

ISSUE 799



Jan 2025

THE VINTAGE DRIVER

The official magazine of the Vintage Drivers Club

Patron: Brian Tanti



THE VINTAGE DRIVERS' CLUB INC

Established 1958 Reg No. A0110905M ABN 30 004 426 528

'Catering for those who own or appreciate Vintage Vehicles'

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

Club Mailing Address:
PO Box 3414
Nunawading Vic 3131

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

President: Richard Badham



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

Vice President: Iain Ross



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

Secretary: David Jenkins



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

Treasurer: Maureen Ross



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

Committee: Stuart McCorkelle



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

Committee: Doug Stevenson



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

Committee: Arnold Chivers



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

Committee: Melissa Sterry



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

Committee: Kirk Gardiner



Mobile 0417 523 691
Email: committee1@vdc.org.au

Committee: Glenda Chivers



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

Committee: Trevor Barby



Mobile 0422 740 310
Email: committee2@vdc.org.au

Safety Check Officers

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

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

An inspection fee will be charged by the service provider which will include an amount of \$25, which is to be returned to the Club.

Licensed Club Nominee:

John Johnston

Magazine Editor

Iain Ross

Email: editor@vdc.org.au

Events Committee:

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

Members Meeting Sunday 26th January 2025

Enjoy a Free BBQ lunch from midday.

Prizes will be awarded for best dressed car & person with a "true blue Aussie" theme. A short meeting will be held.

BOOKING DOC'S DODGE

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

Email: dnpjenkins@yahoo.com

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

CALENDAR 2025

January 2025

19th	Sunday	AOMC Festival of Motoring
26th	Sunday	Members Meeting, Australia Day BBQ

February

8th	Saturday	Coffee & Chat
8/9th	Saturday	Night Trial
12th	Wednesday	Mid-Week Run. Evening Picnic
21st	Friday	Members Meeting

March

8th	Saturday	Pre Swap Meet Run
9th	Sunday	Yarra Glen Swap
23rd	Sunday	Kalorama Rally
28th	Friday	Members Meeting
28-30th	Fri-Sun	Florence Thompson Tour
29th	Saturday	Eddington Sprints

April

12th	Saturday	Coffee & Chat
16th	Wednesday	Mid-Week Run
18th	Friday	Hot Cross Bun Run
25th	Friday	Members Meeting
27th	Sunday	Economy Run

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New Members

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

Garry & Evelyn Popelier	1927 Dodge Tourer & 1928 Dodge Roadster.
Alexsa Allsopp & Mamzy Hakim	1927 Willys Falcon Knight Tourer.
David & Gwenda Greig	1939 Buick Sedan.

We hope you enjoy being members of our Club.

Front Cover:



Brian Thatcher's 1927 Flatnose Morris Cowley Roadster, read more inside this issue.

Membership Enquiries

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

Magazine Closing Date

Closing date for contributions for the February magazine is:

Wednesday 29th January 2025

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

Happy New Year! Hope you all had a very Merry Christmas and happy start to the new year. My goodness, we're a quarter into this millennium!

It was fantastic to see so many of you at our annual Christmas and awards lunch at the end of last year and also our last Coffee and Chat of the year which had an all time record attendance (and an awful lot of coffee served by the coffee van:.) Huge thanks to all the volunteers who helped co-ordinate those events and going the extra mile to make it extra special.

On that topic, we really need your help - our wonderful volunteers and helpers are what makes our club so great (and wouldn't exist without them). There's nothing too small or too large, from bringing food to meetings, chasing up attendance sheets through to co-ordinating events, ongoing jobs to ad hock help, it's all critical in keeping things running. Feel free to get involved and if you want to help out but don't know where, just have a chat with one of our committee.

We're currently on the lookout for someone to take on managing the Yarra Glen Swap meet from Holly - she's done a fantastic job managing the last few

and this year's event (March) will be her last. Perfect time for someone to get involved and be able to observe what's needed (Holly's put a lot of work into documenting everything to make it easier for someone to pick up).

As usual, there will be plenty on this year with something for everyone so take note of our events and come along in your old motor - and if you don't have one don't worry, you can borrow Doc's Dodge or there's always someone happy to give you a ride - just ask.

Cheers,
Richard



From the Editors Desk

Welcome to the first edition of The Vintage Driver for 2025

Another busy club year no doubt with lots of events to choose from and heaps of opportunities for enjoying club camaraderie with fellow owners and enthusiasts, celebrating the joys of vintage restoration and motoring.

It seemed appropriate to start the year with a Morris on our cover. After all the club started out when a group of young Melbourne based Morris owners seeing the amount of twenties and earlier vehicles going to wreckers yards to be disposed of, saw the need for a club to bring owners together for Morris vehicles initially and later for all makes. I would imagine that those young pioneer enthusiasts would be delighted to know how their initiative has seen the club develop into what is now one of the leading vintage car clubs in this country.

The club has a lot to thank Morris and their owners for. The featured example has been in the members ownership for many years and he has been a long term club member.

As always, our magazine is a cooperative venture, so your input will be appreciated. Your experiences with your vehicle are of interest to all of us and we are always on the look out for suitable vehicles to feature on our cover, particularly from new members. A great way to be introduced to our club members.

Enjoy the read

Iain Ross



MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

Date: November 22nd 2024

Meeting Chaired by: Glenda Chivers

ATTENDEES: There were 61 members that attended.

APOLOGIES: Richard Badham, Stuart McCorkelle, Holly Samson, John and Lyn Johnson

NEW MEMBERS PRESENT: Nil

VISITORS: Barry Cox (1927 Essex)

ZOOM ATTENDEES: 6 members on Zoom

MINUTES OF THE LAST MEETING: The previous minutes were accepted as per the AGM. Moved – Clem Slater, Seconded – Len Jenkins. Carried.

Display VEHICLE : Nil

TREASURERS REPORT: Maureen Ross presented the following Treasurers Report –

The figures are for the period of 16th Oct to 12th Nov'24

Our operating expense for this period was \$9,943

Our major expenses this month were our two insurance policies totaling \$5,641 Along with our normal monthly expenses, Magazine and Clubroom costs for cleaning, telephone, etc.

Our Income for the month was \$4,391

This was mainly from clubrooms rental, presentation lunch payments and late membership renewals.

NEW MEMBERS REPORT: Doug Stevenson members' report - Kay Hawkins 1928 Austin Seven Chummy Sedan Carmelo & Frances Angilletta 1931 Buick 850 Sedan, Garry & Evelyn Popelier 1927 Dodge Tourer & 1928 Dodge Roadster and Alexsa Allsopp & Mamzy Hakim 1927 Willys Falcon Knight Tourer.

GEARBOX REPORT: Garry Jewell reported that free hand sanitizer was available on the night. New car badges should be available from the second week in December.

EVENTS REPORT: Details of all events in Nov/Dec magazine and via emails and club website.

Past Events

Club Meeting 25th October. AGM – Pie night drew a crowd. Nice no fuss evening.

AOMC Trade display day 26th October. –Good reports from the day.

Cup Day Party. – Great casual day at the clubrooms with around 35-40 members attending and getting into the spirit of race day. John Rhodes organised the sweep and his own unique horse races. The introduction of the rocker cover races also proved popular with 6 racers taking part, with many keen to give it a go next year.

Bendigo Swap 16th November – Good very hot day on Saturday, Club site well attended by members. Sunday very quiet.

Mid-Week Run 20th November – Peter Flemming organised a run from Wattle Park to Moorabbin to see a motorcycle collection at the Naked Racer Café.

Club Meeting Tonight – Russell Stuckey from Stuckey Tyres as guest speaker.

Coming Events

NOVEMBER – Christmas and Presentation Luncheon - This Sunday 24th November – Chirnside Park Country Club. All bookings finalised. Arrive from 11.30 to be seated by 12.00.

DECEMBER - Family Christmas Picnic and Party -1st December – Diamond Valley Miniature Railway. Eltham. Looking for a potential Santa.

VSCC Two Wheel Brake Rally – 8th December. Following

old Melbourne tram routes. For club Two Wheel Braked cars only. Don't have one, get a ride with someone.

Christmas Coffee & Chat – 14th December. Decorate your car, decorate yourself. Bring your Christmas cheer along.

JANUARY - Evening Mid-Week Run Wednesday 8th January– Treasure Hunt.. Details will be sent out via email and on the website.

Festival of Motoring Cruden Farm – Sunday 19th of January.

Highly recommended day out supporting a charity. Online entries close December 13th to allow time for passes to be mailed out. Details on our website and on the AOMC website.

Australia Day, BBQ and Members Meeting - Sunday 26th of January. Free BBQ lunch from midday. Prizes will be awarded for best dressed car and person with a "true blue Aussie" theme. There will be a short members' meeting in the afternoon, to kick off the 2025 year. *NOTE, THERE WILL BE NO MEMBERS MEETING ON FRIDAY 24th AS THIS EVENT REPLACES IT!

PRESIDENTS REPORT: In the absence of Richard Badham, Glenda reported on his behalf.

Yarra Glen swap meet will be on Sunday 9th March. This is a major fundraiser for the club, helping to keep our fees low.

GENERAL BUSINESS: Boom gates for the club estate entrance are coming soon. These will not be activated until all tenants are informed. For out of normal business hours access a QR code and remote controller system will be implemented. Members are again advised not to park in front of other tenants' roller doors as these may be in use at any time.

CLUB COFFEE CAR UPDATE: Nil report at this time
AOMC REPORT / MYSTERY CAR: The mystery car this month was a 1922 FIAT 525M.

At the Festival of Motoring at Cruden Farm on January 19th, the Austin 7 club is hoping to display 75 Austin 7s commemorating the club's 75 years. It was reported that one of our new members had her Austin 7 stolen and since recovered. Another chance to display your British vintage car will be at the British and European Motoring Show at Yarra Glen on Sunday February 16th.

MAGAZINE: Iain Ross once again reinforced the importance of our magazine and for members to contribute stories each month, submitted in a timely manner. If you have an interesting story or items for sale, please contact Iain.

CARS / PARTS FOR SALE OR WANTED: Dennis Robertshaw has Dodge steering wheel for sale. Luella Tong advised members of a 1929 Willys car for sale, priced at \$30000 (negotiable). Contact Luella for details.

ENTERTAINMENT FOR THE NIGHT: Russell Stuckey gave a talk about his family's involvement in tyre sales and technology for our vintage and classic vehicles including Stuckey Tyres involvement in motor sport. Members were very interested and asked many questions.

RAFFLE: It was great to see the raffle was won by some new faces this month. The raffle included a set of Sidchrome tools, generously donated by young member Charlie Martin

The meeting closed at 9:05 pm followed by supper.

COMING EVENTS

Doc's Dodge – our club car is available for use by members to attend any of the events.
Booking form on our website or contact club car manager - Dave Jenkins 0413 901 734

Festival of Motoring Sunday 19th of January 2025.

Online entries closed December 13th to allow time for passes to be mailed out. Late entries can pay on arrival \$30.00 per car including passengers.



Australia Day, BBQ & Members Meeting. Sunday 26th of January.

Join us for a great afternoon celebrating Australia Day at the Clubrooms.

Free BBQ lunch from midday. Prizes will be awarded for best dressed car & person with a "true blue Aussie" theme. Let's fill the carpark with vintage cars! There will be a short members meeting in the afternoon, to kick off the 2025 year.

***NOTE, THERE WILL BE NO MEMBERS MEETING ON FRIDAY 24th AS THIS EVENT REPLACES IT!**



Coffee & Chat – Saturday 8th of February

10am – 11:30 at the clubrooms.



Night Trial – Saturday/Sunday 8-9th of February

Always a great night out and a chance to win a club trophy! This year hosted by The Vintage Sports Car Club, details so far are as follows:

Start: 17.30 VSCC CLUBROOMS 109 Redpath Rise, Parkville (AKA 110A Gatehouse Street)

PAUSE: 19.00-ish Dinner (pay) at PUB

FINISH: Later

FURTHER DETAILS TO FOLLOW RIGHT SOONISH (watch your emails)

Entry fee: \$20.00 per car

CONTACT: Herb Ashus 0417 002 892

Mid-Week Evening Picnic. Wednesday 12th of February

Assemble at Stud Park Shopping Centre, (Melways P81 J1) car park near Woolworths from 4.00pm leaving at 4.30pm for a leisurely 17kms drive to Lysterfield Lake Park.

BYO barbeque tea, drinks etc. Plenty of electric BBQ's, tables, toilets.

This is a very pretty and popular picnic area so will select a suitable spot upon arrival at the Spotted Gum or Beach areas.

Plenty of easy walks, longest walk being a 5kms hike around the lake track. Or if the weather is hot, bring your bathers and have a swim in the lake.

Please advise intentions of attendances as extreme weather conditions may cause a cancellation, postponement or change of venue.

John Rhodes 0400 118 309

Marion Rhodes 0410 597 460

COMING EVENTS

Doc's Dodge – our club car is available for use by members to attend any of the events.
Booking form on our website or contact club car manager - Dave Jenkins 0413 901 734

Club Meeting Friday 28th of February

Join us for the monthly members meeting. Make the most of the long daylight hours and bring your vintage car along. Clubrooms open from 6pm. Meeting starts at 8pm.
Guest Speaker: Mandy Turner, Motoring Memoirs.

Yarra Glen Pre Swap Run. Saturday 8th of March

Details to come!

Yarra Glen Swap. Sunday 9th of March

Volunteers still required, please contact Holly Samson if you're able to help on our clubs biggest fundraising event for the year.
hollysamson24@gmail.com
See flyer in this magazine for details of the Swap Meet.

Kalorama Rally. Sunday 23rd of March

See flyer in this magazine for details.

Club Meeting. Friday 28th of March.

Guest Speaker: Philip Burns talking about his business vapour blasting.



AOMC Florence Thompson Tour. 28th-30th of March. Ballarat.

Details on AOMC Website. (Applications closed)

Eddington Sprints Saturday 29th March



Sunday 23rd March 2025

67th KALORAMA RALLY

Feature Marque: *Flathead Fords*



- One of Melbourne's pioneering Motoring Events. Running since 1956.
- Vehicles prior to 1990 eligible for Mystery tour and display on the oval.
- Mystery Tour commencing at the Manhattan Hotel 9.00 am for a 9.30 start.

Kalorama Memorial Reserve

Mt Dandenong Tourist Road



All Proceeds to The Kalorama CFA



General Public Welcome
Opens: @ 10am.
Entry: \$10.00 per Person
Programs: \$2.00
Children Under 16 Free

For Further Information:
Iain Ross: 0409 027 392

www.vintagedriversclub.com.au/KaloramaRally

Yarra Glen 2025 Swap Meet

Vintage Cars Parts & Accessories

*Garagenalia - Collectibles
Show & Shine*

Vintage and Pre-War Cars

Sunday 9th March 2025

Yarra Glen Racecourse – Armstrong Grove, Yarra Glen Vic

Gates Open Sellers 6:30am - **Buyers** 7:30am - **Show n Shine** 8:00am

Site Fees – from \$25 **Entry** – \$10 (children u12 free)

The Vintage Drivers Club
www.vintagedriversclub.com.au

Site Booking & Enquiries – yarraglenswap@vdc.org.au or Iain 0473 832 277



Find us on

Facebook

VOLUNTEERS – WE NEED YOU!

Contact Holly Samson on 0412 055 258
or hollysamson24@gmail.com



Past Events

The Bendigo Swap Meet - 16 - 17 November

Shepparton member Jeff Falcone reports
It was a very hot day, and walking around all the stalls proved hard work, particularly because there was a lack of seating overall. The club tent was the most welcome exception. It was such a relief to be able to stop by for a coffee, bickie and a much needed sit down!! I had taken a couple of mates with me on the day, both of whom enjoyed chatting to the volunteers. One of them also joined the club Garry and Evelyn Popelier Dodge owners. It was something Garry had been wanting to do for years, but had never quite managed get around to.

It was great to catch up with other members, something I don't often have the chance to do, as I live a couple of hours away from the club rooms. It made what would have been a very long day, into a most enjoyable experience. A few bargains bought; ideas exchanged and a great time was had by all....
Jeff.

As usual our club had a site at Bendigo Swap Meet in November last year. The club site was organised by Garry Jewell with the assistance of Edith and Doug Stevenson. The club has a large marquee erected on the site to provide protection from the hot, cold and or wet weather and we have had them all in various years. This swap meet was very hot on the Saturday with temperatures in Bendigo reaching 35°C. Many members made use of the club site to catch up with other members, have a break with a refreshing drink or to store the "wonderful" items they had found. The swap was fairly well attended on the Saturday although there were some vacant sites. By Sunday morning many site holders had left, and it was all over by about midday.

Doug.

November Members Monthly Meeting

The monthly members meeting held on Friday 22nd November was well attended with around sixty-seven members present.

After the usual formalities we had a presentation from Russell Stuckey of Stuckey Tyres Service.

Russell outlined the history of his business, how in earlier days they were the go-to supplier for competition rubber. Now they are able to supply technical advice and tyres for our vintage and classic vehicles and welcome enquiries from our members.

No vehicle on display this month if you would like to have your club vehicle featured in the foyer please contact Doug Sterry. We can make arrangements for access and exit from the clubrooms to suit your needs.



Christmas Picnic Cancellation

The family picnic and Christmas party scheduled for Sunday 1st December at the Diamond Valley Miniature Railway was cancelled due to the heavy rain forecast and the pattern of extremely heavy down pours over the previous days. It wasn't a gamble we wanted to take (considering old cars, kids and picnic don't mix well with lots of water). Fortunately, the decision to have Santa visit us at the coffee and chat instead. worked very well with a great crowd of families in attendance.

Past Event

Mid-Week Run Wednesday 20th November

Peter Fleming's Mid-week run to the Naked Racer and the Flight Deck Bar and Grill.

Departing from home in Ferntree Gully with really only just enough time to get to the start I'd managed to round up a few moderns only to be almost stationary in a bumper to bumper traffic jam on Burwood Hwy soon after Knox City. After a brief stop to fit the engine fan I moved to the right lane and cut across to Mountain Hwy and the rest of the trip to the Wattle Park Golf Club in Burwood flowed much better. There were only two other vintage cars there, but Peter knew that some others were travelling to our destination. Of course, I'm ignoring Peter's very nice Riley saloon as it is post vintage.

Peter had set out a very well presented instruction sheet for the very straightforward drive, consisting mostly of an almost 15 km run down Warrigal Rd to our first stop, The Naked Racer. Naked in this case does not refer to scantily clad people racing but rather to an amazing

collection of mostly naked motorcycles, that is ones without plastic covers hiding the details of the machinery. Some motorcycles there are for sale and there is a full service and restoration workshop. It is also a full service bar and café. If you haven't been there, it is well worth a visit. We had a coffee and chat surrounded by the collection which we had plenty of time to thoroughly examine. As we left, someone had mysteriously paid for our drinks.

We then moved on to our next stop, again with comprehensive route instructions, to the Flight Deck Bar and Grill almost a km away where Peter had reserved two large tables for us. The food was excellent, served in a timely manner and the company, of course, was scintillating. I'm very glad that Peter threatened me several times with a fate worse than death if I didn't go. Thanks for taking the trouble to set up this very enjoyable day Peter.

Hugh Venables



Past Event

Christmas & Presentation Luncheon Sunday 24th November

This event held on a perfect Melbourne day saw a great crowd of club members attending.

The venue was decorated with a Christmas theme and soon there was much chatting and socializing going on.

Our patron Brian Tanti came along, he is now back residing in Melbourne, Daniel Zampatti represented the Vintage Sports Car Club and Ben Alcock and James Dunshea represented the Veteran Car Club.

The presentation of Awards was made to the following recipients

Event Awards

Treasure Hunt – Hugh Venables 1930 Oakland

Spirit of the 20's – Doug Sterry 1928 Model A Ford

Night Trial – Doug Sterry 1928 Model A Ford

Observation Trial – Daniel Zampatti 1925 Vauxhall 30/98

Sprint/regularity (Standard Vintage) – Holly Samson 1927 Chevrolet

Sprint/speed (Special) – Doug Sterry 1939 Ford V8 Special

Hill Climb regularity (Standard Vintage) – Stuart McCorkelle 1929 DA Dodge (Doc's Dodge)

Hill Climb speed (Special) – Doug Sterry 1939 Ford V8 Special

Most meetings attended in Vintage – John Johnston

Most meetings attended in Classic – Dominic Kaukas

Clubman of the Year – Doug Sterry

Touring Award – Daniel Zampatti

Other Club Awards

Patrons Award – Holly Samson

Presidents Award – Matt Weeks

Warriner Trophy - John Johnston

Post Vintage Restoration - Colin Wilson

Post War Restoration - Richard Badham

Certificates of Appreciation – Peter Fleming, Trevor and Daine Davey

Newsletter Awards - Kerris Aickin, Ken Aitken and Chris Wells

Years of Membership Badges

60 Years: Carl Barnard, Ian Cartwright and Mary Beeston

50 Years: Alexander Tivendale, Bruce Anderson, Robert Anderson, Vin Gleeson, Peter Jans, Brian Smart, Ray Parker, Peter Taylor, John Edelsten and Diane (Dee) Baxter

40 Years: David Couper and David Jenkins.

30 Years: John Plowman, Kevin Hall, Lindsay Millington, David Stott, Gary Knight, Ron Wade, John Zakula, Ray Nunn, Robert Schembri and Mark Lewis.

On behalf of the members, we thank the organisers for a wonderful day.



Past Event

Christmas & Presentation Luncheon Sunday 24th November



Past Event

Two Wheel Brake Rally, Sunday December 8th

As per usual, a bright and early start for this year's Vintage Sports Car Club's Two Wheel Brake Rally with entrants asked to be ready for departure from Dallas Brookes Dr. near the Shrine of remembrance at 8am. Only a short hop over the Westgate bridge for myself, but I was shortly joined on the freeway with Adam Auditori in his 23/60 Vauxhall who had driven from Rochester with his two young kids that morning, so I won't complain about early starts!

Once at Dallas Brookes Dr. a fantastic array of early vehicles had already assembled. Many of the Veteran Car Club was in attendance which always makes for a wonderful display, the earliest of which was a single cylinder Cadillac of 1907.

The social start is always a highlight for me as it seems that the early start is an achievement for most and everyone greets you with an air of excitement. This year's event was expertly organised by Peter Donald and based around the early Melbourne Metropolitan Tramways Routes. Peter gave a short explanation of the day to the crowd of excited drivers and we were on our way armed with our route instructions, question sheets and most importantly given the perfect weather, water pistols...

I had organised to take a friend of mine and her two teenage boys in the '25 Dodge tourer. The boys were in charge of answering the questions along the route and on water fight duties. This year rally returned to it's routes and was just a short run around the inner city with plenty of time to stop for coffee/breakfast etc along the way. The beauty of the shorter run meant that you see plenty of the other entrants and having so many veterans on the rally really made a fun spectacle, not only for us but the general public as well.

After navigating our way around the city and out to Camberwell, we ended the rally with a picnic lunch at Wattle Park where it happened that the Chrysler Restorers Club were having their Christmas Picnic.

Another fantastic Two Wheel Brake Rally, congratulations and thankyou to the Vintage Sports Car Club for organising and for inviting us to come along.

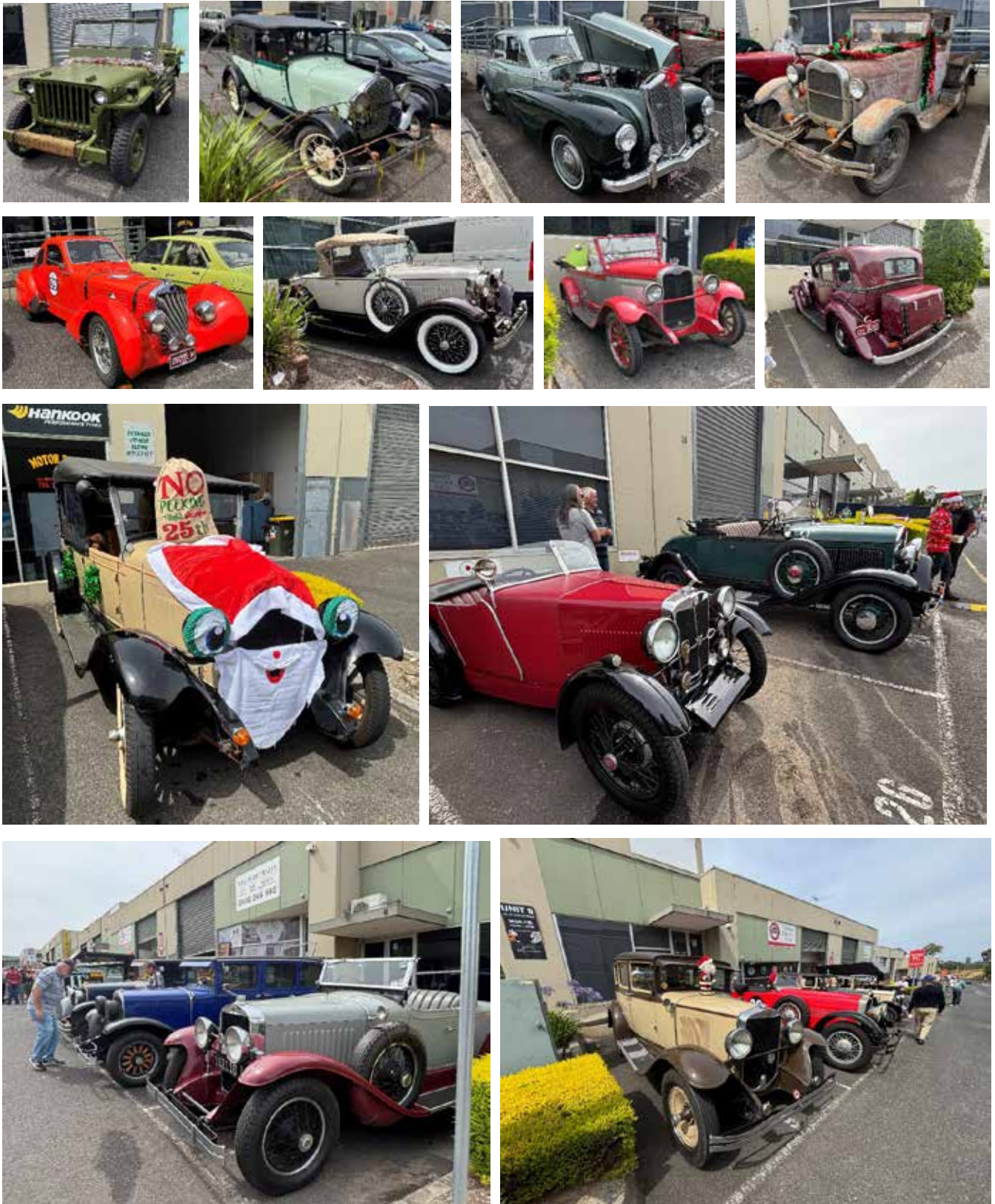
Stuart McCorkelle



Past Event

Coffee and Chat with a visit from Santa Saturday 14th Dec 2024

Coffee and Chat included a visit from Santa due to cancellation of the Christmas Picnic earlier in the month. Another good turnout for the last Coffee and Chat for 2024 that included a coffee cart for those that attended.



Club members vintage and classic vehicles driven to Coffee and Chat

It is always interesting to look at the club members vintage and classic vehicles driven to Coffee and Chat, today was no exception with some of the vehicles being dressed up in the Spirit of Christmas.

Past Event

Coffee and Chat with a visit from Santa Saturday 14th Dec 2024

Everyone was invited into the club rooms for the arrival of Santa.

Richard announced Santa's arrival that gained the children's instant attention and excitement, Santa greeted the children as he walked through the club rooms to the couch.



Once seated each of the children were called up by Richard to receive their present, lollies along with a photo taken, it is always a special time seeing children with Santa.

Finally, Santa departed waving to the children who were engrossed with his presence.



Santa leaving, Dee receiving best car dress up hamper & Lyle best dressed hamper

Richard then announced Dee Baxter as the winner of the best dressed car and Lyle Drysdale as the best dressed in Christmas theme. Both received a hamper for their efforts.

We had two visitors Steve and Toni Bishop from Tasmania who are non-members (they have been on many Spirit Rallies) that Richard welcomed to the Club Rooms, they were given a guided tour of the building.

Past Event

Coffee and Chat with a visit from Santa Saturday 14th Dec 2024



Club Members enjoying our last event for 2024 . Our two visitors Steve and Toni Bishop from Tasmania

Another active club year concludes with this Coffee and Chat.

Chris and Sharyn Wells

Insure with Victoria's first car enthusiasts.

Since 1903 RACV has been taking care of car enthusiasts and their cars. So when you're looking to insure your vintage, veteran or classic vehicle, you can relax knowing RACV's policy takes care of your car almost as well as you do.

With a list of features including agreed value, retention of salvage [^] and a choice of repairer, you can be sure that RACV has got you covered, and with our Years of Membership Benefits program the longer you've been a member the more you'll save.

RACV Vintage, Veteran & Classic Vehicle Insurance:
For a quote call 1800 646 605 or visit www.racv.com.au

RACV Veteran, Vintage and Classic Vehicle Insurance is issued by Insurance Manufacturers of Australia Pty Ltd ABN 93 004 208 086 AFS Licence No. 227678. Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228). [^]Applies to total loss vehicles manufactured before 31/12/1990.

The Australia and New Zealand Hupmobile Register 21st Hupmobile Tour 2024 23rd- 26th October in Bendigo Victoria

There is no Australian or New Zealand Hupmobile Club. However there is a Register of Hupmobile cars and their owners. A quarterly magazine is published, and a biennial tour is hosted by one of the Australian States. New Zealand hosted a mini tour in 2013 with just two Hupmobiles available. We visitors from across the "Ditch" drove rental cars.

This year 2024, Victoria elected to host the event. The organizing committee and Victorian entrants were mostly our club members/Hupmobile owners. We were ably assisted by Jeanie Sawyer and Max Tuckerman who are Dandenong Valley Car Club members. Bendigo was chosen as Tour HQ. Most of us were accommodated at the Lakeside Hotel with very good facilities and car parking. The Bendigo Veteran, Vintage & Classic Car Club provided excellent support throughout the tour. I will elaborate further as I write the article.

On Tuesday October 22nd About 65 Huppers and 22 Hupmobiles arrived in Bendigo from Qld, N.S.W., WA, Tas, SA, Vic. and New Zealand. Of the 22 Hupmobiles, five are owned by Vintage Drivers' Club members. It would have been six, but Anne and Lyle Drysdale elected to leave their 1911 Model 20 Hupp in its garage, and drove their trusty (and more comfortable) Toyota Corolla. On arrival, Bendigo weather was fine and warm. It reached 31C later in the day.

Day One - Wednesday October 23rd. Tour Registration and morning tea at the excellent Bendigo Veteran/Vintage and Classic Car Club premises. There was ample room to park our cars and for storage of tow vehicles and trailers. Following registration and meeting our fellow Hupmobilists, we drove to Bendigo Pottery for a tour of the business, which was founded by George Duncan Guthrie and has operated continuously since the 1850s. We gathered in the evening for a Welcome Dinner provided by the Bendigo Car Club members at their Clubrooms. Such wonderful country hospitality

was enjoyed by everyone. It was then back to our accommodation for a well needed rest.

A couple of the Hupmobiles decided that they also needed a rest. That's not surprising, since the newest of them are 90 years old. There were spare seats available in the other cars, so no one was left stranded.

Day Two – Thursday October 24th 8.00 a.m. A hearty breakfast at the Bendigo Car Club and then a visit to The Great Stupa of Universal Compassion, An imposing Bhuddist Temple complex at Myers Flat just a few kilometers from Bendigo.

Our next stop was Ravenswood Homestead for lunch and photos for the Hupmobiles and the Tour Group. Ravenswood was formerly a large sheep run on 112,000 acres. There are now just 40 acres with the Homestead. Later we returned to Bendigo and The All Seasons Resort Hotel for our evening meal. Another fine day of touring and site seeing in the area.

Day Three – Friday October 25th At 8.30 a.m. we fired up the Hupmobiles for a run to Castlemaine (about 45 minutes). Our first visit was Buda Homestead where we started with morning tea, followed by a tour of the property. Ernest Leviny was a silversmith from Hungary and purchased the home in 1863. He and his wife raised 10 children, the last one, a daughter died in 1981 making 118 years of continuous ownership by the family. Buda with its entire contents was left to the Castlemaine community.

Lunch was at the Five Flags Hotel Campbell's Creek. I had an enormous chicken parma and couldn't look at chicken for the rest of the tour. Following lunch, we had a choice between the Mill Market and a car restoration business named "Up The Creek Workshop". The majority chose the latter, which was most interesting. They had some great equipment for all aspects of car restoring.



The Australia and New Zealand Hupmobile Register 21st Hupmobile Tour 2024

23rd- 26th October in Bendigo Victoria

Day Four – Saturday October 26th The main event for Saturday was a trip on the Bendigo Talking Tram to the Central Deborah Gold Mine. We could choose to tour the mine “top facilities” or take the underground tour. Many of us chose the latter. We were equipped with a miner’s helmet and lamp, entered a cage and were taken to about 60 metres below the surface where our guide took us on a walking tour and explained the life and work of the gold miners. The working mine closed in 1954. For those who had an appetite, lunch was available at a pub across from the mine entrance.

In the evening we had the Tour Dinner and Awards presentation at the Lakeside Hotel. There were lots of photos taken and chatting after the meal.

We established the location for the 22nd Hupmobile Tour. Orange N.S.W. will host the next tour in 2026. It was a

most enjoyable time with old friendships rekindled and new ones made. Mother nature was kind to us, with fine days and dry roads for the entire tour, which enabled great vintage motoring.

Day Five - Sunday October 27th We said our goodbyes, parted company, and drove or trailered our Hupmobiles back home.

On behalf of all Tour Participants, I take this opportunity to acknowledge and thank everyone who made the tour a great success. Particular thanks to the Bendigo Veteran, Vintage and Classic Car Club, The Lakeside Hotel Management and Staff and the community of Bendigo for their hospitality.

Trevor Barby

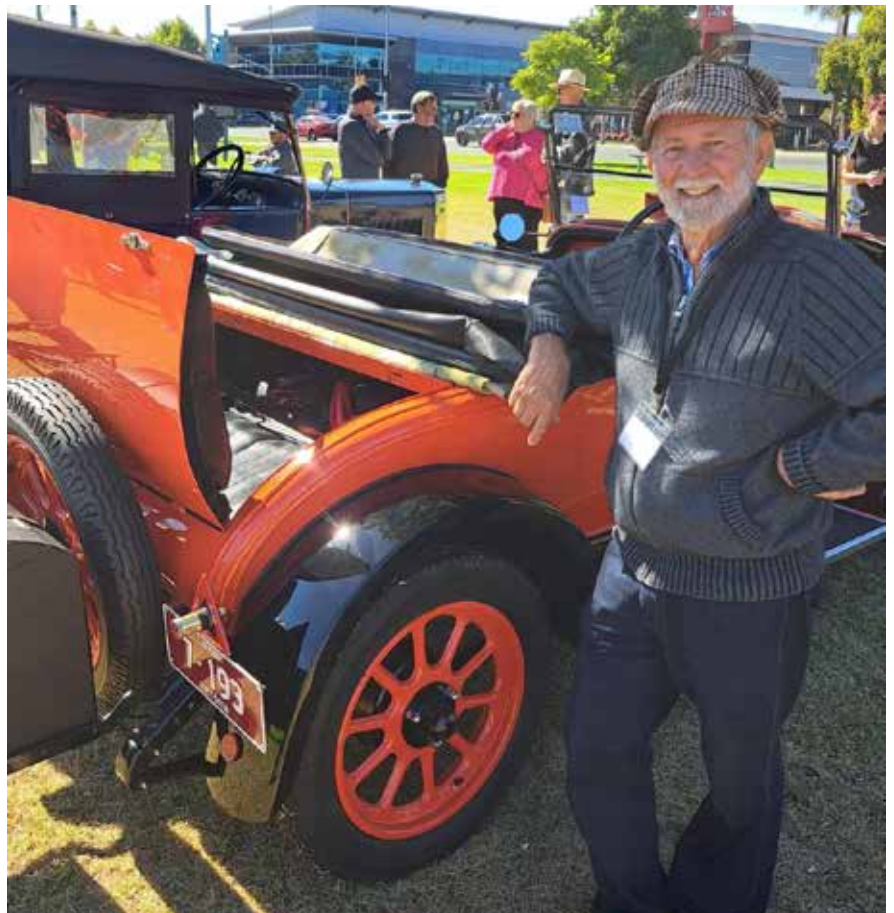
MEMBERS CAR

Brian & Lyn Thatcher’s 1927 Flatnose Morris Cowley Roadster - Ours for the past 60 years

Sixty years owning a Flatnose Morris has gone quickly – or so it seems to Brian and Lyn Thatcher. Actually, it was 61 years ago when Brian first heard about this Cowley Roadster – in 1963 his girlfriend Lyn Edwards (now wife) learnt to drive in the Cowley.

First owned by Walter Edwards in East St. Kilda, he stopped driving in 1959 and gave the roadster to his grandson Edward Cunningham. Sadly, it was then used around the paddocks by numerous teenagers learning how to drive – resulting in body damage and a bent chassis. When the teenage fun ended, it was left out in the paddock. One day grandfather decided to pay a visit – the Cowley was quickly locked in a shed with the chickens so Walter couldn’t see it.

Brian purchased in Cowley in 1964 for 30 quid. He took it home to Nunawading where his father said, “How much did you pay for that”? - “You got robbed” came the reply. Mum added, “That’s not going in the back yard, take it to the tip in the morning”. It was a case of unhappy memories from my parents, says Brian. They tried to navigate the old Berwick Hill in a Cowley towing a caravan on their honeymoon. With ‘Just Married’ signage and old boots tied to the van - the Cowley failed to take the hill. The newlyweds gave up in the dark and



pulled into a driveway to spend their wedding night. The couple awoke to local giggles the next morning – they had parked in the driveway of a local church!

MEMBERS CAR

Brian & Lyn Thatcher's 1927 Flatnose Morris Cowley Roadster - Ours for the past 60 years

Restoration commenced soon after purchase and took 7 years – painted panels stored under my parents' house in Glen Waverley and other bits at Lyn's parents garage in Rosanna.

Finally completed in 1972, she attended a Vintage Drivers Club rally in early 1973 – I drove the Cowley to Albury on the old Hume Highway & did around 600 miles - winning the award for Best Kept Vintage Roadster. Later in 1984

this Cowley won the Morris Register Best Vintage Car award at Wangaratta among others.

This flatnose has had a superb quality restoration and Brian has maintained this standard for 52 years. Current project for Brian is a Bullnose to partner the Flatnose – what better retirement activity could there be?

STEVE RATTLE



Club Project

Vintage Catering Van - Matt Weeks Reports

Well, there hasn't been a huge amount of progress of late on the catering van, as I've been very busy with catching up on all my other work.

Frank has done some more work at home by making us a new radiator support bracket which I have fitted and now have the radiator in position.

Grant has donated some 50mm stainless steel bends so we can make a start on the exhaust system. I have some 50mm stainless steel tube that we can build the complete exhaust out of stainless.

Rob has our distributor and is giving it the once over to make sure it's getting full advance at the correct revs. I have done a bit of work on the cowl and bonnet getting it ready for painting so it can be permanently mounted to the chassis and then I can start making plans for the back section.



Cowl finished in hi build primer ready for sanding.

Bonnet and side curtains primed.



Hopefully soon I can get a bit of spare time to make some more progress.

Cheers Matt

The Three Amigos

Three past club presidents recently got together in Mansfield to celebrate their ongoing friendship. The occasion celebrated George Cox's (62 years club membership) and his 93rd birthday the day before. From left pictured is George, Ian Cartwright (60 years membership) who is relocating to Queensland and Howard James (almost 60 years club membership). It was an opportunity for lots of reminiscing, laughs, the cars and personalities of an early Vintage Drivers Club.



An advertisement for Penrite oil. At the top, the Penrite logo is on the left, and the word "PENRITE" is written in large, bold, yellow letters. Below this, it says "AUSTRALIAN OWNED AND TRUSTED SINCE 1926" with a small Australian flag. The middle section shows three oil jugs: two large ones labeled "SHELLSLEY LIGHT" and "SHELLSLEY MEDIUM", and a smaller one. To the right is a black and white photograph of a vintage open-cockpit car with the number "20" on the front, with a driver and a passenger. At the bottom, the Penrite logo is on the left, and the text "AUSTRALIAN OWNED AND TRUSTED SINCE 1926" is repeated in white, with a small Australian flag. At the very bottom, it says "To find the RITE product for your vehicle, download the Product Selector App or visit penriteoil.com.au".

WILLIAM MORRIS & BERT CHENEY - An Australian challenge



Many older car enthusiasts will remember the early South Australian and Victorian dealer, demonstrator and salesman Sydney Albert (Bert) Cheney. His autobiography 'From horse to horsepower' was published in 1965 and is an interesting read of the pioneer Australian days of car sales and how the automobile tamed the outback. Initially Adelaide based, Cheney moved to Melbourne in the 1920's and many will recall Cheney Motors as Vauxhall dealers at 22 Flinders Street near Spring Street.

But before selling Vauxhalls, Cheney was involved with Oldsmobile, Argyll, the Model T Ford & the four-cylinder Dodge. In 1920 he took up the Chevrolet agency selling through Fred Mann (Mann's Motors in Adelaide) and a metropolitan franchise in Melbourne. As expected, Cheney & Mann were arranging car bodies with Holden and as General Motors (GM) expanded in Australia, Holden's entered into a three-year contract with GM and by 1926 took control of the Adelaide body builders.

This left Cheney perplexed. He felt he had built up Victorian Chevrolet sales considerably from 100 cars in 1919 to 5650 in 1925/26. His contacts at Holden had sold out and GM were too large to argue with. He decided to visit the USA and Britain to decide his next move - he and his wife sailed in April 1926. While away Cheney received word that his current GM sales agreement would not be renewed from 30 June as they were starting Australian operations on 1 November that year. He could remain selling GM cars but now on strictly GM terms. While away, Cheney explored the UK motor industry in particular and visited Austin and Hillman. He seemed impressed with a 4 cylinder 20 h.p. Hillman borrowed to motor around in and wondered how this car would sell in Australia. This didn't eventuate and Hillman were later taken over by Humber -both marques became part of the Rootes Group in 1931.

Cheney also visited Morris. They were restructuring to Morris Motors (1926) Ltd. with Billy Morris (Sir William from 1929 and later Lord Nuffield) taking a less active role in daily car manufacture. The famous 'bullnose' was given a facelift and flat radiator (flatnose) but still a narrow track car. Cheney recalled that both Morris and Austin offered to do 'all in their power to assist me' in establishing an Australian dealership and increasing sales of both marques.

Upon his return to Melbourne Cheney purchased outright the business of Angus McOwan (F. McOwan & Co.) in Melbourne, Morris agents for Victoria and the Riverina, Frankin's in Adelaide, Morris agents for South Australia, Broken Hill and the West Darling district and Williams Brothers, Morris agents in New South Wales. He now controlled Morris

WILLIAM MORRIS & BERT CHENEY – An Australian challenge

vehicles in Victoria, New South Wales and South Australia (and the Austin in Victoria). Vehicle orders were placed, and he started to get organised, awaiting their arrival.

At the end of 1926 a major advertising campaign was commenced using the caption, 'Swinging the pendulum from Uncle Sam to John Bull' mainly to compete with General Motors Australian operations adverts. Morris was successfully using the slogan 'Buy British and be proud of it' and Cheney ran with this – to the sentiment of many Australians loyal to the mother country.

But as cars and trucks arrived and sales increased, problems with the Morris vehicles were increasing. Broken frames and axles on Morris trucks, problems with alloy pistons, rear axles and electrical problems on Morris cars. Cheney remembered that his company rectified these at their own expense and often loaned cars and trucks to customers while repairs were carried out.

By the end of 1927 Cheney felt that these problems could not be dealt with by correspondence, so he sailed to England to deal with Morris Motors directly. Upon his arrival he sensed a change in attitude towards him – he was now visiting them as a dissatisfied dealer. Cheney states that Billy Morris listened attentively to his concerns but had trouble believing that his vehicles were failing in Australia, just one of their many international markets. Morris vehicles were performing well elsewhere, so why were they failing in this country he had never been to?

Morris referred him to his two chief engineers, Landstad and Rowse, but found it difficult to see either. After days of trying, Cheney again spoke to Morris and his team, producing a prepared report detailing the problems his company had been experiencing. He was reminded that before he took over the agency, no serious Australian complaints had been received. Those present had no idea of road travel and conditions in Australia or the challenges and problems. As discussions continued, Cheney suggested that Morris and his engineers come to Australia and see for themselves. As Mr. Morris was a very busy man, he could not be spared a six week trip – Cheney scoffed and said that it would take at least four months to correctly see for himself, do the trip properly, travel around the country and understand the conditions.

At that point he was frankly told that Mr. Morris could not possibly undertake such a long trip and be absent for such a duration. Cheney feeling 'a little hot under the collar' then realised he was getting nowhere, the financial risks he was undertaking and their reluctance to assist. Explaining to all present his efforts, losses and problems encountered, he advised that they had received his last order, he would return to Australia and dispose of the Morris agency. That was the turning point – Billy Morris saw him again the next day and promised a visit to Australia. He arrived in Sydney on 14 February, 1928 with Wilfred Hobbs, his private secretary, Mr. Seaward his chief body engineer, Alfred Timms, chief engineer of Morris Commercial (truck division) and Norman Seaman, the newly appointed Morris Australian representative. Cheney recalled that the 'media and meet and greet circus' in Sydney went on for days. Everyone wanted to meet the successful UK car magnate and it was a never-ending whirl of social engagements. The press begged for appointments and interviews - Morris agreed and even held a press conference one morning in his bathtub at 6.30am. When later questioned on this, Cheney confirmed it by stating, "This I know, because I was present"!

Finally, a tour of N.S.W. and Victoria commenced – Morris and Hobbs travelling in a Morris sedan brought with them from England – a 15.9 h.p. Empire Oxford. Seaman drove a Morris Oxford, Timms a Morris Cowley. As they motored Cheney felt his concerns were justified when the Cowley twisted its rear axle housing and broke an axle. A replacement car for Timms was arranged by Cheney and their tour through New South Wales and on through Victoria to Melbourne continued.

A civic reception was held in Melbourne for Mr. Morris by the Lord Mayor, Sir Stephen Morell. During his speech, Morris commented that this was the first such event ever given to him, and he had to travel 12,000 miles to get it. At Cheney's Melbourne office at 22 Flinders Street, he now finally had the chance to thrash out his problems with the magnate. As Cheney recalled and stated, Morris said to him, "I wish I had never seen or heard of Australia. The business out here has been more bother to meand every second blighter I meet out here tells me that I don't know how to make a car". Cheney assured Morris that he would not quit, he was prepared to see things through, but reminded him that he was only an agent and without his wholehearted co-operation he could do no more. Morris replied, 'I believe you are right. We must go on and finish the job". Next day, Morris with his team returned agreeing to send out the parts necessary to repair and rebuild vehicles in Australia at their expense. A supervising engineer from England was sent out with the parts to watch over the repair work and slowly the Morris vehicle reputation in Australia was returned.

This decision Cheney also believed was the impetus for the Morris car to become wider. By late 1928 wide track vehicles appeared, allowing easier country road driving and improved family seating. Morris had also attempted to improve his vehicles for the antipodes, creating the Empire Oxford – a four cylinder 15.9 h.p. model with dry plate

WILLIAM MORRIS & BERT CHENEY - An Australian challenge

clutch – a commercial motor not using the familiar cork and oil clutch standard used in earlier Cowley & Oxford vehicles. The Empire Oxford had a three-year production run from 1927 to 1929 boasting a four-speed gate change gearbox, four wheel brakes and S.U. carburettor. Sadly, it was not a success, with production numbering only 1740 vehicles. Some early models sent to Australia were returned as unsaleable.

I asked Stephen Hands, vintage Morris expert and historian for his input into Cheney's memories of his dealings with Billy Morris. Stephen comments that Cheney was an old man when he wrote his autobiography and he no doubt worked from personal recollections for portions of the story. Like many men who were 'movers and shakers in their day', he was a master of self-promotion and as a very successful businessman and salesman, he first had to sell himself. While I have no doubt that the facts are broadly correct, his memory and desire to tell his side of the story has allowed time shifts to enhance his narrative.

Cheney took over Morris in Australia at the changeover from the Bullnose to the Flatnose models in September 1926. He claims that as soon as cars started to arrive and sales increased, problems also increased. He listed broken frames and axles on Morris trucks and problems with alloy pistons, rear axles and electrical problems with cars. I have very little experience with Morris Commercials of the day, but broken frames and axles indicate overloading to me. The rear axle problems on the cars may well have been mostly half-shafts, although I concede that overloaded cars on rough tracks could bend an axle. The electrical problems would most likely have been magneto issues.

Morris Motors had significant trouble with magneto issues and Lucas Electrical set up a section in the Cowley works specifically to deal with such problems. Several new types of magnetos were fitted over a few years being the models E4, GA4, GB4 and GJ4, to detail but a few.

When Cheney returned to the U.K. at the end of 1927, he relates that nowhere else in the Empire were there so many complaints about Morris vehicles and that there had been very few complaints before Cheney took over Australian operations. Cheney gives the impression that Morris was reluctant to come to Australia to assess the situation for himself - Morris was no doubt a busy executive, but he had actually contemplated moving his whole factory to Australia in 1922, even to the point of asking his senior staff their views on availability and interest in accompanying him.

Morris was actually very interested in the Empire market. Two years earlier, the Morris sub-agent for Mildura in Victoria, F. W. Bayliss, had visited the Morris Works and was granted an interview with the governor. As a result of their conversation, Cowley chassis' exported to Australia for the 1926 season were fitted with a large Oxford sized radiator, suitably badged. Fred Bayliss also pointed out the problem with the narrow four-foot track, when most cars were four foot eight inches and the flexibility of Morris frames. Morris gave Bayliss a commitment to consider all the concerns he had elaborated.

The fact that Morris was already thinking about these issues well before Cheney's visit at the end of 1927 is demonstrated by the fact that the new Flatnose Cowley had a much stronger frame and a radiator that removed overheating problems. He took care of the narrow track issue, having Morris Commercial design a new model specifically for use in regional areas with poor roads, this being the Empire Oxford. Unfortunately, this car was not a success - most likely because it was too underpowered for its weight and was sluggish compared to equivalent size American cars. Also, Morris Commercial were not set up to make cars on the scale of Cowley and consequently the Empire Oxford was expensive. It is true that most of the cars shipped to Australia were returned as unsaleable.

This was a blow to Morris and by the time Cheney visited towards the end of 1927, Morris had already started manufacturing the 1928 range (Morris production seasons ran from 1 September to 31 August each calendar year). As well as the domestic market narrow track cars, there were now 4'8" wide track versions of the Cowley and the Oxford, all in manufacture well before Cheney arrived. I believe the wider track Cowley's and Oxford's were Morris' response to the failure of the Empire Oxford. Even in the U.K. this car was considered a dud!

To have new cars ready by the 1st of September, design and setup for production would have begun months beforehand, putting fabrication to Cheney's claim that he was responsible for instituting both the Empire Oxford and the change to the wider track for colonial cars. The true Australian change 'hero' here may well have been Fred W. Bayliss, the almost unknown Mildura sub-agent. I only discovered this by a chance encounter with his son Bill, when I parked my Cowley in Mildura back in 1978!

Billy Morris became Lord Nuffield and died in 1963 – the industrialist and philanthropist donated millions throughout his lifetime. Bert Cheney died in 1968 – after selling Vauxhall's and Holden's, Cheney sold his business to the Bill Patterson Group, becoming Patterson-Cheney Holden dealers. He was also part of Sanderson & Cheney, a large service station enterprise.

WILLIAM MORRIS & BERT CHENEY - An Australian challenge

Back in 1990 I met Jack Battersby who worked as a mechanic for Cheney's after the Second World War. Jack told me that, "Old Bert took a liking to me and would often grab me from a job to drive him to the bank in Collins Street. It was a quick disrobe out of overalls, clean hands and grab a big Vauxhall to motor out of Flinders St, into Spring St. then left into Collins St. Down the hill and try to get a parking spot near the bank. Often this was impossible so I'd usually double park, out he would pop, and I'd do the circuit hoping to secure a spot upon my return. If it was raining, he'd be waiting for me and I'd collect him, but often on a lovely sunny day he would walk back to Flinders St. without notice! After half an hour I'd head back and often got a call from the bank to return to collect him if his appointment went on longer than anticipated. He was a friendly old fellow, quite religious and would balk if anyone took the Lord's name in vain. Some of the older chaps there told stories of the Morris problems back in the 1920's, usually overladen trucks and narrow track Morris cars on country roads. They had trouble following the ruts in the road made by wider Yankee cars".

In summary, Cheney later said that Morris as a man was "an absolute individualist, very far sighted and very astute. He knew what he wanted and would go to any trouble to get it". A friendship developed and was renewed when Morris returned to Australia in 1929 and upon later visits – the country that the magnate wished "he had never seen or heard of" became a favourite travel destination.

STEVE RATTLE

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Jim Lambert's Chrysler Story

I have always loved cars, as a young man I was a Ford guy Alan Moffat fan in those fastbacks at Bathurst but due to cost my first car was a Holden HK with bucket seats, racing harness seat belts four on the floor and mags. The car I remember most was my 1973 GTR in lime green unusual as they were generally in the dark green, I now have a picture of it in my garage as a reminder of my youth.



Not me in the picture 😊

Well how the “Chrysler story” commenced as many of us do, we raise kids me as a single parent, work hard save for the future and always thought I would buy a Mustang being that “Ford” guy, when events happen strange things occur.

At a hospital stay I decided life is so short I am going to go and buy a “Sunday” drivers car and in the end decided that everyone has a ‘Mustang’ and started to look at option in “Carsales” which I am sure there are many as guilty as I was at the time, again times have changed.

While I continually keep looking at this picture: -



Yes, it was a 1929 Chrysler 75 and thought to myself that is one fine looking car, just happened to be located in Ulladulla NSW the Chrysler story begins. Well after talking to the owner and agreeing on a price I hired a tandem trailer and drove to Ulladulla and booked into the caravan park and had dinner with the owners Phil and Dianne.

The following morning 12th September 2016, they took me to their car collection (about 490 cars of various makes and models) had some great cars mainly classics but they did like there Saabs



I looked at the 1929 Chrysler 758 that they had imported for the US and shook on the deal we had made previously.

At that time, he asked me if I had driven a “Vintage car” and I said not only have not driven a “Vintage Car” but I have never sat in a “Vintage Car”!!!!!!

Jim Lambert's Chrysler Story

He said well lets get in and given we were at his factory lets drive it around the block a few times, he explained the way to 'Double DeClutch" which looks easy but is harder to master as I found out when it was my time to be the driver.

Well after a few circles of the industrial block on a Saturday morning it was time to load it on the tandem hand over the hard earned cash and take it home.



Well two guys I knew from my football days (long time ago less grey hair and a few less pounds in them days) Phil Bradshaw and Gary "Crash" Colman both "Ford club members with vintage cars, said to join the Vintage Drivers Club.



Their reasoning was that there were more "Vintage" cars in the club, so I initially joined the VDC and then at a day at Caribbean Gardens Day run by the Chrysler Restorers Club I joined the Chrysler Restorers club as well.

Well, when I got the car booked to get a "Safety Check" the club officer indicated it needed some work to get a permit. I arrange to get the work done so that I could get the club permit.

When the work was completed, I took it home, but it had a bad oil leak.

The oil leak and many other issues were addressed. It spent many a time on the back of a tow truck and the work included just about everything mechanical re done including things like engine drive to name just a few things. One of the best things done was changing the diff ratio to a 3.5 it made the car a lot better to drive prior to this change the engine just screamed out in pain at 80-K I have now had it up to 118K but still going, but fast enough on wooden wheels she can cruise at 100k keeping up with modern traffic.

The interior was ok but I decide to have fitted English Bedford cloth interior as well, and a pin striping sets it off exterior wise done by the legendary Bruce Walker.



Jim Lambert's Chrysler Story



One of the upgrades is a RED high compression aluminium head which I purchased from the US and is now fitted to the car

The car these days is a delight to drive but still a vintage car. I have recently purchased a new set of whitewall tyres, don't ask the cost it is frightening but is a smoother ride.



During the time it took to get the car sorted, it seemed to be in the workshop all the time and I still did not have a Sunday car, so whilst looking at Car sales as men do, I saw a 1939 Chrysler Imperial advertised in Cranbourne which I purchased on 16th November 2016 (approx. two months after purchasing the 1929 Chrysler 75) The the owner Jacob who was an older gentlemen who has since passed, at the time he said it was getting to hard to drive due to the size and this was the reason why he was selling the car, he was the one who imported the car from the US in December 2011.

It was in good condition however the interior old woodgrain had turned green over time and needed to be done so I found an older guy that did the woodgrain as it would have been, got some chrome work done for the dash at the same time it was out and after having the paint work polished professionally the car looks as good as it runs.



Jim Lambert's Chrysler Story



The Chrysler story continues as I was always on the lookout for something and via an auction in the US I purchased and imported a 1968 Chrysler 300 Convertible in October 2017 which has been a good car very little spent on it since purchase. It has a 440 engine but is not a muscle car but cruises as it should do with that special note coming out the tail pipes.

It did just fit in my old garage but only just, in the new garage it isn't an issue.



Jim Lambert's Chrysler Story

The Chrysler story to date has seen me purchase my 1931 Chrysler CG Imperial, which I imported and had a few initial issues with asbestos along the way and it is getting closer but has to have another engine rebuilt to get it completely sorted out, but that's a story for another day. Big thank you goes out to Kevin Stack primarily with the help of Rob Bonner for getting the car sorted out.



Yes my dogs initially Ned and Kelly, with Neds passing now its Grace and Kelly they all get in all my cars as many will testify in the club I might have a cover on the back seat for them but my cars are used and driven, including in the rain, I say they drove them in the rain when they were new so why shouldn't I drive an old car in the rain too!



I do have a good mechanic who works on my cars now, he is the previous owner of the house I purchased in Healesville who I consider a close friend these days. Luckily he only moved two streets away and he still has some vehicles stored at home till his new garage is finished.

Is the journey over I say "No" but no more till the 1931 is fixed totally and one never knows, never say never!!!

The most import thing about Jim Lamberts Chrysler Story is the people I have been able to meet via the club and on club functions. It is a blessing to have the opportunity to interact with so many people go places I would not have known about. A big thank you for the help along the way from so many. Safe motoring to all, including those who do not own a Chrysler.

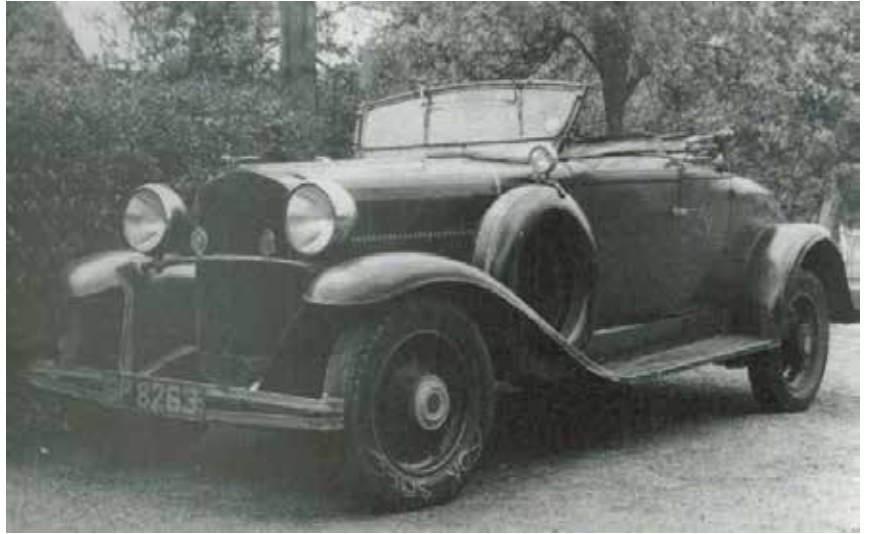
Jim Lambert

Last Month's Mystery Vehicle

Last month's mystery vehicle seems to have stumped most of my regulars or perhaps it just got caught up in the Christmas rush.

It was a Fiat 525N built between 1928 and 1931 featuring a six cylinder side valve engine of 3739 cc capacity. The pictured example seen on a London street in period had a very American style body constructed by Fiats in house coachwork department.

This vehicle was an attempt by Fiat in the late twenties to enter the luxury car market. The 525 was a larger successor to the Fiat 512. The 525 was modified a year after it began production and renamed the 525N. A sport variant, the 525SS, had a more powerful engine and a shorter chassis. It is said that this Fiat model may have been a very early adaptor of dual circuit hydraulic brakes. Around 4,400 of this model were produced. I will leave it to our Fiat aficionados to ascertain if any or many of this model made it to our shores.



Fiat 525N with body by Farina



This Month's Mystery Vehicle

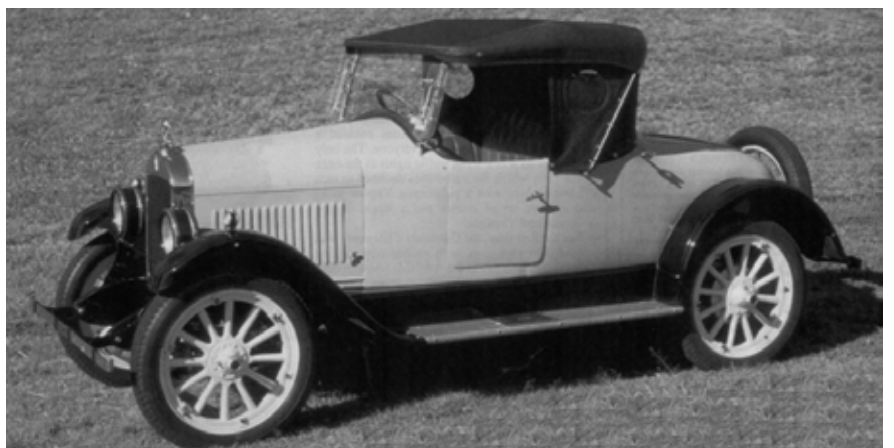
Its approaching Australia Day so it only seemed fitting to feature an early Aussie made vehicle!

This vehicle featured an advanced suspension system sourced in England?

The first correct answer from electronic and hard copy versions will receive a small reward.

Contact: Iain Ross Mob: 0409 027 392

Email: imgross@bigpond.com



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

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

Leigh 0407 884 869 or griffinvale@hotmail.com

FOR SALE

Ford Model A front brake backing plates. Brand new never used \$250 the pair. Contact Iain 0409 027 392



FOR SALE

1927 Vauxhall R Type 20/60 restoration project, chassis, running gear, wheels, radiator, bonnet, some panels, much more included. Ideal start for a 20/60 restoration or vintage special. \$1,000

Leigh 0407 884 869 or griffinvale@hotmail.com

FOR SALE

1926 Armstrong Siddeley 4/14 HP Tourer Stalled project. Runs sweetly and close to drivable. New tyres; recored radiator; chassis and brakes done. Have all panels, bonnet and mudguards, except rear section. Was rebuilding as a timber framed delivery van. Many spares including two engines, one reconditioned. Available in Kyneton. \$8,500 ono. Phone Shaun: 0477 968 740



FOR SALE

Two Riley 1.5 post war engines, 80% complete Currently located at Bellbridge, 25km out of Wodonga Vic Asking \$1,000-00, to be sold as one lot only Contact Colin Maginnity, Mob: 0438 264 365.

FOR SALE

2 x 21" Buick Wooden Spoke wheels, \$65 ea
3 x Ford wheels, 19" Rims pitted. \$25 ea
3 x Buick? 17" 1x welded spoke.
2 x Adjustable spoke, rims rough. \$15 ea
2 x 16" x 4 'Unknown' Good condition. \$25ea
Ajax/Nash Cowl, \$35 (Rear view Mount, 2 x side light shells.)
Clem email: crbdpeeler@hotmail.com



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FOR SALE

English Star cars X 2; 1925 12/25 and 1922 11.9hp. The 1925 is mid restoration, with reco engine, gearbox, diff, brakes, fully restored radiator (incl mascot). Complete with second engine with a reco crankshaft and second gearbox, and additional short motor. The earlier 1922 11.9 hp is parts only; chassis rails, engine, gearbox, axles, steering box and column, radiator, and lights. \$10,000 negotiable. Contact: Richard Mob: 0408 364 470 Email: richard.shenfield@hotmail.com

WANTED

Lock mechanism for golf door construction. The current mechanism places handle too low in door. Any help in supply of a suitable lock or advice on potential source would be appreciated John Byrden 0423 780 537



WANTED information regarding a switch

I found this Bosch push button switch at Bendigo Swap. I have never seen this variation before and would like to know what it is off. The standard version fit with a flat base direct to dashboard, and is used on Brescia Bugattis, no doubt among other makes. No flat rear on this one for such mounting. Looks like it sits under or on top of a dashboard or similar. Nicely made mounting so not for a cyclecar. Maybe one of our readers might know about his switch. Contact 0411 185 779 or email: richard@unkles.com



FOR SALE

Ford Model A In good all round condition with engine and gearbox modifications to make it easier to drive. Paintwork reasonable, trim and hood good condition new tyres. Club permitted not transferable Located eastern suburbs Melbourne \$24,000 Contact Iain Mob: 0409 027 392



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Please advise us if your advertised cars or parts are sold so we can remove them and free up space for other advertisers. Email the editor on editor@vdc.org.au

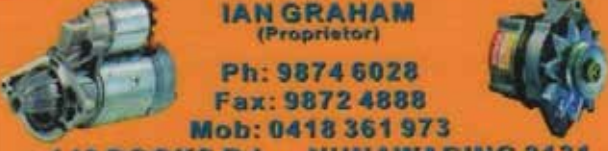
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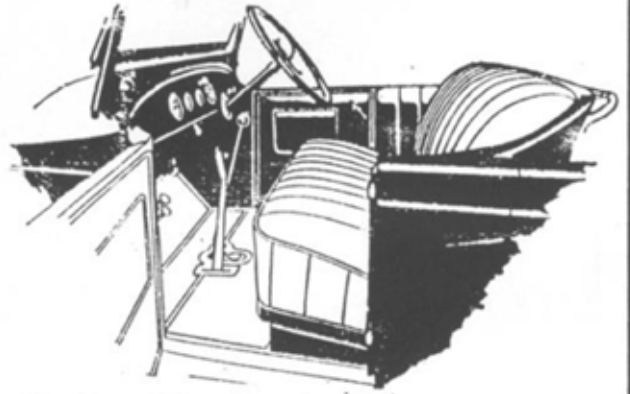
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