

ISSUE 802



April 2025

THE VINTAGE DRIVER

The official magazine of the Vintage Drivers Club

Patron: Brian Tanti



THE VINTAGE DRIVERS' CLUB INC

Established 1958 Reg No. A0110905M ABN 30 004 426 528

'Catering for those who own or appreciate Vintage Vehicles'

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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 \$25, which is to be returned to the Club.

Members Meeting Friday 25th April 2025

Enjoy a drink and a chat from 6:30pm.
Meeting starts at 8pm

BOOKING DOC's DODGE

Simply complete the online booking form and then contact David Jenkins to confirm availability.

Email: dnpjenkins@yahoo.com

Disclaimer: The opinions expressed in this magazine are not necessarily those of the Vintage Drivers Club or its officers. Whilst all care has been taken, neither the club nor its officers accept responsibility for the accuracy of information printed and or the quality of any items or services advertised or mentioned in this publication. The editor reserves the right to edit contributions submitted for publication.

CALENDAR 2025

April	25th	Friday	Members Meeting
	27th	Sunday	Economy Run
May	12th	Saturday	Coffee & Chat
	14th	Wednesday	Mid-Week Run
	18th	Sunday	National Motoring Heritage Day
	23rd	Friday	Members Meeting
	24-25th	Sat-Sun	Historic Winton
June	6th-9th	Fri-Mon	King's Birthday Bash
	14th	Saturday	Coffee & Chat
	18th	Wednesday	Mid-Week Run
	27th	Friday	Members Meeting

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New Members

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

Lisa & Andrew McIlpatrick. 1928 Packard 526 Sedan.

James & Christine Hatton. 1928 Chevrolet Tourer, 1928 Chevrolet Roadster
& 1931 Chevrolet Sedan

Rejoining Member

John & Kerry Lakeland. 1928 Mercedes Benz SSK Replica,
1928 Sunbeam Speedster and several others

We hope you enjoy being members of our Club.

Front Cover:



Grant Lane's 1924 Dodge Ute, read more inside this issue.

Magazine Closing Date

Closing date for contributions for the May magazine is:

Wednesday 30th April 2025

Membership Enquiries

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

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

From the President

Hello & Happy Easter! It's been great to see members out and about on a variety of events over the last month, there has certainly been lots happening. Wonderful to see so many at our last club meeting including a few new faces, a full screen of remote "zoom" attendees and a display car on it's first outing under new ownership - thank you to Katrina.

It was a fun members meeting, thanks to everyone who helps out with the meetings and special thanks to Peter Fleming who put on an amazing Easter themed spread. Putting the icing on the cake (in more ways than one) with a full sized easter bunny handing out eggs to everyone – I will not forget that quickly! Don't forget we're always on the look out for interesting topics/speakers for our meetings and new members and guests are always more than welcome.

On the topic of our meetings, we would love to hear your feedback to help make the meetings as fun and as engaging as we can to best suit all our members. As such,

we will soon be sending out a survey to all of our members to capture your input on this and a few other club topics. Please keep an eye out for the survey as your feedback is extremely important to us.

If you missed it, the numbers were finalised for Yarra Glen swap meet further confirming it as a success with record numbers of sellers, display cars and attendees and making a very tidy profit to support our club. Thanks again to the organising team and everyone who contributed.

Look forward to seeing you out and about.

Cheers,
Richard



From the Editors Desk

Welcome to the April edition of The Vintage Driver.

Another busy month as the summer months gradually make way for autumn.

The 67th running of Kalorama Rally saw a great number of vehicles putting on a show for the many spectators. As usual our club excelled, and I thank all those who attended.

It was great to see our veteran member George Cox honoured for his years of support for this event and country member Viv Falcone take off the award for the best prewar vehicle.

No sooner had we got Kalorama done and dusted than we were off to Ballarat where a large number of lady enthusiasts enjoyed driving their vintage and classics and mingling with likeminded souls. Again, it was great to see Louise Kilgour driving her dad's member Brian Smiths Ford Model T and Dee Baxter single handedly driving her 20's

Chevrolet. Great club effort! Along with all other members who supported this event. Thank you.

Folks, please send me your contributions for future issues. I really appreciate your support after all it is our magazine. If you have a vintage vehicle you would like to see on the cover, please let me know. Of course I like an interesting story to go with it. And finally, if you are advertising a vehicle or parts within our classifieds, please let us know if they sell.

See you at an event somewhere and do not forget I need your contributions.

Iain R



Correction to Years of Membership Badges.

It was incorrectly stated in the January edition that Ron Wade received a 30 year badge. This should have been a 50 year badge. We apologise for this error.

MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

DATE: March 28th 2025

MEETING CHAIRED BY:
President Richard Badham.

ATTENDEES:

There were 63 members in attendance and 8 attending on zoom.

APOLOGIES: Lyle and Ann Drysdale, Barry Gomm, Rod Adler, Maureen and Iain Ross, Rob Bonner, Arnold and Glenda Chivers

NEW MEMBERS' PRESENT: Nil

VISITORS:

Mick Weedon, Shay, Phillip Burns

DISPLAY VEHICLE:

This month's display car was a 1930 Buick, bought the day previously and driven by Katrina McDonald, her first drive in a vintage car.

COFFEE CAR UPDATE:

The new coffee machine was in use in the clubrooms

TREASURERS REPORT:

As Maureen was away on tour Richard Badham told the meeting that our finances are good.

NEW MEMBERS REPORT:

Fred Edwards and Fiona Matthews. 1923 Stutz Roadster and 1928 Stutz Coupe.

Brenton and Donna Taylor. 1925 Studebaker Special Six Phaeton and 1926 Studebaker Big Six Tourer

Lisa and Andrew Mc Ilfatrick. 1928 Packard 526 Sedan.

James and Christine Hatton. 1928 Chevrolet Tourer, 1928 Chevrolet Roadster and 1931 Chevrolet Sedan

Rejoining Members

John and Kerry Lakeland. 1928 Mercedes Benz SSK Replica, 1928 Sunbeam Speedster and several others

EVENTS REPORT:

Stuart McCorkelle presented the following events report- A slide presentation of past events was shown at the meeting

COMING EVENTS:

May: Wednesday 14th run from Montrose to Olinda. 18th Observation Run. Other events will be advertised in the magazine. The B40 rally date is yet to be advised.

GEARBOX REPORT:

Gary Jewell advised that new member badges are on order, the surplus tables are now all disposed of. New

club car badges are now in stock. Gary asked if members would be interested in buying polo shirts in either red or black colour, no price set as yet.

YARRA GLEN:

Holly Samson gave a power point presentation which included some suggestions for the running of the 2026 swap. 180 sites were taken up this year and 160 cars were on display. The club made a handsome profit of approximately \$17,000

MYSTERY CAR:

As Iain Ross was on tour, the mystery car will be revealed in the club magazine

MAGAZINE:

no report

GUEST SPEAKER:

Phillip Burns of Moto Scrub gave an interesting presentation about the hydro blasting process and the various forms that this takes. Members were very interested and many questions were asked.

RAFFLE:

The usual fun raffle was drawn with some new faces scooping up the goodies.

Cars and Parts for sale or wanted: A 6 volt generator is wanted for Docs Dodge.

Katrina McDonald wants an advance/retard lever for a 1930s Dodge

The meeting concluded at 9:25pm followed by supper and coffee from the new machine

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 of April.



Mid-Week Run Wednesday 14th of May

Economy Run Sunday 27th of April



Meet at 7-Eleven, 1419 Main Rd. Research from 10am to have your tanks filled and sealed. From there you'll be sent off on a mystery tour over all kinds of terrain to truly test your cars economy.

BYO Picnic lunch or buy something at a Bakery on route.

Finish location will be not too far from the starting point.

Reminder that there's a trophy up for grabs with this event!

If you plan on attending, please let Stuart McCorkelle know via email:
events@vdc.org.au

Coffee & Chat – Saturday 10th of May

10am – 11:30 at the clubrooms.



Scenic Drive from Montrose Recreation Reserve to The Pig & Whistle Tavern at Olinda for lunch

Meet at Montrose Recreation Reserve at 11.00am for departure at 11.30am sharp. Toilets are available at the Montrose Recreation Reserve.

The route selected is via Mount Dandenong Tourist Rd C415 and Ridge Road C403, there are only three right hand turns, and one left hand turn and all the roads are sealed.

Driving distance from Montrose Recreation Reserve to The Pig & Whistle Tavern at Olinda is only 11 klm's (6.8 miles)

This event is social and includes a very picturesque drive through the Dandenong's with Large Tree's and Tree Ferns.

The Pig & Whistle Tavern at Olinda is very accommodating to our event along with being a nice comfortable venue for lunch, it has been pre-booked for lunch.

Arrive at The Pig & Whistle Tavern at Olinda around 12.00pm.

A detailed flyer for this event will be provided to those interested in the event and attendees.

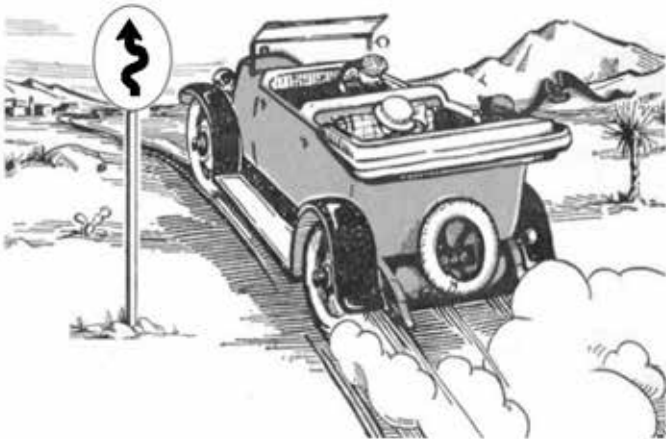
Contact Chris Wells if you have any queries, would like a detailed flyer or attend the event.
Email: chris@wells.net.au
Mobile: 0408 343 497

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

Observation Run/Day Trial/National Motoring Heritage Day 18th of May.

Combined event with VSCC. Details in May magazine & via events email.



Historic Winton Races 23-25th of May.



We've been invited to display our cars at the event. For those interested in entering in the regularity event with some of the other VDC cars let Stuart McCorkelle know, and he can give you the details of what is required.

Several members will be camping onsite at the track, however accommodation in nearby Benalla or Wangaratta can be found if a motel is more your style.

Club Meeting Friday 23rd of May.



Kings Birthday Bash

6th to 9th of June

Vintage Drivers Club - Special Edition

BREAKING NEWS



THE BASH IS BACK FOR 2025!

For those that aren't afraid of getting a bit of dirt on the tyres, the King's B'day Bash is making it's big return from the 6th-9th of June 2025.

Mansfield will be the home base as the gateway to Victoria's magnificent high country.

To express your interest, please fill in the google form on the website, or email: events@vdc.org.au

PREVIOUSLY ON THE BASH

MAN STUCK IN PUDDLE, SAYS HE'S "JUST WAITING FOR A MATE"



BLOKES WHEEL FALLS OFF & EXCLAIMS "SHE'LL BE RIGHT!"



Coffee & Chat – Saturday 14th of June

10am – 11:30 at the clubrooms



Mid-Week Run Wednesday 18th of June. Details in May magazine



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

Yarra Glen Swap Meet

By all measures and accounts, the 2025 Swap Meet was a huge success. The weather was perfect, the volunteers enthusiastic, prepared and energised, the sellers were ready and waiting when we opened the gates, and the members of the public were plentiful.

A huge thank you to our wonderful volunteers! Of course, this event just wouldn't be possible without members of our club giving up a few hours of their time, and we really appreciate it. Thank you so much to the following people:

Colin Handasyde, Sue Schulz, Grant Lane, Dave Jenkins, Gary Trist, Daine Alcorn, Trevor Davey, Garey Laken, Glenda Chivers, Arnold Chivers, John Johnston, Peter Fleming, Lyn Johnston, Matt Weeks, Judy Weeks, Sue Rush, Rob Rush, Graeme Barnden, Doug Sterry, Melissa Sterry, Kurt Schulz, Daryl McMahon, Marion Rhodes, Kevin Stack, Kai Harder, Trevor Barby, Daniel Bruggink, Kevin Winton-Keirl, Pam Jenkins, Jennifer Drysdale, Jim Watson, Val Watson, Terry Unthank, Rob Poynter, Bill Carson, Daniel Zampatti, Dee Baxter and of course our hardworking committee members also were onsite all day too.

I said at the start that this swap was a huge success, and here is your evidence:

- In the 28 days leading up to the swap meet, the Yarra Glen Swap Meet Facebook page had 43,107 views.
- 180 sites sold (up from 115 last year)
- 1603 members of the public through the gates (up from 1362)
- 161 display cars (up from 92)
- 67 site holders rebooked for 2026 already
- \$17,000 profit
- Lots of positive feedback from volunteers, site holders, and members of the public.



I would like to say an enormous thank you to the members of the committee who worked over many months to get the swap organised. Richard, Iain, Maureen, Frank, Brenda, and Kirk, thank you so much for all you did behind the scenes. We have already had our 'wash up' meeting and have some terrific ideas for next year, including moving to online ticket booking for site holders, pay on the day sites and possibly even the public. I have been so enthused and inspired by the success of this swap that I have offered to stay on as chair again for next year.

Thank you also to two of our volunteers who have agreed to join the swap committee for 2026 – Melissa Sterry and Daniel Zampatti. Welcome aboard, I look forward to working with you! We always have more room around the meeting table, so if you would like to help organise the next swap meet with us, please get in touch!

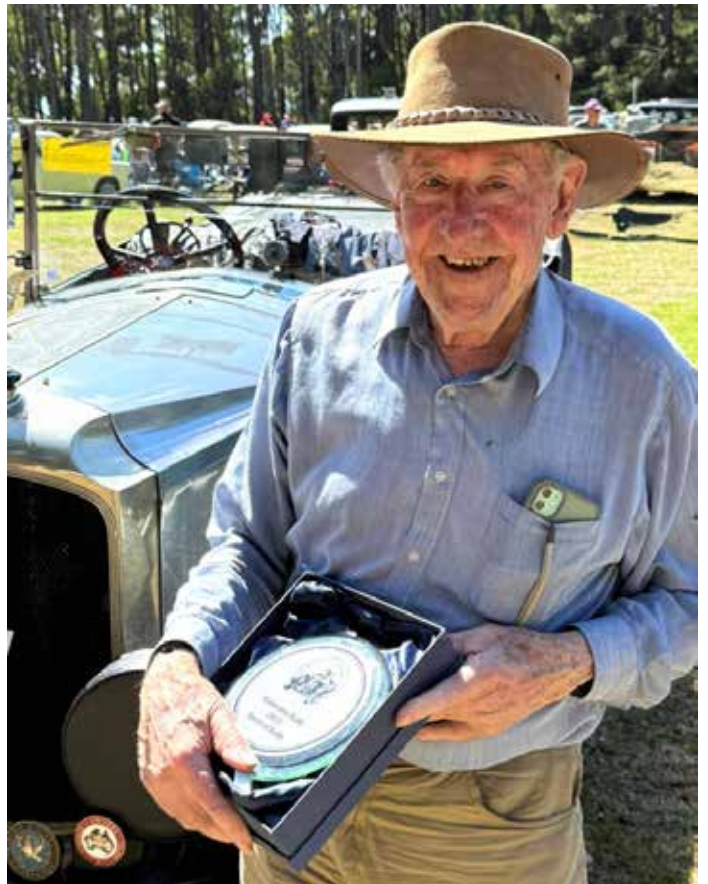
Holly Samson

Past Event Kalorama Rally

The 67th running of Kalorama rally took place on Sunday 23rd March, The weather was perfect for a great turnout of vintage and classic vehicles and their owners on the pleasant surrounds of the Kalorama Recreation Reserve. Our club along with many others ensured that there would be a great display of collector vehicles for the large number of spectators that turn out for this long running event. Approximately 270 cars attended, and the Wolseley Club won the award for the best club display. Our member Viv Falcone won the award for the best prewar vehicle with his immaculate Dodge Tourer all the way from Shepparton. Our esteemed long term member George Cox and his Vauxhall 23/60 won the Spirit of Kalorama award. Well deserved George has been a supporter of this event for many years.

I will not mention that the Paul Edgar trophy for best self-restoration was awarded to a Bristol!! Peter Howe has been restoring his rare type 404 for many years it broke cover very recently after a long term restoration process.

All in all, a very pleasant day at what is probably the second oldest vintage and classic vehicle display still running in Victoria. Long may it continue.



Past Event

March Member Meeting with an Easter Theme

It was suggested that we have an easter theme for the March meeting and low and behold Easter it was! Peter Fleming once again excelled himself with everything from carrots to easter eggs and everything in between. It was a fun filled night but will let the photos tell the story.



Past Event

March Members Meeting - Guest Speaker

The Guest Speaker at our March Members Meeting was Phillip Burns of Moto Scrub Hydroblasting. Phillip said that he set up the Hydroblasting business as a way of transitioning to retirement while raising some money to help with his restorations. The Hydroblasting has been very well accepted, and he is now working full time.

Phillips presentation included:

- The various options of cleaning parts including mechanical cleaning by wire brush etc through chemical cleaning, dry sand and grit blasting, wet blasting and even laser blasting.
- Hydro blasting is a metal finishing process and uses a mix of water and glass beads forced at pressure by air to flow onto the parts being restored.
- The process has a lot of advantages over conventional sandblasting or bead blasting, as it's a cleaning and polishing process in one. Traditional sand blasting will clean but also roughen the surface changing the appearance of the material.
- Hydroblasting uses a fine high quality glass bead as the primary media. Hydro Blasting is also known as Vapour blasting, Wet blasting, Wet sand blasting, Liquid Honing and Water blasting
- Hydroblasting is ideal for Aluminium, Alloy, Copper, Cast Iron, Bronze, Magnesium, Titanium, Brass, Plastic, Rubber and other substrates. It will gently clean and polish the surface and also assist in relieving surface stress in metal parts because of the gentle peening action.
- Paint should be removed before Hydroblasting

Phillips presentation created a lot of interest with many questions from the members present.



Past Event

The Florence Thomson Tour from Two Perspectives (Hers and His)

From: Louise Kilgour's, perspective

For more than twelve months, I'd been trying to find the right rally to attend as a passenger in one of Dad's beloved T Models. Having grown up on his tales of rallies past—crossing the country, chasing adventure, and sharing laughs—I was keen to experience it firsthand. I pictured myself soaking in the scenery at a gentle, old-fashioned pace, relishing the company and conversation. And, if I'm honest, I thought I might also save Mum from having to brave yet another rally.

So, when Dad mentioned a rally coming up at the end of March, I was thrilled. March meant pleasant weather—ideal for motoring around in a car devoid of air conditioning, power steering, or any modern-day convenience. I was content with the idea of riding shotgun, wide-eyed and admiring Dad's handiwork.

That's when the plot twist came.

Unbeknown to me, Dad had pencilled me in for the Florence Thomson Tour—a rally where women drive the vintage vehicles, in honour of Florence's pioneering motoring spirit. And here I was, expecting to coast along comfortably, not take the wheel myself.

Now, I do pride myself on being strong-willed and up for a challenge. I like to think of myself as a feminist, and I don't easily back away from something just because it's daunting. But still—this was not what I'd signed up for. I just wanted to spend time with my dear old Dad, marvel at the cars he'd lovingly restored, and soak up the atmosphere.

But Dad was wilier than I gave him credit for. I'm certain he saw this as the perfect opportunity to draw me into the world of driving a T Model. And he was right: I couldn't resist the idea of joining a rally that honoured a trailblazing woman. So, I took a deep breath and said yes.

With the rally dates locked in and the registration submitted, there was only one minor detail left to sort: I had to learn to drive the bloody thing.

Two training sessions, each around two hours long, got me somewhere. They were frustrating, nerve-wracking, and adrenaline filled. I'm not sure driving a T Model is supposed to feel like an extreme sport, but it did for me—especially the first time I took it out on the open road. Dad, I suspect, felt the same. The controls felt like they'd been designed by someone thinking in reverse. That handbrake/clutch lever drove me to distraction. But through the frustration, we found laughter—loud, ridiculous, bonding laughter.

I managed one practice in mid-January, another in early February, and then... that was it. The March rally loomed. I was still uneasy about traffic and hill starts. But the rally came, whether I felt ready or not.

The day before, Dad tossed me the keys. With one last hopeful glance at the passenger seat, I climbed in and drove from Whittlesea to Ballarat. Every gear change, every stop and start, earned a score from Dad. Rarely did I hit a perfect 10, but my scores crept upward. There was one unforgettable low point—a large intersection in Wallan where I hesitated just long enough to run a red light. Let's just say, the only F-words flying around were not "Ford" or "Florence." Dad's feet instinctively pumped at the floor in search of phantom pedals.

But after that, things improved. Slowly. Dad pretended he wasn't judging me by looking out the window, but of course he was. He listened intently to the engine, and I learned to read his raised eyebrows like a scoreboard. When I did well, he was quick to award the points, especially if I fished for them. The banter became part of the ride.

Thankfully, the rally wasn't all stress and stalling. There were delicious meals, a glass of wine or two, and a spectacular group of fellow enthusiasts. The women drivers were nothing short of inspiring. Dee piloted her 1929 Chevrolet with effortless precision, and Annette (behind the wheel of her 1930 Ford Model A) was equally impressive. I found myself aspiring to be like them in the years ahead—confident, capable, and full of spirit.

From everything I've learned about Florence Thomson, I think she'd be proud. Proud of the women, the camaraderie, the sheer joy of it all. It was a weekend of adventure, laughter, and learning.

And yes—we made it home in one piece. It took a mix of skill, luck, and a few deep breaths. When I returned to work,
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Past Event

The Florence Thomson Tour from Two Perspectives (Hers and His)

still buzzing from the adrenaline and recounting my tales of vintage car chaos, my colleagues simply laughed and shook their heads.

One day, maybe they'll understand. All they have to do is sign up for a rally in a T Model.

From Brian Smith's perspective

My eldest daughter Louise mentioned some time ago she would like to do a rally with me, so when this rally came up, I forwarded her the application.

Louise very quickly got back to me and agreed it sounded good, but the idea was, I drive, and she be the passenger, well as you all know it is for female drivers!

After a few emails (Louise lives up country) and a little bit of "encouragement" it was agreed she would learn to drive the T.

When Louise was down next, we did a few laps of the local oval followed by a few more laps around our extended area, and I could see it was going to be ok.

We had to make a choice of the small tour or the long one, a few texts and Louise opted for the short one, so I dutifully nominated the long tour, then sent her the paperwork. (she still needed more practice)

Fast forward and the Friday arrived to be in Ballarat, we loaded up the car then I drove to Whittlesea to visit my brother on the way, once out of Whittlesea it was Louise's turn and she drove for the rest of the weekend, I might add here she adapted to the car very quickly.

Friday night was the registration and welcome dinner, also gave me the opportunity to catch up with a few people Saturday, we drove north to Kingstown (a small farming community) we had photographs taken in front of their gorgeous (built in the 1840's I believe) grandstand followed by a very generous breakfast, then a talk from one of the locals regarding Ausnet towers and lines and how it is going to impact the community. (They are not happy) then on through Clunes, then Maldon on to Daylesford and the Mill market for lunch. The Mill market for those who have not been there is an amazing array of everything in small shops all under the one roof. We looked through the shops for a couple of hours then back to Ballarat, dinner and presentations.

Louise's effort must have been recognised and she came away with the director's prize, she was very surprised at receiving the award (there would I am sure, been a host of contenders as there were some amazing cars and the period costumes to match the entry was outstanding) and quite humbled, however in the spirit of the event she wore her badge with pride.

Sunday saw us at the tram museum on the North side of lake Wendouree and breakfast done by Rotary, we had a ride in a vintage tram, then we all departed to our respective homes.

The Tram Museum is well worth a visit as they are housed in a very new and modern shed, there are lots of signs explaining each phase of their development and a bit about each respective tram.

On display also is a very early horse drawn double-decker tram made by Duncan and Fraser, rather fitting to have seen that, given the 100 year Ford bodies were made by Duncan and Fraser.

All in all, a great weekend, great weather, great diversity of vehicles and most of all good company throughout. A big shoutout to Louise for putting up with me, I am sure my scoring her gear changes and general driving mishaps on a scale up to 10 must have been annoying at times, but in the spirit of it all for three days she handled not only me being annoying, but more importantly she tamed the beast better than I thought she would. (that is not patronising it is about little driving time then thrown in the deep end).

Past Event

The Florence Thomson Tour from Two Perspectives (Hers and His)



Past Event

Florence Thomson Tour 2025



Back Row from left: Sue & David Pater, Louise Kilgour, Arnold Chivers, John & Marion Rhodes, Karen Jenkins, Annette Moodie.
Front row from left: Lyle Drysdale, Dee Baxter, Glenda Chivers, Ann Drysdale, Allison Popple, Jen Drysdale, and Brian Smith
The gang's almost all here – Missing are Karon & Leigh Whitfield



Top Left: Dee presented with the Spirit of the Tour award. Right Lyle & Ann enjoy breakfast at the Tramways Museum. Bottom Left: Annette & Nephew with Glenda & Arnold at the Kingston showgrounds.

Members Car

Lynne and Grant Lane's 1924 Dodge [Jimbo] Newly Restored

For me the love of vintage cars started with watching and helping my father restore his Whippet tourer, I marveled at his hand skills as he worked on the restoration.

He had to replace all the timber frame as it was severely rotted. He would reshape new timber components using spoke shaves and wood planes as he had very few electric tools and battery technology was a lifetime away. He was a member of the club, and I can remember going to meetings with him to the Canterbury Girls High School. I first saw my Dodge in a street parade in the small western district town called Coleraine in 1970, not that I knew it at the time.

I think it would have been around 1980 when we heard that the 1924 Dodge might be for sale.

An offer was made to the owner, for the purchase of the car. He would sell it to me, but he made me promise that if the car was disassembled it could not be sold until it was complete again.

We hauled the car home on a trailer and crank started it and drove it around the block back up the drive and proceeded to disassemble it for restoration. Disaster you may think as I was seventeen but Dad (Jim) was meticulous in labeling and storing parts.

I spent the whole school holidays scraping paint off the chassis with a wood chisel in the shed.

A friend of dad's then said he had access to sand blasting equipment, so the chassis was sandblasted, and I painted it. The engine also got a lick of paint, brakes were relined, diff seals replaced and all the things to get it to rolling chassis as funds permitted.

Moving forward I met Lynne, and the focus changed. We eventually got married and had two children and built our house. This will sound familiar to many people and of course there are no spare funds to spend on a car restoration, so the project came to a halt, and that's where it sat quietly waiting for its time to shine.

Wind the clock forward forty years, time to finish this car. In this time the car had been moved five times.

I decided to rebuild the engine so off to Bill Eldridge. Over the years people had told me to get rid of the magneto as it would cause trouble, but I thought light aircraft use magnetos as an ignition source so they must be reliable, besides it was good enough for Horace and John Dodge, so it is good enough for me. The magneto was sent off to Blue Spark and Gayle re wound it and most importantly replaced the old varnish with an epoxy resin which can withstand much higher temperatures and not break down like the old varnish.

Then it was time to tackle the body. After close inspection of the timber utility section I decided after many years of service it was in pretty poor condition. I decided to rebuild all the timber components but copy the original body built by R E Walter coachworks in Hamilton (see Photo) and incorporate all the original iron work which was blacksmith made.

The timber chosen was Red Ironbark and American White oak. My son Aaron and I set to work making the rear section which came together very well. Three generations have now been involved in this restoration.

The next job was to marry the body to the utility back, something that had been originally done crudely all those years ago and I was never happy with the finish.



Photo courtesy of the Hamilton History Centre

Where to from here? Cue Matt Weeks. I showed Matt the problem and between the two of us we came up with a solution which I am extremely happy with.

Matt did a beautiful paint job on the body.

Then came the fun part, as we all know the re assembly. The wooden spoke wheels were inspected and found to be tight and sound so no need to re spoke them, not bad for 100 years old.

I then drove the car for the first time in 43 years and I couldn't take the smile off my dial.

Members Car

Lynne and Grant Lane's 1924 Dodge [Jimbo] Newly Restored

After 43 years, five moves and not losing one part of this car the restoration journey is over. Apart from taking too long to restore "Jimbo", I have enjoyed the journey and will now enjoy driving it on club events.



The Motoring Industry in 1928 at the height of the Vintage era.

This article appeared in the club newsletter in 1972 and is attributed to Custom Rodder magazine and was submitted by Jim Harris Images are from the Alex Gow collection

The year 1928 brought a rosy picture for most major car builders. During the twenties, the auto industry saw tremendous growth and all makes of cars improved greatly in a few short years.

At the New York Auto Show held in early 1928, forty-three makes of American cars were on display, along with nineteen makes of trucks and one taxi-cab. The engines at the show included fourteen four-cylinder models, one hundred and thirty-one six-cylinder models, sixty-one straight-eights, and eleven V8s. There were no twelve-cylinder models on display at this 1928 auto show. All but two of the trucks on display featured six-cylinder engines. At the beginning of 1928, America had just over 17,500,000 cars in use. Of this number, Fords accounted for about 45% of the total. Chevrolet, Buick, and Dodge were the next most popular cars in total numbers. Those four names made up about two-thirds of all cars in use.

During 1928, the Hup Motor Car Co. of Detroit shipped 659,857 cars. William Durant in 1928 held a large share of Hup Motor stock but did not control the company. William Durant also held stock in the Chandler, Peerless, and the Paramount Cab Manufacturing Companies. With the stock market crash in October of 1929, William Durant went bankrupt.

During 1928, the Hudson Motor Car Co. of Detroit shipped 280,150 Hudson and Essex cars. By the end of 1928, there were one million Hudson-built cars in use. The Graham-Paige Co. of Detroit, under the direction of the three Graham brothers, shipped 737,195 cars during 1928. The Graham brothers made a fortune building good trucks before entering the car manufacturing business..



Graham Truck

The year 1928 began with a positive outlook for major car manufacturers. During the twenties, the auto industry experienced growth, and all makes of cars improved significantly in a few short years. At the New York Auto Show held in early 1928, forty-three American car brands were displayed

along with nineteen truck brands and one taxi-cab. The engines at the show included fourteen four cylinders, one hundred thirty-one six cylinders, sixty-one straight-eights, and eleven V8s. There were no twelve-cylinder models on display at this 1928 auto show. All but two of the trucks on display featured six-cylinder engines.

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During 1928, the Hudson Motor Car Co. of Detroit shipped 280,121 Hudson and Essex cars. By the end of 1928, there were one million Hudson-built cars in use. The Graham-Paige Co. of Detroit, under the direction of the three Graham brothers, shipped 73,7195 cars during 1928. The Graham brothers made a fortune building good trucks before entering the car manufacturing business. The Cadillac Division of General Motors shipped 41,471 Cadillac and LaSalle cars during 1928. On Memorial Day, May 30, 1928, Joe Dawson, driving a Marmon 78 roadster, paced the racers at Indianapolis.

According to L.A. Mosley, general manager and chief engineer of Du Pont Motors of Wilmington, Delaware, one hundred fifty Du Pont cars were built during 1928. Pierce Arrow of Buffalo, NY, built six thousand cars during 1928. Only sixty-five were exported during the year. Studebaker had invested several million dollars in the Pierce Arrow concern and Pierce Arrow was losing money. Durant Motors during 1928 built 115,000 units. This included Canadian production. Durant exported 25,000 vehicles with half (12,500) going to South America. Durant Motors in April of 1928 dropped the Star name and called their product the Durant.

The Motoring Industry in 1928 at the height of the Vintage era.

1928 Passenger Car Production by Price Classes (Wholesale)

Under \$1,000	2,932,800	72.9%
\$1,000 to \$2,000	918,100	22.8%
\$2,000 to \$3,000	133,300	3.3%
Over \$3,000	39,200	1.0%

World production of cars and trucks during 1928 was some 5,203,000 units. U.S. and Canada had 88% of the total. In England, 165,350 cars were built. Morris was the leader with 65,000 units, followed by Austin with 36,000 units, Rover 15,000, Clyne 11,000, Standard 11,000, and Daimler 37,000. All other builders totaled 2,750.

In France during 1928, about one hundred firms built cars and trucks. Car production totaled 195,000 units, while trucks amounted to 210,000 units. France had a significant number of small truck manufacturers.

There were giants in the land as the "Big Three" Citroen, Renault, and Peugeot controlled almost 70% of the total production. Citroen produced 70,000 units, Renault 50,000 units, and Peugeot 25,000 units. In Germany, some 67,700 cars were built. Opel, which became a General Motors Division in 1929, was the leading builder with 24,000 cars, followed by DKW with 6,000 units, and Daimler-Benz, Hanomag, and BMW-Dixie with 5,000 units each. In Italy during 1928, some 41,750 cars were built. Fiat was the leader.

Italian industry produced 35,000 units, followed by Lancia with 2,400 cars, and Bianchi with 900. Citroën assembled 29,000 cars in Italy during 1928. In Sweden, Volvo manufactured 150 cars, and also in Sweden, 12 Tatra Six were built during the year.



Clyno

Walter Chrysler and associates announced their new Plymouth, De Soto cars, and Fargo trucks in 1928. In April 1928, Walter Chrysler and associates purchased the Dodge Brothers Company for a reported \$146,000,000. Later in 1928, the Hupp Motor Company of Detroit acquired Chandler in Cleveland.

Percentage of U.S. sales by manufacturing groups:

- General Motors: 42.4%
- Ford & Lincoln: 14.45%
- Chrysler and Dodge: 10.8%
- All Others: 32.4%

It was the summer of 1928 before Ford had the new model in volume production, so Ford did not perform well during 1928. They made up for it the following year. Ford had 3,840 dealers in the U.S. at the beginning of 1928. A total of 566 motor cars were imported during 1928, from France, Germany, Italy, England, Belgium, etc. By December 31, 1928, America had produced 117,165 motorcycles, with only three active motorcycle builders at the time. Car production in Canada during 1928 reached almost 200,000 units.

Late in 1928, the all-new Duesenberg Straight-Eight, financed by E.L. Cord, was announced as the world's finest car, with a chassis price of about \$8,500.

What happened to America's 1928 motor cars?

- Whippet discontinued late 1930, replaced by Willys Six Line.
- Essex became Terraplane in 1938.
- Ruxton discontinued in June 1932.
- Kissel dropped in March 1936.
- Graham built their last car in 1940.
- The last Hupmobile was built in late 1940. Hudson discontinued in June 1957.

The Motoring Industry in 1928 at the height of the Vintage era.

- Willys last built in late 1952.
- Oakland discontinued in 1931, replaced by the Pontiac brand in 1932, Durant dropped in early 1932.
- Packard, last Detroit Packard in June 1956, in South Bend 1958.
- Star, replaced by Durant, April 1928.
- De Soto dropped in November 1960.
- Chandler dropped April 1929 by Hup Motor Co.
- Marmon dropped 1933.
- Moon discontinued cars November 30, 1936.
- Auburn dropped 1936.
- Wolverine dropped at end of 1928 model run by Reo.
- Peerless ceased production in June of 1931.
- Franklin quit in 1934 after 32 years of car manufacturing. Pierce Arrow ruled bankrupt in April of 1938.
- Falcon Knight dropped in December of 1928.
- Jordan built last car in late 1930.
- Gardner built last car also in late 1930.
- Moon became Windsor "White Prince" in January 1929.
- Stutz sold their last six-passenger cars in 1934.
- Elcar built their last auto in late 1930.
- Kissel also built their last car during 1930.
- Stearns Knight company liquidated in December 1929.
- Velie quit in December of 1928.
- Locomobile ceased operations in March of 1929.
- Cunningham built their last real car during 1932.
- Henrico & Nolls T.I. Joyce ceased operations in 1931.
- Whippet was inactive by the end of 1929.

Passenger car production for U.S. plants during 1928:

1. Chevrolet –	881,000
2. Ford –.....	681,000
3. Whippet 4 and 6 –.....	234,000
4. Buick 6 –.....	230,000
5. Essex 6 –.....	223,000

Total for top five makes in 1928: **2,249,000**



Chevrolet



Erskine



Rugby & Caravan

Last Month's Mystery Vehicle

Last month's mystery vehicle was a Canadian built Frontenac Robert Coney was onto it Peter Taylor related it to the De Vaux so he was onto it to!

Perhaps better known for their go faster components used primarily for racing at such illustrious venues as Indianapolis. In 1910 Frontenac was heavily involved with the Chevrolet Brothers Gaston and Louis and their racing efforts. Producing racing cars. It seemed that Frontenac sponsored by Chevrolet made go faster accessories for Ford! These racing components were in use on American tracks until the 1940's. the vehicles were known as Fronty's



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In the early thirties the name was attached to an assembled vehicle manufactured by Dominion Motors Toronto Canada, the Canadian builder of the Star and Durant range. The first Frontenac, for 1931, was model 6-18, a 109-inch-wheelbase car based on the Durant 619.

After Durant Motors went under in 1932, Dominion Motors switched to De Vaux for a source of car designs. The 1932 Frontenac range consisted of two sixes, E 6-70 (109-inch wheelbase), an update of the 1931 E 6-18, and the 6-85 (114-inch wheelbase) based on the De Vaux 6-80.

The last Frontenac models were the C-400, a 101+1/2-inch-wheelbase four-cylinder car based on the Continental Beacon and the C-600, based on the 107-inch-wheelbase, six-cylinder Continental Flyer. Frontenac imported the 114-inch-wheelbase Continental Ace, putting a Frontenac nameplate on the grille and selling them as the Frontenac Ace.

The Frontenac name badge was revived in the sixties for one of the Ford Mercury range sold in Canada!



This Month's Mystery Vehicle

Proclaimed as America's first car this example looks very modern for its year.

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



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1927 Chrysler Finer project vehicle.
Lot of parts and potential. Also have a copy of the manual.
Reasonable offers considered.
Contact Shayne Guley
Email: ksguley@bigpond.com



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Contact Ray Nunn
Mob: 0417 300 713



FOR SALE

1926 Minerva AG
Roadster 16HP 4 Cylinder, 2255cc Melbourne Body.
Runs well. Unregistered. Spare parts are included.
Would like to keep car in Australia.
Call Dianne Sides 0407 882 866 for more information.



FOR SALE

1930 Minerva AF
Fixed Head Coupe 6 cylinder 32 HP 5.3 litre.
Parker Body. Car runs well. Unregistered. Once owned by the Mayor of Sydney. Spare parts included.
Would like to keep car in Australia.
Call Dianne Sides 0407 882 866 for more information



FOR SALE

Detroit Lubricator carburettor for Cadillac. In 1932 the Cadillac V16 and V12 motors adopted the Detroit lubricator carb and continued this use through to 1936. Packard also used Detroit Lubricator carbs from 1930. Price \$600.
Contact Scott Emmerson. M: 0488 002 054. E: scottemmerson12@gmail.com



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



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1923 - 1927 Vauxhall 14/40 parts to suit both M and LM models, chassis, engines, axles, running gear, wheels, radiators, etc. M type tourer aluminium body skin, bonnets, firewalls, etc. Too much to list. Parts sold separately if required or I can put enough together to make up a viable restoration or vintage special project. Clearing out decades of collecting. Leigh 0407 884 869 or griffinvale@hotmail.com

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Suit Dodge, Victory 6, DA etc Valves. 6 new inlet -
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6 new exhaust - 1 1/2 x 5 3/4 inch. \$60, Rims/brake
drums. 8 x 19 inch. VGC \$160 job lot
3 Aero screens. \$60 each, 2 Car heaters. Smith
\$40 each
Luggage rack. Running board attached \$25,
Headlights 2 pair 8inch king-of-the-road \$50 a pair
Carburettors 15 various Suit vintage and classic
\$125 job lot.
Distributors 21 various Suit vintage and classic
\$125 job lot.
Shock absorbers 6 pair knee action \$30 pair.
Smith's tachometer Reverse direction tachometer with clock.
5" dia. 5000rpm. \$120
Smith's tachometer 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

FOR SALE

Model A Ford Rolling Chassis Mostly complete.
Motor spins free. No Body parts. \$ 3750.00
Contact: Ray 0411 424 546

FOR SALE

in very good condition one complete 1929
Cadillac headlight, includes headlight rim and
glass. Part of this bundle is an extra headlight
rim and one 1929 toolbox cover door Price \$500.
Contact Scott Emmerson, M: 0488 002 054,
E: scottemmerson12@gmail.com

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1927 Cadillac Items sold as one lot.
Engine front Plate. Headlight shell, Oil Gear
Earthing Battery Plate
Extremely rare Luggage Rack
Price \$400. Items are currently in Warragul
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E: scottemmerson12@gmail.com

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have virtually travelled around Australia in the 25 years that I have owned
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minor leak. Transmission has recently been overhauled and is brilliant. New
radial tyres fired all around (narrow whitewall). Interior is in great original
condition and the front seat has been reupholstered. Everything works and
drives A1. Body and exterior
are in good condition for a 72
year old car. Also included are
a few spare parts and a large
collection of Buick workshop
manuals and Buick history.
Reason for selling (i'm getting
too old). Any test welcome.
\$37,500 OBO.



Contact Rodney on
0406742320 or adlerrodney@
gmail.com

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1928 Buick 128 inch Sports Tourer
The car is completely dismantled and all
parts are available, plus manuals and
books. The chassis has been repaired
and painted in black. Two front guards
have been repaired and ready to top
colour. All offers for the car will be
considered, no reasonable offer will be
refused.
Email: jillian.lg@hotmail.com

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1926 Armstrong Siddeley 14 hp Cotswold Tourer
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and sidelights nickel plated and reflectors re-
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done. Body off restoration Complete car runs
and drives. Owners handbook, information, and
correspondence book. Spares Package. Regretful
sale due to lack of space
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Contact Norm 0409 861 804 text first & I will return
your call.


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wheels with serviceable tyres and tubes \$2000, OE steel conrods with
useable white metal \$400, excellent lost wax cast German silver mascot
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lined case, where it travels safely as a spare (but has never been
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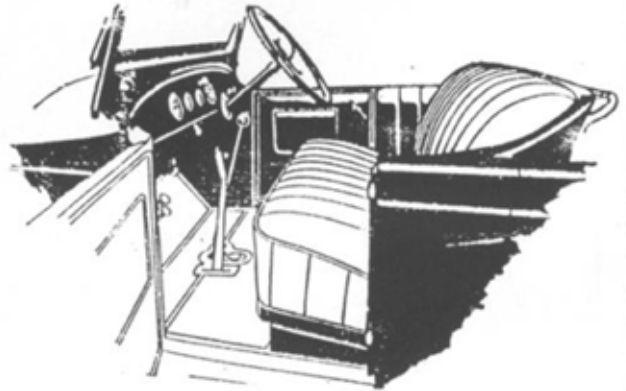
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