much interest, at 2.00pm we left Alexandra and drove back to Mansfield via Yark so Stuart could buy and inhale a meat pie from the bakery.

It was then a simple drive back to Mansfield Motel, yes you guessed it the rain then stopped.

We then had a couple of hours to rest and have nibbles before walking over to the Thai Restaurant for dinner.



You will see from the last images we loved the High Country so much we all decided to take some of it home with us!

Report provided by Chris and Sharyn Wells

The Vintage Driver — Number 805 — July 2025

Past Event Coffee & Chat 14th June 2025

As usual Coffee & Chat on a fine but cool morning brought out a good number of members with a varied collection of cars. It was notable that cars from UK and Europe outnumbered those from USA and Australia.



Past event Coffee & Chat 14th June 2025



1936 Chevrolet – Alan Lade



1924 Rover – John Coles



1934 Triumph – David & Rosemay Smallacombe



David Stott celebrating his 1925 Fiats 100th Birthday



The Vintage Driver — Number 805 — July 2025

Past Event

Mid-Week Event Wednesday 18th June 2025

This event was organised by Denis Robertshaw who responded to a request for help to run the Mid-Week Event in June.

At 10.00am attendees started to arrive at the meeting point car park at Mc Kenzie Reserve, Yarra Glen. This meeting point allowed attendees to easily walk to either of two bakeries for a pre run coffee and meet and greet in the car park before departing towards Kinglake.



Some of the vehicles at Yarra Glen



Surprisingly the weather was kind to us, even though it was coolish there was no rain and for a short time a blue sky, we drove into a light shower, or it may have been mist just before arriving at Kinglake.



Another good turnout of club vehicles arrived at Yarra Glen that included Vintage, Classic and later vehicles.

Denis handed out the event instructions at Yarra Glen and asked us to line up at the exit of the car park at 10.45am for our departure.



Past Event

Mid-Week Event Wednesday 18th June 2025

Gathering at Yarra Glen



The drive from Yarra Glen to Kinglake was approximately 50km's travelling from Yarra Glen to Healesville, Chum Creek, Toolangi then turning right onto the Melba Highway and then left onto West Bridge Road the back way to Kinglake.

Our destination for lunch was the Songbird Café and Restaurant in Main Street Kinglake.

The Café and Restaurant was well prepared to welcome and seat us on two large tables, the menu was comprehensive with a good selection of meals or snacks. Doug enlightened everyone that the committee had agreed to support this event by covering the cost of everyone first drink.



Travelling from Yarra Glen to Kinglake

If you are ever travelling through Kinglake consider stopping at the Songbird Café & Restaurant, you will not be disappointed.

The membership once again supported the mid-week event with 25 attendees enjoying the company of each other and another event organised by a member of the club.



Songbird Café & Restaurant

Chris and Sharyn Wells

This Month's Cover Car

Our cover car this month is an Italian light car the Diatto from Turin Italy.



It is believed Diatto was the third bestselling Italian marque in the twenties, with a great emphasis on the local motor racing scene.

Diatto started in the early 1900's as Diatto Clements beginning with 8 to 10 Horsepower twin cylinders and later four cylinders and larger horsepower. They were Clement a French marque constructed in Italy under licence.

After the first war their model was the type 20 of about three litre capacity, their sporting model was the 20A. But their true fast tourer appeared in 1922 with a

four cylinder overhead camshaft two litre engine The pictured example is a type 20 of 1923.

Owned by a club member the late Peter Bradbury it was regular at early club events.

The company was started by Giovanni Battista Diatto a wheelwright and I guess it would be no surprise that the development of the vehicle wheel would be a priority for the company. Diatto is claimed to have fitted its competition vehicles with cast alloy wheels in the twenties.

The car production appears to have financial and physical support of a large engineering business with an established manufacturing plant making railway rolling stock, army vehicles etc.

Locally there appear to have been two agents for Diatto in Melbourne, Ongarello Agencies of High Street Northcote and Wood Motors of Exhibition Street Melbourne I am advised there may have been up to sixty Diattos registered in Victoria according to records held by the AOMC?

The Ongarello's sold Diatto Tipo 20A's in rolling chassis form, the most infamous customer for one being Melbourne's Roaring Twenties gangster, Joseph 'Squizz' Taylor who was gunned down in a 1927 Carlton shootout in a Barkly Street terrace, not in the Diatto!



After a succession of financial reconstructions, Diatto ceased car production in 1927 to manufacture other products. In 2007 the Carrozzeria Zagato revived the brand for a concept car displayed at the 2007 Geneva Motor, the Diatto Ottovù Zagato.

The question is where is this interesting Italian sports car of the twenties now?

Club Project

Vintage Catering Van - Matt Weeks Reports

Well, I've finally found a bit of time to spend on the van again, so I started with getting the water tank made and fitted. I decided to build 1 big tank and split it into 2. So, we'll have about 60litres of fresh water and about 18litres of wastewater from the small sink we will fit for washing a few bits and pieces.



After getting all that fitted I made a start on doing the bottom floor where the BBQ and drawer will slide out of.

Making all the framework out of aluminium to keep the van as light as possible. After getting that finished, I made the floor to sit the coffee machine, esky, sink and small Honda generator on.



With the shape of the roof figured out I started on all the door posts and roof beams. I put a slight curve in the roof and that will end up being covered in vinyl with it returning down the sides a few inches.

With all that done it was time to put the aluminium roof sheet on. It's one piece so no joins in it should mean no leaks. Forward any complaints to the manufacturer if it leaks.



I have baffled the tank side to side and front to back to minimise water sloshing about.

We will have a small 12v water pump for the sink and the coffee machine has its own pump. Grant Lane donated all the stainless steel fittings for the tank and tap for the sink.



With that made I made a start on shaping the roof. With a few calls and pictures back and forth with Stu and Grant (very dodge'y brothers) we came up with a half decent design, I think. Stu suggested straightening up the windscreen which helped reduce the curve in the roof a bit.



Club Project

Vintage Catering Van – Matt Weeks Reports



Getting that on, on my own was a small challenge but luckily, I had the car under the crane and just lifted it up on one side before gluing it. It was a little tricky getting it to go down with two curves in the roof, but it all went down ok.

It's riveted all the way around, so it won't be coming off any time soon. Front on view with the windscreen all sand blasted and ready for painting and new glass.

The inside will have a wall into the cab and room for 2 tables up in the roof.

Bit of a cardboard cut out to get a bit



of an idea of the cab sides.

Next, I'll make a start on mounting the rear guards so I can get the sides shaped and fitted.

All in all, a good week getting a bit more done so we can all enjoy a good coffee and a snag on our rallies in the future.

Got the guard mounted in position and made a start on fitting all the side panels.

Made the back corners and put a soft curve on them to take the sharpness off the back.

Side panels are fitted and now I just have to do it all again

on the other side and try and make it look the same.



I got a towel from autobahn the other day and thought I was never going to use that but I found the perfect place for it. So, the coffee van might be called off and Jude and I might go surfing down at Bells Beach.



Club Project

We have received the two esky's and a Honda 2200 generator. The generator when it's in its cupboard will be sealed with the back door.

One esky is for food and one for drinks. They will sit in stainless steel trays that will be screwed down with eyelets for a tie down strap. Once the esky's are pulled out I'm going to try and make the trays flip over and double as bread boards for food preparation. Thinking of some of the plastic white breadboard stuck to the underside of the trays.

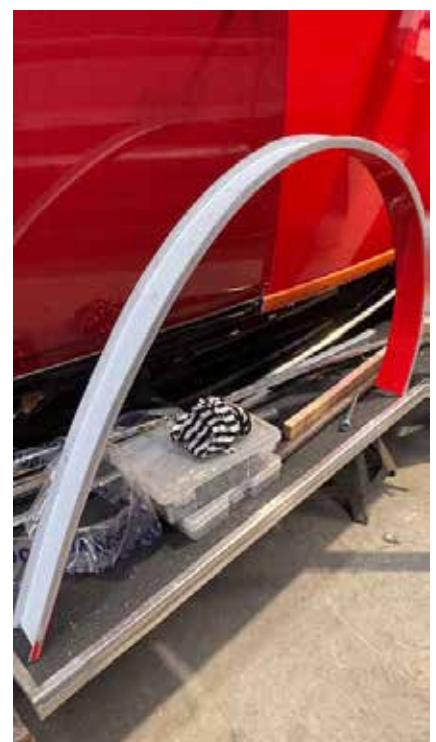


I have also made a start on the inside of the C Cab.

Will be lining the inside of the cab then cap and seal it off.

U section I made to go over the alloy and sheeting to finish it all off.

Matt Weeks



From the Archives

The R.A.C.V. Alpine Trial 1926 By Roger Bond – from Vintage Driver of April 1966

One of the most interesting topics mentioned in the talk given at the last meeting by veteran motorist Mr. Les Smart was the 1926 Alpine Trial, in which Mr. Smart participated as a passenger.

The Trial lasted 11 days and was 1520 miles in length. It was designed as a reliability trial, but it incorporated five special events. There were two hill climbs, one up the Black Spur past Healesville, and the second up Mount Talbingo near Kosciusko. There was a speed test at Canberra and an acceleration test held in the main street of Lakes Entrance. It will be interesting to see if the same venue can be used again for the acceleration test if the Vintage Drivers' Club ever duplicates the trial (perhaps on its fiftieth anniversary?). A petrol consumption test was also included.

Thirty-nine out of the forty-six entrants started, representing 25 makes, and varying in size from a 2 cyl. Jowett to an 8 cyl. Auburn. "Austins, large, medium and small were well represented with six entrants followed by Rovers, Chryslers and Auburns with three each. Seven official cars completed the party, which numbered 140.

The first car left Elizabeth Street, Melbourne at 5.03 a.m. on March 10th, 1926, followed at close intervals by the other well-laden competitors.

The first day's run included the Black Spur hill climb, then continued to Alexandra, across to the Federal (Hume) Highway which was followed to Wangaratta, and finally to Mount Buffalo via Beechworth. Fastest time on both hill climbs was taken by Fred Brodribb in the Flood bodied short chassis 3 litre Bentley (see Pictorial page). On both occasions, however, it was beaten on Formula by the rare O.H.C. Rover 14/45 sports. The Formula? "The length of the hill in feet is divided by three times the height of the hill in feet, this result being added to the weight of the car in cwts. This result is now divided into the product obtained by multiplying the horsepower by the time in seconds." Simple? It was too, compared with the speed test formula.

After a day's sightseeing, the party descended Mount Buffalo and crossed the Ovens Valley to ascend Mount Hotham and then drove through to Tallangatta. They arrived there with a 2 lb. trout that one of the officials had won a bet on by "tickling" out of the water of Lightning Creek, and a 6 ft. black snake. The fourth day's run was to Tumut, where the snake was presented to one of the embarrassed competitors during a civic reception for "having-come over the Alps in top gear".

Thirty-seven competitors set out for the fifth day's run to Mount Kosciusko, a Standard and a Sunbeam having both dropped out with magneto troubles. On this day Mount Talbingo was negotiated, a climb of 1800 ft. with a grade of 1 in 7 and 35 sharp bends. The overall winner of the trial, a Lancia Lambda, went so fast that it caught the preceding car and had to pass it on a bend. The Rover Nine sports (which set a trial record with 19 punctures and a broken wheel) had a blowout and finished the climb on a rim.

At Kosciusko the radiators were drained as a frost precaution and a second day's break was enjoyed. On Tuesday morning the cars left Kosciusko for Canberra via Cooma. One of the official cars, a Buick Sports, covered the 135 miles in 4 hours 2 minutes. The competitors were discouraged from speeding by heavy point penalties for early arrivals, but the official cars obviously enjoyed their freedom from this handicap. Outside Canberra however, the contestants had a chance to let off steam in the speed test. It was in this event that the car in which Mr. Smart was a passenger, a 30/98 Vauxhall, had its moment of triumph by putting up overall fastest time for the measured half mile. At Canberra the party inspected the progress being made on the construction of Parliament House before pressing on to Braidwood for the night's stop. During the afternoon run the residents of one of the townships stopped the only woman driver in the Trial, a Mrs. Browne, and presented her with a large cake in recognition of her feat in crossing the Alps. During a press interview on her return to Melbourne, Mrs. Browne remarked on the steering on her Auburn Six "it is so easily located". She had obtained her licence only five months before the trial.

The eighth day's run was from Braidwood to the coast at Moruya and then south to Eden. That evening a dance was held, and the following day was also spent in relaxation, the officials enjoying their first break for the tour. At Eden the party was honoured by a short visit from the N.S.W. Governor and his wife. On Friday, the tenth day of the tour, Victorian soil was regained, with an attendant decline in road surfaces. During the afternoon run two cars left the road, an Essex and the unlucky Sunbeam, which had rejoined the party at Eden. No serious damage resulted. The acceleration test was held late in the afternoon at Lake Entrance.

The final run home from Lakes Entrance began the following morning, detouring from the Princes Highway through Southern Gippsland where some heavy sand patches were encountered. At Dandenong the party was greeted by a

From the Archives

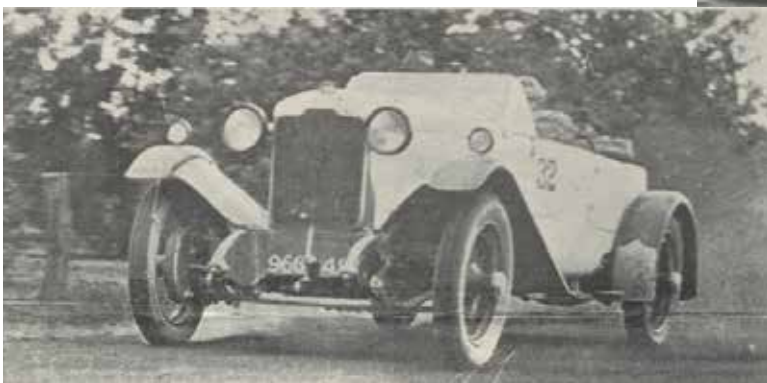
The R.A.C.V. Alpine Trial 1926 By Roger Bond – from *Vintage Driver* of April 1966

fleet (or should I say swarm) of flag flying Austin Sevens, who formed a guard of honour for the three "Ockers" in the trial. The thought of home, however, proved too much for one of the 16 H.P. Austins, which broke a spring, and for a "Panhard (No. 13) which fractured a petrol line. The driver of the Rover Nine Sports, having cut up his canvas tool bag for sleeves, gave it up as a bad job, and covered the last few miles on a flat tyre. One of the official cars, an Itala, had to be towed home from Sale.

The outright winner of the Trial was a Lancia Lambda (see pictorial page) followed by a Chrysler Six. Third and fourth places were taken by a D.F.P. and a 36 H.P. Austin which were also placed first and second in the owner-driver event. Two Alvis' dominated their respective classes, one running fifth overall. The D.F.P. won the dependability prize. The little 2 cyl. Jowett put up a great performance, being runner up for the dependability prize, eighth overall, and averaging over 50 M.P.G. for the whole trip.

This briefly was the 1926 Alpine Trial. The heroes were the cars 'and the drivers, the villain was the roads. Mud rendered the Hume Highway impassable in winter without chains; back roads were merely bullock tracks with gutters up to two feet deep and two and a half feet deep across them; and mountain streams were forded when or where possible. But the Vintage Car, undaunted and with chassis held high, came through.

The economical Jowett (right) and an Amilcar on the punt at Narooma. Southern NSW Coast.



Overall winner of the trial, a Lancia Lambda 1103 out of possible 1110 points. Shown here on Devil's Elbow, Black's Spur.

The rare O.H.C. 14/45 Rover Sports on the Black's Spur Hill Climb. One of these cars won the 1925 Dewar Trophy.



3 Litre Bentley. Fastest time on Black's Spur and Mt Talbingo Hill Climbs. Tapered radiator denotes 100 m.p.h. chassis.

There Really is Nothing New on Our Roads

his club seems to have many members who enjoy camping trips with their vintage vehicles. The club in the past has taken part in long-range trips to outback locations so I guess this vehicle will be of interest to them. On today's roads, you'll see plenty of campers—but none quite like this one.

Back in 1926, this camper was already turning heads. Nearly a century later, it is nothing short of iconic. In fact, it's so unique that the wife of the owner planning to use it this year prefers to avoid public campgrounds—too many curious visitors, too many questions. And who can blame her? When was the last time you saw a fully original 1926 camper cruising by?

Meet this remarkable Buick Super Six camper. A vehicle that impresses not just because of its age, but because of its exceptional originality, luxurious features, and surprisingly usable condition. It's a true time capsule on wheels—every glance reveals another period detail.

Mounted on the running board is an authentic 110V generator, operated by a switch inside. Hot water? No problem: pressurise the tank and run the engine—warmth will follow. And yes, everything still works!



The history of this camper is just as compelling as the vehicle itself. Until 1995, it belonged to a single family. Old photographs show it being used regularly. In 1953, it was parked in a dry barn in Florida—where a calendar from that very year still hung.

One of the daughters later donated it to the local church, and eventually, the current owner was able to acquire it through a middleman. Now, decades later, it's finally being prepared for a long-overdue camping trip. Drawers were left open to dry after thorough cleaning.

Stepping inside feels like entering a mobile museum.

The original window screens and blinds are still in place. It cruises comfortably at around 45 km/h—more than enough for a relaxing drive,

with brakes that still do their job just fine.



The kitchen is a masterpiece of vintage ingenuity: a double gas burner, a small oven, and an icebox-style fridge that keeps cool with ice blocks. Above it, a sink with both hot and cold running water—and yes, there's even a vintage milkshake mixer. Across from the kitchen is the dining area. The table can be set up in two sections, depending on the number of guests. Right next to it stands a cabinet with a gramophone player.



There Really is Nothing New on Our Roads



Beyond a curtain lies the sleeping area. Birds chirp outside, and for a moment, we're back in 1926. There are bunk beds on both sides the upper ones adjustable via an elegant cable system. Underneath, additional storage space has been cleverly built in.

But the absolute highlight? The bathroom. Yes, a full bathroom in a 1926 camper! Featuring a toilet, a sink, a cabinet, and an original hot-water shower. The floor includes a recessed drain and cover plank, and the showerhead is flanked by two classic taps.



The current owner is dedicated to keeping the camper as original as possible, while also ensuring it's ready for real use. Even the original awning will come along for the ride.



This Independent and beautiful piece of Automotive history will be rolling again, reminding us all of the freedom to explore, the joy of craftsmanship, and the timeless spirit of the open road.

Information from an article published on Pre War Car.com

Last Month's Mystery Vehicle

Last month we featured the image of a small European vehicle which came from an edition of Vintage Driver from years ago.

It was labelled as a Minerva owned by a then member Peter May.

It seemed to mystify most of my regular contributors and certainly had your editor concerned!

Peter Taylor was on to it!

Richard Unkles provided some information indicating that it is probably a four cylinder Minerva. These smaller Minerva's are not as common as the larger models particularly in this country.

I have discovered another image of Peter May with a larger Minerva so clearly, they were his passion. At our last members meeting one of our long time senior members confirmed that Peter was a Minerva owner, he lived in the northern suburbs of Melbourne and was a pilot!!

I wonder if this Minerva has survived and where it might be today.



This Month's Mystery Vehicle

Now this month.

I thought assembled cars were an American feature of the twenties motoring scene. Many rural American communities had small organisations set up with the aim of constructing vehicles. To save on tooling costs they bought in widely available engines, gearboxes etc.

But I was wrong the poms had a go at it too! If you are an avid reader of the Automobile Magazine, you might have seen this assembled car. Otherwise, it's difficult?? It has a hyphenated name?

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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

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

Wanted for a 1930 Nash Ambassador 660 a right-hand rear door. The door was lost in transit on the 22/05/24 in the suburb of Rockbank west of Melbourne.

Anyone with information regarding the return of the lost door would be greatly appreciated.

Reward offered. Also, if you can assist with a replacement

Contact Peter Burch on

9790 6003.



FOR SALE

1923 Columbia tourer

This Columbia is believed to be the only working model in Australia. It's in very good

condition It has a scratch on the driver side door

otherwise it is very good.

Our price is \$60,000.

Contact: Neil Worme Mob: 0409 935 143



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

Delco 940M Model Generator \$95

Kick Plates \$20 pr

Headlamp Lense 7 15/16 diam para beam \$75

Contact Denis 0407 533 342



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

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

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



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



WANTED

2 pieces of period 1/2" woven wire mesh with
each 400mm X 300mm. (16" X 12").
Contact Richard Unkles Mob:0411 185 779
richard@unkles.com

FOR SALE

Suit Dodge, Victory 6, DA etc Valves. 6 new inlet –
1 5/8 x 5 3/8 inch. \$60
6 new exhaust - 1 1/2 x 5 3/4 inch. \$60, Rims/brake
drums. 8 x 19 inch. VGC \$160 job lot
Distributors 21 various Suit vintage and classic
\$125 job lot.
Shock absorbers 6 pair knee action \$30 pair.
Smith's tach Reverse direction tach with clock.
5" dia. 5000rpm. \$120
Smith's tach Classic electric. 5" dia. 5500rpm.
\$100
Smith speedos. 1 x cable drive 5" dia. 140mph.
\$100, 1 x cable drive 5" dia. 120mph. \$100
Contact: Kevin Hibbert 9560 3416 or
0412 332 404

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 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.
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Club Permit System 6717) Car
is in Ballarat. Asking \$25,000.
Contact Damian O'Doherty on
0417 565 408



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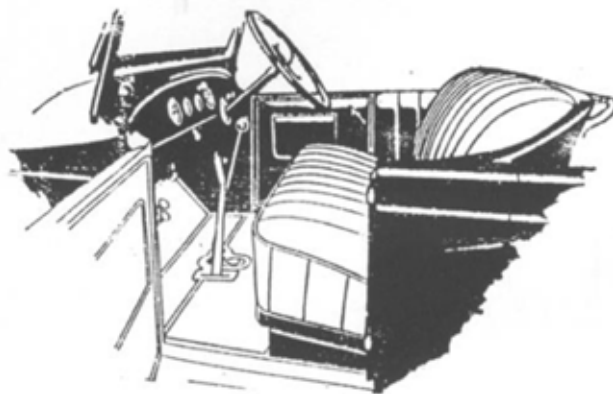
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