

ISSUE 815



JUNE 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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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.

Licensed Club Nominee:

John Johnston

Magazine Editor

Iain Ross

Email: editor@vdc.org.au

Events Committee:

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

Members Meeting

Friday 26th June 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

June	17th	Wednesday	Mid-Week Run
	26th	Friday	Members Meeting
June	11th	Saturday	Coffee & Chat
	15th	Wednesday	Mid-Week Run – Christmas in July
	19th	Sunday	New Members Day & 100 Year Old Vehicles
	24th	Friday	Members Meeting
August	8th	Saturday	Coffee & Chat
	12th	Wednesday	Mid-Week Run
	21st-23rd	Fri-Sun	B40 Rally
	28th	Friday	Members Meeting

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New Members

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

Keith & Cath Mortimer.	1934 Rolls Royce 20/25 Sedan.
Geoff Burford Rejoining member	1935 Riley Kestrel, 1935 Riley Special, 1935 Riley Rolling Chassis.

We hope you enjoy being members of our Club.

Front Cover:



Siva Surendran's 1923 Essex Tourer,
read more inside this issue.

Magazine Closing Date

Closing date for contributions for the July magazine is:

Monday 29th June 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. You may have spotted already, we have a new secretary – many thanks to Daine for offering to take on the role! Huge thanks to David Jenkins for his great work as secretary over the last couple of years. David will continue to manage Doc's Dodge which is much appreciated.

If you haven't been to either the most recent coffee and chat or the club meeting, you may have missed the great progress on the club coffee van. It's pretty much complete, bar a few small bits and after some "fun" with VicRoads we have "Weeksy's van" registered. Thanks again to everyone who has contributed to the van, especially Matt & Judy! We now have an amazing asset which will not only be a wonderful advert for vintage vehicles and our club, but also hugely beneficial for supporting our events. We now have the ability to enjoy hot drinks and BBQ food wherever we choose – and with style!

Now, on the subject of events, we've always got plenty running throughout the year with our events team doing a fantastic job. However, we really need your help, especially with mid week runs (thanks Denis for doing the next one). It would be great to have some new faces running a few – short and simple is fine and it's a

great opportunity to meet new people and get out and about. We have our new members day coming up in July – the more the merrier, so let's make all our new members feel welcome and show off our cars, especially the ones that turn 100 this year. This year at the new members day we'll also be judging cars for our concours/restoration trophies – Thanks to Doug Sterry for taking on the management of that. More details are later in the magazine and hopefully there will be a good turnout to keep Doug busy

Cheers,
Richard



From the Editors Desk

Welcome to the June issue of The Vintage Driver.

Winter has now settled in, but as I write some of our intrepid members are taking part in the Kings Birthday Bash camping weekend in the Daylesford area.

For this month we are including the final instalment of reporting on the Spirit of the Twenties rally. Thanks to the daily rally reporters for their efforts. And as well we are including a report by a friend of a member on his experiences on this his first club rally the Spirit. And from another newish member outlining how soon after completion of the Spirit they headed off on the pre 1931 Autumn Tour held in Orange NSW. I note they did each event in a different vehicle. That's what I call enthusiasm.

As always folks your contributions for our magazine are

really welcomed. I really look forward to receiving your self-written descriptions of vintage motoring experiences, restoration tales, or anything else that would interest our readers.

Also if there is something that you would like to see featured in our magazine, please let me know.

Enjoy the read
Iain R



MINUTES OF THE VINTAGE DRIVERS CLUB MEETING.

DATE: 22nd May 2026

MEETING CHAIRED BY: Richard Badham

ATTENDEES: There were 66 members in attendance and 6 on zoom.

APOLOGIES: Sharyn and Chris Wells and David Jenkins

NEW MEMBERS REPORT:

Siva Surendran from Cannons Creek with a 1923 Essex tourer

Keith and Cath Mortimer from Doncaster East with a 1934 Rolls-Royce 20/25 Sedan

VISITORS: New member Siva Surendran was present and welcomed.

DISPLAY VEHICLE: No display vehicle

TREASURERS REPORT:

Operating expense for the period was \$24,280, with the main expenses of \$19,585 being associated with the Spirit of the Twenties. The remaining costs were council and water rates and normal monthly cost for the magazine and club rooms

Income for the period was \$3,157, the majority coming from club room rentals and some from the Spirit of the twenties.

EVENTS REPORT:

A very successful Spirit of the Twenties with approximately 55 vehicles (with the majority making the full distance) and around 100 members representing around 10% of the club's membership which is very impressive.

Still require volunteers to organize the mid week runs.

Thanks to Denis Robertshaw who is organizing the mid week run "dash with Denis" on the 17th June.

The new members day will be on the 19th of July – a chance to welcome new members and celebrate cars that have reached the 100 years milestone.

MYSTERY CAR: A 1922 Kissel. The correct answer was provided by Rob Coney, Trevor Barby and Doug Sterry.

GEARBOX REPORT: : New stock has come in for Flash lube (valve saver) in addition to microfiber cloths.

GENERAL BUSINESS:

Richard advised that we are looking for someone to take on the role of Secretary as David Jenkins will be stepping down. Post meeting note, the position has been filled – thanks.

A member based in Leongatha has recently inherited a

Dodge six and is looking for someone who can give some guidance or lessons in driving a vintage car. David Dewar was suggested as a possible option (will be contacted by the secretary).

Richard advised that the Coffee Van has now received a club permit (thanks to Arnold Chivers and Daniel Zampatti for multiple trips to VicRoads to secure the permit). Many members have contributed to the coffee van and a plaque will be placed to recognise all the contributors – Matt and Judy Weeks, Grant and Lynne Lane, Kirk Gardiner, Frank Braden, Wes Braden, Kevin Stack, Terry Carrol, Charlie Grima, Arnold and Glenda Chivers, Ross Tatum, Colin Handasyde, Richard Badham, Wayne Bromage, John Bryden, Trevor Barby, Jim Lambert, George Rae, Greg Taplin, Iain and Maureen Ross, Denis Robertshaw and Wayne Roots.

Special recognition was made to Grant Lane (for many weekends of support to Matt with work on the Van) and Matt and Judy weeks for their huge contribution and work on the coffee van. The Weeks have contributed significantly, from the initial idea, sourcing the coffee machine and the many hundreds of hours of work that has been put into turning an incomplete collection of rusty parts to a truly amazing vehicle that will be a great asset for the club for many years to come. A gift was presented to Matt and Judy for all their work on the Coffee Van and a gift will be presented to Grant Lane.

GUEST PRESENTERS:

Doug and Melissa Sterry gave a great summary of the recent Spirit of the Twenties, Blue Lake Border dash with Melissa presenting from her rally directors soap box. A number of attendees also shared some of their standout moments, including Brenden Wolfe, Lualla Tong, Jim Lambert, Trevor Davey, David Jenkins and Annette Badham (shared by Richard). Stuart gave an overview of all the competitions during the event and the winners, a full list of which will be published in the club magazine. The overall winner of the event was Brandon Price in his Vauxhall 14/40.

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

The meeting concluded at around 9:15 pm followed by a generous supper, provided by volunteers and a slideshow of photos from the Spirit on the screen.

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 26th June



Coffee & Chat Saturday 11th July

10am – 11:30 at the clubrooms



Club Meeting Friday 24th July



B40 Rally Friday 21st – 23rd August

See Flyer in this magazine

Christmas in July Wednesday 15th July

Event to be confirmed.

Details will be emailed to members and on club web site.

New Members Day & Celebration of 100 year old Vehicles. Sunday 19th July



At Our Club Rooms. From 12.00 noon. There will be a free BBQ Lunch for all attending. All new members who have joined in last 12 months and members with vehicles listed with our club as 1926 models will receive an invitation to this day. So, keep the day free and come along to meet new members and celebrate the 100 year old cars. Let's see how many members & club cars we can get there on this very special day.

Note Judging for our restoration trophies will also occur at this event. See details on next page.

Golden Oldies Tour 2026

If you have a Vintage vehicle (1919-1930) and need a week away with great company, fantastic scenery and unique displays join us on the Golden Oldies Tour. Starting from Marong picnic on 30 August 2026, we will travel 8 days to Bendigo, Barham and finish with a final breakfast in Swan Hill – touring the long way of course! For more details or to get an entry form email Anne on

goldenoldies-tour@outlook.com.au
 or at www.federation.asn.au

2026 Golden Oldies Tour 30th August to 6th September

This event organised by the Federation of Veteran, Vintage & Classic Vehicle Clubs is restricted to Vintage vehicles only. It is highly recommended by many members of our club who have attended past tours. **CLOSING DATE: 30 June 2026.**

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

Restoration/Concours Judging

This year at our new members day on Sunday 19th July judging will be available for the restoration trophies, there are 4 categories of trophies:

- **Warriner Memorial Trophy**, for the best personal restoration of vehicles built between 1st January 1919, and 31st December 1930.
- **Vintage Concours trophy**, for vehicles built between 1st January 1919, and 31st December 1930.
- **Post Vintage Concours trophy**, for Vehicles built between 1st January 1931, and 31st December 1945.
- **Post War Concours trophy**, for vehicles built from the 1st January 1946 up to and including 1958

So come along and show off your car - If you would like to enter please get in touch with Doug Sterry 0407 358 145. For full details of the trophies and scoring criteria see our website (see Concours & Competition Eligibility Regulations under the "About" or "Forms" drop down menus).



PAST EVENT

Spirit of the Twenties Blue Lake Border Dash 2026 Part 2

Day 5 – Tuesday 21st April – written by Anne Davis

Mt Gambier to Naracoorte

The morning was foggy which is often a sign of a lovely day. We met at the Blue Lake Lookout – but there was no lake to be seen! The lookout itself was interesting, covered in padlocks. I suggested we should have a 'guess how many' game but nobody volunteered to count them all. Doug, Melissa (who flew in last night after being in Melbourne since Friday with her Mum) and Stuart got on the "soap box" and then we were all off.

Well, we were off once we got a push start... We have no starter motor – it broke on the way to Portland and I am the stand in starter!

It was a lovely drive to Robe – the smell of the fresh sea air as we got in to Robe was really nice. Robe for a coffee and food at the Bakery, and a refuel (we are NOT going to run out again!) As we drove into Kingston SE we started to get a banging on the LHS where the hood mounts to the front window – it seems the bolt on the visor had broken – not bad for 50+ years! We removed the visor at the jetty – which is very long – and then headed off again. We hadn't booked lunch so just went on.

The increased air temperature of 29 deg was not appreciated by the car – although we really liked being able to divest ourselves of our coats and gloves. The little red line kept getting higher and John kept driving slower to keep it below the black line. After rebuilding the water pump only yesterday he wasn't keen to have us boiling today!

We got into Naracoorte at about 2.30pm and as our tour wasn't until 4pm we checked into our Motel before heading to the caves. Unfortunately, we got there 10 mins after the café closed so didn't get the lunch we were hoping to buy... but we did get told by the ranger that we could join the 3.30pm tour so we pushed the car again with a little help from some friends and headed to Victoria Fossil cave.

Our tour guide Andrew was very informative, and the caves were very interesting. The fossil area of the caves was not discovered until 1967 and are believed to be from 500,000 years ago. There are a lot of fossilised animals that are extinct now that they have unearthed and the bones are dispersed over an area bigger than an Olympic



swimming pool. At least 100 species have been found of mammals, birds, amphibians and reptiles including Tasmanian Tigers! There were openings in the rocks that animals fell through and then died (in the dark!)

Back at Naracoorte we showered and walked into town and ate at the Bushman's Arms. A lovely meal and a phone call to Dad and then Mum and a walk to the supermarket completed our day. Now we will relax and watch a bit of TV before getting some Z's ready for another day.

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Spirit of the Twenties Blue Lake Border Dash 2026 Part 2

Day 6 – Wednesday 22nd April – written by alias ‘Smith & Jones’

Naracoorte to Hamilton

Today's book report is coming from alias Smith & Jones

The day began a little overcast but soon cleared to a sunny and mild day - perfect vintage car weather, especially with the hood down enjoying the scenery and taking in nature.

Our first stop for the day was Warrock Homestead just north of Casterton. A scrumptious morning tea was waiting at the homestead – scones, jam and cream. After wandering around the property, buildings dating back to the mid 1800's, it must have been a thriving community back in the day. 12 noon saw us heading off to the hill climb... sorry ... hill decline... We had to see how far we could roll down a hill. All our hand flapping and moving back and forth proved unsuccessful to propel the car to progress toward the furthest point.



On through Casterton and to the service station to fuel up for the Fuel Economy section and then elect a miles-per-gallon amount, fuelling up once again in Hamilton. On our way south we did go through a town full of ex-thieves (Dunrobin) so continued straight through.

In the late afternoon we made our way to Hamilton Pastoral Museum for a look see at their diverse collection of old stuff. We then entered the dining room for our evening meal.



During our pre-touring chat this morning a group of ladies were standing around chatting, discussing, like most mornings, many subjects based around many topics until I mentioned one that seemed to involve many points of view. It went a little like this.

“Hey, doesn't it make you laugh a little at the positioning of toilet roll holders in the different bathrooms and accommodations that we visit? Some you have to have the flexibility of a gymnast to rotate around behind you to reach, some are so far away on the back of the door you have to pace forward, and then pace back, and some are conveniently located

but I'm guessing the worst of all, when it is EMPTY!”

But back to my report. It was a great day of touring for one and all. On with the Spirit 2026!

Day 7 – Thursday 23rd April – written by Matt & Jaci Lack Car 11

Hamilton to Halls Gap

There is a young man from Farley

He traded in his Harley

He bought a car,

He drove it far....

Another cracking day, fine, sunny and 25 deg. Our meeting point today is the Hamilton Botanic Gardens where our splendid machines will be parked on display for public viewing. Our motel carpark was a hive of activity as drivers

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Spirit of the Twenties Blue Lake Border Dash 2026 Part 2

prepared their vehicles for the day, wiping off the early morning dew, checking oil, and the odd jump start!

On arriving at the Botanic Gardens, we were parked on a sealed track that meanders through the gardens, forming a spectacular display. Once parked, we had time to enjoy the gardens, or in our case, coffee and brunch.

Our rally group reconvened at the rotunda in the park to receive our daily briefing from Doug & Melissa, just prior to our 10am departure. Once we departed the gardens, we settled in behind a few other vintage cars and enjoyed the scenery of Hamilton and surrounds. Our complacent attitude on departure soon led to the realisation that the cars we were following were driving east, and our instructions for today were heading south!!

After a short roadside discussion involving maps and phones, we agreed upon an alternative route that would take us to our next planned stop but meant would not visit the town of MacArthur.

We arrived in Penshurst, although earlier than expected. When Doug rolled in a few minutes later his comment was as expected “so another short cut?” No explanation was offered!

In Penshurst we visited the Volcano Discovery Centre, which we really enjoyed. From here we drove a couple of miles to Mt Rouse lookout. Once we ascended the stairs, we were able to enjoy uninterrupted views of the entire district. Our stay in Penshurst ran over time, so once we were back on the road, and carefully following instructions provided, we passed through Dunkeld and towards the spectacular Grampians. The scenery quickly changed from rolling hills and farmland to narrow tree-lined roads and more challenging conditions, as we slowed our pace to take in incredible views around us. As this is our first visit to the Grampians, we thoroughly enjoyed the drive!

We arrived safely at our destination in Halls Gap, and once unpacked, we had time to enjoy happy hour at the motel and share stories of the day's events.

Another terrific day of motoring!

Later in the evening we settled into the local pub which provided great food, craft beer, live entertainment, and friendly company!



Day 8 – Friday 24th April – written by Kev & Frankie

A day at Halls Gap

Our day started by finding a suitable place for coffee and toast, with others coming and going – cars every which way doing the same. After breakfast we drove to the start at Lake Bellfield.

The picnic lunches were handed out for those who had pre-ordered. The days instructions were provided and a reminder to fill in the log books!

We headed for Baroka Look out - “just up the hill they said!” Oh yeah? A twisting steep climbing hill! But in fairness it did have asphalt.

Once we had looked at the views, there was a choice – do we go back the way we came on an asphalt road, or



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Spirit of the Twenties Blue Lake Border Dash 2026 Part 2

the back, dirt, vintage road? Well, we are vintage so took the dirt road, while others took the boring common old pot holed asphalt roads. While the one we took did have boulders, humps, bumps, twists and turns, washouts and wildlife hopping through the brush. A slow and steady drive back down the hill until we arrived at a T intersection at Lake Wartook Look out.

Taking this pristine, new asphalt road we headed towards Zumstein's Historic Picnic Grounds to enjoy our picnic lunch, chatting with others about the views and the choice of roads we individually decided to take.

From here it was a relaxed easy bitumen run to Halls Gap for an afternoon's activity of put-put golf and more chatting and procrastinating about the skill of golf. I think Stuart was pleased to see us as he wanted to get things started and needed six suckers to start the show!

The game started slow but was "Bloody Good Fun!" By the 18th hole we all knew how to at least make contact with the ball! Stuart was given our lie card.... I mean score card, to try and do his best to sort out the scores for 1st, 2nd and 3rd. With our game out of the way we sat and watched the others try and play their games, mixed and chatted to those who thought they knew better.

From there it was back to our hotel for a shower and shave, chat some more, then put on some warm clothes before we joined the others at the nights BBQ. A nice BIG log pit fire was burning and local wines and beer to enjoy while we stood, sat and talked some more around the fire.

The BBQ was cooked, multiple choices – 2 types of skewered meats in sauce, sausages (quality, not rubbish), burgers (cooked but not burnt!), potato salad, slaw, buns for the burgers and more. Some had theirs inside the building, while most sat around the fire. Then multiple choices of ice cream for sweets. As the night grew on, we thanked the caterers and the happy, well fed rallyists departed to their motels, and we left to write this day's activity of fun.

It took six couples to make up this rally

For two years they did not dally

Over these roads many times they went

To give us all the very best event.



Day 9 – Saturday 25th April – ANZAC Day – written by Brendan Wolfe

Halls Gap to Bendigo

Another cracking day forecast, top 21 deg. It was a bit fresh at 6.30am!

Today's run will take us through Victoria's open farm country into the Victorian gold rush region and finally Bendigo.

Departing Halls Gap, to make sure everybody was awake, we again started the day meandering along some lovely back road with a little bit of dirt added to the mix, just to keep us on our toes, arriving at our first destination, Moonambel.



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Spirit of the Twenties Blue Lake Border Dash 2026 Part 2

Moonambel, a small hamlet in the Pyrenees region of Victoria amongst its many highlights, is also the hometown of Glenda Chivers. After the mandatory pit stop (toilets) we gathered at the Moonambel Cenotaph on the Moonambel



Avenue of Honor. This very simple but impressive area of monument trees demonstrates the number of men, and the sacrifice of so many.

Attending our ANZAC service were many locals as well as some passing by. Amongst our own ex-service men, we were blessed to have several Vietnam Veterans present. Our own Colin Maginnity who served with 3CAV (APC's) and the Vice President of the Avoca RSL Garry Hutton who served with Dand E Platoon Australian Infantry. Huck Ragburn, a National Serviceman from 1950 was also in attendance. The service was excellent, thanks Melissa and Doug, including some very moving bugle and cornet work from Stuart and John McCorkelle. Thanks all.

From Moonambel we made our way to Maldon and up Mt Tarrengower – WOW!! From the lookout tower a 360 deg view of the entire world! Another fun fact – Mt Tarrengower is located in the very middle of Victoria.

From here, down to the township of Maldon where we were treated to a spectacular motorcycle show and shine.

From Maldon we drove into Bendigo. Saturday night, our farewell gala dinner. Lots of beautiful gowns, dresses, suits and bling! Many stories, drinks, laughs and music. WOW! So many awards, all well-deserved, with Brandon Price taking home the overall winner.

Thanks to the committee. Bloody Brilliant!



Spirit of the Twenties Awards

Day 1 Observation	Gerald & Colleen Rainbird (1927 Hupmobile)
Day 2 Nominated Average Speed	John & Anne Davis (1925 Oldsmobile)
Day 3 Rubber Duck Run	David Jenkins (1917 Model T Ford)
Day 3 Night Trial	Wes Wilkinson (1928 Chev)
Day 4 Sprint	Brandon Price (14/40 Vauxhall)
Day 4 Motorkhana	Brendan Collier (1928 Ford Speedster)
Day 6 Hillclimb	Matt Lack (1929 Reo Flying Cloud)
Day 6 Fuel economy - Best	Bruce White (Austin 7) 40.14MPG
Day 6 Fuel economy - Closest to nominated	Rob Anderson (1927 Nash) within 0.3MPG
Day 7 Mini Golf	Richard Badham (1927 Dodge)
Overall Winner: Brandon Price: 167points	
2nd: Brendan Collier:166 points	
3rd: Matt Lack: 132 points	



PAST EVENT

May Coffee and Chat

The May Coffee and Chat saw a great turnout of fifty members and one visitor.

It wasn't long before the car park was heaving with members vintage and classic vehicles and of course the club's new coffee van took pride of place on the display car parking spot.

As always members were involved in lively chatting around this new vehicle, within the clubrooms and outside

in the car park. The club coffee van was officially named as Weeksy's Van. Matt was presented with a plaque to be mounted on the van in recognition of his contribution to its restoration and build. Time flies when you are having fun and in no time, it was getting close to lunchtime, and we had to make our way homewards. As always if you are new to our club or have not attended a Saturday coffee and chat it is a great way to get to know your fellow members.



PAST EVENT

May Members Meeting

Held on Friday 22nd May we had 66 members attending in person with six more attending on Zoom.

After the normal business of our monthly meeting, we were treated to excellent reports on the recently completed Spirit of the Twenties Rally by members of the organising committee and some participants. I am sure these contributions made many of us envious as such a great time was had by our participating members. There

is always next time so prepare your twenties vehicle and take part in the next event.

I received some great comments from residents of the Western district delighted to see twenties vehicles visiting their areas and supporting local communities. Well done by the organisers and the participants.

After these formalities the attendees enjoyed supper and a chat with other members.



Top row left to right:
 Melissa & Doug Sterry with Brenden Wolfe
 Melissa & Doug Sterry with Lualla Tong
 Middle row left to right:
 Melissa & Doug Sterry with David Jenkins
 Melissa & Doug Sterry with Jim Lambert
 Bottom row left:
 Melissa & Doug Sterry with Stuart McCorkelle

PAST EVENT

Winton Historic Race Meeting

Race weekend dawned with a somewhat questionable weather forecast, this event for years has always enjoyed excellent weather, cold mornings usually followed by sunny days.

This year saw some light showers and low cloud ensuring some light fog during Saturday

I believe the damp conditions and residual oil on the track saw some traction issues for the competitors, however from what I saw the day was fairly incident free. Sunday saw an improvement in the weather cold but rain and fog free.

Your editor's day was made when a new vehicle appeared on the track. Someone advised me that this vehicle sported three carburettors? It was an open wheeler with no body with the driver seated perilously high. No mention

in the programme so a quick trip to the pits.

On inspection it turned out to be Bristol powered and is a newly constructed replica of the Lukey Bristol, Len Lukey best known for his exhaust components business was a prominent race driver in the fifties acquiring the ex-Jack Brabham Cooper Bristol and later constructing the Lukey Bristol. I must say that hearing it coming down the straight I did not pick the Bristol exhaust note?? It was the first time I had heard a Bristol engine in anger on a racetrack in Australia. When I visited Goodwood for the Revival some years back, they put on a race for Bristol engined cars, I was in seventh heaven!!

So, all in all a very enjoyable weekend and great to see our members competing, it would have been great if we could have had some more vintage in the ever developing accompanying vehicle displays.

Winton Entries

The following members were listed and competed in either races or regularities.

Russell Clough Austin 7 special

Holly Samson Chev 4

Peter Donald 1922 GN Vitesse Special

John Davis Essex special

Doug Sterry 1939 Ford Special

Scott Burchett 1926 Fraser Nash Boulogne

Geoff Bartlett Morris Minor

Daniel Zampatti GN touring

Brandon Price Vauxhall 14/40

James Dunshea Oldsmobile

Stuart McCorkelle Dodge 4

As well a number of our members were seen spectating.



MEMBERS CAR

Siva Surendran's 1923 Essex

Our new member Siva Surendran purchased the vehicle in Victoria.

He has carried out some minor mechanical tasks on the engine and gearbox, and now the vehicle is running well.



Pre-31 Autumn Tour - Orange

Following a very enjoyable and busy Spirit of the Twenties, Michelle and I left early on the Sunday to get home for our next rally, the Pre 1931 Autumn Tour in Orange, NSW. We left home this time in a Model A Ford tourer, resting the Hupmobile tourer, on the Wednesday to meet in Goulburn with friends in their Chrysler 70 roadster, then continuing to Boorowa for the evening. The next day we travelled via Cowra to arrive in Orange in time for lunch and some shopping (for our ladies) before registration. It's the long way to Orange from Sydney, 140 mile detour that avoids the closed Great Western Highway in the Blue Mountains, but what else would you do after a 1,000 miles around western Victoria and Mount Gambier.

The Pre 1931 Autumn Tour was first held in 2005 as an initiative of the Orange District Antique Motor Club to bring pre 1931 vehicles together for a dedicated heritage rally. The inaugural rally was held with just 38 entrants. What followed was a biennial rally in Orange that has steadily grown to become an annual event. Clubs in Cowra, Dubbo, Parkes and last year in Armidale, have hosted the tour on the alternate years. Consistently there have been over 100 vehicles and up to 120, now drawing vehicles from Victoria, South Australia and Queensland.

This year the tour was hosted by the Central Tablelands Historic Car Club with registration at their club rooms. We have been regular attendees to this tour since the second tour and as usual at registration we catch up with the many friends we have made over the years, including most of the NSW crew who were on The Spirit. The organisers had a rally bag containing local tourist information, coffee mugs to reduce the use of disposable cups and a detailed tour book with tour instructions and listing the 108 entries.

The tour now starts on the Thursday afternoon with registration and a short run around the district, this year including cryptic observation questions. Friday started at the club rooms with morning tea of a spread of homemade cakes and slices before departing for Blayney High School with the options of a short or longer run. The

cars were on display on the main oval as part of a school project and the students were also encouraged through the project to discuss the cars with us. The hospitality class also catered for our lunch serving approximately 250 lunch packs of a snack box of biscuits, cheese, meats and fruit with a choice of a sandwich or wrap.

The run for Saturday departed from the club rooms for a visit to the local model aircraft club and morning tea of more local homemade cakes and slices. We then travelled to Molong for lunch at our own arrangements and then returned to Orange to prepare for the evening presentation dinner. A few of us were privileged to be invited to a local club member's house at Molong to see his original 1911 home preserved and furnished very much in that era.

The tour organisers encouraged entrants to "Channel the high-fashion vibes from the year your vehicle was born! Think retro glam, vintage chic, or futuristic flair—whatever your car's era inspires" for the presentation dinner on Saturday evening. Having just "embraced the elegance of the era" at The Spirit we transferred our twenties ensemble to the next car for the high fashion vibes.

The tour came to an end at a barbeque breakfast on the Sunday morning where we said our goodbyes until next year in Stanthorpe, Queensland. This new destination was announced at the presentation dinner and is a first for the tour leaving New South Wales. We have now booked our motel in Stanthorpe and have commenced planning for those interested in joining a pre tour to meet in Dubbo and travel to Stanthorpe together. There has already been an email from the club with the details of the pre tour.

This was another great Autumn Tour that is only possible with the support of The Paul Butler Foundation, sponsors, local volunteers, and the dedicated club members. After 2 great rallies close together we have 2 vintage cars that need cleaning and servicing and Michelle and I need a holiday.

Stephen and Michelle Page



Enjoying the Passage of Time

With a Bunch of enthusiasts (and looking for coffee)

The Spirit of the Twenties run 2026

I have a friend, from the past 55 years, let's just call him D'J.

He very kindly asked me to come along on this years "Spirit of the Twenties", a run to Mt Gambier and back, 9 days of cruising in the 1916 "T". We left in the dark on my birthday and it finished on his, I have teased my good friend many times about the fact the he has two model T's, I have since apologized for the jibes, I had never been on a run, or rally, or a gymkhana, treasure hunt, before, despite spending many years in the automotive industry, and I've got to say how much fun it was.

I had only been on one drive in DJ's 1916 "T" before, to Romsey men's shed, to look at a model T Truck they rebuilt.

So off we set early in the dark, (the kero lamps were lit) to Werribee Mansion for the start, and a coffee. I was amazed at all the different cars that turned up for the start, (reminiscent of "The Great Race", a film from my childhood, you may remember it too?)

Think there were about 60 entry's, around 58 starters I spent some me looking over the vehicles I've always loved the (as the British say) "the bright work", you know the shiny bits, I got some great photos of the bonnet emblems, and the side step, air pumps, the grills, the acetylene makers, head lamps etc etc. I had not seen in real life, some of the brands of cars, I'd only seen or heard of some of them in films /tv's shows, the late twenty's cars, look like the gangster Al Capone's type, all they needed was a violin case, He He He, before we left Werribee there was a limerick recital, The boy stood on the burning deck,,,

One of the fantastic, things I learned along the way, was that everyone else also seemed to have a sickness of collecting cars, (clearly it was contagious) Brian, I spoke to, said he had six Riley's, someone else, has six Nash's plus a couple of others. I saw some French cars, Italian cars, British, American, etc, some were pristine, some with a lot of patina, all Amazing, near as I can tell they all have multiple cars finished or not.

There were two Austin 7's, my dad always had a love of Austin 7's (he was 6'3"). And he had one, when he was young, I've seen a picture somewhere. I think on day 2 or 3 we were passed by the little Austin going like a rabbit, (we subsequently got passed by most of the cars for the rest of the trip, but we were in a 1916 Model T, 2 gears, no water pump and no oil pump, no rubber engine mounts) I think we were the only model T on the run.

I'd say that when the committee scouts out a course they're not in a model T doing it, as some of the hills were a challenge for us, ie day one, on a back road before we

got close to Apollo Bay there was a very long 2 km plus hill easy 7 to 1 or more gradient, we couldn't make it up, I got out and pushed for maybe 20 metres, we eventually got to the top, (I walked) D'J laughed, I died ,,so old.

We gathered each day for the start, (and hopefully a coffee) I was amazed at the camaraderie of the group, everyone happy to be there and to participate, we seemed to have a gathering every second night for tea, sometimes we were put up by another car club or association and always we were welcomed, I felt welcomed. I mean they're all nuts, but the enthusiasm was just amazing, this run, was a group of enthusiasts. Some had rebuilt the cars, they all cared for them, and were enthusiastic about them, it was good, refreshing, to be amongst people with a passion, and their positivity. Their passion seems to keep them young. I retired about 2 years ago, and I've aged 20 years in the last 2, there were people there that are 20 or more years older than me and look younger than me, I think it's part of the disease, of collecting and enjoying their cars, he -he

We stopped at Portland Powerhouse Museum, on any other day it would have been the best car museum, for miles and miles, but on the day 58 cars turned up. It was Great, really worth a visit if you get a chance. Just a side note I had not been to some of the towns on the route for more than 35 years and some never.

We had mobile signal for most if the run, even in the middle of nowhere, it was sometimes a bit sketchy, I was once a cave diver, in and around Mt Gambier so DJ and I went to look in a couple of the caves, oddly enough we were in Engelbecht cave, and maybe 18 metre below the surface, and my phone went ping, I got a text, ,, Unbelievable, when we crossed the border into S.A the time changes on the phone, the same again when we came back and crossed into Vic, we almost turned around just so we could see it happen again.

Day one treasure hunt, I was struggling with the navigation from the notes. google helped sometimes Day 3? duck day, little rubber ducks were placed out, and let the games begin, DJ seemed quite good at collecting.

Funny photo competition, gymkhana, (the cones were already crushed I tell you)

The drive from Hamilton to Halls Gap was magnificent. There had been a fire in the past and all the trees have new green leaves, a nice drive up the valley.

The world can be a hard and depressing place, but I was rewarded with good people, a common passion, and a zest for life while on the trip, it was great to see positivity, and passion, I met with some fantastic people, great to talk to, and have a chat, if you have a chance to go on a run, I'd recommend it for the experience and the passion, of the people.

The run finished at Bendigo, there was a Gala Night,

Enjoying the Passage of Time

some dressed up for the Spirit of the Twenty's night, "Einstein said, he could never understand it all", the trick you see is. To enjoying the passage of time and I think these amazing people are doing just that, even if there not

aware of it, and of course they are all nuts.,

Where's the coffee (yes, I'm from Melbourne) PS. we stopped for cake and coffee at Dunolly, very good.



DJ and the 1916 Model T



Love the claw sticking out



Werribee Mansion start day



Mural on the hotel wall in Warnambool

Enjoying the Passage of Time



Duck Day



Powerhouse Museum Portland



*Shearing shed at old homestead – Good
scones*



Drive up the valley to Halls Gap



Funny photo competition



Early AC Bristol at Hamilton Wool Museum

One event, One car, Two people, Two perspectives and Priceless Laughs and Memories

Dad (Brian Smith)

After the fun we had last year, how could we not do it again? Besides Louise (daughter) needs the practice!

After working out the logistics, (Louise in Wodonga and me in Panton Hill) we decided to meet at Bonnie Doon on Thursday, so we started our adventure to Shepparton from there.

First things first, it is a year since Louise has driven the "T", so by request we did a refresher in the quiet back streets of Bonnie Doon. As in riding a push bike, the driver was once again quite proficient and ready for the challenge with all before us, well, that is until we reached the main road and the newly regained confidence dropped a couple of points. Undaunted our intrepid driver headed South to Merton then over the Strathbogie ranges to Euroa. We did call in to the Gooram falls along the way, a very pretty place with large granite boulders and beautiful tall river gums, a very peaceful place, how quickly things change! Leaving the parking area is uphill to the Euroa road where you need to stop, well after rolling back, stalling and pressing all the pedals except the correct one. (added to our composure, two other entrants went past tooting and waiving, if only they knew!) A moments silence (may have been longer), then regroup, worked out the function of the respective pedals, then without fanfare we were back on the road to Euroa. We stopped in to the Seven creeks hotel for lunch and a nice glass of "relationship red".

From Euroa we had a lovely (aka uneventful) drive through the flat country whilst my white knuckles were regaining colour however, when we reached a dog leg cross road, those pesky pedals got mixed up again and my white knuckles returned, once we revised the pedals and their operation, middle pedal is reverse and left pedal when half way is neutral. We again regained our composure and arrived in Shepparton to negotiate the traffic (did I mention roadworks?) The car wasn't on "song" all day, so it was rather fortuitous that we missed the motel entrance, so we proceeded to go around the block whereby the motor stopped, (fuel blockage in the needle and seat, quick repair) and the car ran well for the remainder of the trip. booked in, freshened up and off to the track for the welcome dinner and some good company with some new acquaintances.

Saturday morning started with a cold wind and breakfast at the track, with the final instructions being reinforced, "navigators read your instructions"! We chose the long run, (Louise needs the practice) the short trip was to turn left after about 200 meters, this gave us quite a giggle

with Maureen's voice re-"instructions" only to see about five cars coming back after having missed the very first turn.

We travelled along some very interesting back roads coming out at Nagambie, quite a number of entrants stopped to have a break there also. (there was a market near the Black Caviar monument next to the lake) we wandered along the street, taking in the view then considered it may be quite pleasant looking at the lake from within the pub whilst sipping on one of Nagambie's fine red products. (of which there are plenty)

Back on the road and arrived at the Move museum. (driver lost no points this time) WOW! first time for both of us, what a great display. The volunteer ladies had set up a special Florence Thomson display, when we were moving through they had us stand near the display to have our photograph taken, the ladies were quite excited by all the people who had come through and took much interest in their display, they certainly did a great job, and took a lot of pride in the collection they had. (it was a credit to them) We ended up running out of time, so back to accommodation, catch the bus and off to the final dinner for another social evening.

Sunday at Seymour was the wrong direction for us and our weather luck ran out, though we can't complain as Saturday was perfect. We woke to rain, packed the car in the rain then drove back to Move in the rain, we were so pleased we went back, there was so much we had not seen, the bonus was we missed some very heavy rain while in the museum. Again, the Move museum is a gem and the volunteers are all ever so friendly and helpful, it is a great asset to Shepparton. Time to leave and a very easy drive back to Euroa with another nice lunch at the same pub, again missing the worst of the rain whilst consuming our lunch.

Now for the final leg to Bonnie Doon, except the challenges weren't finished with us just yet, light rain and fog going over the Strathbogie's, nearly to the top, a slow change into ruxstell (too slow) so back to low. This was not the time to practice quickstep dancing on the pedals, motor stalled, rolling back, lively discussion with a little animation thrown in, car stationary now, motor running and finally had the left pedal down not out, lots of throttle and presto, something new to me, the "T", contrary to popular belief, can spin the wheels!

In all, we have both had a great time, met some amazing people, most of all we are still laughing!

Thank you to all the people involved.....Till next year and thank you to all the organisers.

One event, One car, Two people, Two perspectives and Priceless Laughs and Memories

Daughter (Louise Kilgour)

"I could be a junkie, an alcoholic, a gambling addict or in prison. Instead, I just drive a T-Model to a mediocre level".

It felt like an important reminder to give to Dad whilst the T-Model had stalled near the last pinch on the Merton Gap, driving back from the 2026 Florence Thomson Tour. Following a weekend full of adventure and laughs, this was not our first moment of adventure, but it did inject a little adrenaline whilst we sat shrouded in fog, on a steep incline and stopped dead.

Rewinding a little, I still laugh at how the RACV Florence Thomson Tour has made an entry to Dad's annual rally calendar.

Now free of the demands of young children, I asked Dad if there was a rally I could accompany him on with one of his T-Models. I liked the idea of being his passenger, touring the countryside for a couple of days, perhaps enjoying the company of Dad and fellow rally enthusiasts of a night and recounting experiences over a glass of wine or two. I had conjured up an idea of it being quite relaxing.

A couple of months went by and then Dad came back to me with the idea of entering the RACV Florence Thomson Tour for 2025.

Not what I had in mind.

This meant I had to learn to drive it. The notion of 'relaxing' seemed to have vanished as I contemplated pedals, hand controls and a multi-use hand brake!!!

But so it was.

We entered the 2025 Florence Thomson Rally in Ballarat and had such a fantastic time, that we'd committed to 2026 before dates, a venue or registration had opened. We were determined to do it all again.

Who knew you could have so much fun travelling at a mere 65kmh?!

With registration confirmed, accommodation booked and period outfits organised, we set out from Bonnie Doon the day prior to the rally. Before hitting the busier thoroughfares, Dad graciously allowed me some time in the township of Bonnie Doon to re-hone my (mediocre) skills of driving the T. In the twelve months since the last Florence Thomson Tour, I hadn't driven the roadster since, so I felt quite an urgent need to reacquaint myself to the intricacies of it again.

Dad was very reassuring, "It's just like riding a bike", he said.

I disagreed when I went to turn out of Bonnie Doon with a hill start and stalled it.

So, the endless banter and laughs for another year began.

Still, I figured it was still a more positive start than the year previous in which I ran through the first red light because I couldn't seem to stop. From Dad, there was much less mad scrambling to grip onto something and the choice of language from both of us was suitably more sedate.

As a teacher, I'm always heartened by incremental progress and so I thought this was a positive step for both Dad and I!

We were off and running. To my surprise, I felt as though working in synch with the T was coming back. It felt great to be out on the open road with it again. The sun was shining; the birds were singing. The T was spluttering and backfiring a little, no matter the adjustment of the choke and timing, but that was mainly for Dad to worry about, for I was merely the driver!

We stopped off along the way at Gooram Falls and enjoyed a wander as we rock hopped along the watercourse.

Then, another hill start. Another fail. But when Chris and Fiona Dillon and Julie and David Jones passed by in their vehicles also enroute to Shepparton for the rally, I smiled, waved as if I hadn't just stalled it (again) and then employed my best resilience to try again. Like my hill start at Bonnie Doon, the second try worked a charm and we were off again.

We stopped at Euroa and had a lovely lunch and a beer to give us both the fortitude to carry on!

Entering Shepparton, there was an extraordinarily busy intersection to have to turn right at and this was the time to really start to nail my take-offs. A huge RAM parked right up on my rear bumper and a tiny window into which to take my opportunity to turn into the traffic. Dad's knuckles were whiter than earlier in the day. Pressure was on.

In went the gear pedal, down came the throttle.

Nailed it!

And then smoothly into top gear.

Nailed it again.

You beauty!!

And so it was, it was just like riding a bike after all!

One event, One car, Two people, Two perspectives and Priceless Laughs and Memories

All through Shepparton, I felt at ease with the traffic lights and the starting and stopping. The car continued to splutter and cough, but Dad wasn't fussed at that point, so on we went. Until, of course, it totally conked out. So, a block from checking in to our accommodation, there was Dad lying on the road, clearing a blockage in the fuel line with me standing in the middle of a road lane so no one would drive over Dad's legs that were now sticking out from under the vehicle. Blockage cleared, crisis averted. A few more laughs in the bank.

At our rally dinner that night, we sat next to some wonderful people. Great company. In fact, one couple we spent the night with were so passionate about this rally, that they'd driven neatly eight hours that day from their MG rally in Hahndorf, SA to make it to Shepp for the Florence Thomson.

Then, rally day. After a bit of effort scouring Op-Shops and online retailers, not to mention work colleagues loaning bits and pieces, it was time to don our period outfits. Arriving to the Harness Club for the breakfast and rally kick-off, seeing not only the other vehicles, but also the outfits was a lot of fun. What an amazing effort people go to to present beautiful cars that are polished and buffed, but also to piece together creative outfits that fit the era of their car. The outfits also prove to be a great circuit -breaker in striking conversation with people.

Maureen gave her pre-rally address and emphasised time and again that it was not a race. Well, with the equal oldest vehicle there, we left promptly from the address to try and maintain travelling with other vehicles. Just kilometres out from Shepparton, there was a stream of rally vehicles behind us and I felt rather proud that I was in fact, winning the race!! With one hand on the trophy, Dad and I pulled up in Nagambie (the half-way point of the rally) and from there ceded our race lead!

In our 1920s attire, we strolled than main street and met many members of the general public who made enquiries about what we were doing. Dad in his 1920s finery brought The Weekly Times and once the local hotel would serve us, we savoured a red wine and perused the paper. In fact, by the time we strolled Nagambie, enjoyed a wine and checked out the market, we came last in the race back to Shepparton! We missed seeing the photographer and having lunch at the MOVE Museum. In fact, more than half of the rally had left by the time we arrived. It wasn't a race, but if it were, we were last and lapped!

The MOVE Museum was really impressive, and we couldn't seem to see everything in the time we had, so kindly, the staff provided us with a pass to return the next day.

Then, of course, that night was the rally dinner. Another great night, another bunch of interesting and wonderful people to sit with. The more people you speak with, the more you understand the stories and human connections with the cars. In keeping with the theme of pioneering women car enthusiasts, there were multiple that were highlighted that night during the course of dinner and awards. Notably, Dianne McNamara who had fully restored, rebuilt and then drove a 96-year-old B.S.A motorbike and sidecar that had been her fathers. What an achievement.

With the Tour completed for another year, Dad and I had one more challenge: getting back to Bonnie Doon on the Sunday with a forecast of substantial rainfall.

We hatched a plan to revisit the MOVE Museum, and once tucked safely indoors, the heavens opened. We stayed a few hours to see everything properly and then hit the (very wet) roads back to Euroa. All went along well; the driver seemed to be gaining driving competency all the time, the car ticked along nicely and the banter continued. The only mistakes lay in not applying the RainEx and forgetting to fill up with fuel before leaving Shepparton. Not to worry, we made it to Euroa and again dodged rain. A glass of red, some lovely meals and then a dessert meant that we once again avoided heavy rain whilst driving.

But just as Dad and I ran out of banter because all was going so smoothly, up the Merton Gap we went. You see, Dad and I have slightly different perspectives on how we came to be in a T-Model that had stalled with the last pinch to ascend before reaching the top of the gap, but the point was, the vehicle had stalled. I was told not to panic, which was rather ironic given that I'd not panicked this time, but had earlier in the trip when I'd made driver error. It sounded rather to me as though Dad was the one panicking this time! In fact in a moment of a complete lack of faith in me, he was genuinely concerned that I was going to let us roll backwards, all the way to the bottom. In a complete role-reversal, somehow this time I was calm and reassured him that it would be okay.

Enter at this point my reality check to Dad: there are bigger disappointments in life that a father could have

One event, One car, Two people, Two perspectives and Priceless Laughs and Memories

than a daughter who is a mediocre T-Model driver. Yes, a daughter with a vice like gambling, smoking or drugs or even the horror of me being incarcerated would be a far greater disappointment, surely!

Well, not only did I get us going again, but Dad was most impressed that I managed to get the T to do a rendition of sorts of a burnout. Yes, a burnout in a T! Preposterous? Apparently not!

A bit of headshaking from my passenger and ten minutes of laughter, and we duly arrived back to Bonnie Doon. And so, the trip was complete, with plenty of adventure and a tried and tested father-daughter relationship that was somehow stronger than just three days ago and well positioned to do it all again in 2027!

Thanks so much to the RACV, AOMC and a very special thanks to Maureen Ross. What an incredible event.



Last Month's Mystery Vehicle

Last month's mystery was a Kissel

Trevor Barby Rob Coney and Doug Sterry were on to it.

There appears to have been no local dealer but there is at least one on the road locally wearing custom plates reading "Kissel".

I have found an image of it at Cruden Farm attending the Festival of Motoring a few years back.

Mr Kissel was a very interesting gentleman and obviously a skilled engineer. Of German origin and having migrated to America soon was in business!

The Kissel Motor Car Company's journey is a classic tale of American entrepreneurship and perseverance, with Kissel automobiles playing a central role. In 1883, Louis C. Kissel moved to Hartford, Wisconsin, and established a hardware store. With his sons Adolph P., Otto P., William L., and George A., Louis expanded their business empire to include manufacturing and distributing farm machinery, engines, electric supplies, and finished timber products. However, the company's true breakthrough came in 1906 when they incorporated the Kissel Motor Car Company, partnering with US District Attorney H.K. Butterfield. Production began in 1907, leading to the creation of iconic Kissel automobiles that showcased American craftsmanship and ingenuity.

Among the Kissel automobiles, the Gold Bug stands as a true masterpiece, epitomizing the Kissel Motor Car Company's essence. The Gold Bug was more than just a car; it was a breathtaking work of art, featuring a sleek, aerodynamic design and a formidable 6-cylinder engine capable of reaching a top speed of 70 mph. The gold bug engine stood out from its peers as its construction and engineering was well ahead of the standards of its rivals. It featured full pressure lubrication when many manufacturers still relied on splash feed, its crankshaft featured five main bearings and was fully balanced, Its inlet manifold and exhaust system was carefully designed to maximise intake and removal of exhaust gases. This saw the engine operate smoothly, produce very good power and speed and last a long time.



It is said the company pioneered integrated luggage storage something that would take years to be widely adopted.

The company not only produced the sporty Gold Bug but a range of touring cars. professional vehicles such as hearses ambulances etc.

During World War I the Kissel firm went into the production of trucks for the Army, and during the later months of the war devoted itself almost entirely to the production of trucks.

Last Month's Mystery Vehicle

During the war the Kissel plant employed as many as 1400 workers. Following the Armistice, Kissel dropped the Germanic looking and sounding "Kar" from their name. Henceforth the Kissel Kar would be known and advertised as the Kissel Automobile.

Celebrities, including Greta Garbo, Fatty Arbuckle, and pioneering aviator Amelia Earheart, were drawn to this exceptional automobile.

During its history of vehicle development and production it was decided that the company would commence building its own bodies. Clearly for a company so dedicated to high standards of mechanical engineering having to source and carry out the new trades required for in house body production timber work, upholstery etc, stretched the resources of the company and is said to have been a factor in the eventual demise of this company. The company was in production until 1929 when the great depression would see production cease. A cheapened model the White Eagle could not save the company!

. Whilst studying information concerning this make on the web, I noticed an image of a Kissell sporting a Shannons Auction sign on it, so there was another one locally!

In 1929, Kissel passenger cars were redesigned and a 126-HP eight was introduced. Now called Kissel White Eagles, using a name that the company used for a 1928 special trim line, the still lower year-over year sales of 701 cars and 198 professional cars and trucks must have been a great disappointment. By 1930, Kissel was also involved in a deal with Moon and New Era Motors to build front-wheel-drive Ruxton cars of which Kissel completed 26. Funding problems for all three companies soon led each to collapse. For Kissel the end came on September 19, 1930, when Kissel ceased production and went into voluntary receivership.

It was a pleasure to discover the history of this vehicle and its obviously very skilled company instigator. He was obviously years ahead of his time, pity his vehicle production was always too expensive.

If you are interested there are some good sources of information regarding this make on line, one outstanding U tube article spells out the company history in detail.

I admire the pioneers who established the company and built these really advanced vehicles in the early days of motoring. A great story. Pity as well as great innovation the company did not hire staff with business and sales acumen. The marque deserved to survive!

This Month's Mystery Vehicle

For something a little different an English body graces this vehicle what make is it?

Contact: Iain Ross Mob: 0409 027 392
or

Email: imgross@bigpond.com



Classifieds

FOR SALE AND WANTED

The Vintage Drivers Club acts as a venue for sellers to list cars and parts and buyers to purchase cars and parts also to post wanted advertisements. Free advertising is offered for members and for non-members who may have vehicles or parts of interest to club members. Wanted Advertisements are for members only. Advertisements will run for three months after which they will only be continued only by agreement between the advertiser and the editor or web site coordinator.

The Vintage Drivers Club gives no undertaking or representations accepts no liability or responsibility and has no control regarding: (a) the accuracy or details in the advertisements; (b) the quality or safety of the items advertised; (c) the transactions between vendors and buyers.

Advertisements for private sale of registered vehicles must comply with the current Motor Traders Act and must contain the cash price of the vehicle, registration number, engine number and chassis or VIN number. Club permit vehicles are considered to be unregistered.

FOR SALE

1928-9 La Salle Convertible

This vehicle has been in long term member ownership and has been subject to a complete restoration.

The vehicle is on Victorian Club Permit scheme.

Asking \$70,000 ONO

Enquiries to Aub Smith mobile 0428 833 960



FOR SALE

1934 Chevrolet Standard Roadster as featured in September 2022 VDC magazine.

Fully nut and bolt restored in 8 years ago less than 1,000 miles since restoration

12v conversion

Professionally rebuilt engine

Complete interior replacement and new soft top

Beautiful example of an Australian delivery, Holden body works, early Chevrolet

Sadly, this is a deceased estate car where dad lovingly poured his heart and soul into it.

Asking price approx. \$70,000

Rob Holtham 0405 121 912 Bayside area (Parkdale)



FOR SALE

1926 Lancia Lambda 6 th series Torpedo (long Chassis)

In 2008 work commenced on Lancia chassis number 15453 and it was completely stripped down and full no expense spared renovation was undertaken. Over a two and half year period the monocoque body was extensively rebuilt and repainted, followed by a full mechanical rebuild. New wiring, full leather interior hood and carpets. Awarded Best new restoration at the Lancia Nationals. 2014 Best Vintage sports car restoration Motor Classica. 2014

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



WANTED

Looking for a 440/4.50-21 tyre in usable condition for a spare on a 28Chev Contact Steve King 0400 170 664

WANTED

I am Looking for a small front bumper for the Austin 7 similar to the one in the photo. Identical not necessary as mine originally had both bars all horizontal and not turned up in the middle.

Richard Unkles richard.unkles@gmail.com



WANTED

Grease gun that fits on top of a 2.5kg grease tin and has a pedal on top that you push down with your foot to get pressure
Richard Unkles richard.unkles@gmail.com

WANTED

1916 to 1919 Dodge Tourer I am looking for a restored & driveable vehicle
Contact Gary Email: gary@buttermanstrack.com.au

FOR SALE

Buick early 1920s front wheels and axle which had been on trailer. The 4.40 x 23" wheels are in very good order \$190. Contact Mob: 0474 575133.
Located in Beechworth

**FOR SALE**

Vintage or earlier plated brass windscreen frame with glass good condition. size 121 cm x 40 \$200, Switchbox \$125. Bosch pair of headlight mounts. \$100.
Peter Taylor
0417 678 093

**FOR SALE**

Workshop manuals all A4 size.
Chrysler master maintenance manual all models from C1 to C17 and C Z etc. 6&8 cylinder, all 1930" models.Appr.400 pages. \$200.00
1935 Plymouth maintenance manual. Model PJ cylinder,approx.100pages. \$100.00.
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Ford service Bulletins from 1927 to 1937. Bound together in a binder. Covers A models to Ford V8 of 1937model 79 also Lincoln-Zephyrs and 4cylinder models from UK. Appr.400 pages. \$250.00.
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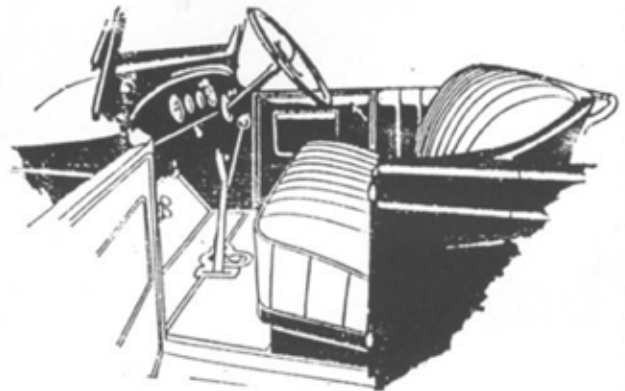
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