

ISSUE 798



Nov/Dec 2024

# 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  
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Club Mailing Address:  
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Nunawading Vic 3131

Web Site Address:  
[www.vintagedriversclub.com.au](http://www.vintagedriversclub.com.au)  
Email: [vdc@vdc.org.au](mailto:vdc@vdc.org.au)

**President: Richard Badham**



Mobile 0423 979 014  
Email: [president@vdc.org.au](mailto:president@vdc.org.au)

**Vice President: Iain Ross**



Mobile 0409 027 392  
Email: [vicepresident@vdc.org.au](mailto:vicepresident@vdc.org.au)

**Secretary: David Jenkins**



Mobile 0413 901 734  
Email: [secretary@vdc.org.au](mailto:secretary@vdc.org.au)

**Treasurer: Maureen Ross**



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**Committee: Stuart McCorkelle**



**Events Co Ordinator**  
Mobile 0423 939 053  
Email: [events@vdc.org.au](mailto:events@vdc.org.au)

**Committee: Doug Stevenson**



**Membership**  
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Email: [membership@vdc.org.au](mailto:membership@vdc.org.au)

**Committee: Arnold Chivers**



**Club Permits**  
Mobile 0432 096 208  
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**Committee: Melissa Sterry**



**Room Bookings**  
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Email: [bookings@vdc.org.au](mailto:bookings@vdc.org.au)

**Committee: Kirk Gardiner**



Mobile 0417 523 691  
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**Committee: Glenda Chivers**



**Website Co Ordinator**  
Mobile 0431 709 248  
Email: [committee3@vdc.org.au](mailto:committee3@vdc.org.au)

**Committee: Trevor Barby**



Mobile 0422 740 310  
Email: [committee2@vdc.org.au](mailto: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](mailto:editor@vdc.org.au)

**Events Committee:**

Stuart McCorkelle, Doug & amp;  
Edith Stevenson, Garry Jewell,  
Holly Schwind, Adam Francis and  
Doug Sterry.

## Members Meeting Friday 22nd November 2024

Enjoy a drink and a chat from 6.30pm

Guest speaker this month is Russell Stuckey whose topic will be tyres for our cars. Members Meeting at 8pm

## BOOKING DOC'S DODGE

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

Email: [dnpjenkins@yahoo.com](mailto: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 2024

<b>November</b>	22nd	Friday	Members Meeting
	24th	Sunday	Christmas & Presentation Luncheon
<b>December</b>	1st	Sunday	Christmas Picnic & Party
	8th	Sunday	VSCC Two Wheel Brake Rally (Two wheel brake cars only)
	14th	Saturday	Christmas Coffee & Chat
<b>January 2025</b>			
	8th	Wednesday	Evening Mid-Week Run. (Treasure Hunt)
	11th	Saturday	Coffee & Chat
	19th	Sunday	AOMC Festival of Motoring
	26th	Sunday	Members Meeting, Australia Day BBQ
<b>February</b>	8th	Saturday	Coffee & Chat
	12th	Wednesday	Mid-Week Run. Evening Picnic
	21st	Friday	Members Meeting
	22nd	Saturday	Night Trial
<b>March</b>	8th	Saturday	Pre Swap Meet Run
	9th	Sunday	Yarra Glen Swap

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## New Members

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

Kay Hawkins	1928 Austin Chummy Sedan
Carmelo and Francis Angilletta	1931 Buick 850 Sedan

We hope you enjoy being members of our Club.

## Front Cover:



Lindsay Truman's 1929 DeSoto 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 January magazine is:

**Wednesday 1st 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

Well, hello! I'm going to start by saying thank you - thank you to all our wonderful volunteers, helpers and committee! Extra big thanks to our past President, Glenda Chivers and Secretary Judy Weeks for their hard work over the last few years (including the dreaded Covid years)!

There's a reasonable chance you don't know me, compared to most of our members I'm a fairly recent addition (a little over five years) but I'll share a little more about me at one of our upcoming members meetings. It feels like I've been in the club much longer, probably because everyone is so welcoming and there's so much going on!

My hope is that we keep doing everything that makes our club great and see more and more of the old cars that we love out and about doing what they were built

for! I'll need your help with this though, as we're all ambassadors for the movement. Whether that be encouraging others to get involved, running events, helping others, contributing to running the club, even just getting out and about and being seen on events - it's all important and you'll hear more on this in the future.

On that note, there's plenty happening in the run up to the end of the year so come along and get involved and don't forget to bring your old motor (and if you don't have one you can borrow Doc's Dodge)

Cheers,  
Richard

## From the Editors Desk

Welcome to the November- December edition of our magazine. The last one for the year. Yes, we get December off.

Producing the magazine monthly certainly does take a lot of work but the members one meets as a result, make it very worthwhile. The knowledge one acquires whilst preparing articles is priceless. I should thank all those members who have provided information for articles, reported on events and taken images at club activities and generally contributed.

To the group of members who prepare the magazine for posting each month thank you,

Although they are so efficient these days it turns into a social evening very early on.

Thanks to those who have taken part in the identification of our mystery vehicles and places.

The last couple of mysteries have done their job in stimulating members memories.

With great contributions linking the mysteries to our club.

A new year is looming January will not take long to roll around, so if there is something that you would like to see in our magazine please do not hesitate to contact me.

I would like to take this opportunity to wish you and your family a happy and healthy festive season.

Iain Ross



## Vale - Veronica Otten

The club was recently advised of the passing of Hein Otten's wife Veronica. Hein is an active member of our Club currently undertaking safety checks for members. We send our condolences to Hein and family.

# MINUTES OF ANNUAL GENERAL MEETING

## of the The Vintage Drivers' Club Inc

### Held on 25th October 2024.

resident Glenda Chivers welcomed all attendees. A total of 74 members were present with 6 on zoom.

The president reported that as a quorum is present (5% of 852 = 43) I now declare the 2024 AGM of the Vintage Drivers Club open.

Apologies: Graeme Moody, Chris and Sharon Wells, John and Lyn Johnston.

Confirm Minutes of previous AGM.

President Glenda Chivers moved that the minutes of the 2023 AGM, as printed in the October 2023 Club Magazine be confirmed and accepted".

Seconded by Kurt Schulz.

Glenda asked if there were any matters arising from those minutes. There was no response from members.

Those in favor: ALL. Those against: NIL. Carried.

#### 1. Reports

##### a. President's Report by Glenda Chivers:

As I prepare to step down as President of the Vintage Drivers Club, I want to take the opportunity to reflect on our accomplishments over the past three years and express my heartfelt gratitude for your continuing support and words of encouragement. I don't know where the last three years have gone, and it's been a privilege to serve the club. It took a couple of people sitting around a campfire in Outback Australia some time to convince me to consider this job, I'm so glad they did, it was time to give back to the club I had been enjoying for many years.

My focus has been on the members themselves and the events we do. Our membership has increased in this time from 500 to 537 with partners 919 (a few unfinancial at this time) and we have 458 vehicles on club permit. This growth shows the enthusiasm and appeal of our club. The events team have been instrumental in this by organising events to suit all, young, old, retired, and events in country areas as well as the city and subsidise our members attending. Members enjoy the club rooms and social get togethers. It is very evident as members used to arrive for meetings around 7.15 and are now sometimes parked and waiting at 6.15, likewise coffee and chat arriving early and leaving later it is fantastic to see. We have also grown the tenants in our clubrooms. We have continued our scholarship funding with the help of RACV. It is evident that young people still like to be involved in Vintage Cars, our job is to encourage them. Events like the B40 and having Doc's Dodge available for them (as well as all members) make this job easier.

I would like to thank the Executive team for their continued support and hard work, also the events team, through their hard work you have had so many events to attend. I would also like to thank the team who work behind the scenes, putting bins out, making sure the clubrooms are in shape, buying raffle prizes, vacuuming

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on meeting nights and odd jobs around the club rooms. You know who you are, and I don't want to list you all in case I miss someone.

I'm extremely proud of this club, we set a high standard for all other clubs. The kind words and encouragement I have received over the last 3 years has been humbling. Thank you once again for allowing me to serve as your President, it has been a very rewarding journey.

I wish the new President and Committee all the best and I'm sure the club will continue to flourish under them.

##### b. Treasurer's Report by Maureen Ross:

Everyone would have received the financial report with my statement in the magazine. The club is once again in a sound financial position, ensuring that the club can continue to develop and operate into the future. Activity for the year resulted in a trading profit of \$12,708. However, the result for the year after depreciation was a loss of \$14,509. We were fortunate that we could once again run our major fund raiser the Yarra Glen Swap Meet with good results.

Membership continues to grow and is the chief source of revenue for the club and currently stands at 540 as of the 30th June. It's pleasing to have the vast majority of these paid in a timely manner.

The club rooms rental once again went a long way in covering the costs of our clubrooms. This year we have also changed our banking arrangements from NAB to Westpac. I am going to reiterate, that in future if you are asked to pay your membership or for an event, please check you have the Westpac banking details not the NAB.

Are there any questions? No questions forthcoming. Treasurer Maureen Ross moved the motion:

"I move that the Financial Statement of the Club, together with the report of the Committee and Auditors as circulated with the September 2024 magazine, be received and adopted."

Seconded by: Jim Watson Carried. Unanimously

#### 2. Appointment of an Auditor.

We need to appoint an auditor for the 2024 / 2025 financial year. I therefore move that we engage ANDERSON & ASSOCIATES, Certified Practising Accountants as Auditor for the coming year.

Seconded by: Peter Flemming. Carried. Unanimously

#### 3. Interim Chairman.

President Glenda Chivers asks Garry Jewell to preside as Interim Chairman over the election of the next Committee."

President Glenda Chivers asks the Committee step down apart from the Secretary.

# MINUTES OF ANNUAL GENERAL MEETING

## of the The Vintage Drivers' Club Inc

### Held on 25th October 2024.

Thank you to the retiring committee and to Glenda who tried to retire two times previously, but Arnold wouldn't let her. I'm sure you will all agree it's been a great 3 years that Glenda was in control and with all the work of the committees involved in the last 12 months and the previous terms before that of course.

I took on the job of running the Gearbox when John was President and I'm quite happy with the way that is working but in relation to our fearless leader as I like to call her, I certainly found that when I needed an official opinion I spoke to my staff member, thank you Kirk Gardiner, and of course to Glenda to make sure it would be ok to continue. Is there someone who would like to give a short comment about the Committee?

Frank Braden then took the opportunity to say how great it is to be in this Club, stating that Glenda's report should be framed. Looking at the crowd that's here tonight with George Cox over the back and so many that have been in the Club for so long it's great to see the young ones coming. Glenda and the Committee are the ones that keep it going as the older ones are slowing down. I tried to say to our Treasurer how many have read her report as the work that's gone into it is amazing. I think all the Committee and all the sub-committees and workers that put in to make the club what it is, and the comradery are what keeps the club going. I would like to thank all of you on behalf of everyone to thank the committee for all your work.

Garry Jewell then went on to announce the nominations for next year's Committee and asked those named to please stand. Formal nominations for Committee positions have been received and printed in the October 2024 Magazine. In accordance with our Rules of Association, all Members of the Executive Committee step down but are eligible for re-election.

Nominations are as follows:

President:	Richard Badham
Vice President:	Iain Ross
Secretary:	David Jenkins
Treasurer:	Maureen Ross

Executive Committee person

- 1: Trevor Barby
- 2: Arnold Chivers
- 3: Glenda Chivers
- 4: Kirk Gardiner
- 5: Stuart McCorkelle
- 6: Melissa Sterry
- 7: Doug Stevenson

As there is only one nomination for each of the positions: those nominated were duly elected.

Garry then referred back to newsletters from December 1961 which stated that to relieve the pressures of work carried out by the Editor of the Newsletter who was also the Treasurer which went on to say that a lot of the Committee were doing double duties. After some shuffling the Secretary had not received any tangible relief from his work and the Committee decided unanimously to ask his wife to work a little bit harder to alleviate the position. This shouldn't be a problem as the new Secretary is now a man so it shouldn't be a problem.

I now invite the President for 2024/25 Richard Badham to take the Chair and address the Meeting.

Thank you, Garry, for presiding over the election and not inciting a riot. Welcome David, it's great to have you on. It's an important part of our club with people volunteering and getting involved with these things, otherwise nothing would happen, and we wouldn't be here. Without all the volunteers and committee putting in this enormous effort and so I really want to say a huge thank you to both Judy and Glenda. It's often a thankless task and there's a lot of work that goes on behind the scenes dealing with everything to keep this club running so on that note my focus in this position is we have a great Club and keeping it that way. We're all about encouraging restoration, acquisition, preservation, maintenance and use of Vintage vehicles so let's keep doing that and keep doing what we do well. The rallies and the events, encouraging people into cars, helping them along the way, supporting them with things like Doc's Dodge. On that note I might share a little more about me at one of our upcoming members meetings as I know I'm not as familiar a face as a lot of people here.

Richard then declared the 2024 Annual General Meeting closed.

# MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

October 25th, 2024.

Meeting Chaired by: President, Richard Badham.

Richard welcomed everyone for attending and those members on zoom.

ATTENDEES: There were 74 members in attendance and six attending by zoom.

APOLOGIES: Sharon and Chris Wells, Graeme Moody, John and Lyn Johnston.

NEW MEMBERS PRESENT: Nil

VISITORS: Nil

MINUTES OF THE LAST MEETING: The previous minutes were accepted by Iain Ross, seconded by Kirk Gardiner carried.

Display Vehicle There were no vehicle on display at the meeting.

TREASURERS REPORT: Maureen Ross presented the following Treasurers Report –

The following figures are for the period of 17th September to 15th October 2024.

Our Operating expenses for this period was \$9,673.

Our major expenses for the month were our body corporate fees of \$3,861 and the preparation and audit of our annual report plus tax and GST returns \$2,600 along with our normal monthly expenses, Magazine and Clubroom costs for cleaning, telephone etc.

Our income for the month was \$4,671

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

Maureen added that we are getting very close to our Christmas Presentation Lunch, we have had quite a few people already put their name down and paid but there are some who have put their name down but not paid yet. Maureen encouraged those who haven't paid yet to do so at the meeting tonight.

NEW MEMBERS REPORT: Doug Stevenson was absent from this meeting so there was no new members' report to be given.

GEARBOX REPORT: There was no Gearbox report for the month.

EVENTS REPORT:

PAST EVENTS -

September - Club Meeting 27th September – Vice president Iain Ross chaired the meeting in the absence of the president.

Grand Final Camping Weekend 27th September – Daniel Zampatti organized for members to meet at a campground near Marysville. A nice relaxed social weekend by the campfire. Doug and Melissa Sterry brought the party with fairy lights, a chainsaw and a Jeep with a can-do attitude. Zampatti wa!

OCTOBER- B40 Rally- 4th October – Held at Warragul. Fantastic fun event with around 15 – 17 cars involved Coffee & Chat- 12th October– At the Club rooms with 64 in attendance. Proving more popular than ever!

Mid-Week Run- 16th October – The Mad Hatters Garage. Organized by Frank Braden. A massive effort from Frank to put his collections on display for us to look at. Thank you for putting on such an interesting array of display items, I've heard many great things.

Bay to Birdwood – 20 October – Good to see a few club cars feature in the photos from this iconic event.

Club Meeting – 25 October – Annual General Meeting and Members Meeting.

COMING EVENTS -

NOVEMBER- Cup Day Party –5th November – Melbourne Cup Day Part held at the Club rooms, details in the

newsletter. Introduction of Rocker Cover Racers to the event. Historic Commercial Vehicle Club Annual display day featuring 100 Years of Chrysler and displays by various clubs – 10th November

Bendigo Swap – 16-17th November – Garry Jewell and Doug Stevenson. will be managing the club site

Mid-Week Run – 20th November- Organized by Peter Flemming. Run from Wattle Park to Moorabbin to see a motorcycle collection at the Naked Racer Café. Details in the magazine.

Club Meeting 22nd November – Guest speaker for the night will be Russell Stuckey proprietor of Stuckey Tyres.

Christmas & Presentation Luncheon – 24 November – Held once again at Chirnside Park. Payments can be made tonight, at the next coffee & Chat or via direct debit.

DECEMBER- Family Christmas Picnic and Party – 1st December – Diamond Valley Miniature Railway in Eltham with details in the newsletter. We are looking for a potential Santa.

VSCC Two Wheel Brake Rally – 08th December - Following old Melbourne Tram routes. For two wheel braked cars only Our club cars with two wheel brakes are invited to attend. Don't have one get a ride with someone.

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

PRESIDENTS REPORT: Our newly minted president Richard mentioned the Scholarship program the Club offers to help young people with restoring their vintage car. One application has applied and been accepted.

GENERAL BUSINESS: Glenda spoke about the parking around our Club rooms. She requested that members avoid parking in front of other businesses roller doors at all times. We need to keep our neighbors on side.

CLUB COFFEE CAR UPDATE: There was no update for the Coffee Car. Project.

MYSTERY CAR:

The mystery car for the month was a 1921 Wolseley and it was identified by Richard Unkles, Rob Coney, Jim Thomson and Val Bugeja.

AOMC Report

Tomorrow morning there will be a Trade / Club display held at the Shannon's building in Heatherton with suppliers and clubs being on hand. The annual Festival of Motoring which is to be held at Cruden Farm on Sunday January 19th, 2025, with funds from the event going to a wonderful organization Red Kite which helps families with children going through Cancer. The British European Car Show will be held at Yarra Glen on Sunday February 16th, 2025, and there is the American Motoring Show to be held at Mornington Racecourse on Sunday February 23rd, 2025.

MAGAZINE:

Editor Iain Ross once again reinforced the importance of our magazine and for members to contribute stories each month. If you have an interesting story or item/s for sale, please contact Iain.

CARS / PARTS FOR SALE OR WANTED:

Stuart McCorkelle spoke about Geoff Alcott's new business venture purchasing the company that manufactures Hood Irons and as of 2025 will be up and running which is wonderful news.

ENTERTAINMENT FOR THE NIGHT: There was no Entertainment for the evening.

RAFFLE:

It was great to see the raffle was won by some new faces this month.

The meeting closed at 9 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 Jenkinson 0413 901 734

## Members Meeting Friday 22<sup>nd</sup> Nov.

The final members meeting for the year!  
Meeting starts at 8pm at the clubrooms.  
Guest Speaker: Russell Stuckey.



Chirnside Country Club,  
88 Kingswood Drive, Chirnside Park.

Time: Arrive at 11.30am for meal at 12.00 noon  
2 Courses: Main and Dessert Alternate Drop  
Cost: \$29.00 per person.

The cost of the meal is being heavily subsidised by our club.  
Drinks are available at bar prices.

Booking: scan the qr code below or email Holly Samson  
hollysamson24@gmail.com

Please let us know if you have any special dietary requirements.

Booking and payment must be made in advance by  
17th November and can be made at Club meetings,  
Coffee & Chat or via direct deposit to club bank  
account:  
The Vintage Driver's Club.  
BSB 033-089 Acc. No. 723301  
Please quote your name as reference with Direct  
Deposit.



## Family Christmas Picnic & Party Sunday 1<sup>st</sup> of December.

Bring your kids & grandkids along for a day at  
the Diamond Valley Miniature Railway.  
Address: Eltham Lower Park, 570 Main Road,  
Eltham. (Look for the VDC signs to find a  
parking spot)

Time: From 10am

Bring: BYO picnic, clearly labelled presents  
for those that are bringing kids and grandkids  
for Santa to hand out. (There will be a  
designated car for present drop off)

Please let us know you're coming so we can  
allow adequate parking via email:

[events@vdc.org.au](mailto:events@vdc.org.au)



## VSCC Two Wheel Brake Rally Sunday 8<sup>th</sup> Dec.

Open to all VDC Two wheel braked cars. If  
you don't have one, get a ride with someone  
that does.

Melbourne's Municipal Tramways Trusts Prior  
to World War I, Melbourne was served by an  
extensive tramway system consisting of  
nineteenth century cable trams, a couple of  
horse trams, Victorian Railways operated  
electric trams and around the central cable  
tram system an extensive network of private  
and municipal electric tramways. After WWI  
they were all amalgamated into the  
Melbourne and Metropolitan Tramways  
Board. A century later come and join us on a  
tour of some of the surviving relics of the  
municipal tramways trusts to finish at Wattle  
Park for lunch which, of itself, was once part  
of the Hawthorn Tramways Trust.

START: 7.30 am for 8 o'clock departure from  
Dallas Brooks Drive outside the Royal  
Botanical Gardens, on Sunday the 8th of  
December (note the date!)

Organiser: Peter Donald, 0409224700,  
peterinstead@yahoo.com.au



# 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 Jenkinson 0413 901 734

## Christmas Coffee & Chat, Saturday 14<sup>th</sup> Dec.



Bring your Christmas cheer & decorated cars out for the final coffee & chat for the year.

## Evening Mid-Week Run – Treasure Hunt. Wednesday 8<sup>th</sup> of January 2025.

Details will be sent out via email and on the website.

## Festival of Motoring – Sunday 19<sup>th</sup> of January 2025.

Online entries close December 13<sup>th</sup> to allow time for passes to be mailed out.

## Australia Day, BBQ & Members Meeting. Sunday 26<sup>th</sup> 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. Lets 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 24<sup>th</sup> AS THIS EVENT REPLACES IT!**



**RACV** **Redkite** **AGMC** THE ASSOCIATION OF MOTORING CLUBS

## Festival of Motoring

at Cruden Farm  
Sunday 19<sup>th</sup> January 2025

Open to all Historic, Veteran, Vintage, and Classic vehicles over 25 years old.  
Club displays welcome  
A Celebration of Motoring Throughout the Decades.



- Display Vehicles Must Be Pre Booked [www.aomc.asn.au/festival-of-motoring](http://www.aomc.asn.au/festival-of-motoring)
- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9am
- \$20 Entry for display cars (Includes passengers)
- Spectator entry and car park off Cranhaven Rd.
- Spectator Admission \$10 per person, Children free
- All profits from this event will be donated to Redkite
- Childrens Entertainment, Music, Food & Trophies



Presented by the Association of Motoring Clubs in association with RACV  
For further details contact 0473 832 277  
[www.aomc.asn.au](http://www.aomc.asn.au) and aomc facebook

# 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](http://www.vintagedriversclub.com.au)

Site Booking & Enquiries - [yarraglen.swap@vdc.org.au](mailto:yarraglen.swap@vdc.org.au) or Iain 0473 832 277

Find us on



Facebook



RACV

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](http://www.vintagedriversclub.com.au/KaloramaRally)

# Past Event

## B40 Rally 4-6th October held at Warragul.

An enthusiastic group gathered at the Berwick Inn on Friday the 4th of October for lunch and much catching up since the last B40. Following lunch, we were off on a pub crawl to Warragul, via the backroads. Dinner at a pub in Warragul followed by a short night trial which was timed to perfection with a torrential downpour. Richard got very wet in the Jeep! Daniel and Holly took the honours of the night trial by the skin of their teeth.

Saturday saw a nice, relaxed start at a local café where everyone enjoyed a free coffee. The Emmerson brothers had put together the Saturday run which was a fantastic drive along the scenic Grand Ridge Road. Lunch at the Burra Brewery in Korumburra before yet another scenic drive home before dinner at yet another pub where

everyone partied the night away into the wee hours of Sunday morning.

Sunday was organised by Daniel Zampatti on behalf of the VSCC and involved a series of driver tests. A quick change of location following some people getting upset at a certain Jeep's digging up of the paddock. Thanks to Club member Wayne Henry for coming to the rescue and providing access to the local machinery clubs grounds, where entrants also got to see the impressive machinery housed in the collection.

As always it was a fantastic fun event with like minded younger enthusiasts.

### Entrants:

Daniel Zampatti	Holly Samson	Vauxhall 30/98
Stuart McCorkelle	John McCorkelle	1933 Dodge
Brandon Price	-	Vauxhall 14/40
Tristan Kelly	Ian Moore	1926 Essex
Brodie Bishop	Tahnee Bishop	Vauxhall 14/40
Callum Walsh	Brendan Walsh	1925 Dodge 4
David Howell	Joshua Ferguson	1934 Singer Le Mans
Alister Handasyde	Amy Handasyde	1928 Chevrolet Tourer
Kai Harder	Alana Braden	1929 Chrysler 65
Nicholas Doncon	-	1928 Delage
Richard Badham	Mitchell Fowler	Willy's Jeep
Cooper Bird	-	1935 Dodge
Rachael Brown	-	1915 T Model Ford
Tom Brown	Luke Nurse	1924 Dodge tourer
Scott Emmerson	Craig Emmerson	Various Cadillac's



# Past Event

## Coffee and Chat Saturday 12th October

A beautiful day saw a record crowd of sixty-four members turn out for our monthly coffee and chat. If you haven't attended before, please come along and enjoy this very informal gathering. Our next coffee and chat is on 14th December when we will be celebrating Christmas.



## Past Event

### Mid-Week Event 16th October 2024 – “Mad Hatter’s Place”

Once again, the mid-week event was blessed with good weather even though the forecast was for some rain and thunderstorms.

The event started at Jells Park, Wheelers Hill with a meet time of 10.30am for a 11.00am departure for the short drive to view some of Frank & Janet Braden’s vast collection of all sorts “not so much car stuff – but it is a garage”.



Gathering at Jells Park

Some attendees choose to drive directly to Frank & Janet’s whilst others met at Jells Park for the short drive of 12 minutes.

Once parked up at Frank & Janet’s it did not take very long to understand collecting to some can be additive with 100’s of this and 1000’s of that, what we saw was only part of their extensive collection that took about 7 weeks to unpack and display the items for our viewing.



Vehicles Parked Up at Frank & Janet’s

## Past Event

### Mid-Week Event 16th October 2024 – “Mad Hatter’s Place”

On display were Lapel Badges, Car Badges, Postcards, Matches, Die Cast Cars & Trucks, Teaspoons, Knives, Spark Plugs, Records, Toy Guns and Rifles, Pen's, Marble's, Children's Reading Books, Money Box's, Post Box's along with many other themed collectables.



**Collectables displayed – Can you find the Mad Hatter?**

It was interesting to listen to the members while they viewed the collectables and their memories of years gone past.

## Past Event

### Mid-Week Event 16th October 2024 – “Mad Hatter’s Place”

Frank & Janet thank you very much for making the effort to display your collectables and running the mid-week event.

It was time to depart Frank & Janet’s and adjourn to the Sandown Park Hotel for lunch, 20 members attended the lunch and enjoyed well portioned and presented meals, definitely a good choice for lunch.



#### Sandown Park Hotel

The event concluded with Chris thanking Frank & Janet on before of the VDC for inviting us to see and enjoy the amazing collectables.

Chris & Sharyn Wells

## Past Event

### AOMC Trade and Display Day

On Saturday 26th October the Association conducted for the first time a Trade and Club Display at Shannons headquarters at Heatherdale. This was replacing a restoration seminar that had been previously held annually. Our club mounted a display and Matt Weeks also took part displaying his services. Hopefully this event will be held annually with some improvements in the range of trades highlighted and increased promotion.



### Important Notice

### Our bank accounts have changed

We have now changed our bank accounts from NAB to WESTPAC.

So please next time you need to renew your membership or pay for an event don't forget to update our account details.



# Past Event

## Melbourne Cup Day Tuesday 5th November

Cup day saw a good crowd of members attending the clubrooms for our annual cup day celebration. Our rooms looked splendid with appropriate decorations for the day.

This year along with the traditional horse racing under the watchful eye of cup day clerk of course John Rhodes, we had our initial rocker cover races carefully supervised by Stuart McCorkelle. Our ladies got into the spirit of the event with appropriate cup day attire and Stuart brought along this trumpet to announce each race. Melissa Sterry won the rocker cover races. Multiple prizes were awarded for each of the horse races. Peter Fleming ensured that we had plenty of excellent food available during the day.

Thanks to those who organised the day and to those who attended. A great way to spend Cup Day in Melbourne.



# Members Car

## Lindsay Truman's 1929 DeSoto Roadster

This month's cover car is Lindsay Truman's immaculate 1929 DeSoto Roadster. Lindsay carried out a full restoration on this vehicle and subsequently won the Warriner Trophy for his efforts in 2014. It is a credit to him that it still looks pristine. If you would like your pride and joy to appear on the cover of *The Vintage Driver* please contact the editor.



# The DeSoto—Plymouth—Chrysler Story

Recently I was travelling down at Rosebud with my family in my daughter's car, and so was pretty much Unable to stop, but I could see in the street ahead that we were approaching what was to me, the unmistakable frontal silhouette of a vintage 'something': skinny tyres, big radiator outlined by huge headlights. As we got closer I could discern some green and cream paintwork, and then as we passed, I was sure that what I was seeing, was what was formerly John Shoreham's DeSoto K Model straight-eight DeSoto roadster.

And that's when memories started flooding back.

I had first met John years ago, at a little meeting at the Axedale Scout Camp, where a friend of mine who was the custodian of his father's '30 Dodge DD, with a straight eight motor, had organized a meet with a few other eight-cylinder Dodge owners, and John and his DeSoto was there, presumably because of the DeSoto's eight cylinder relationship. We got to talking about where our various projects were at, and John mentioned that he had a pair of rear DeSoto guards that he had no use for and if I thought I could use them to complete my Chrysler rebuild, I was welcome to do so, knowing full well that there would/could be differences. The Chrysler had originally been a Tourer, then cut into the obligatory farm truck, leaving only the outer curves of the rear mudguards, so I needed a way to make a full set of complete guards.

One immediate benefit of meeting John at Axedale, out in the country on open roads, was accepting John's offer to drive the eight-cylinder De. Open roads, sunny day, right-foot-fever, what an experience!

Eventually, I made the trip to John's place, and as well as getting the guards, got lots of ideas about how to build the underpinnings for the hood and its folding mechanism. At home, it soon became apparent that with a some clever cutting and welding, we (John Whitfield from "Vintage Rust" and I ) could make a set of guards by taking the inside section of a right DeSoto guard and matching it to the left of the Plymouth roadster tub (previously obtained from John Johnston) then matching the outside section of my Chrysler guard to that, and

'vice versa', the rear end of the Chrysler would be almost complete. I then only needed a small panel to fill the gap between the guard and the body. I already had a left -hand one of these, and some clever work by a local sheet metal company produced a 'reverse' one for the right side. The amazing thing about matching parts off different makes of car, even by the same manufacturer, was that the bolt holes of the reversed DeSoto guards matched the bolt holes in the Plymouth body!

So, when all the pieces were finally assembled, I had what looked like a '29 Chrysler 65 Roadster! I can sympathize with those members who have had problems at a VicRoads counter—I was lucky enough to have a vintage -flavored mate working at the next counter to mine, where a clearly flustered young girl was having trouble with the Chrysler's history.

And "ole65" is still there in the Club's gallery for all to see. Thanks to all concerned!

Ian Wallis

The Chrysler/DeSoto guards being shaped 'in situ' to fit the Plymouth/Chrysler roadster tub.



The 'new ' guards, sand-blasted and etch-primed ready for final colour spraying.



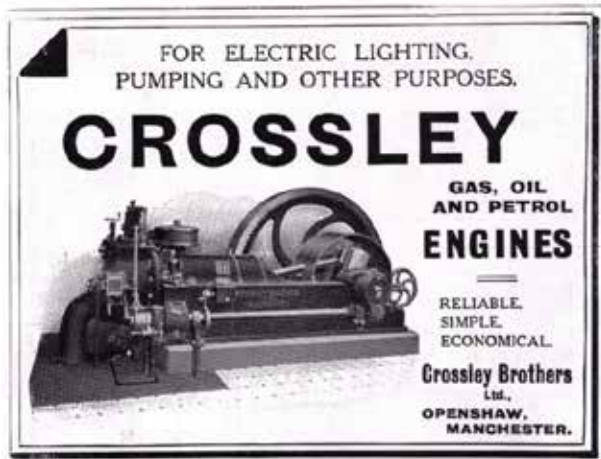
# The History of Crossley then Willys Overland Crossley then back to Crossley

This is part 2 of the WOC story expanded and with more detail. Crossley Motors was an English motor vehicle manufacturer based in Manchester, England. The firm started car production in 1903, building around 650 vehicles in their first year. It produced approximately 19,000 cars from 1903 until 1938, 5,500 buses from 1926 until 1958, and 21,000 goods and military vehicles from 1914 to 1945.



Crossley Brothers, originally manufacturers of textile machinery and rubber processing plant, began the licensed manufacture of the Otto internal combustion engine before 1880.

The Crossley Motors was established as a division of engine builders Crossley Brothers, but from 1910 became a stand-alone company. They were major suppliers of vehicles to British Armed Forces during World War I, and in the 1920s moved into bus manufacture.



In 1914 With the steady increase in vehicle production including the RFC Model Ambulance and light van for the RFC. It used a four-cylinder engine of 4,531cc. The limits of the Gorton site were again soon reached, and in 1914 a further 48 acre site was bought in Heaton Chapel, Stockport which became the Errwood Park Works. Construction of the new factory started in 1915, and although intended to relieve congestion on the old site, it was rapidly given over to war work. The western half the site, built in 1917, but only managed by the Crossley Motors, became National Aircraft Factory No 2. 444 DH.9 aircraft were built in this facility.

# The History of Crossley then Willys Overland Crossley then back to Crossley



In 1919 The National Aircraft Factory No 2 was bought from the government and became the Willys Overland Crossley plant, In 1919, Crossley Motors had established a new partnership with the Willys-Overland Corporation of Toledo, Ohio, intending to widen its model range by importing and manufacturing the US car, using British-built bodies. Initially, bodies were fitted at the works to cars manufactured from kits supplied from Canada, but gradually the UK content of the cars and commercial vehicles assembled at the factory was increased. The operation produced a bewildering array of badge-engineered models, including the Overland, Willys-Knight, Falcon Knight, Whippet and commercial models including Overland, Manchester and C101 trucks. In 1920 Crossley Motors bought A. V. Roe and Company, better known

as Avro, to make use of their nearby Manchester factory for body building. The Manchester division assembled Willys-Overland vehicles at Stockport. In some respects it was a great success; over 40,000 vehicles were manufactured between 1919 and 1932 – far more than the number produced by the UK parent company in Manchester.



# The History of Crossley then Willys Overland Crossley then back to Crossley

In 1928 Crossley sold the A. V. Roe and Company to Armstrong Siddeley Development Co to pay for the losses incurred in Willys Overland Crossley joint venture.

As the market for hand made cars began to disappear in the late 1920s the Crossley company decided to diversify and moved into the bus market and launched its first model, the Eagle.

Despite success in the early 1920s, by 1931 Willys-Overland-Crossley (WOC) was in serious financial trouble; the purchase of the motor manufacturing branch of A J Stevens Ltd (AJS), had yet to bear fruit. AJS cars were manufactured for about a year at the Heaton Chapel factory, however, by 1933 both AJS and Willys-Overland-Crossley had gone into liquidation.

WOC also had a factory in Berlin where apart from assembling the usual range of WO models they also manufactured left-hand drive Austin Sevens under an informal agreement with the Austin Motor Company. Although WOC ceased UK production in 1933, the manufacture of a variety of Austin models at the Berlin plant continued until 1939. A total of approx. 700 cars were assembled.

With re-armament in the 1930s, car-making was run down, and stopped completely in 1937 but by then in addition to buses there was large production of military vehicles as part of the re-armament process.

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# The History of Crossley then Willys Overland Crossley then back to Crossley

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London Service Dept. 111, La's Road, Dalston, N.8.



In 1938, the eastern side became another aircraft factory, this time managed by Fairey, and after the second world war, became the final home of Crossley Motors. Re-armament work caused the search for more space and in 1938 a factory was opened in Green Croft Mill, Hyde about 3 miles east of Errwood Park.

During World War II Crossley's output was again concentrated on military vehicles. With peace in 1945, bus production resumed but no more cars were made. The Crossley directors decided in the late 1940s that the company was too small to survive alone and agreed to a takeover by AEC. Production at the Crossley factories finally stopped in 1958.

Sources – WOKR website, Graces Guide, Alamy, Wikipedia, various websites. Ken Aitken

# The History of Crossley then Willys Overland Crossley then back to Crossley

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any car of equal size or type*



**The 20 h.p. Willys Knight**  
Model 70 climbs these hills in top gear.

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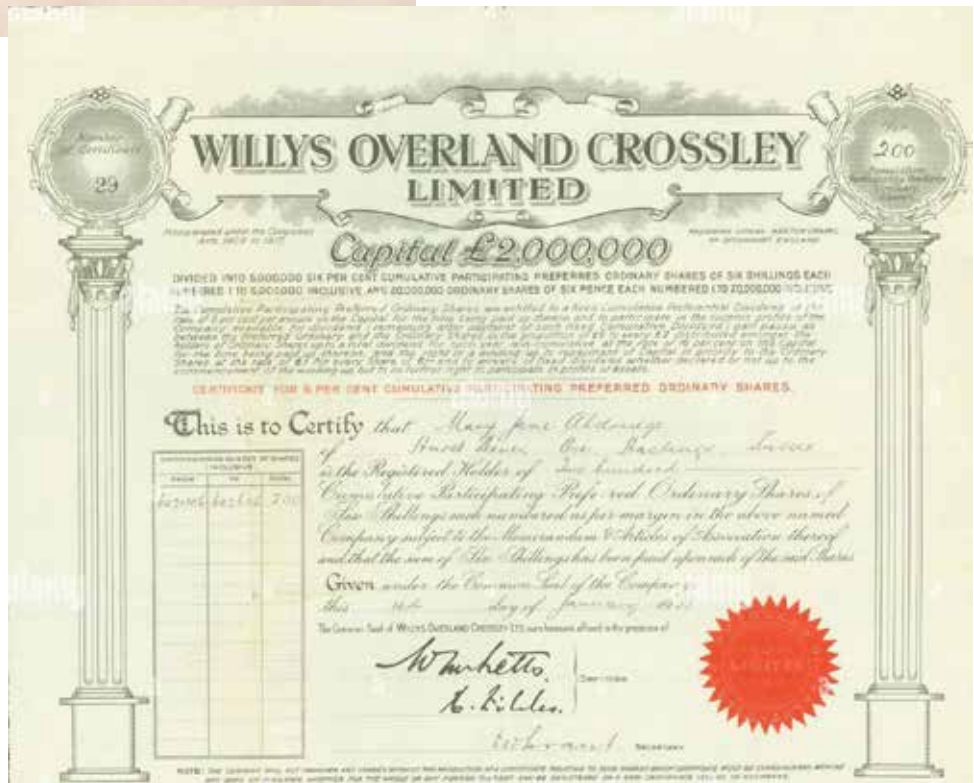
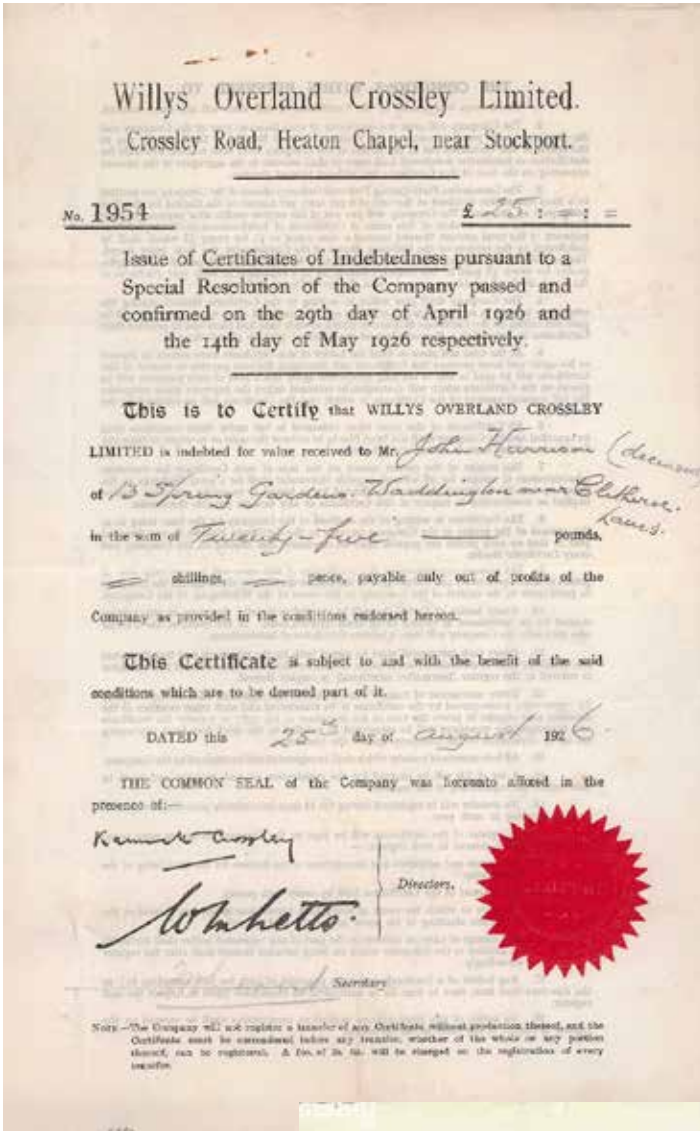
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# The History of Crossley then Willys Overland Crossley then back to Crossley



# The History of Crossley then Willys Overland Crossley then back to Crossley



# “Trial of Strength” - what is that in Norwegian?

Answer: STRYKEPRØVEN

This is a rally for pre 1926 cars run by the Norsk Veteranvogn Klubb, is conducted annually and rotates each year between Norway, Sweden and Denmark, though at least one has centred around Lubeck in Germany. Attendees from other countries are welcome and have been from UK and Germany to my knowledge.

Background: Vintage Fiats cars are the reason for this article. Norwegian Fiat enthusiasts have been in contact with Australian contacts since the late 1980's. This has been due to the significant number of surviving vintage Fiat cars here and the restoration activities of the Vintage and Veteran Fiat Club, since amalgamated with the Fiat Car Club of Victoria Inc.

As a result of these contacts the undersigned was invited to attend the Strykeprøven in 1994 by Trond Thorbjørnsen. That was a wonderful introduction to Norway and its inhabitants with a rally that threaded its way through the central mountains from the east side of the country to the west in an area some 200km north of Oslo. Trond, his wife Eva and 2 more friends came here for the Shannons 2001 Rally to Canberra, and also New Zealand for vintage rallying.

Yet again the invitation was made this year and gratefully accepted by myself and wife Elsa, who has become a very good back seat friend with Eva. This time the rally was from 1<sup>st</sup> to the 4<sup>th</sup> August and based at the southern tip of Norway, known as Lindesnes. That is 300km south of Oslo. Trond lives in Oslo, with a perfect view across the Oslo Fjord from his house that is on the side of a steep hill, but there is only garaging for his modern and his Fiat 510S tourer. No space for his Tipo 501 that he loaned me 30 years earlier. That is at their ski cabin at Blefjell, some 130km west of Oslo, so a 2 ½ hour drive in the 510S. A car that is relatively rare, has an imposing Vee radiator and a 6 cylinder 3.5 litre side valve engine that pulls like a steam train. Torque rather than speed makes the car a very pleasant touring vehicle. Unlike the wet first day on arrival, the weather was perfect for open cars. The good roads took us along open undulating farming land to a stop at Kongsberg (King's Town). Historically important for the silver mining industry that

was the source of the king's wealth since the 1600's. Note that the king was Danish until early last century when Norway gained independence.

There we visited the large Kongsberg Church built from 1740 to 1761 which seats 2400 people. Externally quite plain, the interior is all timber based and is seriously magnificent with the altar, pulpit and organ facing the treasure mountain and the king's private area above on the first floor. Floor plan is unusual in that it is wider than deep with significant transepts on the ground, first and second floors.



## Inside Kongsberg Church

On arrival at the cabin, the 501 was easily stirred into life. Since I last drove it in 1994, the car had been sold to a friend who hardly used it and eventually Trond bought it back and restored it again as a retirement project. Next day we headed off on the 380km to the rally. Once off the gravel road to the cabin the roads were all single lane and in very good condition.

Most of the way to the half way stop we travelled roads that were well treed on each side and close to the road. In places we drove alongside lakes, of which Norway has more than we have towns with aboriginal names. Most highways have an 80kph speed limit and 50kph in towns. On the single lane highways 80kph is enough as there is no provision to save the cars or trees from running off the road. Divided highways have a 90kph limit.

## “Trial of Strength” - what is that in Norwegian?

There were a couple of places where we had to do a serious climb, which the 501 handled very well, assisted by the period English H. R. Pope aluminium Ricardo head. Most travelling was around 65 to 70kph for the 180km.



***H R Pope cylinder head.***

Our halfway overnight stop was at Åmli where the hotel is best described as a cross between a motel and a holiday camp. Here we met some of the other entrants heading south, mostly using trailers.

Next day (1<sup>st</sup> August) we continued south in nice sunshine, stopped for a picnic lunch beside a lake.

### **Both Fiats beside lake**

Then on to Treungen to the museum. An amazing collection of everything from Tsar Nikolas of Russia's gold watch to sewing machines as far back as 1842, several large walls of vintage telephones, a model of Notre Dame Cathedral made from 400,000 matchsticks and even an unrestored Fiat Tipo 503B amongst the cars.



After 160km we arrived at the town of Spangereid, where the Lindesnes Hav Hotel is situated beside the sea. Perfect for the rally with a long strip on the north side of grass then concrete, long enough to accommodate the 69 entrants cars in a long row with rears to the water and radiators facing the hotel. Great view from the second floor. Then registration followed by dinner and then a walk among the cars in the long twilight. Speaking English at dinner was no problem. Seems almost a parallel language.

So what had entered? There were 21 Ford Model T's for a start. Understandable as Norway being a poor country during that period but the stand out one was the unrestored one and its spare tyre. Oldest were two 1908 Rovers, a 1910 Phoenix (rare) that Trygve Krogsaeter, the Rally Director, said he has pushed it more than any other car on the rally, and a wide variety of makes both Continental and USA made. German representation was by one Aga tourer, modest in size but still with an imposing Vee radiator, now rallied by the son of the now deceased restorer. Italy was represented by one Ansaldo plus four Tipo 501 and the 510S. Harley Davidson was there in double force with two motor cycles, one with side car.



**Unrestored Model T Ford and the spare tyre and a German Aga.**



## “Trial of Strength” - what is that in Norwegian?

First rally day started with a 12km run to the Lindesnes lighthouse. Here the Germans built fortifications for their guns to keep The Skaggerack clear of allied navies. The Skaggerack is the body of water between Denmark and Norway. They said on a clear day you can almost see Denmark. Seemed correct. The fortifications are still in place but the guns long gone, hopefully into ploughshares. The lighthouse construction is interesting, being made of prefabricated steel panels bolted together.

### Internals of lighthouse

Then back along the coast road to Spangereid and then another 11km to the first challenge. Here we had to estimate the weight in grams of 1) a car battery, 2) an egg beater 3) kitchen scales. That was tricky. Onwards for another 30km following the Tulip diagrams to Lucky Strike. That seems a weird name for a place in Norway! Answer is that it also a bowling alley where we had lunch. Also a nice short walk to a beach beside a lake where some were swimming. Photo shows a 1915 Overland, Fiat 501, 1925 Mors, 1924 Bugatti Type 30, Fiat 501 in car park.



5 cars at first lunch stop

Post lunch it was a 30km drive through well wooded country to the Jan Arvid Lindland’s Museum to fully fill the place with the cars parked. This chap made his money as an entrepreneur and the museum is mostly machinery for earth moving and cars. Coffee etc also provided. Earth moving equipment display was impressive. These early excavators were designed and made in Norway.



### Earthmoving gear and trucks

The afternoon drive of 67km back to the hotel was punctuated with a couple of serious hills which a few veterans needed assistance to climb. This is where the Trial of Strength fits in. After 10 km we met with a steep downhill warning. Fine for the good rear only brakes on the Fiats but an essential caution for some of the veterans.



## “Trial of Strength” – what is that in Norwegian?

Dinner was preceded by drinks at 7pm followed by dinner at 7.30 with a talk of the next days driving.

Sunday driving headed out for 18km on good made roads to the next challenge in a school car park. Here we had to drive the passenger side rear wheel over a wet sponge. Bear in mind that the entrants had a big mix of LHD and RHD. That went quite well for us but more difficult for the big cars. This challenge is worth trying back home.



**Model T Ford driving over the sponge**

After another 5km we arrived at an historic weaving mill. It ran for 90 years up to 1984 and has been a working museum since 1988. Small groups were brought on tours of the mill and shown working equipment. On completion there is the museum shop, of course. After lunch Trond introduced us to the museum’s Archaeological Engineer who lived close by. Of interest was his slightly dismantled Fiat 501 tourer. It has a few problems which he is working on, including a wrong carburettor. We will be sending him one from Oz to fix his broken original.

Then off to Mandal, some 32km distant initially along well wooded roads and then onto the busy ones. Here we were impressed by the children’s playground and its innovative equipment but also the collection of boat engines made in the nearby Marta engine factory.



**Boat engines and children’s playground**

The other museum attended was the Vigeland family museum, where Gustav Vigeland grew up. He was a famous sculptor and in Oslo there is a very large park where many of his full size statues are permanently installed. It is a “must see” when in Oslo.

Finally headed back to the hotel, but thinking we knew the way back we foolishly ignored the rally instructions and so missed the final challenge. Part of the return we were behind a 1908 Rover which motored strongly at 50kph. Final dinner was a very cheerful affair and included the compulsory awards.

Return to ski cabin:

We varied the route slightly on the return and travelled through a 9.5km long tunnel. Halfway through we entered a wide section where emergency vehicles and breakdowns can be parked, but the illumination was all in blue light. Reason provided is that 9km of tunnel can be boring and is meant to be a “wake up” for drivers.



## “Trial of Strength” – what is that in Norwegian?

Once out the far end we headed for the Heddal Stav Church, meant to be the largest of the 28 surviving Stav Churches in Norway. Arrived too late for a tour, it is a serious tourist attraction. Stav Churches remain from approx. 1200AD but not earlier. Pre that period they were not built on stone foundations and eventually rotted away being entirely of timber. If ever in Norway a visit to one is a must! Several have a slot in the external wall where Communion could be given to the lepers.



**Heddal Stav Church**

By 7pm we arrived back at the ski cabin. About 400km in one day driving vintage. Car cleaned and put away for its next adventure. Next day the 501 was left behind and we drove back to Oslo packed into the 510S. Trond encouraged me to drive it through the farm land areas and took over when we neared the city limits. Because of the car's history I have driven this car in New Zealand, Germany, Denmark and Norway. Heavy steering when parking (as expected), but otherwise it drives very sweetly and just quietly progresses, no doubt as it was designed to do just after WWI for wealthy owners.

Next day and the 510S brought us back to Oslo in nice sunshine. Perfect hood down weather.

So vintage motoring is a great way to see parts of Europe in detail. Thoroughly recommended.

Thank you's to Trond and Eva Thorbjørnsen for their friendship and loan of their Tipo 501 and to Trygve Krogsaeter and his crew of the NVK. Trygve is not a stranger to Australia having been here for a veteran car rally. He is currently restoring a 1905 Darracq to a very high standard. This restoration was assisted by the late Francis Ransley of Tasmania, who provided much assistance with the early stages of the Darracq restoration.

Thanks to Richard Unkles for this article.

## From the Archives

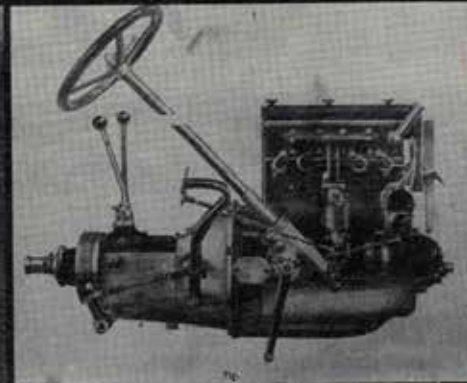
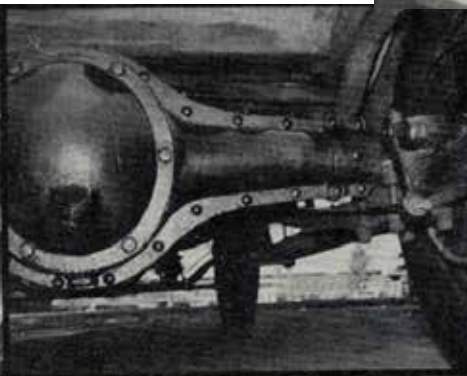
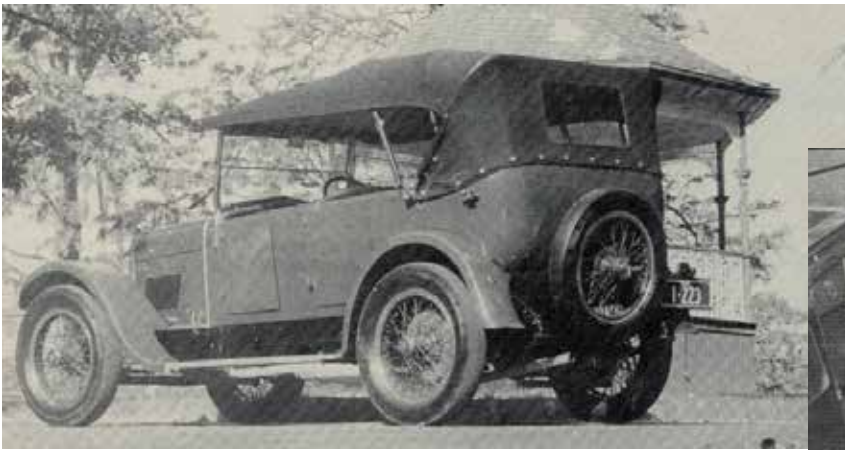
### The Adventures of a 1924 Ansaldo 4CS "Giuseppe"

Alistair was and is a very early member of our club. This Article appeared in Restored Cars edition 55. After World War I one of Italy's larger aero engine manufacturers turned their efforts to car manufacture. While the engine designers at Ansaldo came up with an advanced 4 cylinder O.H.C. engine, the rest of the car's design was not in keeping. Originally hoping to compete with Fiat, by the time the first 2 litre 4CS was made in 1922, Fiat were outselling Ansaldo by five to one. Alistair Wilkie's 4CS is a 1924 model and has been in his possession since 1962 when it was bought for a very small outlay. Since then, the investment of thousands of dollars and time has resulted in the emergence of "Giuseppe".

Alistair gets a lot of satisfaction through driving a rare vintage sporting car and has so much time for Ansaldo cars that he is currently producing a worldwide register of them.

An excerpt from the "Australian Motorist" in November 1924, "It is no wonder that the car is making quite an impression on the local market and earning for itself a reputation for reliability and satisfactory performance in the hands of average owners. In fact, as the all round winner of the biggest event of the year, the Royal Automobile Club's 1000 mile Alpine Trial, it has become quite famous."

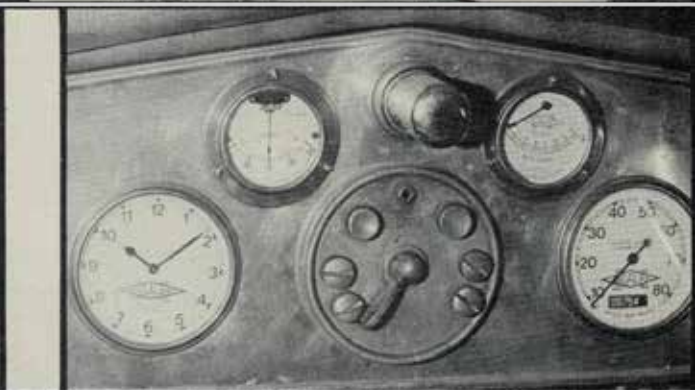
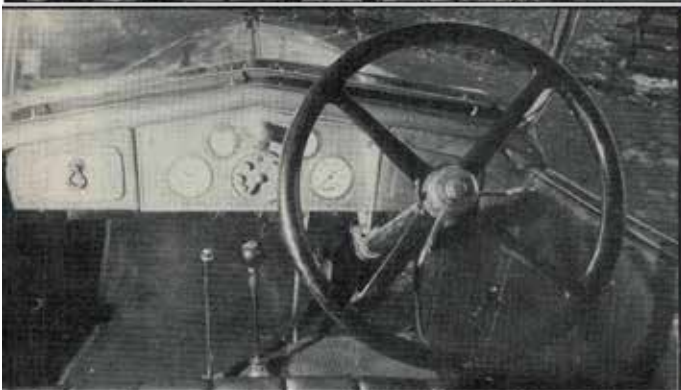
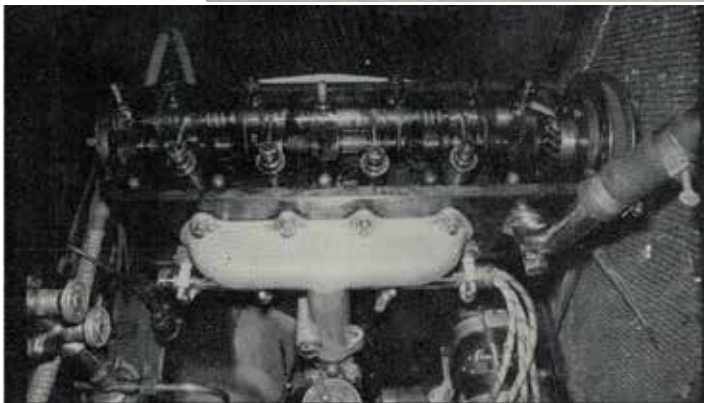
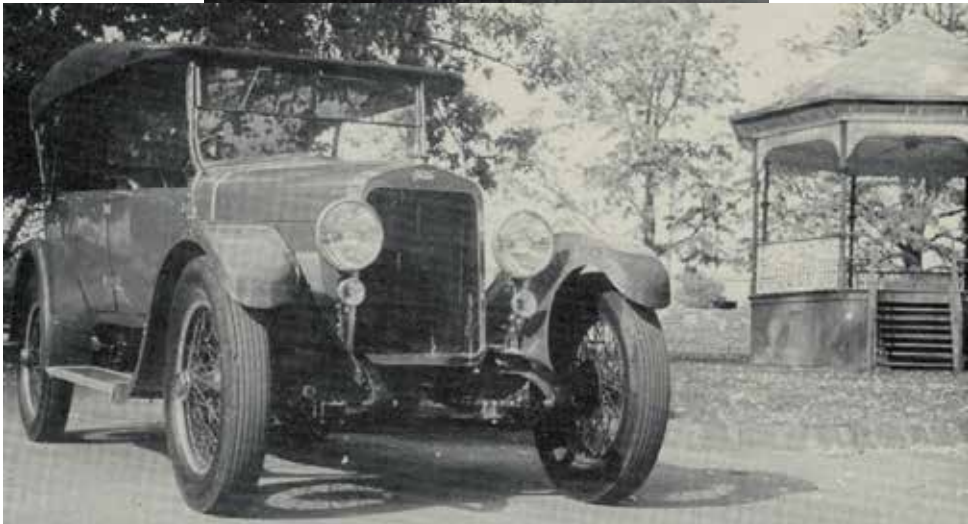
Alistair is a member of the V.S.C.C., V.D.C. and Vintage Motorcycle Club.



**SPECIFICATIONS:**  
**Make, model, year** Ansaldo 4CS 1924. **Current valuation** \$20,000. **New price** 600 pounds. **Engine:** Type 4 cyl O.H.C. **Bore/stroke** 72.5 x 120 mm. **Max BHP at RPM** 50. **Compression ratio** 5:1. **Induction system** 4 port. **Exhaust system** 4 port. **Electrical system** 12 volt. **Engine no.** 3844. **Clutch type** Single dry plate. **Trans type** 3 speed. **Diff:** Type Spiral bevel. **Ratio** 4.6:1. **Steering:** Type Worm and peg. **Turns lock to lock** 1¼. **Brakes:** Type Internal exp., 2 wheel. **Chassis and body:** Frame Wood. **Body construction** Steel panel. **Body style** Torpedo. **Chassis no.** 3855. **Suspension type:** Front ½ elliptic. No shockers. Rear ½ elliptic. No shockers. **Wheels type** Wire spoke. **Tyres size** 550 x 20, original 765 x 105 mm. **Weights & measures:** Wheelbase 9' 1". **Overall length** 12' 6". **Overall width** 4' 11". **Front track** 4' 3". **Rear track** 4' 3". **Ground clearance** 8". **Curb weight** 20 cwt. **Capacities:** Crankcase 8 pts. **Cooling system** 2½ gals. **Fuel tank** 10 gals. **Fuel consumption:** Best 24 mpg. Average 22 mpg. **Estimated top speed** 70 mph. **Paint type:** Enamel Spraying. **Paint color:** Body Maranella red. **Fenders** Maranella red. **Upholstery:** Type Leather. **Color** Black. **Design** Vertical pleats. **Carpet color** Black. **Paint shop** Peter Bradbury. **Upholsterer** Keith Jackson, Box Hill. **Top material** Merc-Benz sports type. **Color** Black. **Wheels color** Red. **Brightware** Chrome. **Polisher/plater** Nunawading Platers, Whitehorse Rd., Nunawading. **Gauges** Ansaldo speedo and oil pressure, Weston amps, clock.



From the Archives  
The Adventures of a 1924 Ansaldo 4CS "Giuseppe"



## Last Month's Mystery Vehicle

Last month's mystery was a Wolseley of around 1921. The pictured vehicle has been advertised for sale in the English magazine the Automobile for what seems ages, possibly 12-18 months.

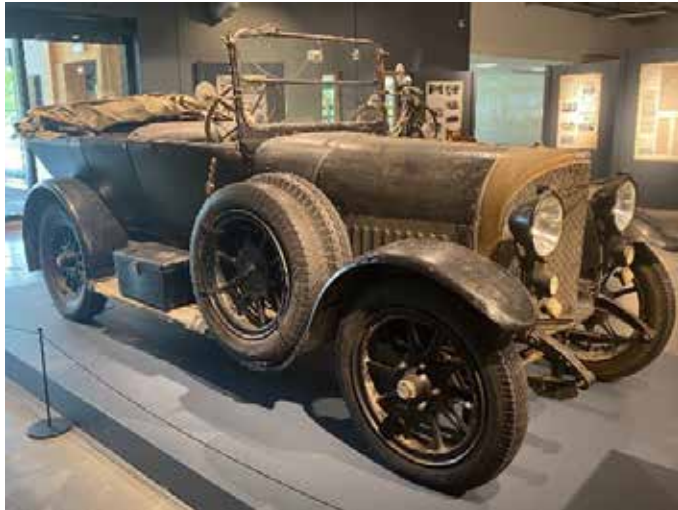
Now it seems it has a club link!

Val Bugeja has provided this shot of the car in his driveway. Seems his good mate and former club member Trevor Dunne owned this car. Trevor dates back to when the club was based in Pascoe Vale I will try to make contact with him.

Our Adelaide member Jim Thomson was onto it noting it seems to be a very obscure model not listed widely and so was Richard Unkles and Rob Coney.

Great work gentlemen.

September's mystery vehicle an Opel has raised some interest amongst our readers.



Richard Unkles reports that a chap in our club who had a veteran Hotchkiss fire engine also had a large vintage Opel with a very grand V shaped radiator. The gentleman concerned was a Hughie Tranter, some senior members may remember him. As well there was a veteran Opel in Euroa may be the one that was reported stolen years ago. Independently at an event I happened to be talking to one of our club members Phillip Squire who tells me he has a 1935 Opel which he intends to restore.

This photograph was taken somewhere in Europe.

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## This Month's Mystery Vehicle

This blurry image looks American but what is it really?

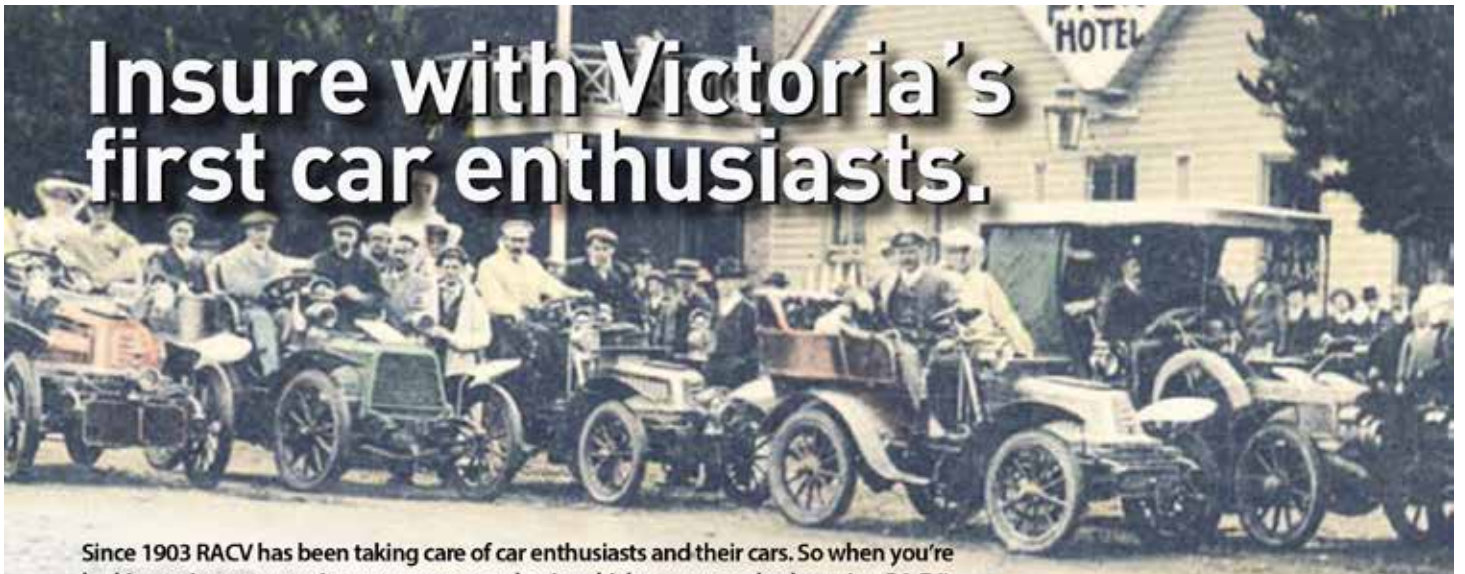
The first correct answer from electronic and hard copy versions will receive a small reward.

Contact: Iain Ross Mob: 0409 027 392

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# Classifieds

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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

DeSoto parts for a 28-30' six.  
Cluster Gear: 29236, 2132-2, 210016, C&J 231-C  
Crown Wheel: 28554, X699A, 47-10, C&J231-C  
Pinion: 28616, X700A, 10-47, C&J 231-C  
All the above are N.O.S.  
Contact Rob, 0415 592 854

### FOR SALE

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



### WANTED

Amp meter, Light Switch, and a matching pair of head lamp lenses all to suite 1929 DA Dodge 6  
Contact Rob, 0415 592 854

### Free to Good Home

Morris Major engine complete with carburetor  
Contact Ray 0417 300 713

### 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.  
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Looking for a new home for this pair of English Swift Automobiles  
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Both vehicles were owned and lovingly cared for by the Late owner for over 50 Years.  
and were regularly used on club runs and many state VCCA Rallies  
Both sold new in Tasmania, it would be nice to keep the pair together.  
The cars are complete and running, with early VC Rego

If anyone is interested, please call to discuss and or to arrange a time to come and inspect and perhaps make an offer on either both cars, or each car separately.

Both cars are in Southern Tasmania, close to the Hobart airport, Airport pick up for inspection, and delivery of the cars to Victoria can be easily arranged.

Please call Geoff 0407 352 885



**FOR SALE**

1928 Chevrolet AB Tourer – Almost complete a restorer’s project. Unfortunately, I am unable to complete.

Included in Sale:

Engine and all running gear have been reconditioned, Brand new beehive Natrad NZ radiator

With restored aluminium surround. Chassis and all parts attached have been powder coated black gloss. All new wood frame completed. Four wheels new Tasmanian oak spokes, new rear brake drums and brakes relined. Metal mudguards require panel beating, alternate fibre glass front and rear mudguards. Hood irons restored and powder coated. New hood bows made by Sovereign Hill Wheelwrights. Windscreen columns, new supports and glass. Chromed door handles, hub caps, steering hand throttle/spark and horn control, amp meter, oil meter, light switch and odometer. Refurbished wood steering wheel. Electrical wiring loom and lots of spares. A total of \$19,546 has been expended on parts.

To be sold as one lot Reasonable offers will be considered.

Further detail contact Rex 0408 303 129.



**FOR SALE -**

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Contact Colin Birkett

on 0499 994 629



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Contact: Richard Mob: 0408 364 470

Email: richard.shenfield@hotmail.com

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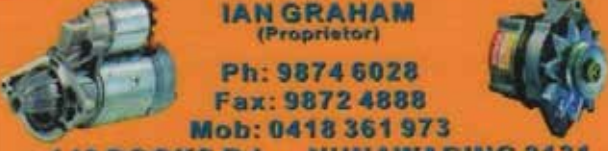
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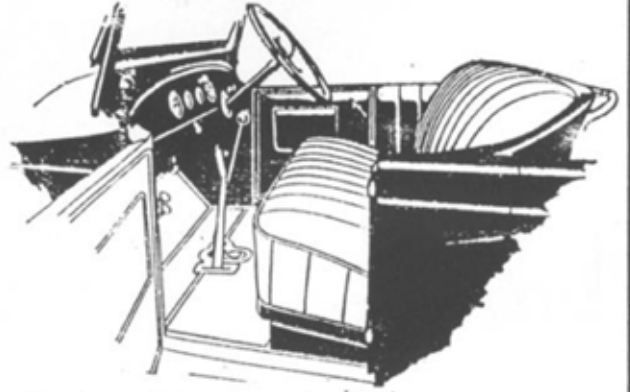
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