THE VINTAGE DRIVERS’ CLUB
Established 1958        ABN 30 004 426 528
‘Catering for those who own or appreciate Vintage Vehicles’

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

PO Box 3414
Nunawading BC VIC 3131

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

PRESIDENT:
John Johnston
Tel: (03) 9725 0912.
Mob: 0417 354 998
Email: president@vdc.org.au

VICE PRESIDENT:
Iain Ross
Tel: (03) 9890 0467.
Mob: 0409 027 392
Email: vicepresident@vdc.org.au

SECRETARY:
Marion Rhodes
P.O. Box 3414,
Nunawading BC Vic 3131.
Tel: (ah) (03) 9879 7460.
Email: secretary@vdc.org.au

TREASURER:
Maureen Ross
PO Box 3414,
Nunawading BC Vic 3131.
Tel.: (03) 9890 0467.
Mob: 0412 263 155
Email: treasurer@vdc.org.au

COMMITTEE MEMBERS:
Lindsay Truman
Tel: (03) 9878 5134.
Mob: 0418 176 728
Email: caretaker@vdc.org.au

Roland Deery
Tel.: (03) 9899 1331.
Email: bookings@vdc.org.au

Rob Coney
Mob: 0419 572 411
Email: coneyrobert@gmail.com

Keith Vaughan
Tel.: (03) 9724 9066.
Email: meetingevents@vdc.org.au

Arnold Chivers
Tel: (03) 9844 5432.
Mob: 0431 709 248
Email: clubpermits@vdc.org.au

Glenda Chivers
Tel: (03) 9844 5432.
Mob: 0431 709 248
Email: membership@vdc.org.au

LICENSED CLUB NOMINEE:
John Johnston

NEWSLETTER COORDINATOR:
Iain Ross
Tel: (03) 9890 0467
E-mail: editor@vdc.org.au

GEARBOX:
John Byrden
Mob: 0423 780 537
E-mail: cjbyrden@gmail.com
Gearbox is open each club meeting.

EVENTS COMMITTEE:
Chairman: Doug Stevenson
Tel: (03) 9333 6419,
Mob: 0419 319 977,
Email: events@vdc.org.au


MEMBERSHIP:
New Membership Applications & All Membership Enquiries:
Glenda Chivers
10 Beaufort Rise
Warrandyte Vic 3113
Mob: 0431 709 248.
Email: membership@vdc.org.au

Membership Renewals:
The Treasurer
Vintage Drivers’ Club,
P O Box 3414,
Nunawading BC Vic 3131

WEBSITE COORDINATOR:
Glenda Chivers
Mob: 0431 709 248.
Email: website@vdc.org.au

CONCOURSE & WARRINER
TROPHY JUDGING:
John Johnston
Tel: (03) 9725 0912.

CLUBROOM CARETAKER:
Lindsay Truman
Mob: 0418 176 728

CLUB HISTORIAN:
Brian Skewes
Tel: (03) 9802 6013

PERMIT RENEWALS APPLICATIONS:
Are to be sent to the Club Permit Officer:
Arnold Chivers
10 Beaufort Rise,
Warrandyte Vic 3113.
Tel: 9844 5432.
Email: clubpermits@vdc.org.au
Documentation should include:
- VicRoads Renewal Application Form
  SIGNED BY THE MEMBER
- Cheque or money order made payable to VicRoads
  OR
- Stamped envelope addressed to VicRoads

NEW PERMIT APPLICATIONS are to be sent to the Club Permit Officer as above and include:
- VicRoads Application Form,
- VicRoads Eligibility Form
- Photos as per VicRoads requirements
- For vehicles pre 1948, a vehicle safety report signed by an authorised Vehicle Safety Check Officer as appointed by the Club or a Roadworthy certificate.
- For 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.

VDC SAFETY CHECK OFFICERS:
The following Club Members are eligible to conduct Vehicle Safety Inspections on Members vehicles and sign Vehicle Safety Reports:-
Bill Eldridge: (03) 9798 8636 (B)
John Rhodes: (03) 9798 8636 (B)
John Davis: (03) 5422 3570
Gil Taylor: (03) 9741 2002
Brian Smith: 0401 802 264

The Inspection Fee involved will include an amount of $25, which is to be returned to the Club.

CLUB MEETINGS:
Held on the 4th Friday of the month at 8pm
(unless otherwise listed on Club Calendar)
Gearbox will open on meeting nights. Guest speakers or other entertainment and supper provided at each meeting.

Web Site Address:
www.vintagedriversclub.com.au
Email: vdc@exemail.com.au
Disclaimer: The Vintage Drivers Club (VDC), its Officers and the Committee cannot be held liable for any errors and/or omissions in articles, reports, notices, advertisements, comment and advice of events that are published in this magazine in good faith. Publication of an advertisement, or expression of views in articles and reports, does not necessarily imply endorsement by the VDC.
Well the new year is well under way and the events have begun again. A great Australia Day was had with the invitation by CHACA to join them at Marysville. Yes, a new town has sprung from the ashes and what a way to help them be proud of all the hard work by many by just being there. The joining of clubs to attend such events brings the opportunity to meet others with the same passion as ourselves and to enjoy the opportunity to see different vehicles.

On the home front. The club has delegates that are appointed to represent the club at both the Federation and AOMC. This is an important aspect of ensuring the club is adequately represented on all major issues affecting the historic vehicle movement. It has come to the attention of committee that these appointments had not been reviewed for some time and also that one has retired from the position. Accordingly, it has been decided that these appointments will be re confirmed/appointed at every AGM.

The clubrooms have now had all lighting converted to LED fixtures. This has the potential to have around a 70% saving on lighting costs within nine months allowing for the initial investment cost. Just another example of the continued efforts to minimise operational costs and maintain membership fees at the same reduced rate established five years ago.

I trust that all have now received the January Club Membership Register. This time we printed it in A4 size in lieu of the A5 one issued last year. Some constructive feedback would be much appreciated as with around 25 new members each year an amendment might be easier issued every second year rather than doing a full reprint.

Safe and happy motoring
John Johnston
President
Vintage Drivers Club

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**VDC MEMBERS’ BIRTHDAYS**

We would like to wish Happy Birthday to the following Members, whose birthdays fall in February

<table>
<thead>
<tr>
<th>Kathy Beimers</th>
<th>Mal Loudon</th>
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<td>Glenys Benns</td>
<td>Alan McKinnon</td>
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<td>Stephen Bryant</td>
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<td>Bill Carson</td>
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<td>Glenda Chivers</td>
<td>John Ross</td>
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<td>Herman Christians</td>
<td>Darryl Rowe</td>
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<td>Ian Dewar</td>
<td>Janet Savage</td>
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<td>Christine Dickson</td>
<td>Carole Shield</td>
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<td>Bob Glenister</td>
<td>Brian Skewes</td>
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<td>Delma Haack</td>
<td>Brian Smith</td>
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<td>Tracey Hind</td>
<td>Anne Smith</td>
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<td>Michael House</td>
<td>Gregory Taplin</td>
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<td>David Judkins</td>
<td>Anne Tyers</td>
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<td>Peter Lace</td>
<td>Matt Wood</td>
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<td>Peter Langford</td>
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<td>Julie Langford</td>
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<td>Alan Lethborg</td>
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<td>Mike Lewis</td>
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<td>Susan Lewis</td>
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**NEW MEMBERS**

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

- Mark Maunder – 1971 Valiant
- Damien Banko
- David Cohen – 1929 Alfa Romeo
- Barry Williams – 1929 Rugby
- John Prior – 1948 Jaguar
- Robert May
- Noel Colliver – 1938 Buick & 1955 Rolls Royce
- Trevor Barby – 1929 Hupmobile, 1930 Hupmobile & 1959 Buick
- Augustine Banko – 1928 Alfa Romeo
- Warren Werrett
- Ibo Sweep

We hope you enjoy being members of our Club.
Max was born on the 11th of March, 1928 and grew up through the difficult times of the Great Depression.

As a VDC Member for over 30 years and a reliable Volunteer, Max was truly magnificent. He took up the role of Bookings Officer for the newly created Yarra Glen Swap Meet and maintained this job for fourteen and a half years. Our Swap Vendors really loved him. Being so kind and friendly, Max would always ring early to speak with each Vendor from last year’s Swap and encourage them to book early again. He was particularly good at problem solving if issues were to arise in having to move a Vendor to another site, sometimes due to Racecourse renovations or, as necessary adjustments to the Site Plan. After first informing the Vendor by phone, Max would personally go and see the Vendor on the day of the Swap to make sure they were entirely happy with their new site. He just had such a great manner and technique. I can readily recall many instances as a Member of the Yarra Glen Swap meet Committee in passing out flyers at Swaps leading up to our event over the years where Vendors would say, ‘Max has already rung me and I have booked’ or, ‘How is Max going?’ Everyone knew Max and always spoke highly of him or, was looking forward to having their next conversation with him.

Regarding his vintage car, Max located the remains of a 1929 International Series AC Chevrolet Sedan that was available about four doors down at a neighbours house. He focused upon this car to restore to use in future VDC Club events and did much of the engineering work himself but obtained some outside help for required body repairs and for finishing the painting. The car was sprayed in lovely dark blue paint with black guards and was a credit to Max’s eye for quality when finished to ‘Concours’ condition in about 1987. Many Members will recall seeing this car both at our Pascoe Vale Clubrooms and usually at the Australia Day display in the Domain. Unfortunately, Max had to sell this car in about 2010, due to failing eyesight. Other cars that I heard Max owned were, a 1939 Ford Mercury and a vintage Studebaker, he was selling on a buy swap & sell program one Saturday morning.

Max passed away peacefully on Monday, 12th December, 2016. The Members and Executive of the Vintage Drivers’ Club wish to pass their sincere condolences to Max’s wife and to the immediate family on the loss of such a kind and generous person who was also a great contributor to our Club.

Gary Miles  Member: Yarra Glen Swap Organising Committee.

Our condolences are expressed to the families of our deceased members

Richard “Dick” Beechey

Brother to Norm of Australian Touring Car fame, Dick was an early member of this club.

He initially owned a Buick sedan he later acquired a very smart 1930 Desoto 8 sports coupe. As well he at one time owned a very rare Cord.

He was awarded clubman of the year in 1967 and was an active member in those times. He was a member of the motor trade operating both used car yards and later used truck dealerships, possibly in partnership with his brother

Colin and Muriel Kempster

Members of the club for forty years they passed away during December 2016.

Colin was the owner of a 1928 Austin 16 which he had restored to a high standard.
He had owned Hudsons of the vintage period in earlier times.

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Our condolences are expressed to the families of our deceased members
27 January 2017-01-28

VENUE: VDC Clubrooms, Unit 8/41-49 Norcal Road, Nunawading, Vic 3131
MEETING OPEN: 8.15pm
MEETING CHAIRED BY: John Johnston, VDC President

APOLOGIES:
Val Bugeja, Bill & Margaret Eldridge, B. Collett, G. Moody, C. Gibbs, N. Oldfield and P. Barclay

VISITORS PRESENT:
Robert Gollin, Alexander Newell with his Dad, Richard

NEW MEMBERS:
Anthony Watt, Bob May, John Prior and Peter Matthews

MINUTES OF THE LAST MEETING:
Previous minutes have been circulated in the January magazine. No matters were raised. John Johnston asked that the minutes of the previous meeting be accepted. Moved by: C. McCrory. Seconded by: R. Adler. Carried

RAFFLE: Circulating at $1.00 per ticket, with 7 prizes to be drawn after the meeting.

REPORTS:
TREASURERS REPORT:
Community Account: $7038.30
Maximiser A/C CAPITAL: $95,128.42CR
Spirit of the Twenties: $7376.30CR
Net Position: $109,543.02

EVENTS:
PAST EVENTS:
1. Mid-Week Run to Greensborough Model Aircraft Club. Another very well attended mid-week event. Great day with flying demonstrations and some members trying their hand at flying. Very enjoyable lunch at the Golf Club. Thanks to John Byrden and Doug & Helen Sterry.
2. Evening Picnic / BBQ at Ruffy Lake Park, Doncaster. Lovely sociable evening enjoyed by all. Thanks to Kris & Gary Miles.
3. Australia Day. Some members attended either the event in Kings Domain or the one at Marysville.

COMING EVENTS:
1. Mid-Week Run. Wednesday 8th February. Visit to the private collections of Ken & Pam Johns who are supplying morning tea. And then lunch at Montmorency RSL. Please advise Lyn Johnston if you are going to attend. Details in January magazine.
2. Combined Run with Chrysler Restorers Club. Sunday 19th February –Visit to see the continuing restoration of B24 Liberator in Werribee. There is a $5.00 donation per person to view the aircraft. The Chrysler Club will be supplying morning tea. This will be followed by a scenic drive to the Little River Hotel for lunch. Please advise Jim Watson if you are attending. Details in the December & January magazine.

INVITATION EVENTS:
1. RACV Great Australian Rally. Sunday 5th February. Run to Mornington Racecourse.

YARRA GLEN:
I. Ross requires more volunteers.

MEMBERSHIP:
G. Chivers reported that a Mr. S. Naidu has joined the club with his 1959 Austin Lancer.

PRESIDENTS REPORT:
J. Johnston informed the members of the new LED lights in place

NEW BUSINESS:
I. Ross asked the members at the meeting if they felt that the newsletter was important and they said yes. Iain is looking for stories and member profiles to be put into the magazine. The front cover of the magazine will show cars of the new members.

WHAT IS IT?
A clamp to hold a horse’s mouth open

ENTERTAINMENT:
2 Dvd’s.

CARS & PARTS FOR SALE: See magazine

CARS & PARTS WANTED: See magazine

NOTICE OF MOTION:
None

Meeting Closed: 9.10pm

Sunday 12th March 2017

Site Fees - Swap sites $20.00  Indoor sites $25.00  Swap meet sites entry from 7.00 am at gate A,B,C  Entry - Public $8.00 Children Free

Show & Shine  $15 per vehicle (two occupants)  Show & Shine entry between 8.00am and 10.00 am  Trophy Presentations 12.30 pm

Proudly promoted by the Vintage Drivers Club  ABN 300 044 265 28


Yarra Glen Racecourse
Armstrong Avenue Yarra Glen
(Melways 275C1)

Public entry from 8.00 am
Entry adjacent to stables and public car park

Featuring American Muscle Cars
Catering available

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61ST ANNUAL RACV
KALORAMA RALLY
SUNDAY 26TH MARCH 2017

General Public Welcome • Mystery Motoring Tour • Food • Music
Most Popular Vehicle Award • Kalorama Trophy Presentation

Kalorama Recreation Reserve, Mt Dandenong Tourist Rd, Kalorama
Melways Reference 120 D9

For further information phone: Paul Edgar: 0419 369 542  Iain Ross: 03 9890 0524

The Vintage Driver — Number 712 — February 2017
Shannons American Motoring Show

The Show For All Classic and Historic Vehicles Manufactured in North America

Celebrating 100 yrs of Lincoln; 90 yrs of La Salle & Ford Model A; 50 yrs of Chevrolet Camaro

Childrens Entertainment, Music, Trophies, Club Displays & Vendors

Sunday 5th March 2017

Gates Open for Display Cars at 9:00 am & Spectators at 10:00am
Flemington Racecourse - Nursery Car Park

Club displays encouraged. For more details and site plans visit www.aomc.asn.au or fb.com/infoaomc

Display Cars $20 (passengers included)
Spectators - Adult $5
Children free
Spectator parking $20

SPRINGTHORPE 4TH ANNUAL CLASSIC CARSHOW

SUNDAY, MARCH 5th
11:00AM - 3:00PM

LOCATION: THE VILLAGE COMMON /
ERNEST JONES DRIVE, MACLEOD (MEL REF: 19K7)
CONTACT: JARON TOFFUL / 0433 664 994 /
JTOFFUL@HOCKINGSTUART.COM.AU

DESIRED VEHICLES ON DISPLAY FIT THE BELOW CATEGORIES.
VETERAN PRIOR 1905 ~ EDWARDIAN 1906 - DEC 1918 ~ VINTAGE 1919 - 1930
MID WEEK RUN
Wednesday 8th March 2017
Tour of Westgarthtown

This historic community was established by German settlers in the mid-19th century. Surviving bluestone buildings are German style architecture and include several farm houses, the cemetery and Lutheran Church. The guided tour will take us to Ziebell’s farm house with its outbuildings as well as the Church and cemetery giving an insight into the lives of the German community of mainly dairy farmers.

Cost: $5.00!! Morning tea an extra $2.50
Meet 100 Gardenia Rd. Thomastown (Melway 8H5).
Time: 10am

After this tour we are booked in for lunch at the Bridge Inn Hotel, on the corner of Plenty Rd. and Bridge Inn Rd. Mernda at 12.30. The Hotel has asked for numbers 3 days before the event, so please contact me if you are coming!

Enquiries and booking: Ann Drysdale, 9438 3389, or 0407 530 924

MID WEEK RUN
WEDNESDAY, 12 APRIL, 2017

VISIT TO DOCKLANDS – TALL SHIP “ALMA DOEPEL” RESTORATION

Full details for this run will be found in the March Newsletter.

Tri Club Hot Cross Bun Day

Good Friday 14th April
Rosella Oval / Picnic Area – Braeside Park
Lower Dandenong Road, Braeside.
Melway Map: 88 E8 Time 10.00am

Charity Event: Donations to Children’s Hospital Good Friday Appeal.

The organisation of this event is shared by the Veteran Car Club Vic (VCCAV), Vintage Drivers Club (VDC) and Classic & Historic Automobile Club of Australia (CHACA). This year will be hosted by VDC. Free Hot Cross Buns, tea and coffee will be provided.

Enter Braeside Park from Lower Dandenong Road. Rosella Oval is the last oval on the left hand side before the exit back onto Lower Dandenong Road. Please note this is a ONE WAY circuit.

Housekeeping: No animals are allowed in the Park. Please take your litter home with you. Do not feed or handle the wild life. Note: Braeside Park is closed on CODE RED fire danger days and the event would be cancelled.

Enquires: Doug Stevenson 0419 319977
Family Christmas Picnic & Concours Judging.

The Christmas Picnic and Concours Judging were held at Como Gardens, the picturesque property of Pat & George Hetrel. All the children had a good time with train rides, races and presents from Santa who arrived a little late after his vintage sleigh had broken down. He was rescued by a passing stranger in an early model Holden Ute!

There were members and families present from the VDC as well as other clubs such as CHACA, Veteran Car Club, Chrysler Restorers and the Oldsmobile Club.

Judging for VDC Concours awards was conducted by John Johnston & Lindsay Truman in three different classes. The Concours winners of each class were:

- Post War – 1953 Riley RMF Sedan – Roland Deery.
- Post Vintage – 1932 Hupmobile Coupe – Roger Haas.
- George surprised us all by driving his 1927 Type 35 Bugatti into the picnic area.

Thanks to George & Pat Hetrel for the use of their property. $630 was collected at the gate and George & Pat have forwarded this to The Basin CFA.

Also a special thanks to Matt Deller!
<table>
<thead>
<tr>
<th>Driver</th>
<th>Passengers</th>
<th>Vehicle</th>
<th>Year</th>
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<tbody>
<tr>
<td>George Hetrel</td>
<td></td>
<td>Type 35 Bugatti</td>
<td>1927</td>
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<tr>
<td>Jim Watson</td>
<td>Val</td>
<td>Douglas Motor Cycle</td>
<td>1929</td>
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<td>Aub Smith</td>
<td>Shirley</td>
<td>Lasalle Tourer</td>
<td>1929</td>
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<td>Brian Skewes</td>
<td>Emily Ong, Greg, Grace,</td>
<td>Ford A Roadster</td>
<td>1929</td>
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<td></td>
<td>Toby &amp; Oliver Crocker</td>
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<tr>
<td>Roger Hass</td>
<td>Pam</td>
<td>Hupmobile B Model</td>
<td>1932</td>
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<tr>
<td>George Rae</td>
<td>Carole</td>
<td>Dodge D8 Sedan</td>
<td>1938</td>
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<tr>
<td>Rod Hokin</td>
<td>Paul &amp; Ann Holmes</td>
<td>Chrysler L80 Sedan</td>
<td>1928</td>
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<td>Ann Drysdale</td>
<td>Lyle</td>
<td>Morris 1000 Sedan</td>
<td>1957</td>
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<tr>
<td>George Simmons</td>
<td>Joy</td>
<td>Mercedes Benz 250S</td>
<td>1966</td>
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<td>John Johnston</td>
<td>Lyn</td>
<td>Chrysler 65</td>
<td>1929</td>
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<tr>
<td>Max Charmers</td>
<td>Gay</td>
<td>Chevrolet AC Tourer</td>
<td>1930</td>
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<tr>
<td>Graham Bell</td>
<td>Vicki</td>
<td>Modern</td>
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<tr>
<td>Judith Trigt</td>
<td>Amelia Oldfield</td>
<td>Graham Paige 610 Torer</td>
<td>1928</td>
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<tr>
<td>Neil Oldfield</td>
<td>Conner Oldfield</td>
<td>Graham Paige 610 Sedan</td>
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<td>Frank Braden</td>
<td>Janet &amp; Alana Braden</td>
<td>Chrysler Sedan</td>
<td>1929</td>
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<td>Doug Stevenson</td>
<td>Edith</td>
<td>Graham Paige 827 Sedan</td>
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<td>Gary Miles</td>
<td>Kris</td>
<td>Chevrolet Coupe</td>
<td>1930</td>
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<td>Lindsay Truman</td>
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<td>Desoto K Roadster</td>
<td>1929</td>
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<td>Ian Kennedy</td>
<td>Jan</td>
<td>MGB GT Sports</td>
<td>1972</td>
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<td>George Baily</td>
<td>Janice</td>
<td>Jaguar Sedan</td>
<td>1990</td>
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<td>Chris Gabe</td>
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<td>Modern</td>
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<td>Trevor Barby</td>
<td>Eileen &amp; Annette</td>
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<tr>
<td>Ken Leeden</td>
<td></td>
<td>Monaro GTS Sedan</td>
<td>1973</td>
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<td>Ray Nichol</td>
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<td>Hupmobile Sedan</td>
<td>1933</td>
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<td>Roy Wilson</td>
<td>Margaret &amp; Bridget</td>
<td>Morris Oxford Sedan</td>
<td>1926</td>
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<td>Tony Tang</td>
<td>Alice Wang</td>
<td>Mazda MX-5</td>
<td>1990</td>
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<td>Tony Low</td>
<td>Jenny</td>
<td>Chevrolet Monte Carlo</td>
<td>1972</td>
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<td>John Bulmer</td>
<td>Yvonne</td>
<td>Dodge Coupe Ute</td>
<td>1938</td>
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<td>Keith Vaughan</td>
<td>Marion</td>
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<td>Geoff Nichell</td>
<td>Amelia &amp; Lucas</td>
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<td>Phil Ramsay</td>
<td>Janice &amp; Hamish</td>
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<td>Pat Ryan</td>
<td>Patricia</td>
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<td>Wayne Ramsay</td>
<td>Roxanne</td>
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<td>Fiona Ramsay</td>
<td>Rachel</td>
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<td>Barry Tucker</td>
<td>Margaret</td>
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<td>Brian Garrett</td>
<td>Irene</td>
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<td>David Johnston</td>
<td>Anne, Jack &amp; Thomas</td>
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<td>Chris White</td>
<td>Mum &amp; Dad</td>
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<td>Elaine Roberts</td>
<td>John Roberts</td>
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<td>Darren Phelan</td>
<td>Angie Phelan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Craig Gibbs</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Anthony Collier</td>
<td>Tori</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John MacGibbon</td>
<td>Barbara &amp; Khaden</td>
<td></td>
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</tbody>
</table>
Many thanks to Member, John Washbourne, owner of a fleet of Humbers, for bringing his beautiful Veteran to the Clubrooms.

Incredibly original with an unbroken history of owners going back 103 years, this is an amazing example of a vehicle that has always been cared for and currently has a patina consistent with this.

John gave an entertaining and informative talk on his interesting Humberette - many thanks, once again, John.

After John’s talk, Doug Hancock, from National Patient Transport, instructed the meeting on the now available defibrillator which attracted a great deal of interaction and discussion. Thank you, Doug, and thanks also to the Peugeot Car Club, who own this for making it available for general use.
This was another very well attended mid-week run with a good number of interesting cars. The visit to the Model Aircraft Club had been organised by John Byrden. There was a varied array of both petrol and electric powered model aircraft with club members demonstrating flying techniques. A number of our club members and guests also tried their hand at flying under supervision of the owners. While our flying did not result in any “incidents” we did hear about the “Balsa Tree” on one edge of the field, so named for the amount of balsa that had come to rest in the tree. A surprise among the vehicles present was the 1910 FN Tourer owned by Stan & Maggie Bone from the Veteran Car Club. It was great to see such an early vehicle that had been driven to the event. After the flying was over we proceeded to the nearby Yarrambat Golf Club where Helen & Mal Sterry had arranged for lunch followed by scones with jam & cream. Thanks to John Byrden and the Aircraft club members and Mal & Helen Sterry for a great day.

Mid-Week Run 11th January 2017 - Attendance List

<table>
<thead>
<tr>
<th>No.</th>
<th>Driver</th>
<th>Passengers</th>
<th>Vehicle</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Stan Bone</td>
<td>Maggie</td>
<td>FN Tourer</td>
<td>1910</td>
</tr>
<tr>
<td>2</td>
<td>Malcolm Sterry</td>
<td>Helen</td>
<td>Ford F100</td>
<td>1976</td>
</tr>
<tr>
<td>3</td>
<td>Arnold Chivers</td>
<td>Glenda</td>
<td>Ford A Tourer</td>
<td>1929</td>
</tr>
<tr>
<td>4</td>
<td>John Johnston</td>
<td>Lyn, Ian &amp; Katryn McCulloch(NZ)</td>
<td>Chrysler Sedan</td>
<td>1929</td>
</tr>
<tr>
<td>5</td>
<td>Doug Stevenson</td>
<td>Edith, Jeremy, Samantha, Isabelle</td>
<td>Modern</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Les Taylor</td>
<td>Jan</td>
<td>Modern</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Phillip Barclay</td>
<td></td>
<td>300 SRT Sedan</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Ann Drysdale</td>
<td>Lyle, Ila King</td>
<td>Modern</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Barry Collett</td>
<td></td>
<td>Jensen 541 R Coupe</td>
<td>1960</td>
</tr>
<tr>
<td>10</td>
<td>Roland Deery</td>
<td>Sandra</td>
<td>Riley RMF Sedan</td>
<td>1953</td>
</tr>
<tr>
<td>11</td>
<td>George Simmons</td>
<td>Joy</td>
<td>Buick 8/60 Sedan</td>
<td>1939</td>
</tr>
<tr>
<td>12</td>
<td>Bruce Anderson</td>
<td>Scott, Kevin Oates</td>
<td>Ford V8 Sedan</td>
<td>1936</td>
</tr>
<tr>
<td>13</td>
<td>Brian Skewes</td>
<td></td>
<td>Austin-Healey BJ7 Roadster</td>
<td>1962</td>
</tr>
<tr>
<td>14</td>
<td>Laurie Kirby</td>
<td>Denise</td>
<td>Modern</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Ron Sinclair</td>
<td>Pat</td>
<td>Modern</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Noel Keogh</td>
<td>Chris</td>
<td>Hupmobile Coupe</td>
<td>1929</td>
</tr>
<tr>
<td>17</td>
<td>John Byrden</td>
<td></td>
<td>Modern</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Jim Watson</td>
<td>Alan Francis</td>
<td>Ford Ute Deluxe</td>
<td>1939</td>
</tr>
<tr>
<td>19</td>
<td>Doug Steery</td>
<td></td>
<td>Ford A Tourer</td>
<td>1928</td>
</tr>
<tr>
<td>20</td>
<td>Christopher White</td>
<td>Rita, Bruce Sansome</td>
<td>Holden HK Premier Sedan</td>
<td>1969</td>
</tr>
<tr>
<td>21</td>
<td>Anthony James</td>
<td>Carolyn</td>
<td>MG A</td>
<td>1967</td>
</tr>
<tr>
<td>22</td>
<td>Rob Schembri</td>
<td>Rob &amp; Beth Kirby</td>
<td>Ford V8 Sedan</td>
<td>1936</td>
</tr>
<tr>
<td>23</td>
<td>Fred Motschall</td>
<td>Jill</td>
<td>Ford A Roadster</td>
<td>1931</td>
</tr>
</tbody>
</table>
Run to Marysville

The Club combined with CHACA and Ford Model A Club to motor to Gallipoli Park in Marysville to celebrate Australia Day.

Some participants took part in the street parade through the center of town, while others visited the local bakery for coffee and cake.

There was a good collection of cars and plenty of enthusiasts partaking of picnics and good fellowship. The weather was fine and a good time was had by all.

AUSTRALIA DAY 2017

RUFFEY LAKE PARK EVENING RUN

It had been a very pleasant day and mild afternoon when Gary & I set off in the vintage to drive to Ruffey Lake Park at Doncaster, to claim space at the BBQ area and to set up the VDC Banner to welcome our attendees. It wasn’t long before there was a hum of conversation as everyone found a spot to sit and started to enjoy a sip of their favorite beverage to toast in the New Year. John & Lyn Johnston had invited two friends from New Zealand along, Ian & Katryn McCulloch to join in the evening fun. And then, all of a sudden, there was barking, How come I hear you ask? It was a surprise visit by ‘Red the Kelpie’ fresh from finishing his most recent movie and he had brought along his carers, Laurie & Denise Kirby, to cook him a sausage.

As the evening progressed, some of our group decided to go for a walk to look at the lake, cross the bridge and travel on the return path back to the BBQ area. The park was very active with joggers and family groups with the sounds of kids having fun. It had been a lovely afternoon and evening, but as the sun subsided; it was time to tidy up and head for home.

The list of attendees were:-

<table>
<thead>
<tr>
<th>DRIVER:</th>
<th>PARTNER:</th>
<th>PASSENGERS:</th>
<th>VEH. MAKE:</th>
<th>MODEL/BODY STYLE:</th>
<th>YEAR.</th>
</tr>
</thead>
<tbody>
<tr>
<td>George Simmons</td>
<td>Joy</td>
<td></td>
<td>Benz</td>
<td>250S</td>
<td>1966</td>
</tr>
<tr>
<td>Arnold Chivers</td>
<td>Glenda</td>
<td></td>
<td>Ford</td>
<td>Model A Tourer</td>
<td>1929</td>
</tr>
<tr>
<td>John Johnston</td>
<td>Lyn</td>
<td>Ian &amp; Katryn McCulloch</td>
<td>Chrysler</td>
<td>65 Sedan</td>
<td>1929</td>
</tr>
<tr>
<td>Doug Stevenson</td>
<td>Edith</td>
<td></td>
<td>Graham Paige</td>
<td>Model 827 Sedan</td>
<td>1929</td>
</tr>
<tr>
<td>George Rae</td>
<td>Carole</td>
<td></td>
<td>Peugeot</td>
<td>504 Sedan</td>
<td>1974</td>
</tr>
<tr>
<td>Laurie Kirby</td>
<td>Denise</td>
<td>‘Red the Kelpie’</td>
<td>Mercedes.</td>
<td>420 Sedan</td>
<td>1985</td>
</tr>
<tr>
<td>Ron Sinclair</td>
<td>Pat</td>
<td></td>
<td>Morris</td>
<td>Six Sedan</td>
<td>1949</td>
</tr>
<tr>
<td>Gary Miles</td>
<td>Kris</td>
<td></td>
<td>Chevrolet</td>
<td>Universal Coupe</td>
<td>1930</td>
</tr>
</tbody>
</table>

Thanks to all of the above attendees for being part of the day and for supporting our Club.

Gary & Kris Miles
VDC Events Committee.
Many of you will be aware of our (and other people’s) trip to Darwin for the National Model A Rally in April/May last year. We travelled north in our ’29 Tourer with A Van behind and took part in the rally with no trouble apart from the occasional time when the engine would ping for no apparent reason. One moment travelling on the flat at 50 mph, it would be pinging like crazy, then a little later when we came to a hill, I’d put my foot into it and it would go over the top with no trouble, then start pinging again later. Power seemed to be down a bit too. I tried retarding the ignition a little and higher octane fuel but none of it made any difference.

It was suggested to me that a little water getting into a cylinder can give an effect like pinging – maybe the head gasket is leaking. I couldn’t see how that could be but I checked the plugs anyway. They were all the same, healthy colour. By the time we reached Junee on the way home (We had not taken the shortest route from Darwin), it was running like a pig so that night, I decided to change the head gasket. It started up afterwards just fine and ran well. Maybe I had fixed it. No such luck! Next day I had to zig zag my way up the hill out of town, it was so low on power and the ping was relentless. The engine was also running hot but that wasn’t a big surprise considering the hill it had just climbed with the camper behind. About 6 miles later, at an intersection of highways, the engine had not cooled any and it was running worse so I gave up on it and called for a truck to get home. That was the first time I have had to do that in all of the outback miles we have done in it. Once it arrived home, I would find and fix the problem in the “comfort” of my own workshop with no pressure.

I believe in checking the simple things first. I had heard recently about the Model A cross fire between numbers 3 and 4. For those who haven’t heard about that, it is a weakness in the Model A ignition system that allows the spark to jump from one to the other if the insulation in the cap is below par. That could explain the pinging! The easiest way to fix it is to put a new cap on the distributor. While I was at it, I replaced the rotor button as well. I think most of us would have done that. Once I fitted those, I retimed it back to how it should be before I retarded it and away it went, as good as ever. I was both pleased with myself and disappointed that I didn’t do it on the side of the road. I had suspected the problem was in the distributor all along.

Now that it was going well again, I drove down Eastlink to see Bill Eldridge. On the way home, I stopped at a traffic light and listened with pleasure to the way the motor was ticking over. When the lights changed, the motor missed once, then stopped dead. #$%^ there was a line of cars behind and I was stuck. The first thing I did was check the spark. It was very weak. Another #$%^ because I have already replaced the coil on this car about 4 times since I bought it. More on that later! I sent home for my wife to bring me the spare coil and a few tools I didn’t have with me. After fitting the coil, it stated and I again felt pleased with myself. As soon as I tried to move off when the lights changed again, it ran very poorly. Fortunately, the next 1Km or so was down hill but when I reached the intersection at the bottom, the backfiring sounded like WWIII. We towed it home and I slammed the workshop door with yet another #$%^!

Next day, I decided to change the electronic distributor back to one with points. After putting a good one together from what I had on the shelf, it was time to change them over. My habit when doing something like that is to have the motor at TDC #1 ready to time the new dizzy. I also take the cap off and watch the rotor approach the #1 contact in the cap so I know when to expect the timing pin to drop into the dimple on the timing gear. When the pin dropped in, the rotor was pointing about half way between Nos 1 and 3. That’s not right!? I know the distributor drive gears on the cam shaft etc are in good condition but to check, I gave the rotor a bit of a twist and to my surprise, it went round and round. Oh no, the teeth ARE stripped #$%^. For some reason, I took the rotor off and looked inside it. It was a loose fit on the shaft and the little lug that locates in the groove in the cam was not big enough to engage it. It had been relying only on the friction between the rotor and the shaft to drive it. That was fine for a while but it eventually slipped so that the spark was now jumping to either number 1 or 3 at random, similar to what I had in the first place.

It was clear that when I replaced both the cap and rotor (both brand new), I eliminated one problem but introduced another. WHODATHUNKIT!

As for the coil, when I thought I had yet another fail on me, I did some research and found that modern oil filled coils are not filled all of the way to the top. If you hold one near your ear and shake it, you’ll hear the oil sloshing inside. They allow space inside them for expansion. On a Model A, the coil is mounted with the terminals facing down. This means that the primary windings are not in the cooling oil and so, overheat causing the coil to fail prematurely. The solution to this is to simply turn it over so that the terminals are at the top. Original Ford coils are not made the same way as new ones and this wasn’t a problem in the day. All you have to do is put on a longer HT lead to the distributor, lengthen the wire supplying power to it and remount it in the bracket. WHODATHUNKIT!
DECEMBERS MYSTERY VEHICLE

December's mystery vehicle was a Rollin of around 1924 pictured at the 2001 National Rally to Canberra on the lawns of Old Parliament House. This one stumped most of you but Peter Taylor our member in Beechworth was on to it.

The White Corporation started as a sewing machine manufacturer, and in the Edwardian period commenced production of steam cars around the 1900's. Rollin White, the son of Thomas White, is the designer of a superior boiler system using superheated steam. As a sideline as a youth I remember seeing a White steamer catch fire on a very early veteran rally at Mornington!!

Rollin's name was attached to the company's later attempt to successfully market a car. The White company failed to make the successful transition from steam propelled vehicles to internal combustion despite some collaboration with the French company Delahaye. And then Rollin White developed an interest in tractors.

Manufacturing was based in Cleveland and Rollin in 1916 established the Cleveland Motor Plough Company. Their product was an early version of the crawler tractor and those of us old enough to remember will have seen the Cletrac branded equipment on construction sites locally.

An initial attempt to commence car production in 1922 failed but was resurrected in 1923 when the Rollin Motor Company was announced with the aim of producing a European style passenger vehicle. A factory was established next to the Cleveland tractor site and much of the staff were derived from Studebaker.

The first Rollin vehicle was produced late in 1923. It was built on a 112-inch wheelbase and featured a transverse rear spring suspension. The engine had a capacity of 2.4 litres with precision balanced, aluminium alloy pistons and rods, and an exhaust and inlet manifold made in a single casting. Unusual for its time it had four main bearings. A Muncie three speed gearbox and four wheel brakes were fitted.

The engine used may be identical to that used by Cletrac in their tractor production. Company advertising described the Rollin as trim, alert, resourceful and spirited. As if to illustrate its desire to be European. There was an intensive campaign to market the Rollin with company representatives visiting Asia, South Africa and Australia.

In the first three months of 1924 some 1450 Rollins were produced. It had been hoped to keep the price below $1000 but they ended up costing between $1100 and $1400, this made them uncompetitive. In June 1925 it was all over for Rollin as the company was in the creditors hands and by the end of the year Rollin Motors was declared bankrupt.

Interestingly a shipment of Rollins was lost in a maritime accident in 1924 the freighter Lakeland sank in Lake Michigan with 68 new Rollins on board. One of the cargo was recovered in 1974 but apparently it succumbed to rust on being brought to the surface.

The White company at the same time had established itself as a manufacturer of quality heavy trucks. It produced at one stage about ten percent of the American heavy truck fleet. Its White trucks of the fifties were in the writer's eye stylish with their art deco fittings.

White absorbed Autocar, Sterling, Reo and Diamond T in the seventies and was eventually itself absorbed by Volvo trucks and later General Motors.

Locally the AOMC engine number records indicate that about ten Rollins were registered in Victoria over the years. Rollin had dealerships in Sydney, Brisbane and Adelaide but not Melbourne.

I have seen a photo of a Rollin taking part in the Bay to Birdwood in the seventies. The one pictured lived in Queensland and was restored fully by its owner.

And the one photographed in the last edition in Canberra also comes from Queensland. It was bodied by Steembohns of Sydney. An unrestored example was advertised in 2011 its fate is unknown.

I was mystified about the two styles of radiator badge apparently attached to the vehicles. However, the owner of the example seen in Canberra had a replica badge attached.

As always if any one knows of others or has knowledge of the make please advise me.
This Months Mystery Vehicle

This months mystery vehicle what is it and its country of origin?
Answers to imgross@bigpond.com or 03 9890 0467. A small award will be made for a correct answer. Iain Ross
Meeting Notes from the Nov 2016 AOMC Club Delegates meeting & Annual General Meeting.

Chairman Iain Ross welcomed delegates to the meeting and announced that this was the last meeting being held at the Chevrolet Car Club rooms. The AOMC office will be moving to the Jaguar/Austin Healy rooms at Rosalie Street, Springvale where it will have a dedicated office with street access. The delegates meetings will also be held there from February.

Iain then remarked on the recent 40th birthday dinner the AOMC held, and invited the previous Presidents of the Association that were present to cut a 40th birthday cake. Bob Clarke, Graham Keys, Rod Adler and Iain Ross performed the cutting.

Treasurers Report:
Rhys Timms presented the annual financial report for year ending June 30, 2016. AOMC had a very good year, with a gain of $20,000 after the previous years loss of $17,000. This was mainly due to motoring show revenue, CPS handbook sales and an increase in memberships. AOMC in very healthy position with $234,000 in cash reserves. Due to the good year and funds in reserve, it was proposed to not increase membership fees for 2017/18

Presidents Report:
Iain Ross reported on the years activities. Delegates meetings have been well attended and a regional meeting held at Seymour with a VicRoads presentation on M Plates. The annual restoration seminar was a great success again. Iain thanked all committee for the years work, and also thanked Rhys Timms and Andrew Davenport who are not standing again.

Election of office bearers. All committee positions were declared vacant and nominations called from the floor. The following were nominated and were duly elected unopposed.

President: Keith Mortimer (Jaguar CC)
Vice President: Iain Ross (Bristol CC)
Secretary: No nomination
Treasurer: Angelo D’Ambrossio (Torana CC)

Committee members: Philip Johnstone, Colin Jenkins, Andrew Gottschalk, Rod Adler, Matthew Lambert, Steve Young, Robert Mihelcic.

2017 Car Shows:
Classic showcase Sunday February 19, American Motoring Show Sunday March 5. Both shows are at Flemington. These are the major fund raiser for AOMC and it is imperative that they are supported by the clubs. Information is on the AOMC website and facebook site. It should be noted that $2,000 each year goes to Wheelers Hill Lions Club’s (WHL) preferred charity from these events. WHL volunteers operate the gates at the shows.

Guest Speaker:
Paul Tsiaras from Statewide 4 x 4. His company do Gross Vehicle Mass (GVM) upgrades on vehicles. Discussed how many people do not realise the load capacity of their vehicles, especially when towing. GVM is what vehicles have been made to carry, and some 4WD have a payload of only 600kg, which does not include the passengers or fuel. Most vehicles have little room in payload to allow towing. A big problem these days is vans are getting bigger and heavier.

Paul recounted a situation where a vehicle towing a caravan was involved in an accident that caused $500,000 damage, and insurance would not cover due to vehicle being overloaded.

NSW have mobile weigh stations that are checking on vehicles towing vans.

Statewide 4x4 assess vehicles and increase their carrying capacity. Can be an expensive process. Pertinent to check out payload and towing capacity of vehicles before towing.

Engine Number Records:
Philip Johnstone reported that the space where the records are stored has been increased, making it quicker and safer to access the records. The type of information that could be available is engine number, chassis number, first registration number and any subsequent changes. First owner details are available up to 1920.

Service can help with getting details for vehicles going onto CPS where a history is required. Also, a recent Unique cars article on fake cars was followed up with an advert for AOMC’s Engine Number service as a way of proving authenticity.

VicRoads:
AOMC have not received any feedback from the questions raised at the Seymour meeting as yet, but are having the next quarterly meeting with them in December and should have a response then.
GEARBOX: THE CLUB SHOP

These items are available at Gearbox on Club Meeting Nights and on Club Events at the Rooms.
FOR SALE AND WANTED

Advertisements for cars, parts or other items in this section are free of charge. Advertisements will be included in one issue only unless otherwise advised. To place your advertisement in the newsletter or extend an existing one in future editions please forward your request to editor@vdc.org.au

CAR FOR SALE

Original, reliable 1923 Buick 4 cylinder tourer in excellent condition for sale together with same model second car suitable for spares or restoration.

First car is on full registration (BUICK 4) and comes complete with spare wheels and tyres and has had side curtains replaced recently. In same ownership for over 50 years but must sell due to downsizing.
Price: $20,000 O.N.O. the lot. Contact John Ross (03) 5975 2379 Mt Martha.
FOR SALE AND WANTED

PARTS FOR SALE

Studebaker Parts
1920's light six Studebaker Radiator $20.00
1920's Studebaker radiator shell poor condition, good badge $40.00
22 Studebaker RH front guard Free
22 Studebaker RH rear guard Free
3 x20's Studebaker axles Free

Ford Model T Parts
1 x T Ford Wheel Clincher Free
1 x T Ford Wheel demountable Free
1 x T Ford fuel tank round type Free

Contact Aub Smith 03 9583 3960

1928 Durant Brougham Parts
2x6 cylinder engines including bellhousings not running would make one engine (reconditioned)
Starters and generator/distributor
Water pumps
Fly wheels and clutch assemblies
Complete gearbox, free running
Land R front mudguards 6 wheel equipped (rusty)
Steering box, column shaft, pitman arm and drag link
Assorted box of headlights
Box of carburettors, updraft, assorted
1x5 inch rear stop tail light, glass not broken
Box of vacuum tanks assorted
Clutch and brake Pedal and mechanical brake linkage
Interior door handles and winders (Cast in brass) new - need drilling and polishing
Various other parts
$1200 – the lot- or will separate -pick up only

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Hupmobile Wheels – Wood Spoke
2 – Front with Stub Axles
2 – Rear with Brake Drums
Hubcaps to suit
Also other Wood Spoke Wheels thought to be “STUTZ”

Contact Peter (03) 5982 2228 Rosebud Vic

French SEV MARCHAL ‘880’ Driving Light
Perfect condition $120

Contact Keith Vaughan
(03) 9724 9066 or
at Club Meeting
Do you have this model Chrysler? Then Frank Braden has parts

1926 Six cylinder Series 62
21.6 HP overall length 156 inches
Tyres 28 x 5.25
First year with headlamp control switch on the steering column and thin grip steering wheel
Oblong instrument panel
Fedco numbers in centre of the dash
Rubber insulated motor supports
Electric petrol gauge
Early models had iron shackles later models had rubber shackles
Engine number preceded by letter “M”
First marketed in Australia October 1927
Concluding chassis number LS 101C

Engine block with crankshaft and flywheel
'M': 80530

If you are interested Contact Frank Braden on t 03 95471762 m 0412 109 435

Ford ZB Fairlane
302 Windsor engine
Body Good condition
Electronic ignition fitted, dual fuel
Non original front, needs some work to be completed
To be sold as is $14000
Contact Ted Beeston on 03 93067692 (Melbourne)

Twin HS6 SU Carburettors
Suitable for 1500CC to 3000cc engines
Fitted to 1974 Triumph TR6 2500 cc engine
Brand new $300 ONO
Ian Morley 0427 180 418

Cylinder head for a Model 77 Chrysler
Casting numbers 303 288-1 Silver dome It has a thermostat female point
The distributor passes through the centre the same as a model 65 Chrysler
If you can help
Contact Ray Smith Ph 03 9528 3829

Original radio to suit 1987 Nissan Navara
Also electric clock to suit this model
Contact George Rae
Ph 03 9579 0385
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