

ISSUE 796



SEPT 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'

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Treasurer: Maureen Ross



Mobile 0412 263 155

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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



Mobile 0430 777 013

Email: committee3@vdc.org.au

Committee: Kirk Gardiner



Mobile 0417 523 691

Email: committee1@vdc.org.au

Committee: Richard Badham



Room Bookings

Mobile 0423 979 014

Email: bookings@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 & amp;
Edith Stevenson, Garry Jewell,
Holly Schwind, Adam Francis and
Doug Sterry.

BOOKING DOC'S DODGE

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

Email: dnpjenkins@yahoo.com

Members Meeting
Friday 27th September 2024
Enjoy a drink and a chat from 6.30pm
Meeting starts at 8pm

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

Sept.	22nd	Sunday	Rob Roy VSCC Vintage Hill Climb
	27th	Friday	Members Meeting
	27th-29th	Fri to Sun	Grand Final Camping Weekend
October	4th-6th	Fri to Sun	B40 Rally
	12th	Saturday	Coffee & Chat
	16th	Wednesday	Mid-Week Run
	20th	Sunday	Bay to Birdwood
	25th	Friday	Members Meeting and AGM
November	5th	Tuesday	Melbourne Cup Day Party
	10th	Sunday	100 Years of Chrysler
	16th-17th	Sat-Sun	Bendigo Swap Meet
	20th	Wednesday	Mid-Week Run
	22nd	Friday	Members Meeting
	24th	Sunday	Christmas & Presentation Luncheon

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New Members

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

Graeme Wingrove 1903 Curved Dash Oldsmobile, 1927 Renault Coupe,
1912 Zedel Tourer.

Paul & Joanne Johnson 1922 Sunbeam 24/60 Tourer, 1923 Citroen 5CV
Tourer, 1929 Austin Seven Tourer.

Charlie Davison 1938 Bedford Ute, 1928 Harley Davidson Motorcycle,
1938 Indian Motorcycle.

Mark Robley 1926 Chevrolet Ute, 1927 Reo Speed Wagon,
1929 Morgan V Twin.

Max & Dorothy Hill 1926 Chevrolet Superior K Sedan.

We hope you enjoy being members of our Club.

Front Cover:



David Peck's 1928 Studebaker Special Six, 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 October magazine is:

Tuesday 1st October 2024

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

I can't believe I am writing a September report, where has the year gone?

Our club is continuing to grow, and our members have so many events to choose from. Our B40 is coming up, catering for our younger members and our midweek runs are still proving to be successful for our retired members. Coffee and Chat is doing the same and suits those members who are working. So, as you can see, we are spoilt for choice. Planning is well underway for the next Spirit of the Twenties to be held in 2026, and we have our 70 year celebrations of the club in 2028. I know it seems a long way off but planning needs to start now.

I would like to thank those members who continually bring supper on meeting nights, it makes it enjoyable for members after the meeting. Please feel free to

bring along a plate to add to the spread. We welcome all who help with dishes and the cleanup. Please remember many hands make like work.

Enjoy getting your cars out over the next few months with the warmer weather, no excuses!!

Happy Motoring,

Glenda



From the Editors Desk

Welcome to the September edition of The Vintage Driver. Our club has been busy recently with plenty of opportunities to exercise your club vehicle. The recent working bee at Matt Weeks workshop accomplishing some more tasks on the restoration of our club coffee/ catering van, and then the visit to our clubrooms of Lang and Bev Kidby on the last leg of their round the world expedition commemorating the centenary of the Francis Birtles expedition all those years ago was a significant event for our club.

Talking of being busy the editorial team just seem to get one edition off to the printer when it is time to prepare for the next one. This month we have a variety of topics featured, thanks to our members who have been so willing to provide articles for publication. But as always please do not hesitate to send me self-written articles, we are always on the lookout for more and really welcome your contributions.

Recently we have been featuring new members vehicles on our cover, this month being an exception. So, if you are relatively new to our club, and have a really nice vehicle you would like to see on the cover please let me know. As part of the arrangement, we would like a short article about you and your interest in the vehicle.

As time goes on and our vehicles are becoming more ancient, skilled technicians with knowledge of the workings of our vehicles are becoming harder to find. So, if you have had good service provided to you in maintaining or restoring your vehicle please let us know so we can spread the word to our membership. Another great reason why we belong to the club. Sharing technical information. Finally, if there is an article or information you would like to see in our magazine do not hesitate to let us know

Till next month
Enjoy the read
Iain Ross



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.

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of The Vintage Drivers' Club Inc Registered No. A0110905M will be held before the Members Monthly Meeting on Friday 25th October 2024 where the following business will be conducted.

- To confirm the Minutes of the previous annual general meeting held on 22nd September 2023.
- To receive and consider the Annual Reports of the Committee on the activities of the Club during the preceding financial year.
- To receive and consider the Financial Statement of the Club as at 30th June 2024.

NOTE: Details and Minutes of the 2023 AGM were printed in the October 2023 issue of "The Vintage Driver" magazine.

Nomination and proxy forms for the following positions on the Executive Committee of The Vintage Drivers' Club Inc for 2024/2025, are included with this magazine.

President, Vice President, Secretary, Treasurer and 6 Executive Committee Positions

Position Vacant Secretary

If you would like to assist the club in its administration and have the required skills to record minutes of club meetings attend to club correspondence and deal with enquires from the public. You would also be required to attend members meetings and committee meetings all held via zoom or at the clubrooms.

If you require further information about this position, please talk to a committee person and complete a nomination form

MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

Held on Friday August 23rd, 2024 at the clubrooms.

Meeting Chaired by: President, Glenda Chivers.

Glenda welcomed everyone attending and those members on zoom.

ATTENDEES: There were fifty-nine members in attendance, three visitors and six attending via zoom.

APOLOGIES: Helen and Geoff Bartlett, Ben Wilby, Sharon and Chris Wells, Noel Keogh, Doug and Edith Stevenson.

NEW MEMBERS PRESENT: Charles Davison with a 1938 Bedford, 1928 Harley and a 1938 Indian. Mark Robley with a 1926 Chevrolet Ute, 1927 Reo Speed Wagon and a 1929 Morgan.

VISITORS: We had Ian and Katrina McCulloch from New Zealand who give us a brief rundown of the vehicles they own which are a 1929 Chrysler 65, 1928 Plymouth Coupe, 1928 Austin 12/4 Saloon, 1925 Oakland Coupe and a 1929 Pontiac Roadster. Also in attendance was Kevin Stack.

MINUTES OF THE LAST MEETING: The previous minutes were accepted by Kirk Gardiner, seconded by John Rhodes. Carried.

Display Vehicle: This month it was John and Ann Hofstee's nicely restored 1928 Chevrolet Tourer which they have owned for eighteen years. The motor is 171 cubic inch capacity with a top speed of 60 miles per hour.

TREASURERS REPORT: Maureen Ross presented the following Treasurers Report –

The following figures are for the period of 16th July to August 12th, 2024.

Our Operating expenses for this period was \$10,563.00

The main expense this month was an upgrade of our switchboard to meet current regulations, and our lift telephone module converted to 4G along with our normal monthly expenses of Magazine costs and Clubroom cleaning, telephone, etc.

Our income for the month was \$6,735.00

This was mainly from Clubroom rental payments and membership renewals. We have 59 members still unpaid.

NEW MEMBERS REPORT: In Doug Stevenson's absence Garry Jewell provided the membership report.

Graeme Wingrove with a 1903 Curved dash Oldsmobile, 1927 Renault Coupe and a 1912 Zedel Tourer.

Paul and Joanne Johnson with a 1922 Sunbeam 24/60 Tourer, 1923 Citroen 5CV Tourer and a 1929 Austin Seven Tourer

A warm welcome to these new members.

GEARBOX REPORT: Garry Jewell presented the Gearbox report for the month with plenty of bargains available with some new merchandise including hand cleaner.

EVENTS REPORT:

PAST EVENTS:

JULY–Mid-Week Run – 17th July - Kurt Schulz had organized Christmas in July but as there weren't enough numbers it was subsequently changed to a pub run. It

was a well-attended event enjoyed by those that took part.

Club Meeting – 26th July – At the Clubrooms

New Members Day – 28th July –An excellent day held in the Clubrooms with around one hundred people in attendance. The Barbecue was well received and enjoyed and despite the cold inclement weather an excellent array of vintage cars was present in the car park.

AUGUST- Coffee & Chat-10th August - Enjoyed by a good crowd at the Clubrooms.

Observation Trial – Sunday 11/August– Organized by Andrew Greene on behalf of the VSCC. An excellent day of driving with around twenty-five cars in total attending. Around half a dozen of our cars and members took part.

Mid-Week Run- 14th August- Organized by Anne and Lyle Drysdale. lunch being held at the Botanic Ridge Golf Club.

Coffee Van Working Bee – 17th August- A second working bee was held at Matt and Judy Weeks Workshop. A Barbecue lunch was provided for all members that attended. Several tasks were completed on the day with plenty of laughs along the way. It was great to see so many members getting involved.

Club Meeting – 21st August– Another well attended meeting with Frank Braden giving a talk on his life as our entertainment for the night.

COMING EVENTS-

Hurstbridge Wattle Festival – 25 August - All members welcome. The display will be at Hurstbridge Railway Station car park and vehicles should be in before 10.00am. Contact Doug Sterry for further information.

SEPTEMBER- Coffee & Chat –Saturday 14th September at the clubrooms

Mid-Week Run –Wednesday 18th September – We are currently looking for a volunteer to run it.

Rob Roy Hill Climb – 22nd September – VSCC Rob Roy, we are invited for display and as competitors. Daniel Zampatti spoke to members about the upcoming Rob Roy Hill Climb which is to be held on Sunday September 22nd at 375 Clintons Road, Smiths Gully. Starting time is at 8am. This will be the first time this event has been held in five years. There are classes for all pre-WWII road, sports and racing cars as well as invited cars from 1940 to 1962. There is also the Marque Challenge Trophy for single marque teams. Entries open August 1st and close September 13th. All enquiries to VSCC Competition Secretary, Mark Burns on 0417 002 892.

Club Meeting 27th September – This will not be the Annual General Meeting. It will be held in October.

Grand Final Camping Weekend 27 – 29 September– Daniel Zampatti has organized for members to meet at a campground near Marysville. A nice relaxing weekend by the campfire. A flyer has been sent out.

OCTOBER- B40 Rally- 4-6th October – This rally will be held at Warragul. Entries forms are available.

Coffee & Chat Saturday - 12th October at the clubrooms

Mid-Week Run-Wednesday 16th October – The Mad Hatters Garage. Organized by Frank Braden. Details to follow.

Bay to Birdwood Rally Sunday 20th October

Club Meeting – Friday 25th October This will include the Annual General Meeting-

NOVEMBER_Cup Day Party at the clubrooms – 5th November

Bendigo Swap – 16 – 17 November

Mid-Week Run –Wednesday 20th November

Club Meeting 23rd November – Guest speaker to be confirmed.

Christmas and Presentation Luncheon – 24th November - Chirnside Park Country Club.

President Glenda mentioned to members that we need volunteers to help organize a mid-week run. Without volunteers we can't organize the Mid-Week Runs.

PRESIDENTS REPORT:

There has been a lot of major electrical work carried out in the clubrooms with the upgrade of the switchboard and all the smoke alarms have been replaced. We were unaware that wired in smoke alarm units need to be changed every ten years, not just the batteries. A timely warning to our members to check your smoke alarms.

GENERAL BUSINESS:

Daryl Meek spoke to members about the Francis Birtles re-enactment travelling from England to Australia using a vintage Bean Car. Unfortunately, the car had been held up for fourteen days in Darwin by the Dock operators. The car managed to get away from Darwin last week and was about to leave Brisbane. The final leg of the Grand Tour will be from our Clubrooms in Nunawading to the Fox Motor Museum at Docklands on Saturday August 31st.

Any members who wish to participate and accompany Lang Kidby in the 1924 Bean to the Fox Museum should be at the Clubrooms at 10.30 for refreshments before leaving at midday travelling via the Monash Fwy. Those who wish to still attend without travelling from the Clubrooms can go straight to the Fox Museum. Please be there no later than 12.30 for Langs arrival around 1pm. If you are interested, please contact John Johnson.

Frank Mercuri mentioned that on November 10th at Yarra Glen there will be a Commercial Vehicle display at Yarra Glen where a number of clubs have been invited to display. Please contact Frank for more information.

CLUB COFFEE CAR UPDATE: Matt Weeks spoke briefly about the second working bee which was held at Week's residence on the 17th of August. The engine, over drive, gearbox, brakes and brake lines are now done. Shock absorbers are ready to go back on. The electronic ignition arrived and has been fitted. It was great to hear the engine start up. Matt mentioned how great it was to see a few new faces at this working bee with a total of seventeen members helping on the day. The next thing on the to do list will be to start on the body, the cowl, guards

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the build via our magazine. He thanked all those members who have helped with the project so far.

AOMC REPORT / Mystery Location

The mystery location was Wattle Park. Established by the Melbourne and Metropolitan Tramways board presumably as a destination for its newly established Burwood tramline. The adjacent steep descent in Warragal Road was used as a part of the set route for road testing members cars during the 70's.

There are a number of shows coming up starting with the annual **Festival of Motoring** which is to be held at Crudg Farm on January 19th, 2025. The **British European Car Show** will be held at Yarra Glen on February 16th, 2025, and there is the **American Motoring Show** being held at Mornington Racecourse on February 23rd, 2025.

MAGAZINE:

As normal we are always looking for interesting articles to go in our magazine. Iain is constantly looking for stories, restorations and any content our members can offer him. If you have an interesting story for the magazine, please contact Iain.

CARS / PARTS FOR SALE OR WANTED:

Glenda shared an email that was sent by one of our members, Roger Bennis, who is having a two-day online auction at his property in Clarkefield Victoria. There will be a range of Vintage, Veteran and Classic Automobilia being auctioned including cars and motorcycles. For full details along with the catalogue with photos will soon be available to download on the meauctions.com.au website reference Clarkefield live online auction 7th and 8th September 2024. The viewing will be on Friday September 6th onsite. Full details are on the Auctioneer's website. Vehicles include Studebaker Light 6's 1920 to 1924. A 1928 Triumph Super 7 Roadster, 1939 Studebaker President and a Mercedes Benz 1964 220SE Coupe. There will be lots of parts for these cars and much more.

FOR SALE:

Matt Weeks is looking for a good Stromberg U-2 carburetor for the coffee car. Must be in good working order.

David Jenkins has several Chevrolet Books and technical books from the 1920s if anyone is interested.

George Cox is looking for an exhaust manifold for a 1925/26 Vauxhall.

Speaker:

Frank Braden was our speaker for the evening sharing his family's fascinating life story from England to Canada and back again. Frank shared some wonderful photos and stories giving us a small glimpse of what life was like for Frank and his family during that time. From ration ticket to rotten egg fights. Thank you, Frank, for sharing your special memories with the Club.

RAFFLE:

The raffle was once again a highlight of the evening with the lucky few that won, snapping up some great prizes.

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

Mid-Week Run

Wednesday 18th September

Jim Lambert is inviting us to a Garage Crawl at his property in Healesville.

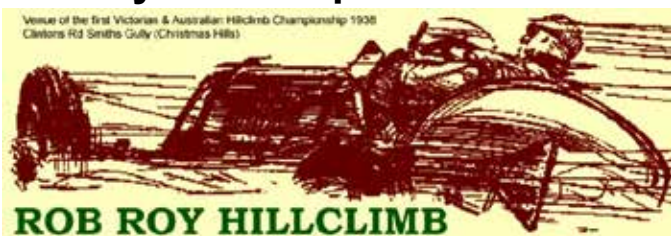


An email has been sent to all members with further details and confirmation for lunch arrangements.

Entry including an introductory license if you don't have a race license is \$130. An email has been sent to all members with a link to the Entry Form & Supplementary Regulations.

For those not wishing to compete, you are of course encouraged to bring your collector vehicle to display in the allocated car park. Entry for spectators is \$20 per car, regardless of how many people you can fit in it.

Rob Roy Vintage Hillclimb. Sunday 22nd September



The Vintage Sports Car Club of Vic. Pre-War Rob Roy Hillclimb is coming up on September 22nd and they have kindly agreed for us to re-establish our Hillclimb trophy as part of the day's activities. See flyer opposite.

The last time our Club Hillclimb trophies were awarded was in 2002, a whopping 22 years ago so it's about time you all dusted off your lead foot and gave the hill a go. We have two trophies on offer, one for standard vehicles and one for specials, so whether you resurrect your old "Camperdown Special" or enter the old reliable touring car, we've got you covered.

The event is being run as a regularity event, so you don't need to be fastest up the hill, just the most consistent. All of our pre-war cars are eligible as long as they meet the requirements of scrutineering (which you can find in the supplementary regulations). Have no fear about wooden wheels and seatbelts and race licenses, it's all been taken care of. There will even be helmets available to borrow if you don't have one.



Members Meeting Friday 27th Sept.



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

Grand Final Camping Weekend Fri 27th to Sun 29th Sept.

"what3words" Looks like they are trying to teach old dogs new tricks, it worked.

GRAND FINAL CAMPING WEEKEND
27 - 29 SEPTEMBER 2024

ANDERSON MILL CAMPGROUND,
ANDERSON MILL RD, MARYSVILLE

For those who know how to use what 3 words:
substitute.pleaser.passer

Campers will need to be self-sufficient (there are toilets at the campsite). There is a range of other accommodation options around Marysville for those who do not wish to camp.

Register via the Google Form by scanning the QR code.

Any queries, contact
Holly Samson
on 0412 055 258
or Daniel Zampatti via
danielzampatti20@gmail.com

Coffee & Chat Saturday 12th October.

10.00 am at our Clubrooms.



Mid-Week Run Wed 16th October



"The Mad Hatter's Garage"

Meet at Jells Park, 10.30am for 11.00am departure. Enter Jells Park from Waverley Rd. Melway Map 71 K5. Follow the one-way road and take the road towards the Jells Road exit. Meet our group in carpark before the exit.



Directions will be provided to view some of Frank's eclectic collection *"not so much car stuff - but it is a garage"*.

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

If you are attending please notify Frank Braden by Saturday 12 October. to allow lunch booking to be confirmed.

Mobile: 0401 275 545

Email: janetbraden39@icloud.com

The Aussie B40 Rally
2024

Warragul, Victoria

October 4-6 2024

B40 Rally Fri 4th to Sun 6th October.

The event for drivers under 40 in cars built pre 1940. Details and entry form on club web site and emailed to members. Enquires to Rally Director: Stuart McCorkelle email: events@vdc.org.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 Jenkins 0413 901 734

**Members Meeting
Friday 25th October
Includes our AGM**



**Melbourne Cup Day Party
Tuesday 5th November**



Cup Day will be at the clubrooms from midday. Wear your racing attire and join in the fun of cup day. This year we will be incorporating a rocker cover race as well, so get to work in your garage and build yourself a rocker cover race car. Details for the rocker cover racers can be found elsewhere in the magazine.

**100 Years of Chrysler
10th November 2024**

The Chryslers Restorers Club are holding a Display Day celebrating 100 years of Chrysler at the Historic Commercial Vehicle Club at Yarra Glen. They are inviting members our club with early Chryslers & Dodges etc to attend. They would like to get an indication of numbers who would attend.

Contact Frank Mercuri Phone: 0419 366 815
Email: frankmer@bigpond.com

**Bendigo Swap Meet
Sat 16th & Sun 17th November**

Mid-Week Run Wed 20th Nov.

Peter Fleming is arranging a run from Wattle Park to The Naked Racer in Cheltenham followed by lunch at the Flight Deck Moorabbin. Details in October magazine & email to members.

CHRYSLER DISPLAY DAY

Celebrating 100 years of Chrysler

DAY

SUNDAY 10TH NOVEMBER 2024



Historic Commercial Vehicle Display Day

Food stalls, children's amusements, (face painting, petting zoo) visited stall holders, vendors and live music.

Touch a truck for the kids: Public Admission \$10.00, Children under 14 free,

Camping \$20.00. Saturday night meal !!! Check HCVCA FB for details

Book Early so we can be sure it goes ahead (see BIG & PIZZA SATURDAY NIGHT! JOIN US IF YOU CAN. BWO DRINKS!)

YARRA GLEN RACECOURSE

Armstrong Grove, Yarra Glen

Judging categories from Best and runner up Veteran all the way through to Modern. Including best original, Best modified and Club Perpetual trophies.

Thank you to our sponsors: SLD Automotive, Valgrunt, Sandpit Classic Restorations, Des & Grays Automotive, Total Automotive, Ashmores Smash Repairs, Elko, Sherrona Insurance, Yarra Valley Motor Trimmers.



HCVCA Display Day incorporating CRCA.
Also supported by CHACA, Oldsmobile and Buick car clubs.

All vehicles must be in by 9.30am

No leaving before 2.30pm

Chrysler awards presented at 1pm



Christmas & Presentation Luncheon

SUNDAY 24TH NOVEMBER 2024

Chirnside Country Club,
68 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.

VDC Cup Day - Rocker Cover Races



What is Rocker Cover Racing?

Rocker Cover Racing gives old, unused rocker covers from actual engines a second chance at life. No longer will they be a small and unnoticed elements of a bigger product.

With Rocker Cover Racing, they leave their engines and the cars they're tightly packed in behind as they themselves become the centrepiece.

Competitors take these old rocker covers and transform them into speed machines. With wheels and axles put on and of course racing stripes (to make it go faster), the rocker covers are ready for action. The only limit - one's creativity.

Rules

Rocker Cover Cars:

- No engines or propulsion.
- No moving weights.
- Wheel can be attached to the car in any manner but must not extend beyond the front of the rocker cover.
- Nothing can extend beyond the front of the rocker cover.
- Cars shall be based on an actual rocker cover from an automobile engine.
- Cars must have four wheels, each no more than six inches in diameter.
- Wheel must have a non-metallic surface contacting the track.

Critical Dimensions:

- 30 inch maximum overall car length.
- 15 inch maximum overall car width.
- 10 inch maximum overall car height.
- 10 pounds maximum weight by official scales.

Track Dimensions

The Course:

- The course shall consist of a launch incline, followed by a level run.
- The launch incline shall be divided into two lanes, each 18 inches wide.
- The incline shall be three feet high at the rearmost part and level with the course at the front edge.
- The front edge shall be mitred so as to provide a smooth transition from the incline to the run out area.
- The official Starting Line shall be towards the rear edge of the incline.
- A mechanized starting gate that releases both cars simultaneously is provided.
- The run out section of the course shall consist of two lanes.
- The lanes shall be clearly marked.
- The finish line shall be marked at the end of the run out section.
- The finish line will have an official judging the winners. The official is a judge of fact.

Running the Race

The Races:

- Cars will be run in heats of two cars each.
- The cars are to be launched with their front wheels on the starting line.
- The first car to have its front wheels cross the finish line is the winner.
- If neither car makes it to the finish line, the car going the furthest in its lane wins.
- If the wheels of a car should cross over the lane marker the car shall be disqualified.
- The competing car immediately becomes the winner.
- Winning cars will advance to the next round until all are eliminated except one car.

Past Event

Coffee and Chat Saturday 10th August

On a reasonable Saturday morning, weatherwise, forty-nine members many with their club cars attended the clubrooms for a pleasant morning of club conviviality and tall story telling.

Even a few parts offered for sale and comparisons made regarding each other's pride and joy. If you have not attended our regular coffee and chats held on the second Saturday of each month from 10.00 am onwards. Come along!



Past Event

Mid-Week Run to Botanic Ridge - Wednesday 14th August

The sun was shining, the blossoms were just beginning to come out and the grass and paddocks were fresh green – a delightful day for a run through the countryside.

We met on the hill at Wheelers Hill Hotel car park. The view of the Dandenongs in the morning sunshine was a taste of things to come.

The trip began East towards Berwick. As we came into Berwick there was a wonderful view down over the Eastern plains and suburbs all the way to the Bay. We turned off before the busy roads in Berwick and travelled through green rolling hills turning south to the plains and farmland through Officer to Cardinia and towards Tooradin passing south of Cranbourne to Botanic Ridge arriving at the golf club for lunch in Settlers Inn.

We enjoyed a lovely relaxing lunch and as we chatted, we could see out the picture windows on three sides. In the distance we could just see the city buildings.

It was a delightful drive in the sunshine with lovely views. Thank you to Anne and Lyle Drysdale for organising a such an interesting run on rural roads through the countryside. (and for organising such marvellous weather to do it in!)

Dee Baxter



Past Event Club Project

Vintage Catering Van Working Bee Saturday 17th Aug- Matt Weeks Reports

Once again, we had an amazing turnout of helpers show up on our Saturday working Bee. We had around seventeen people turn up and get their hands dirty giving a hand with quite a few jobs we got ready. We were able to get the engine finished in time to get it ready to go in.

With everyone turning up around 9:00 we got stuck into getting the engine and brake lines in first while a few of the



guys started on pulling the shock absorbers apart to rebuild them.

About 9:15 we had our first coffee and cake break that the girls put together for us. That lasted a good half hour or so. We were busy!!

With the engine in we got the flywheel on and the clutch and pressure plate bolted on. Then it was onto getting the gearbox and overdrive fitted.

The guys on the shock absorbers were well into getting them all apart with some being a little stubborn but nothing they couldn't handle. While we were getting the engine in up the front a couple of the guys were fitting up all the rear brake lines and suggesting we would soon be in their way if we didn't get finished quickly up front.



With some friendly negotiations between the brake and engine workers we were soon told to get out of the way so they could get the front lines fitted.

Past Event - Club Project

Vintage Catering Van Working Bee Saturday 17th Aug- Matt Weeks Reports

By this time, I think the BBQ was going and cooking up a lovely feed of sausages for everyone because we'd all been working so hard. After lunch we ran the fuel line and started running all the wiring for the rear lights, indicators, fuel gauge and fuel pump.

The shock absorbers were well on the way to going back together. It became quite clear swearing at them was helping them go back together. They were all fully reassembled ready for oil to go in them and the caps screwed on. Great job on those guys, it was a huge job getting them apart and rebuilt in the one day. With that done it was time for coffee and cake again as the girls had made so much food we would have felt terrible if we did not eat it all. The rest of the afternoon was taken up with clamping up a few lines and wiring to the chassis. A bit of idle chitchat and lots of BS was also mentioned while leaning over the chassis admiring our days work. We also bled the brakes and found no leaks which was a little disappointing because we couldn't give the brake guys back the hospitality they showed us putting the engine in.

It was definitely another productive day getting more than I imagined we would get done, so thank you so much to everyone who came along and helped it was a huge effort once again.

On the Monday after the electronic ignition turned up so since the working bee I have fitted the ignition and fuel pump. Managed to get an old pot metal carburettor to hold together long enough to get the engine running and test the gearbox and overdrive. Frank and Kevin got a water pump rebuilt for us also. Everything seemed to run and work really well. Thank you also to Jude Lynne and Maureen for feeding everyone so well it was great as always.



Past Event

August Members Meeting

Our August members meeting was well attended, and our guest speaker long time member Frank Braden gave us an interesting presentation on his past as he travelled from England to Canada and back finally ending up in Australia. Cars played an important part in his travels across the world, he had an extensive collection of car scenes taken in period.

Thanks for a very interesting presentation. Our display vehicle this month was John and Anne Hofstee's 1928 Chevrolet tourer. Restored to a high degree it was of interest to those that attended. Thanks for bringing it along. Before and after the meeting there was a considerable amount of socialising going on and there was no excuse for anyone to go home hungry supper was well catered for.

If you have not attended our meetings a warm welcome is extended and if you would like to display your vehicle at a meeting let Doug Sterry know.



Past Event

Wattle Festival - Sunday 25 August

This was an excellent day run with plenty of things to do and see. A real family day, lots of dogs on leads, all very friendly. Market stalls, entertainment, rides for the children, train ride, motorbikes, Classic cars and of course our Vintage cars.

My cars are undergoing some maintenance work, so I made arrangements with Dave Jenkins to use the club car. It is a lovely car to drive and again I would encourage our members to make use of it and enjoy showing it off.

The interest and questions asked me by young and old on the day prove that the interest is still there in the car movement.

A brilliant day out with family and friends.

Frank Braden



Past Event

The Francis Birtles Expedition Recreation

On Saturday 31st August a large number of our members along with some members of other clubs gathered at the clubrooms to welcome Lang and Bev Kidby on the last leg of their 13,000 mile drive from England to Australia in the Bean commemorating the Francis Birtles expedition in his Bean one hundred years ago.

Lang and Bev seemed to be in good spirits and the Bean was obviously running well.

During the mornings gathering Lang and Bev gave us a great talk about their adventures, Lang told us about the travails of the Bean, whilst Bev described the social activities along the way.

All in all, it was a great event for our club, celebrating a significant adventure in a car of the twenties.

From our clubrooms the Kidbys were accompanied by a fleet of our club cars to the final destination the Fox Museum in Docklands.

Thanks to those who ensured there would be plenty of refreshments for our visitors and to those who came along and accompanied Lang and Bev on the last leg of their epic drive.

A great day for our club.



Members Car

David Peck's 1928 Studebaker Special Six, Seven Seat Limousine

Back in 1983 I established Vintage Fun Hire Cars as a chauffeur driven tour operator in The Dandenong Ranges initially with two 1928 Essex four passenger vintage cars. The tourism business was slow, so the direction changed towards weddings. There was a fair degree of competition in that field with some operators steering towards bigger cars.

In 1984 I was browsing "THE AGE" Saturday adverts, that being the place to find Vintage cars for sale in those days and came across "UNRESTORED VINTAGE LIMOUSINE". So off I went to somewhere outside Wangaratta to see the car in a paddock looking a bit worse for wear. However, upon closer examination, it appeared largely complete and on four wheels. I gathered that it had been purchased quite recently by the seller at a nearby garage sale. He had no particular interest in the car except to make a profit. Nothing unusual in that!!

However, what was unusual was the overall condition of the vehicle! The traditional timber frame was quite rotten and out of shape, broken glass and accident damage to one front wing. Surprisingly there was minimal rust to the body panels even though unpainted. They just appeared to be "tarnished". I concluded, at the time, that these panels maybe copper as I had heard of this metal sometimes being used in early body construction. This aspect, along with the size, was of interest to me so I purchased it.

This then dictated somewhat how the restoration would proceed. After a long search I found only one panel shop that was prepared to take on the bodywork ANTIQUE AUTOWORKS in Heidelberg. The body was removed from the chassis, new timber frame constructed, panels metal finished and polished along with doors rehung and new safety glass throughout. This took about a year. In parallel I worked on the chassis, mechanicals and new wood spoke wheels. The rolling running chassis was taken to the panel shop for mating to the body and then the top half of the body painted over the brass. Then to the trimmers PETER BUSKO and back to me for final assembly, wiring etc. Overall, a two year process before being fully registered as a hire car in 1986. Maintained as such ever since.

However, in reality, it has been a low use vehicle as my wedding car fleet expanded into other areas with a range of Dodges, Daimlers, London Taxis, Rolls Royce and buses. Around 10 years ago I was made redundant from my regular job so faced early "Retirement". 10 years before that I had invested in a commercial property at Gembrook. I relocated from my Ferntree Gully address, downsized the wedding car fleet, and became the proprietor of THE MOTORIST COLLECTION/MUSEUM. The Studebaker has been the continuous central exhibit of the collection over this period along with the occasional wedding. I have had many hundreds of visitors, and nobody yet has been able to confirm of another fully

bodied brass vintage car anywhere in the world. The history remains largely unknown but, rumour has it, that it may have been originally a funeral car operating in Queensland and most likely painted black all over. Any other information gratefully received????!!!!

As we all know, time marches on and changes need to be made in life so this car, along with many other of my vehicles, garagenalia, workshop and other chattles are all to be sold by UNRESERVED AUCTION on 19-20 OCTOBER 2024.

If you have an interest, please refer to [www. Burns and Co auctions.com.au](http://www.Burns and Co auctions.com.au) or phone me for further information, DAVID PECK 0411465098



It was many months later that I got serious about the restoration during which I now concluded that the panels were actually solid brass heavy gauge sheet.

Our senior member and foundation secretary Barry Gomm was recently invited to speak at the Peugeot Club

Club member Colin Harris provides Seniors Fire Safety talks to various groups. At a recent one he met Barry Gomm. Barry is the foundation secretary of the Vintage Driver's Club, our landlord as it happens, and was our guest speaker at the July meeting.

While Barry spoke of many things I will stick to his story of his first car, an early 1920s Peugeot Quadrillette which I found pretty interesting. In the early fifties there was a movement concerned with what they at the time called vintage cars. These were cars from early in the century then. A 20-year-old at the time, Barry, had heard about a vintage car sitting in someone's front yard and apparently not going. Barry and his dad in his ex-army 1938 Dodge drove out to have a look at the car and knocked on the door of the house. The owner had been trying to get rid of the car for two years so was delighted that someone had come to take it away.

After some small amount of cash changed hands Barry and his dad sought to turn their new prize around to tow it home with the Dodge. They, however, could not turn the car around because, as Barry discovered, it did not have a differential. The back wheels were by design locked together and so Quadrillettes relied on one wheel skidding to go around a corner. In any case a few locals turned up and reoriented the diminutive Quadrillette so it could be attached to the Dodge. The next observation that Barry and the now getting a bit impatient dad made was that the brakes were not operational.

Barry as an aside commented on the fact that the foot brake only operated on one side of the rear axle while the handbrake operated on the other side however with a solid rear axle this apparently worked OK. Barry and his father decided it would be ok to tow the car with a rope and let the Quadrillette's tyres bump into the rear bumper bar of the comparatively huge Dodge every time they needed to stop. This dodgy towing approach was working okay until they came to a long downhill section where the Quadrillette's tyres were constantly dragging on the Dodges bumper bar.

With thinking caps on Barry and dad decided to put the Quadrillette in front of the Dodge via the rope again so that the Quadrillette now rolled in front of the Dodge down the hill but was restrained via this tether. Barry believes that everyone who saw this sight looked in disbelief because some tiny car with bicycle wheels was towing a massive Dodge! At the bottom of the hill in the middle of a busyish intersection the Quadrillette was again attached to the rear of the Dodge, and it was back to bumping into the rear again for the final trip home.

Barry at the time was surprised at how narrow the car was, closer to what we used to call a yard or 36 inches wide (915mm for younger people). It is believed that the Austin 7 was inspired by the Quad also a narrow car where you had to be good friends with your passenger. Barry did restore the car and dad was happily enthusiastic about this process notwithstanding the effort of getting it home. It sounded like this car did a few years of reliable service.



President Rob Cherry with Barry Gomm of the VDC at the July meeting. Photo: Colin Harris.

Our senior member and foundation secretary Barry Gomm was recently invited to speak at the Peugeot Club

Peugeot Quadriette

Peugeot Quadriette is the popular name for the Peugeot Type 161 and Peugeot Type 172 and associated models produced between 1921 and 1924.

Type 161

Peugeot created the Type 161 to reverse its financial woes following the Great War. It was a cheap, practical, very small economy car and was nicknamed the Quadriette when shown at the 1920 Brussels Motor Show. It was available for sale in 1921. In order to put it into the minimal tax bracket—that of cyclecars, for which the tax was 100 francs annually—the 4-cycle, 4-cylinder water-cooled engine displaced a mere 667 cc and produced 9.5 horsepower (7.1 kW). Taking advantage of this small power output was a very lightweight body, under 350 kilograms (770 lb). The vehicle's width was so diminutive that the two seats were placed in tandem, not side by side. Later in 1921, the Type 161E was introduced with side-by-side seats, the passenger seat slightly back to allow the driver room to operate the pedals. The car retailed for 9,900 francs with top, acetylene lights, and spare tire, 9,400 francs without. Fuel economy was highly impressive at 5.0 L/100 km (45 miles per US gallon or 56 miles per Imperial gallon). Top speed was 60 kilometres per hour (37 mph).



Type 172 Models & Production

Model	Year	Production
Type 161	1921-22	3,500
Type 172	1923-24	8,705
Type 172 BS	1924	100

Modifications to the Quadriette in 1923 resulted in the Type 172, launched during the course of 1924.[1] The track was widened so that the two seats could be placed abreast, improving comfort and space. Though the wheelbase was shortened, luggage room was more plentiful because there were no longer two rows of seats. The engine remained the same and weight was kept low. Upgraded versions of the Type 172, such as the Type 172 BC and Type 172 BS also known as the Quadriette Grand Sport, launched during the course of 1924,[1] had an enlarged 720 cc side-valve engine with slightly more power.



Production

Total figures for the Quadriette amounted to 12,305 over three years, which was 31% of Peugeot's vehicle production for that time period. Confusingly, models of the Type 172 were attached both to the Quadriette's nameplate and to that of its successor, the Peugeot 5CV. The Quadriette and 5CV were sold side by side in 1924, after which Quadriette production ceased.

The Trend of Automobile Development 1925

Main Features of the 1925 New York Motor Show

That the six-cylinder engine has gained in popularity with American builders was amply demonstrated at the 25th Annual Motor Show held in New York in January, (writes a New York Correspondent).

Statistically, the sixes on display numbered 192, as against 48 in the four-cylinder groups and 58 in the eight-cylinder class. Of the latter, 37 were straight eights, while 21 were of the V-type lines like Cadillac, Lincoln and Peerless having continued this type. The twelve cylinder engine was discontinued two years ago.

Other interesting figures show that 291 engines on display had poppet valves, with seven of the sleeve type. The "L" head accounted for 205 engines. The "T" head numbered nine, while 78 had the valve in head and six the valve in head and side construction.

An increasing number of engines have the cylinders cast integral with the upper part of the crankcase. a construction having several advantages, but which tends also to give a more rigid support for the crankshaft bearings. Cylinder heads are detachable, and the construction requires careful machining. Engineers and designers have had to give serious consideration to the problem of water flow in the long cylinder blocks, and consequently, special provisions have been made in many of the sixes and eights to ensure equalization of the flow throughout the jackets. In connection with this a tendency is being shown to make the jacket space over the cylinder heads very deep.

Efforts to lighten reciprocating parts continue, as engine speeds are increasing. Composite pistons. with aluminum head and cast iron skirt. have been designed. although, in some of the late models, the designers have reverted to cast iron for pistons to secure the superior wearing qualities of this material and have endeavored to reduce further their weight. Examples are the Jewett. with skeleton type pistons and the Hupmobile eight.

We have watched the progression in crankshaft design to heavier thickness for several years and. usually. one of the first evidence of a redesigned engine, is the use of a thicker crank shaft. Machining of the shaft throughout is also gaining in popularity in connection with certain engines tending to give more perfect balance.

On all but the lowest priced lines, force feed lubrication is general. Oil pumps are usually placed on the lower part of the crankcase, but several deviations from this practice were noted.

A commendable effort has been made to place the oil filler where it is not so difficult to reach with the ordinary oil tin. In the new Cleveland six, it is at the side of the cylinder block and on a number of other models the filler is formed on the timing gear cover plate, comparatively high up. The number of engine accessories seems to be increasing constantly, imposing a problem of obtaining easy accessibility. Another point where change is being shown is that of supporting the engine on the frame. The conventional three point support is not so popular as it once was, particularly with the multi-cylinder engines. Manifold systems are still being redesigned periodically by many manufacturers and the use of hot spots or exhaust heated surfaces in the inlet manifold is general, although there are still several engines in which heat is supplied only to the carburetor air.

The impression from viewing the engines is that the past year has brought a distinct advance in engineering. There was nothing freakish to be seen. Necessarily wide differences exist in the various engines due primarily to price differentiation.

As regards chassis, stiffened frames are characteristic of the current lines, although it must be said that nothing radically new has been developed. Novel forms of transmission have not appeared and, despite numerous experiments under way, none of the larger manufacturers, except Chandler, has departed from the well tried gearset.

(The patent "Traffic Transmission" gearset of the Chandler was described and illustrated in our issue of March, 1924.-Editor.)

In clutches, practice was divided between single and multiple plate types, with the single plate apparently gaining. The cone has almost vanished, its principal user from the standpoint of quantity, Chevrolet, having gone over to the single plate. Light clutch action, easy steering and light brake effort are accepted as essential on both the low and high priced lines.

Four wheel brakes have made great strides forward, but they are not universal by any means. The engineers appear to feel that present practice in this regard is largely transitional and that the struggle between the hydraulic and the mechanical systems is certain to be a long one. Hydraulic brakes are quite easy of installation, which cannot be said of the other type, but the likelihood is expressed that 1925 will bring about considerable advance with the mechanical systems. This is by no means certain, however.

The Trend of Automobile Development 1925

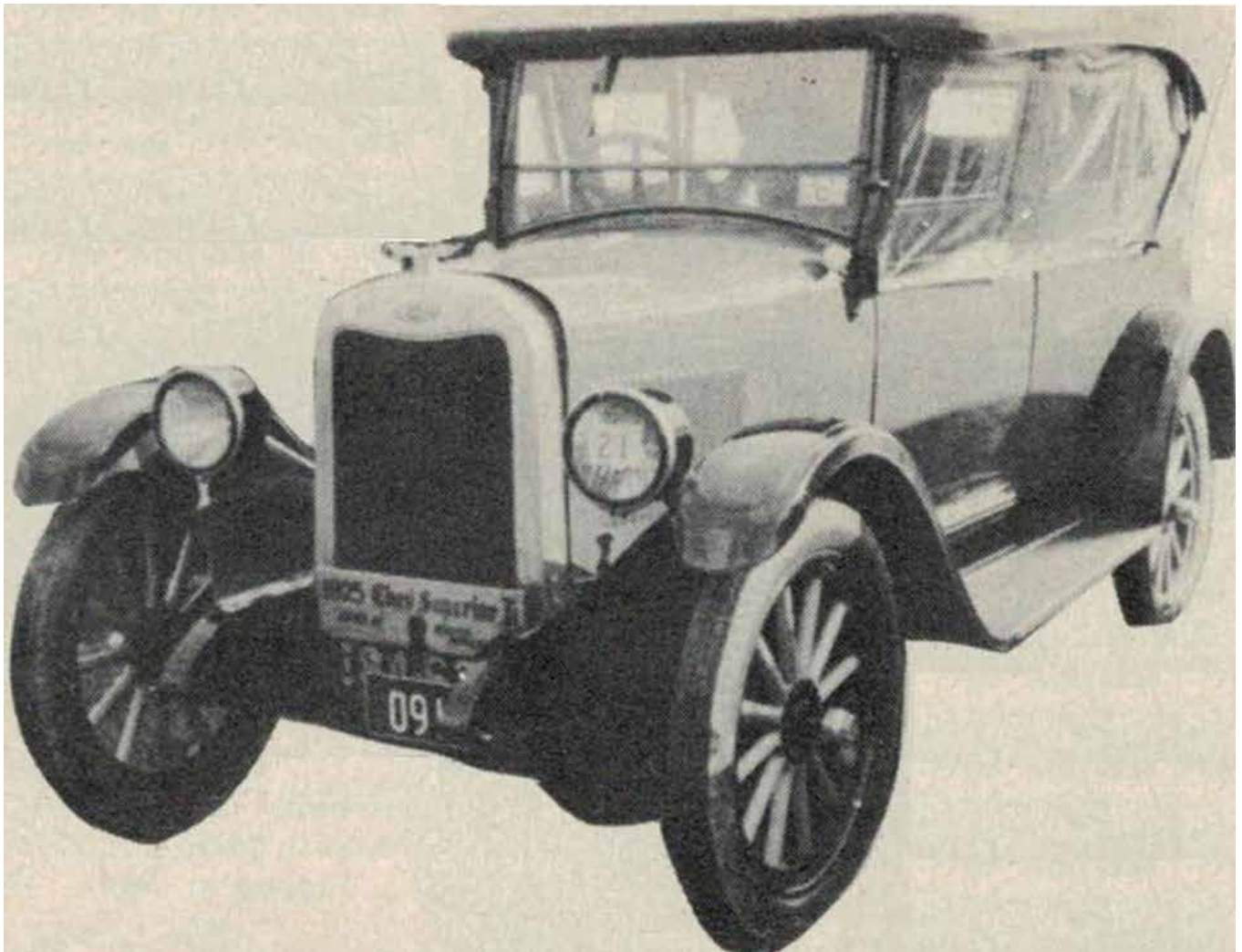
Main Features of the 1925 New York Motor Show

Stiffening of the frames has been gradual over a period of time, but it has been none the less important. Not only for the protection of closed bodies but also to obtain better springing; rigid frames are necessary. There are, accordingly, more and heavier cross members than was the case of a few years ago and the side channels are deeper and stronger.

The evolution of spring design finds the semi-elliptic type to be almost universal. It is also obvious that Hotchkiss drive is not easy to mate up with modern braking requirements and the torque tube construction has held most of its old adherents. The Chevrolet is a good example, one end of the scale, that this construction is applied to cars of all price classifications. The Chevrolet rear end incidentally, displays an excellent service design.

Changes in rear axles are confined primarily to those made necessary by four wheel brakes. Balloon tyres have brought about a considerable difference in regard to steering and cars are much easier to steer, with balloons, that were the cars of two or three years ago with high pressure tyres. This is due to reportioning, but likewise to the increased use of anti-friction bearings.

As a minor trend of importance in service are the improved methods of spring attachment. Many of the newer cars have shackles and frame brackets in which easy adjustment is provided for the removal of spring play. Reprinted from the March 25, 1925 edition of "The South Australian Motor" and Restored Cars No. 26



CHEVROLET produced their 2 millionth car on Sept. 8, 1925, the Superior Series K. New for 1925 was a dry plate disc clutch, new chassis on semi-elliptic springs replacing quarter elliptic type. Engine block was redesigned. This car is owned by Bruce Wenely

The Car with the Aeroplane Engine?

EMIL NELSON was a prominent engineer and designer for Olds Motor Works, Packard and Hupmobile during the first decade of the 1900s. His greatest success came as design engineer for Hupmobile when he developed the models 20 and 32 from 1910-1913.

While making business trips to Europe in 1910 and 1912 to study the European marketplace, Nelson believed the future of the automobile was in small, efficient vehicles. Hupmobile did not agree with Nelson, so the two entities parted company, allowing Nelson to travel back to Europe to continue his education in European design and manufacturing. After realizing that he was tired of answering to bosses, Emil Nelson introduced his namesake automobile to the world on May 1, 1917, as sole investor in the company.

The earliest Nelson offerings were simply known as the "Four-29." A 1918 sales catalogue for these early models describes the car as "aristocratic and exclusive." The eight-page, 9 x 12-inch catalogue is heavily illustrated and features yellow shading. The first half of the catalogue includes a photo of a driver and passengers enjoying a ride in a touring car, with a side description that the vehicle "induces that feeling of pride and satisfaction which the owner feels in having a car of such qualifications standing in front of his home or in being seen driving it by his friends and business associates."

The second half of this catalog addresses the vehicle specifications and includes a full page describing the "Nelson aeroplane type of engine designed and built by E.A. Nelson." The car's aeroplane-type motor, as the model name suggests, was a four-cylinder engine that could produce 29 horsepower. It was unique in that it featured a single overhead camshaft that was driven by a vertical shaft connected to the crankshaft. The lower half of the crankcase was aluminum, and the catalog describes "thermos-syphon" cooling, a removable cylinder head, full oil bath for the camshaft and forced high-pressure "aeroplane type" oiling to the crank

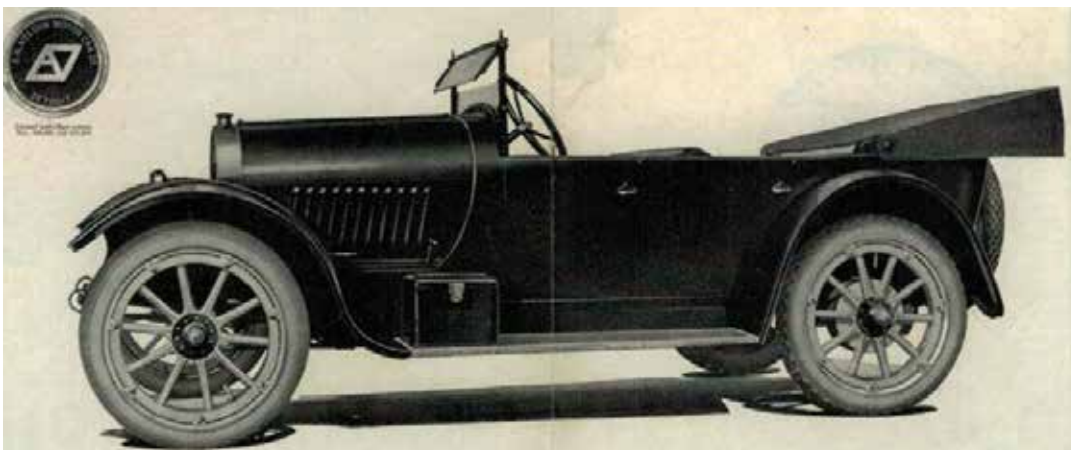
and bearings. According to the catalogue, this would all contribute to "long life and durability, combined with ... 25 to 30 miles to the gallon of gasoline and 150 miles to the quart of oil."

Other features the catalogue describes include a cooling fan attached to the end of the camshaft, a U.S.L. starter attached directly to the crankshaft, unit transmission, a sturdy frame featuring six crossmembers and "patented full scroll springs" in the suspension. The car ran on a 130-inch wheelbase, and standard equipment included a Boyce Moto-Meter, Waltham clock and ammeter, gasoline and oil gauges, dash lamp, tools and mechanical tire pump. A roadster could be purchased for \$1,200, while a sedan would cost \$2,200.

In 1920, Nelson's advertising budget must have been severely reduced, as that year's brochure was just a simple two color listing of specifications. One area of the brochure was dedicated to the Nelson engine (and its influence by Hispano Suiza) and a final section was dedicated to testimonials. That brochure measures 3½ x 7 inches and opens to 13½ x 7 inches.

At its launch, the Nelson had several things in its favor, including high quality, efficiency, innovation and value. However, considering the poor economic conditions during and immediately after World War 1 the timing of the Nelson's launch could not have been worse. Only 623 Nelsons were sold between 1917 and 1919, and in March of 1920, the company was in bankruptcy after an attempted merger with the Gray Engine Company fell through. Nelson would limp along for another two years, producing just 405 more units. When the Nelson Company was announced to the public in late 1916, it promised production levels of 10 cars a day. Reality was cruel to Nelson, and in September 1921, more than 1,000 cars became orphans.

Article by Chris Ritter



The NELSON-A Roomy Five-Passenger Quality Motor Car.

Last Month's Mystery Location

Last month's mystery location for a change was taken at the intersection of Warrigal and Burwood Road and pictured an entrance to Wattle Park.

The park was created when the Hawthorn Tramway Trust purchased 137 acres of land from Eliza Welch, under the condition it was to be used as a public park.

The park was the site of the residence of Orlando Fenwick, a longstanding councillor for the City of Melbourne who had been Lord Mayor between 1871-2. It was known as Fenwick's Paddock when purchased for about £2,500 by Mrs. Welch (proprietress of the Ball and Welch department store). The park opened on 31 March 1917 when Sir Arthur Stanley planted a Golden Wattle and named the park



Then

Planning and development of the park started in 1926, when a plantation of 12,000 wattle trees were laid out in a wide belt as a hedge around the outskirts of the area. Lawns and flower beds were laid down, winding pathways built, and a small stream trickling through the centre of the park was cleaned and widened and. Fringed with willows and poplars. On the northeastern slopes, a splendid natural forest, consisting chiefly of poplars, gums, woolly butt and eucalyptus longifolia, was carefully preserved. The Park Chalet was completed in 1928.

Ingenuity was shown in the building of this chalet. Bricks from old tramway chimneys were used extensively, while the roof contained slates from the demolished Yarra Bend Asylum. Rafters and other timbers came from disused

car barns, stones from old rockeries along Alexander Avenue, while the pavements of the promenade in front of the chalet and elsewhere were made from broken slates from old tramway engine houses it served as a tea house for light refreshments and recreation, as well as a scenic wedding and function venue. Fencing posts around the boundaries of the park were manufactured from old tramway, rails, and a children's joy wheel was made from a tramway cable wheel. The chalet was built on the highest slope in the park, about 320 feet above sea level, and from its balconies a splendid panoramic view of Melbourne was obtained. Children's playgrounds were laid out: swings, joy wheels, a wading pool and other attractions. Cable car dummies were transformed into shelters and places where meals could be enjoyed. A sports oval was laid out alongside the chalet, along

with two tennis courts. Facing Boundary-Road, (now Warrigal Road) was one of the most conspicuous spots in the park, a miniature lake planted with water lilies and stocked with goldfish. This lake used to be the dam of the old homestead.



Now – Photo courtesy of Bruce Williams

Last Month's Mystery Location

With the rise of popularity of motor cars in the 1960s and 70s, the MMTB (which was absorbed by the new Metropolitan Transit Authority in 1983) was focusing its attention elsewhere. Subsequently, local residents began to complain to the state government about the poor condition of Wattle Park. In 1991, ownership of Wattle Park was passed from the Public Transport Corporation to the Melbourne & Metropolitan Board of Works, which undertook a program to rehabilitate the park's landscape. It is now managed by Parks Victoria. The car pictured was believed to be an Oakland, but not confirmed.

Your editor along with a number of our members frequented this park when we were much younger, I was usually taken in the family 1936 Chevrolet

So, what was the significance of this location to the club? Well, that steep ascent adjacent to the park was part of the standardised route used in the seventies when our club was conducting a long series of road tests on members cars. This programme covered the more common club makes and also tested what are now very rare marques. The programme is a valuable historical record and would make a great publication.

Bruce Williams, Arnold Chivers, Rob Coney, Selwyn Allen and Colin Handasyde all identified the location, it tricked Les Lee but no one connected the club's road tests to this location.

Thanks for your interest.

Postscript

The last mystery vehicle we featured was the Barley and I have been contacted by Clem Peeler.

Hi Iain, just read the article on Barley, seems they didn't last long and not a lot of information available, going by your article which is usually quite comprehensive.

This note just to let you know, one did make it here, as I saw the remains of one many years ago, had the Continental engine, unfortunately the car was not in good condition as was lying in a paddock of probably quite a few years. I seem to recall it was a sedan, there was no mistaking it because it still had the emblem on the radiator shell and at the time was something I had never heard of. Looked in the area many years later, however could not locate, probably ended as scrap?? Anyway, just filling in a gap, interesting that it didn't show in the records.

Cheers, Clem

This Month's Mystery Vehicle

Now this month's mystery.

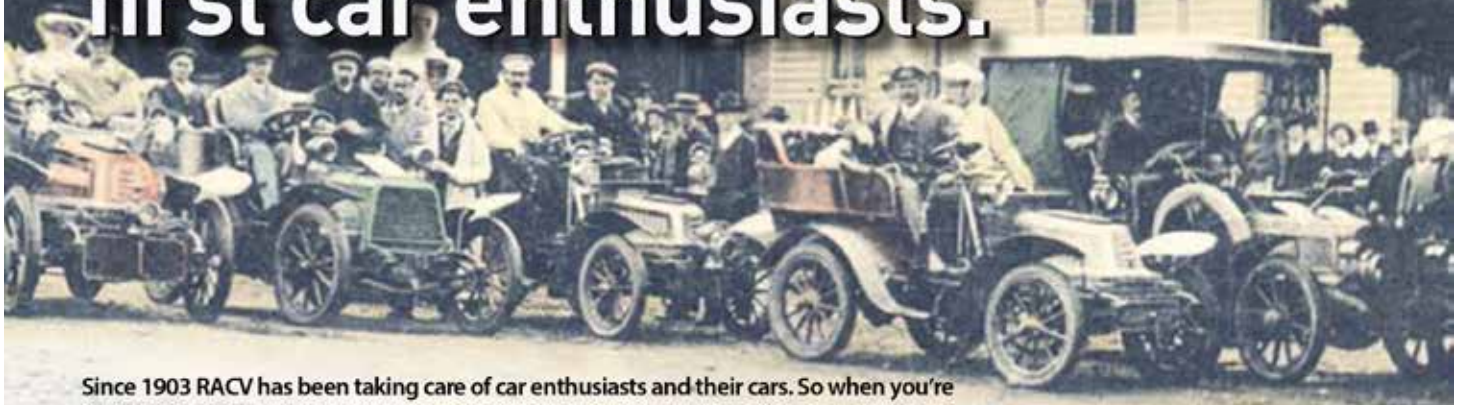
An example of a small continental marque that really never made it into the listing of well-known vehicles in Australia despite its importance in Europe.

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



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Classifieds

FOR SALE AND WANTED

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

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

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

FOR SALE

1928 Chevrolet head gasket NOS \$60
1928/29 Pontiac hand books(3) plus original company brochures and letter from company etc, \$50 the lot.
Contact Ray 0417300713.



FOR SALE

1927 Chrysler Tourer
In good working and driving condition and is currently club permitted in South Australia. Reason for sale is advanced age of owner Odometer reads 49600 miles.
It has been fully reconditioned. Has a new battery, It is olive green with black guards. The car comes with many spare parts including an engine, 2 chassis, gearbox, differential, Vacuum tanks and a trailer full of associated parts. The car originally came from Cooma NSW and the current owner has had it for 7 years.
The car is located in Mount Gambier. Priced at around \$18,000
Contact Paul Dwan 0400 823 738 or 9700 5825
Email apdwan@gmail.com

WANTED

5.50 x 20 inch tyres
To be used to roll a chassis around the shed.
Call Adam 0412 550 442 or email adamfrancis69@gmail.com

FOR SALE

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Contact Ross Ansell
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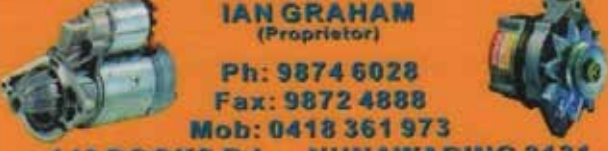
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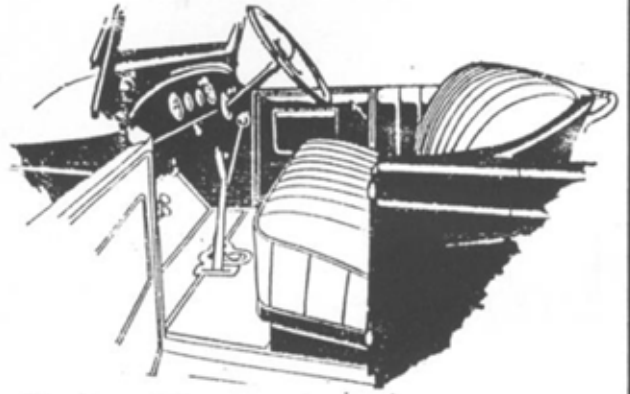
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