ISSUE 818

SEPTEMBER 2026

THE VINTAGE DRIVER

The official magazine of the Vintage Drivers Club

Patron: Brian Tanti



THE VINTAGE DRIVERS' CLUB INC

Established 1958 Reg No. A0110905M ABN 30 004 426 528

'Catering for those who own or appreciate Vintage Vehicles'

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

Safety Check Officers

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

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

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

Members Meeting

Friday 25th September 2026

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

BOOKING DOC's DODGE

Simply complete the online booking form and then contact David Jenkins to confirm availability.
Email: docsdodge@vdc.org.au

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

CALENDAR 2026

Sept.	25th	Friday	Members Meeting
	25th-27th	Fri-Sun	Grand Final Camping Weekend
October	10th	Saturday	Coffee & Chat
	14th	Wednesday	Mid-Week Run
	23rd	Friday	Members Meeting & AGM
Nov.	3rd	Tuesday	Cup Day Party
	14th-15th	Sat-Sun	Bendigo Swap Meet
	27th	Friday	Members Meeting
	29th	Sunday	Christmas & Presentation Luncheon

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Front Cover:



Richard Heron's 1928 Erskine Sedan, read more inside this issue.

Magazine Closing Date

Closing date for contributions for the October magazine is:

Tuesday 29th September 2026

Membership Enquiries

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

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

From the President

Hello there, Spring is finally here
Bring on the good driving weather!

I had the pleasure of attending the recent B40 event, and what a fantastic event it was. Superbly organised by Brandon and Callum, it was wonderful to see so many great cars and future generations of drivers taking part. The field included members, members' children, and members' grandchildren, with some participants driving a vintage car, and even a manual transmission, for the very first time.

The more observant amongst you may question my eligibility to attend, given the age limit of 40! However, I was there in an official support capacity with the Club's Dodge Coffee Van. This was the van's first event, and it performed exactly as we'd hoped. At various stops we were able to fire up the generator and provide hot drinks for everyone.

It was fantastic to see both of the Club's vehicles out on the event and being used exactly as intended. I imagine there aren't many car clubs fortunate enough to have two such vehicles actively participating in events. The Coffee Van itself was an absolute pleasure to drive. It pulls away so smoothly that you almost forget you're driving a van, and once out on the open road, the overdrive engages and it settles into a comfortable cruising pace. Unfortunately, I had to head home before the Saturday afternoon activities got underway, but from all reports, everyone had an excellent time.

Now that the Coffee Van is up and running, we're looking for a small group of volunteers to help look after it and bring it along to Club events, including our Coffee and Chat gatherings. If you'd be willing to assist, please get in touch. Ideally, responsibility can be shared amongst several members so that no one person carries the load, while ensuring the van gets out and about as often as possible.

We have a busy calendar of events coming up, so I encourage everyone to get involved. Our old cars were built to be driven, and they certainly appreciate being used.

I look forward to seeing you out on the road.

Cheers,
Richard





From the Editors Desk

Welcome to the September issue of our club's magazine edition number 818.

It is hard to imagine the number of club volunteers who have produced it regularly over the years seeing its production reach this number. It is a tribute to our club that it has continued to be produced from club inception to this time. I guess today's production is a doddle compared to what had to be done in earlier times. Printing or copying was done in house on a newfangled Gestetner, copier. Copies had to be bound and finally prepared for postage. I believe regular working bees were held to achieve this production each month. It saw the need for the club to have headquarters spacious enough to house this monthly activity.

There were no photos included in these early times and no colour. Fortunately, today production has been streamlined and preparation of the magazine for posting is more of a social gathering than a chore.

I would be remiss not to mention how pleased I am to see the report on our recent B40 rally. We all need to do as much as we can to encourage a new generation of car enthusiasts and our club is leading the way in its efforts to ensure there is a new generation of members. Keep up the good work!

Folks keep those articles about you and your classic vehicles coming in, your contributions are of interest to our members.



Thanks for your support
Iain R

Letter to the Editor



Member Clem Peeler sent information to us regarding the obscure American make Meteor
The Meteor was certainly a popular brand for vehicles in the USA.



Eight different companies produced vehicles with this name.
These were mostly in the early veteran period. The company that produced hearses was the Meteor Car Company of Shelbyville Ohio, they were in operation 1914-1913
The marque used Continental engines and produced, ambulances, hearses, and invalid vehicles until 1923. Up until 1930 private vehicles were made to special order.
Not sure if any made it out here. None were recorded in the Victorian records.





Vale - George Hetrel

It is with great sadness that we learned of the recent passing of George Hetrel at the age of 94.
George was a well respected historic racing driver, with his beloved 1927 Bugatti Type 35C. He was also well known for the 20 years that he and his wife Pat opened their beautiful gardens in The Basin to the public, and gave generously to many community organisations.
Many members will have enjoyed our Christmas celebrations over the years at Como Gardens hosted by George and Pat. The children and adults enjoyed the train rides and the beautiful surroundings of their home.
Our sincere condolences to Pat and family



Vale – Carl Barnard

We have recently been advised of the passing of very early member Carl Barnard.
Carl joined the club in 1964 and appears to have been a Chevrolet enthusiast.
Our sincere condolences to Carl's family.

Vale – Ian Morley

We were advised recently of the passing of Ian Morley.
He was a retired long haul pilot for Kuwait Airways, flying wide body passenger jets after beginning his aviation career with TAA Airlines.
Outside the cockpit, Ian had a well known passion for vintage automobiles and was heavily involved in local community events.
He proudly owned a 1928 Essex, which he regularly displayed in the Albury/Wodonga region
Ian and Margaret were regular participants in Spirit of the Twenties Rally.
Our sincere condolences to Margaret and family.



Notice of Annual General Meeting

The Annual General Meeting of The Vintage Drivers' Club Inc Registered No. A0110905M will be held before the Members Monthly Meeting on Friday 23rd October 2026 where the following business will be conducted.

• To confirm the Minutes of the previous annual general meeting held on 24th October 2025.

• To receive and consider the Annual Reports of the Committee on the activities of the Club during the preceding financial year.

• To receive and consider the Financial Statement of the Club as at 30th June 2026.

• Proposed Special Resolution to make a change to the Vintage Drivers Club Incorporated Rules. The reason for the proposed change is to align with changes in the Incorporated Association Model Rules made by Consumer Affairs Victoria in 2023. The main changes are simplification of the disciplinary action process (Division 2), clarification on the use of electronic communications & signatures, revision to the conflict of interests process and definition of additional membership categories (life & honorary membership).

• To elect the members of the Committee for the positions of President, Vice President, Secretary, Treasurer and 6 Executive Committee positions

NOTE: Details and Minutes of the 2025 AGM were printed in the November 2025 issue of "The Vintage Driver" magazine. A copy of the proposed Vintage Drivers Club Incorporated Rules is available through this link. We understand that not all members have access to the internet or e-mail and we are more than happy to send a paper copy of the proposed rules if required, please let our secretary know if you would like a paper copy sent to you.

Nominations for committee positions and assignment of a proxy (should you be unable to attend the AGM) may be completed online using the link or QR code below.

https://forms.cloud.microsoft/r/3C5A5KhmYx

If you are unable to complete the forms online you may submit your nominations and/or proxy assignment in writing to the Secretary via e-mail to secretary@vdc.org.au or by post to The Vintage Drivers Club Secretary, PO BOX 3414, Nunawading, Victoria 3131.

Nominations must be received by Friday 2nd October and proxy assignments must be received no later than 24 hours prior to the meeting (unless provided directly to the chairman before or at the commencement of the meeting).

Please note: A nominee must be a financial member, and with the exception of existing committee members, you must confirm the nominee is willing to act in the position for which they have been nominated. You may make nominations for any number of the positions (e.g. one or all positions). Any candidate unsuccessfully nominated for President, Vice President, Secretary or Treasurer, is automatically nominated for Committee. For proxy assignment, you are confirming the appointment of the selected member to vote on your behalf at the AGM. You may give specific directions as to how the proxy is to vote, otherwise the proxy may vote on your behalf in any matter as they see fit.

Minutes of the Vintage Drivers Club Meeting

DATE: 28 August 2026
MEETING CHAIRED BY: Richard Badham, President
ATTENDEES: There were 48 attendees present and 8 on Zoom.
NEW MEMBER PRESENT: Richard Heron was welcomed. He has a 1928 Erskine Sedan.

APOLOGIES: Kris Cunningham, Sharyn and Chris Wells, Kevin Wilby, Jeanette Willliams and John Browne
Richard welcomed members to the monthly meeting. He reminded members to fill in the attendance sheet and to check circulation of the raffle.

NEWLY RESTORED VEHICLES PRESENT: None
DISPLAY VEHICLE: Ian McCorkelle's 1926 Dodge Ambulance.

TREASURERS REPORT: Maureen
For the period 14 July to 18 August 2026, the operating expense was $6,159. This consisted of New Members Day, service to our security system, water rates and our normal monthly costs for the magazine and club rooms. Income for the period was $11,552. The majority from membership renewals, ($8,725) and monthly rental income.

NEW MEMBERS REPORT: Doug
Doug reported that there were no new members this month. Some members had still not paid their annual membership. It was noted that without a paid membership, Club vehicle permits cannot be approved.

EVENTS REPORT: Stuart
Past Events
Denis Robertshaw held another successful midweek run Wednesday 12th August 2026.
The B40 Rally was very successful with approximately 50 people and 25 cars taking part. The event was well organised by Callum Walsh and Brandon Price. Friday was a fuel economy run down to Torquay and a night trial. On Saturday heading through the Otways, entrants enjoyed a scatter run with collection of funny photos, and on Sunday a Motorkhana which was also very valuable for entrants in need of practise driving their vehicles. Members were entertained by Stuart's slideshow of the weekend. Both the Club Car and the Club Coffee Van were given a good run on the weekend, with entrants making good use of the coffee van.

Coming Events
Hurstbridge Wattle Festival, Sunday 30 August 2026
Coffee and Chat Saturday 12 September, at the clubrooms
The AOMC Club and Trade Expo to be held at the Penrite Oil premises on Saturday 12 September 2026 has been POSTPONED.
Rob Roy Hill Climb Sunday, 13 September 2026, juniors (under 25) are welcomed with free entry.
Grand Final Camping Weekend. 25 – 27 September 2026, Hein Otten's property in Walmer.
Member's meeting Friday 25 September 2026, at the clubrooms
Coffee and Chat Saturday 10 October 2026 at the Clubrooms
Midweek Run Wed 14 October 2026 To Frank Braden's Place to view his expansive collections
Annual General Meeting Friday 23 October 2026, at the clubrooms. Members are encouraged to attend, and it will be a "Pizza Night"
Bendigo Swap Meet 14 – 15 November 2026
Club Christmas Presentation Luncheon Sunday 29 November 2026, Chirnside Country Club.
Yarra Glen Swap Meet Sunday 18 April 2027
NSW Club April 2027 Pre '31 Vehicle rally through Dubbo to Stanthorpe Queensland. Details from Glenda
The clubs 70th Anniversary Celebration Rally to be held in Swan Hill, April 2028. Local Melbourne events will also be held.

MYSTERY CAR:
Iain confirmed that the mystery vehicle this month was a Rover Speed 14 with a streamline coupe body.

PRESIDENT'S REPORT:
The Coffee Van is to be used for our Club events as much as possible. Therefore, we need a few volunteers who could be regular drivers and carers, perhaps taking it out a couple of times a year, or even up and down (the building) for monthly Saturday coffee and chats. Matt has offered to train volunteers both about the vehicle and how to use its utilities. Members interested in taking on this role should get in contact.
There has been a change of date for next years Yarra Glen Swap meet. It will now take place on Sunday 18th April 2027.
Executive has proposed an update to the Club Rules to align with changes in the Incorporated Association Model Rules made by Consumer Affairs Victoria in 2023. The main changes are simplification of the disciplinary action process (Division 2), clarification on the use of electronic communication and signatures, revision to the conflict of interest's process and definition of additional membership categories (life and honorary membership). Access to the updated Club Rules will be provided to members prior to them being on the agenda as a special resolution at the Annual General Meeting in October.
Guest speakers are required for the monthly member's meetings. The talks don't need to be very long, and anything to do with vehicles and their restorations is always interesting to the group. The talk can even be given from your garage over Zoom.

GUEST SPEAKER
Ian McCorkelle spoke about the history of the rural ambulance service in Victoria which began in late 1922. The original T-Model Fords used as ambulances were subsequently replaced in the mid 1920s by a fleet of Dodges. Ian's is the only remaining ambulance from that era. It is a 1926 Dodge fitted out as an Ambulance and used in Yarram. It was decommissioned by the Yarram Hospital and subsequently sold to various people and eventually bought by Ian in 1980. Whilst the frame and body were whole the interior had been completely gutted and Ian spent time restoring the car and refurbishing it as an ambulance.
Richard thanked Ian for bringing the Ambulance down from Bendigo for display and for his very entertaining talk about the history of the Rural Ambulances service and his restoration of the only remaining vehicle.

GENERAL BUSINESS:
Frank Braden has a Gerni high pressure washer (new and petrol driven) to sell for David Dewar. Initial cost $900, now available for $500.
Greg Taplin (mob 0428 355 815) is looking for parts for his son's 1919 Scripps Booth and his 1925 AC.
A Display car is needed for next month's meeting. Please contact Doug Sterry.

RAFFLE:
The raffle was drawn as usual with lucky members rewarded with a selection of prizes. Many thanks to those who contributed to and organised the raffle.
The meeting concluded around 9.10 pm and was followed by an enjoyable supper. Thanks to all who contributed.

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 or email: docsdodge@vdc.org.au

Club Meeting
Friday 25th September



Grand Final Camping Weekend
Fri- Sun 25th - 27th Sept.

See flyer on next page

Coffee & Chat Sat. 10th October

10am – 11:30 at the clubrooms



Mid-Week Run Wed 14th October "The Mad Hatter's Garage"



Believe it or not The Mad Hatter has even more of his collection for us to view.

This time he has a display of approximately 100 dolls which should be very interesting to all members especially the ladies. He assures us that there will be many other items of his collection also on display.

Meet at Jells Park, 10.30am for 11.00am departure. Enter Jells Park from Waverley Rd. Melway Map 71 K5. Follow the one-way road
and take the road towards the Jells Road exit. Meet our group in carpark before the exit. Directions will be provided to view some of Frank's eclectic collection

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

If you are attending please notify Frank Braden by Saturday 10th October. to allow lunch booking to be confirmed.

Mobile: 0401 275 545
Email: janetbraden39@icloud.com

Club Meeting & AGM
Friday 23rd October

Pizza Dinner before the Meeting available at 7.00pm





Bendigo National Swap Meet
Saturday 14th & Sunday 15th November
Prince of Wales Showgrounds Holmes Rd.

Vintage Drivers Club members and friends are invited to meet at club site number 63, Bendigo swap map ref 6 H. You will be welcomed with a cuppa, bickie and a chair This can be your rest stop to pick up club information, chat with other members or use as a prearranged place to meet a member or friends. There will be a variety of historic motoring magazines for sale along with other motoring literature, technical books. VDC Caps, Lapel Badges, VDC club car badge, (members only). If you find that precious part for your collector vehicle that is heavy or large and your transport is parked outside, you can leave it at the site and pick up when leaving. Saturday drop offs to be picked up by 4pm. Sunday drop offs to be picked up by 11am. Mobiles at VDC site:

Garry Jewell	0417 157 343.
Doug Stevenson	0419 319 977
Stuart McCorkelle	0423 939 653.

Christmas & Presentation Luncheon
Sunday 29th November

Venue: Chirnside Country Club
68 Kingswood Drive Chirnside Park
Time: Arrive at 11.30 for meal at 12.00 noon
Meal: 2 Courses Main & Desert Alternative Drop
Cost: $30.00 per person. The cost is being heavily subsidised by our club. Drinks are at bar prices.
Bookings essential: Advise Edith Stevenson if you wish to attend. Email: edithstevenson@bigpond.com
Mobile: 0417 343 796
Please let us know if you have any special dietary requirements.
Bookings & Payment must be made in advance by 15th November and can be made at club meetings, Coffee & Chat or via direct deposit to club bank account:
The Vintage Drivers Club.
BSB 033-089 Acc. No. 723301
Please quote your name as the reference

Save the Date:
Our club will celebrate our 70th Anniversary in 2028.



There will be many activities throughout the year to celebrate our 70th Anniversary including a special rally. Tentative dates for the rally are 20th April to 25th April 2028 at Swan Hill.
Further details will be available closer to the date.

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 or email: docsdodge@vdc.org.au



PAST EVENT
August Coffee and Chat

Held on a cool but sunny Saturday morning fifty-one participant's enjoyed conviviality with their fellow members. Our brand new club coffee van was in operation. It is a credit to those club members who made this initiative possible. As always I recommend this event as a great way to get to know your fellow club members and to seek information or to generally discuss vintage motoring matters. See you at one of our coffee and chats, held on the second Saturday of the month.













PAST EVENT
Mid Week Run - Wednesday 12th August

There was a damp start to our event with 8 cars starting from Yarra Glen with our destination for lunch the Yarra Junction RSL.

Heavy rain in the Toolangi Ranges required a change of the route as the Old Toolangi Road was a very muddy track. So, a drive up the Melba Highway and a pleasant drive over to Healesville via the Chum Creek Rd and a convenience stop at the Beechworth Bakery for coffee and then continuing to Yarra Junction with arrival at the RSL at approx. 12.30. Here we enjoyed a great Seniors meal with a bonus dessert. Two more members joined our group; they having driven straight to the venue. Overall, a very enjoyable day out was had by those attending.
Denis Robertshaw

In attendance: Lyn & John Johnston, Wayne Bromage, Dee Baxter, Alan lade, John & Marion Rhodes, Glenda & Arnold Chivers, Charlie & Linda Grima, Wilma Balle, Denis & Sandra Robertshaw, Doug & Edith Stevenson, Peter Burch, Janet & Malcom Savage





Alan Lade's 1936 Chevrolet Sloper Coupe on it's first club outing.

PAST EVENT

B40 Rally - Torquay 21st – 23rd August
For those under 40, Driving pre 1940 vehicles - By Rhi Sterry



After growing up attending VDC or VSCC events with my family, it was time to take on an event under my own name! The B40 Rally was the perfect opportunity to do this, alongside my brother in a separate car and the generous support of mum & dad (our moral and mechanical guidance) we had a great time on the road! Prior to this weekend, my manual driving experience was somewhat limited, so driving to Torquay required instruction from mum and my partner, James. But a few stalls later we made it to Torquay.

This rally was a great introduction to the vintage car event lifestyle; we met everybody at the 4 Pines Brewery in Torquay on the Friday night. The carpark was full of vintage cars, it looked great!! Everybody mingled, fuelled themselves and then we set off on the first event of the rally, the night trial. Up until this evening I had only participated in one night trial so had a rough understanding of the structure. The race was on and we all took off following instructions through Barwon heads, Ocean Grove, Point Lonsdale, Queenscliff and finishing the event at Barwon Heads Hotel for, of course a beverage reward. The fastest, most accurate and winners for the event were Stuart McCorkelle & Jason Palmer!





Saturday morning, we all gathered along the Torquay Esplanade, got some breakfast & regrouped to begin day two. The weather this weekend was perfect, sun was shining as we made our way to lunch in Lorne. We all took the inland route toward Winchelsea where we stopped for a coffee break, kindly supplied by Richard Badham driving the club Dodge coffee van! Hitting the road again, we cruised down to Lorne, making our presence know as we drove the main street and stopping at the Grand Pacific Hotel for lunch. Cars lined up out the front and sitting in the sun, we all enjoyed some food.



PAST EVENT

B40 Rally - Torquay 21st – 23rd August
For those under 40, Driving pre 1940 vehicles - By Rhi Sterry



Post lunch everybody locked back into competition mode for the scatter run back to Torquay. Answering questions along the way, taking photos with iconic Great Ocean Road landmarks such as the memorial arch, split point lighthouse surrounds, bells beach, the chocolate factory and of course, a crowd favourite, Anglesea's Clydesdale statue. The competition grew fierce as participants floated incorrect answers to each other, causing havoc with the checkpoint team, questioning which answer was correct. The run concluded on surf beach drive where we met Brandon near the creek to answer one final question. Shoutout to Tristan Kelly and Ian Moore for getting the win for the scatter run!
Discussions brewed as we awaited the final cars and we were lucky enough to bare witness to a young couple taking their wedding photographs on the creek, with some lucky cars making the cut! That evening we went to the Torquay Hotel (conveniently walking distance from the caravan park) for dinner, drinks and some dancing late into the night.
Sunday morning, we met along the esplanade once again, this time with some potentially hungover entrants. After the coffees kicked in we were off for another drive, with each entrant nominating our average speed estimates and away we went. Everyone was attempting to reach their average speed so of course there was some overtaking and very mindful accelerating.



The final event of the weekend was the Motorkhana, with many thanks to Nick and Amelia for hosting us at their farm!
Our first challenge was to complete a full wheel rotation; there were many who got very close and others who completely missed the mark. Whilst completing this you definitely realise that you need to drive further forward than you would expect. Secondly, we were all driving blindfolded!! With a piece of rope approximately 10 metres on the ground in front, the goal was to get as close as you could!

This also proved challenging, many people did not get close enough, others barley left the starting spot, and some drove all the way over the rope!

To finalise the motorkhana, we had a straight line cone circuit to weave in and out of as fast as we could and reverse our way back to the starting point, avoiding the cones. This was a great watch! With different strategies, either sticking close to the cones to be precise or running wide as speed was gained, everybody did so well.
Many cones were run over!



My attempt, I thought was very respectable, although nearly reversing into Stuart probably



PAST EVENT

B40 Rally - Torquay 21st – 23rd August
For those under 40, Driving pre 1940 vehicles - By Rhi Sterry



wasn't. Come the end of the weekend I knew dad might have been itching to drive so he had a crack at the cone weaving where he completely demolished my time, cutting it in half! As an over 40yr old passenger on the rally, I guess speed comes with age!!

It was a great afternoon tearing up the field! Shout out to Kai Harder and Alana Braden for winning the motorkhana. And of course, to the overall winner of the weekend, Shay McDonald who was also new to rally lifestyle!



Congratulations to every entrant (listed below) for participating in the weekend and for every car that made it home running (besides the Dodge coffee van)!

Many thanks to Stuart McCorkelle and Daniel Zampatti for assisting over the weekend and a special thank you to Brandon Price and Callum Walsh for organising such a great rally!!! I can happily say I am excited for the next rally and thoroughly enjoyed my weekend, so thank you to everybody for being so friendly and encouraging. See you all next time!



DRIVER	PASSENGERS	VEHICLE
Kim Anderson	Rob Anderson	1925 Nash
Kelly Anderson	William Murphy	" " "
Richard Badham		1927 Dodge
Tahnee Bishop	Brodie Bishop	Vauxhall 14/40
Tom Brown	John McCorkelle	1925 Dodge
Daniel Clake	Matt Chalmers	Vauxhall 23/60
Nicholas Doncon	Amelia Chapman	Delage DMS
James Dunshea		Oldsmobile
Alan Edwards		
Mitch Fowler	Stuart McCorkelle	1926 Dodge
Brenton Hands	Sara Walsh	1927 Dodge 4
Kai Harder	Alana Braden	1929 Chrysler
Mick Johanssen		Oakland V8
Tristan Kelly		Essex 6
Calvin Landy	Warwick Landy	1916 Ford T
Shay McDonald	Katrina McDonald	1928 Model A Speedster
Kalinda McIntyre	Josh	Willys Overland
Emma Palister	Ella Baker	1924 Buick
Will Palmer	Brendan Walsh	1925 Dodge
Kurt Piko		1926 Star Pegasus
Brandon Price		Vauxhall 14/40
Alex Rothmeier	Jordan Spark	
Callum Sterry	Alex Giannis, Doug Sterry	1928 Ford Model A
Rhi Sterry	James Connellan, Melissa Sterry	1944 Jeep
Jemma Thompson	Ross Thompson	MG TD2
Callum Walsh	Jason Palmer	1922 Chenard Walcker
James Yorston	Evelyn Yorston	Vauxhall 14 J
Daniel Zampatti	Holly Samson	Vauxhall 23/60



Members Car
Richard Heron's 1928 Erskine

Richard purchased his 1928 Erskine from one of our long time members Ron Cuthbert

Being a fan of the Elliot Ness stories, It had to be a sedan as used in these adventures.

It will be great to see an Erskine out on club runs. Erskine was a product of the Studebaker Corporation It was named after the president of the corporation Albert R Erskine. Sales in its home market were not as strong as in its export markets It had a 2.3 litre six cylinder engine. By 1930 it was all over for Erskine.





Photos of the vehicle during restoration and as Richard purchased it.





Frank Braden's Club Vehicles

As a contractor, I was working at the Royal Dental Hospital when it was at the top of Elizabeth Street. Installing a large Westinghouse chiller to cool the entire hospital. It was here that I met David Dewer.

One day, Judy Dewer arrived in the 1929 Chrysler 65 sedan and proceeded to get the pusher out to put Roderick in. All the while I was standing in awe looking at this lovely car. David had seen me watching and ask what I thought "fantastic" David took me for a quick drive around the block and I was sold on the idea of having one.

1972

Club meetings at Canterbury girls on the fourth Friday I started to go with David. The members made me welcome, and I found that by helping Marshall on corners gave me a chance to meet more members while seeing the different makes of cars. Rob Bonner and I recently spoke about the Inverloch Spirit and the missing Conrod during the treasure hunt. I hadn't entered as I had no car, so I just stood on the corners giving directions.

Trevor Waits was treasurer and I was encouraged to join as I had been enjoying the club. John Bone was on the committee. He said that Peggy and him had a car to sell 1928 Essex as they were moving to Perth. I decided to buy it as it was all there but needed fixing (sound familiar.) Ian Cartwright was arranging to import vintage tyres, so I ordered tyres tubes and rust bands-the engine was pulled apart. New rings - white metal and line bored at Repco Elizabeth Street - Fraser Carless, John Davis Senior and John Steele, all gave me advice on how to improve the reliability of the splash fed connecting rods.



The 1975. Ballarat national rally was its first time out. David and Judy with Roderick and now Ellen escorted us with their family car 1929 65 sedan that sparked at the beginning of all this. Mechanical Bendix the shoe brakes and rods needed to be adjusted by David and I while the girls and kids had it off in the Chrysler to book in the hotel room.



David gave me instructions on how to drive a vintage Essex and slow down. They are only a small horsepower engine - lift the foot, listen to the vacuum tank. give a good three cars between the car and front as moderns stop faster.

We arrived on dusk with 6 Volt lights on so the other cars could see us located our families who by now wondered what was happening (as there were no mobile phones back then)

The event was my introduction to camaraderie and how helpful others can be to the new boy on the street. I met Harold and Sylvia Paynting on this rally, Harold

towed me to a service station with his Rolls-Royce when I ran out of petrol. Later that night at the dinner I asked David if he had any metal polish. As the only chrome on the Essex was the new radiator. David asked why I wanted it. I answered Harold was so kind to me today. I thought I would polish his brass bumpers for him. David told me don't touch- they are gold plated not brass.

1975 was the first Bendigo swap. I shared a site with John Steele site number 32 at the bottom of the slope, and we camped on the hilltop with other site holders. I spoke with Ken and Pam Johns about buying the Chrysler 65 sedan wreck which they had in their backyard. John Steele and Ken Johns delivered it to my driveway while I went to Adelaide with Jan and my Mother-in-law to see Garry and Jenny Wood who had just had Belinda. I left the girls there and returned the next weekend to collect them.

1977.

Harold Paynting organised the Alpine Spirit of the 20s. My 65 was not built yet as I didn't know what was or what shape to cut the required wood after much begging and pleading. I was able to buy Dr Friedman's 65 sedan with enough time to make it safe to drive. I borrowed two extra wheels from David as I didn't trust the ones on the car. I needed both over the event. "Thanks David." David Axup took leave from work and with the right arrangements bought his police car to ensure we had police assistance over the rally at the Tawonga gap Hill climb event he tactfully suggested I replace the engines oil rings. It used more oil than petrol and I had turned two bends before the car could be seen. We called it and still refer to it as old smoky. The Smith family organised a small tanker truck to convoy with us and supply our petrol needs. There was a fuel strike that week,so the organises had to overcome the problem.

Time moves fast when you're having fun- spectacular show ground-swap meet trade nights, 21st club celebrations, help with other Spirit events and a period as treasurer and one year as president while trying to run a plumbing business. After working with Malcolm Sterry who encouraged me to run my own business.



1979

At Bendigo swap Bill Murray said I should bring "Hootenanny" 65. I got from Ken Johns around to Bill's garage to build it there as I had no garage at the new house "nice house" no garage "big mistake".

Bill Muray, Gill Taylor, Bill Ingham, Ken John's, Stumpy Maxwell, Kevin Stack, David Sidwell and I all put time in what became known as the Tuesday nightclub. I took on extra work to cover costs of what things were required. I organised a builder to construct a garage with a bottle of scotch. It was a race to see who would finish first. Us the car or him the garage?

1980

Hootenanny registered and ready to rally- garage roller door not on so I shared the scotch with the "Tuesday club" to celebrate.

Tuesday club continued at Bill's for some time working on Bill Inghams Vauxhall, (delivery van and Bill Murray's 1926 Dodge at John Stack's and rallies In between).

1983

Sold the "nice" house that I never liked and moved to the weatherboard house in Springvale - registered as a builder after much additional studying and started to refurbish the house. Ken John assisted with carpentry where I did the extension at the back replaced the weatherboards with hardy planks. Wayne Bromage did the paint work inside and out.

Frank Braden's Club Vehicles

Tuesday club continued while all this was going on the garage was extended further back to accommodate the cars.

Bill Murray's Town and Country now belongs to Kevin Stack so he did a few repairs and alterations still keeping it in pristine condition. Gill Taylor lived at Werribee and was doing multiple projects there so we would go and assist with his car when he needed us. Bill Murray built another Ute "Ajax" Nash 6.

I decided on a 1928 Chrysler 72 Ute to keep in with the boys Utes. This followed with a Chrysler "65" stretch six-wheel six door built on a truck chassis Ken John, Gill Taylor, David Sidwell and I fetched from Adelaide, cattle trucks and no roof at the traffic lights made me decide to put a roof on. The car was cream two toned with black guards.

Because of its length a non-folding roof made of timber and ply was decided fibreglass coated with a swirl to look more like material. The chassis flexed when off-road driving, so we decided on doing away with the two doors and replacing them with a solid panel and did a cross bracing behind the driver's seat with the centre seat facing backwards. This worked really well as it gave us an area to put the six side curtains. Repainted the car in a dark red and black with a cream trim from previous leftover body paint. The radiator cap had a bull mounted on it so we named the car "El Toro" extended long tourer.





Wes bought David Dewar's Chrysler 65 sedan as David had built a tourer Chrysler 65 and is now working on an Albion truck.

The 65 required extensive woodwork doing so it stayed with me to do while I was working on a 65 van with the boys Kevin, John and Wes then the 2019 Covid hit which caused a hiccup to the system so I got an unfinished project from Ewan McQueen which was a 65 tourer with different parts restored and stored at different places rolling chassis from Ewan's house, body parts from his son-in-law's and parts dismantled from an engine builder at Tullamarine. Ewen and I collected the gearbox from Geelong. Seating was stored



Frank Braden's Club Vehicles

at David and Judy Korrines. So, the project of parts kept me active during Covid.

The tourer's first run was on the B40 rally with Kai as a driver and Alana as a passenger-navigator. I went along as the bank of grandad and to be Mr. Fix It, should it be required. Kevin, Wes took it on the Dookie spirit while Gary Wood and I went as support in the 65 sedan.

Kai and Alana entered the Hamilton B40 rally, so we took the sedan on that one. A late start after school and Kai's work. This is an excellent way for the younger ones to enjoy vintage cars and get used to driving them.



Wes's sedan (blue and black) is now on the road so Kev, Wes and Alana took it on the spirit. Kai and I took the green sedan. It was Kai's turn to drive and me to navigate so we did twice as many miles as everyone else. While in the snowy mountains we struggled with the hills as did the others.

Upon returning home a rebuild of the engine was decided on. So, when that was being done the tourer was used.

The sedan motor was rebuilt and tested by the time of the next spirit, the Blue Lake Spirit. I took the wheel and Kevin was the navigator due to petrol supply concerns, so we didn't get lost. I drove under instructions from Kev to run the engine in and on the odd occasions give it a run (to bed the rings in) Having been on so many Spirit events and not wishing to offend anyone this was the best organised and enjoyable one today so a big thank you to the organisers from Kevin and I. The list of gratitude has been seen in the club magazines.

Well, it's now 2026 back in 1972, I didn't know what I was letting myself in for- WOW! It's been fun- I've missed 90% of the rallies that I've been on that should have been mentioned -21st 30th 40th 50th and 60th birthday events and looking forward to the 70th club birthday.

Kai and Alana are taking the sedan on this years B-40. They are both working so the bank of granddad can use his money and time to get back to work on the "65" van, which has sat idle for two years.

My sincere apologies to those friends and helpers over the years that I have not mentioned by name, some are now not with us but all remain in the heart.

Fred Ates and his Star

Hi Iain,

Please see the latest photo of my Star 12/40 restoration below.





Also,

I was away when the July issue of the VDC magazine was sent but picked up Kurt Piko's reference in the August edition.

The photo that you published is of a 12/40 Star that belonged to John Warburton in the UK.

I have other photos, plus some hard copies of John driving this car as a young man.

I can send these as well when I get home if you are interested.

From the mystery Vehicle photo, I recognise that the car is highly likely a 12/40 that belonged to Mr Ian Thompson in Eltham.

I have been trying to locate this car for some time.

There was an article by Ian Thompson in the April 2020 (747) Club magazine with a photo of this car.





Since there are only five of these 12/40's left in the world, I would dearly like to contact the new owner.

I wonder if you might provide him with my details and a request for contact.

Thanks

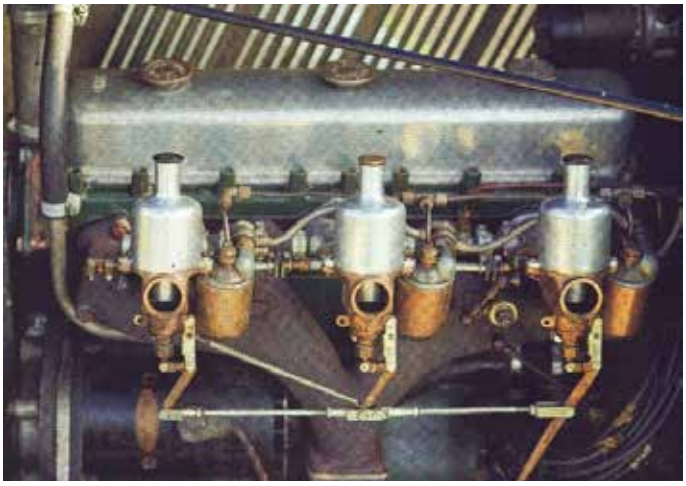
Fred Ates

This contact has been arranged

Last Month's Mystery Vehicle

Last month's mystery vehicle was somewhat unusual. It was a Rover Speed 14 streamline coupe.





Now when your editor thinks of Rover, Sport or Speed do not come into consideration but in the early thirties this vehicle was the pinnacle of Rovers range! Who would have thought of a Rover with triple SU carburettors?

It seemed to stump most of you, but Geoff Burford mistook those swoopy lines for an Austro Daimler? Doug Seymour thought it might be a DKW?

Robert Coney was onto it realising it was a Rover but perhaps not the model?

Mystery car postscript.

My recent mystery vehicle featuring an English Star has raised interest amongst our readers and hopefully it has drawn together some members who own Stars but perhaps had not previously made contact. A good outcome, I think. And interest in the Kissell will not subside, with a member recently sending an image of a relative in front of a vehicle that was identified as a Kissell!! Amazing I think!!

This Month's Mystery Vehicle

For this month's mystery we are going commercial! What make is this light commercial?

Having started making cars they soon found their niche in the commercial vehicle field and were around until quite recently.

Contact: Iain Ross Mob: 0409 027 392 or

Email: imgross@bigpond.com



AOMC August Delegates Meeting

Saturday 22nd August - Maffra Community Sports Club

Summary and Key Messages

The August 2026 AOMC Delegates Meeting was attended by representatives from **50 clubs** and covered a range of issues affecting Victorian historic and enthusiast motoring.

Strong financial position: AOMC reported approximately **$352,000 cash at bank**, with finances considered strong and sufficient to support ongoing programs, including MembershipPLUS Insurance.

Club Plate Scheme: VicRoads remains committed to the scheme and is investigating ways to **reduce administration and paperwork**, including a possible digital logbook. Stakeholders including the AOMC will be consulted before changes are implemented.

VicRoads relationship: The retirement of John Lewis, a long-standing VicRoads contact was acknowledged, with an expectation that AOMC will continue its constructive relationship with VicRoads following the appointment of a replacement.

Copyright and AI: AOMC is planning an **October seminar on copyright**, including the increasing risks associated with AI, use of material from websites/social media, newsletters, spam and hacking. Clubs are encouraged to send an executive member and newsletter editor.

Government revenue and road conditions: Discussion papers are being developed on the impact of the transition to **hybrid and electric vehicles on government revenue**, particularly fuel excise, and on deteriorating road conditions and their impact on historic vehicles, wheels and tyres.

Club insurance: MembershipPLUS renewals have been received by participating clubs with **no premium increases**. AOMC continues to emphasise good risk management, record keeping and sound club administration.

Vehicle research and registration: The AOMC engine-number/vehicle-history team is handling around **12 enquiries per month**, with approximately a **75% success rate** in locating supporting historical registration evidence. Clubs are encouraged to promote this service.

Events: The Club & Trade Expo has been **postponed due to insufficient registrations**, with AOMC intending to investigate the reasons for the lack of interest. The 2027 Festival of Motoring and British & European Motoring Event are proceeding – see dates table, with the former having raised approximately **$60,000 for 2 charities over its last four events**.

Future events: Planning is underway for the **2027 American Show**, with a weather-protected venue being sought. A regional delegates' meeting will also be held in 2027, with **Ballarat proposed as the location**.

Ex-military/armoured vehicles: Concerns were raised about the possibility of Victoria following NSW in restricting ex-military armoured vehicles. AOMC will raise the issue at the **AHMF meeting in September**.

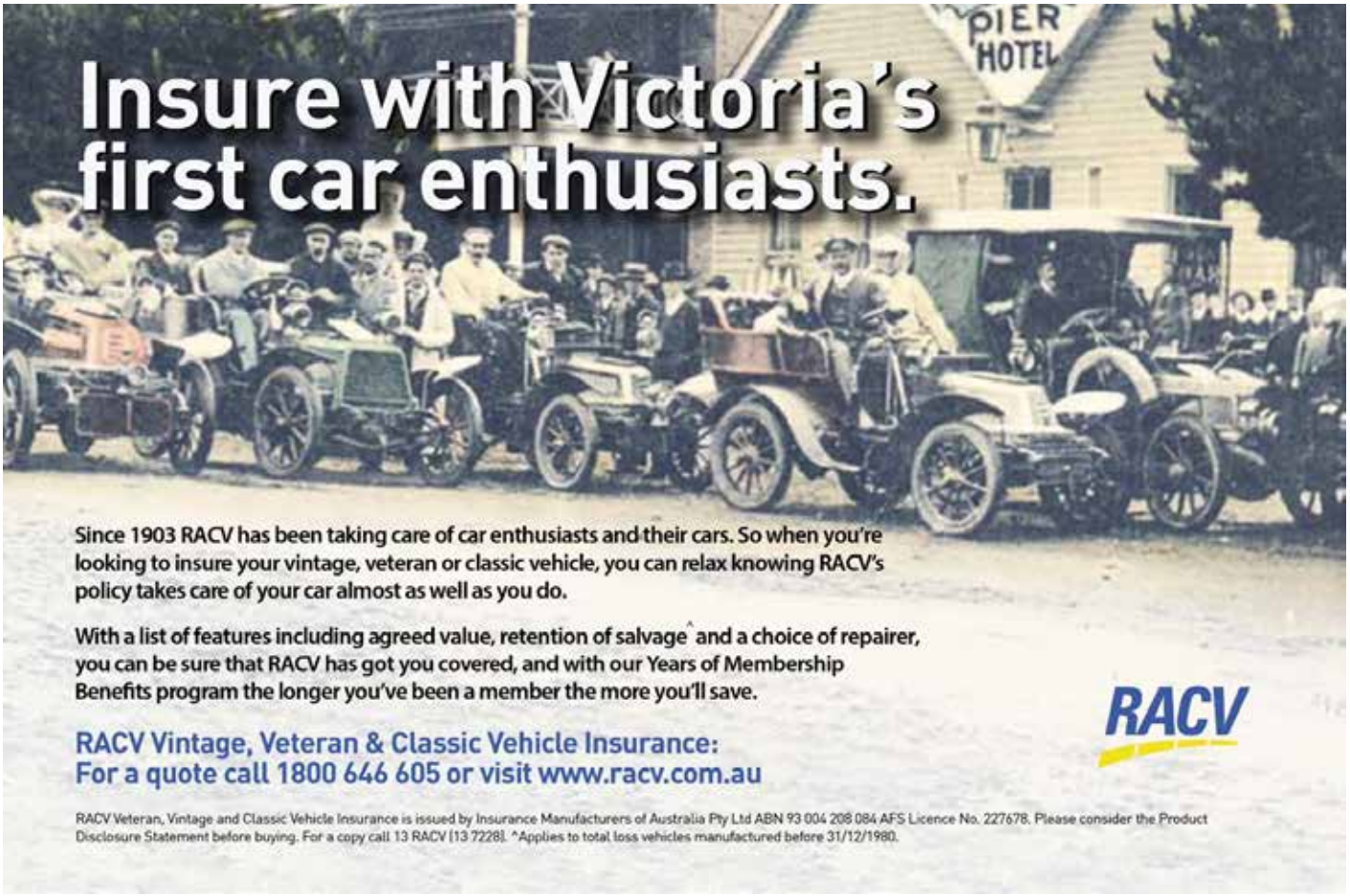
Club Plate compliance. AOMC reinforced the importance of proper compliance and documentation.

Apprentice grants: Applications for the **2026 Apprentice and Business support grants** are now open, and clubs are encouraged to promote the opportunity.

Industry changes: The impending retirement of the editor of *Restored Cars Magazine* at the end of 2026, and the consequent cessation of the magazine, was noted. The decline in specialist **chrome-plating services** was also raised as a concern for restorers.

50th Anniversary: Delegates were encouraged to circulate the AOMC's 50th anniversary booklet within their clubs, highlighting the organisation's longstanding contribution to Victorian motoring enthusiasts and its advocacy with government agencies.

Overall message: The AOMC remains in a strong financial and organisational position, with a continued focus on protecting and improving the Club Plate Scheme, supporting member clubs, advocating on emerging motoring issues, and adapting to significant changes affecting the historic vehicle movement.



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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.

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Contact Rob Couper 0488 207 058
Email: debirob2302@gmail.com



WANTED

Tail/ number plate bracket for 1930 Dodge DC8 for rear Left-hand side
John Young email; youngja@iinet.net.au



FOR SALE

A Model Ford complete mechanical chassis - 99% complete $2,200 ONO
Contact: Ray 0411 424 546

FOR SALE

Steel Wheels. 10 spokes with 4 stud pattern. Paint is rusted. One has Goodyear on the rim. Have been in shed for at least 50 years. Tyres are hard but I can't remove them. Sold as is.
$50 each
Located Bacchus Marsh
liz@caliba.com.au



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1949 Standard Vanguard,84 pages $80
1951 Renault model 760, 50 pages $70
1953 Rover models 60,75,90. 200 pages $150
1952 Vauxhall, Velox and Wyvern. Model E. Bedford model C.A.approx. 400 pages. $100
1962/1972. Alfa-Romeo Giulia 1600&1750 models Sprints&Spiders,154 pages. $100
1956 Lloyd 300, 400&500models. Approx 100 pages. $80
1956 Lloyd 600model 80 pages. $80
1949 Morris Oxford series M.O. 100 pages. $50
Contact: Graeme Edward. Ph. 0409 850 192

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6.50 x 20 6 ply tyres $300 each or all 7 for $2000
Geoff Mob: 0417 411 117 griffin.storage@bigpond.com

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Morris Cowley and Oxford
Many mechanical parts chassis, axles, engine blocks, heads, radiators etc. enquire.
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Wire wheels, 21 inch 80 short plus left hand front 80 short hub to suit 18/50 or 20.9 Crossley. Also, any information or parts for 1925 AC tourer.
Greg Taplin 0428 355 815 or tappers@iprimus.com.au

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Richard Unkles 0411 185 779 or richard@unkles.com

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Dodge 4 1924/1925 Radiator (fair condition) plus Cowl and DB badge (good condition).
$180 the lot.
Dodge 4 1924/1925 Headlight buckets (sand blasted and primed), Reflectors (need plating), DB lenses and bezels in very good condition. $400 the lot (won't separate)
Dodge 4 20" spare wheel carrier and chassis attach brackets. $80
Dodge 4 R/H Tail light and number plate bracket. $25
Dodge 4 up to October 1922 Gearbox reverse idler gear and bracket 12 teeth, Cluster gear driven gear 28 teeth. Both gears in excellent condition. $120 the lot.
Robert Kirby Mob: 0494 740 422

WANTED

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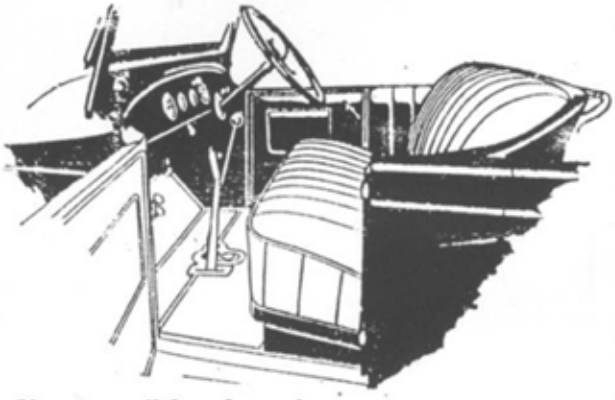
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