



# Shed Torque

A NEWSLETTER FOR GIPPSLAND VEHICLE COLLECTION VOLUNTEERS

**JULY 2019**

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**Opening Times:**

**FRIDAY, SATURDAY,  
SUNDAY & MONDAY 10am to  
4pm**

Every day during school holidays  
and Public Holidays  
(Closed Good Friday, 1/2 day  
Anzac Day & Christmas Day)



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This is the second edition of the online version of Shed Torque. It contains all the same articles as the printed edition as well as extra photos and information. Please note Shed Torque is only as good as the articles and photos that you, the members contribute, so please remember to email me any photos or articles that you would like to appear in Shed Torque. At the moment I am looking for someone to do a "My First Car" article for the November edition.

Caroline Duck:  
[cdurdu@bigpond.net.au](mailto:cdurdu@bigpond.net.au)

**PLEASE NOTE:  
INCREASE IN ENTRY  
FEES**

After due consideration, the Executive have decided to increase the entry fees to the museum.

We have not put up our prices for many years and have continued to be one of the cheapest museums to visit.

With the increased costs associated with the ownership of the building and the new Model World Feature, we believe it is appropriate to now increase the fees.

<b>Adult</b>	<b>\$15.00</b>
<b>Concession</b>	<b>\$10.00</b>
<b>Groups</b>	<b>\$10.00</b>
<b>Kids under 15</b>	<b>Free</b>

## Being Grateful For What We Have

Graham Gunning  
President GVC

Greetings to all the members and volunteers of GVC. I trust all is well with you and your families. If they are not well with you, I want you to know that I believe for you and yours to find the wherewithal to move through whatever seasons of challenge you are facing, to a better and rewarding place in life.

I know that this introduction may be very unorthodox for a president's report but I am moved by the importance and value of every member in GVC. Without your 'belonging' to GVC it would not exist and a community asset, club and comradery would be missed, and our community and region would be void of an invaluable contribution to its wellbeing.

I can advise you what has been happening in the museum / club through this report but we have mediums by which you can gain this information: the *Shed Torque* and *Small Torque*, our bi monthly general meetings, by physically visiting the museum and seeing for yourself the amazing changes that have been reshaping our display and presentation. Also this year the executive has developed a summary report of the discussion points and decisions that flow out of our meetings. This summary report is available in hard copy at the shed for your information. We have also set up a suggestion box in the dining area so that your

input can be considered by the exec team. Of course, you are certainly welcome to approach any executive member with your suggestions.

However, what happens in GVC is not of greater importance than the people who give the club its identity and culture. It is the members that form the culture of the club, and the volunteers' commitment and sacrifice that makes such a big difference. I am grateful for the work so many put in to make the GVC a place that many thousands of people have benefitted from over the many years since we began.

I welcome the new volunteers that have recently stepped forward to make their contribution so that the GVC can continue to succeed and be enjoyed by all.

So I choose to make this report an opportunity for me to express my thanks and invite you to become more involved. We are seeing more people get involved which is exciting. With new people come new ideas and new opportunities.

The executive have been discussing the possibility of obtaining a rail carriage to add to our display presentation. You will see it soon when it arrives in front of the annex. There will be opportunity for you to be a part of restoring this carriage if you are interested. We intend to set it up when it is finished on rail tracks at the platform. We would like to see the inside of the carriage decked out with relevant displays that will provide a further aspect to our diverse display. It is a project that we hope you will

embrace and be a part of. It will be another attraction to the club and offer opportunity for stronger friendships to be formed by those who are interested in making it another great presentation for visitors to enjoy.

A note of thanks is worthy here to Andrew Gallagher and his team who have been at the centre of many great changes and tidy ups throughout the museum. I appreciate that changes are not always well received but the general response from members and return visitors has been how positively they have been impacted by the improvements in the museum. So thank you to Andrew & his team.

Your efforts have not gone unnoticed or unappreciated.

At the end of June we will be transitioning out of the '**Lost American Brands**' display and into '**Bygone British Marques**'. Your assistance with the display change over and clean up, as always is appreciated.

I would also like to remind you that our Annual General Meeting will be coming up on the first Wednesday of August. It would be great if you could put that evening aside to support the club and come along.

Thanks,  
Graham Gunning

Executive Committee			
Name	Email	Phone	Role
Graham Gunning	<a href="mailto:president@gippslandvehiclecollection.org.au">president@gippslandvehiclecollection.org.au</a>	0409667096	President
Peter Quennell	<a href="mailto:peterquennell@wideband.net.au">peterquennell@wideband.net.au</a>	0412387102 0351451103	Vice President, Assistant Secretary
Sue Lawrence	<a href="mailto:secretary@gippslandvehiclecollection.org.au">secretary@gippslandvehiclecollection.org.au</a>	0455556542	Secretary
Justin Robson	<a href="mailto:treasurer@gippslandvehiclecollection.org.au">treasurer@gippslandvehiclecollection.org.au</a>	0407886475	Treasurer
Graham Gunning		0409667096	Club Plate Officer
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Craig Greenwood		0456 456815	Motorcycles
The Museum	<a href="mailto:admin@gippslandvehiclecollection.org.au">admin@gippslandvehiclecollection.org.au</a>	0351473223	The Museum

### Dates to remember:

**Car Cleaning:** 10am every Friday morning

**Members General Meetings: 1st Wednesday** every **EVEN** month at 7:30pm (February, April, June, August (annual General Meeting), October, December). All members welcome. Come along and get to know other likeminded members

### Opening Times:

**FRIDAY, SATURDAY, SUNDAY & MONDAY 10am to 4pm**  
Every day during school holidays and Public Holidays (Closed Good Friday, 1/2 day Anzac Day & Christmas Day)

## Event Calendar

Event name: *Bygone British Brands*

Vehicle display launch  
Date: **July 14<sup>th</sup> 2019**  
Time: **All day**  
Location: **GVC**

Event name: *Ford Flathead Festival*

Date: Sun, July 28  
Time: **10am - 2pm**  
Location: *Caribbean Gardens (enter from Stud Rd or Ferntree Gully Rd, Scoresby)*

[www.aomc.asn.au](http://www.aomc.asn.au)

Event name: **AGM**

Date: Wed August 7<sup>th</sup>  
Time: **7:30pm**  
Location: *GVC*  
(All Welcome)

Event name: **Riverland Vintage and Classic Car Club** visit

Date: Tues 13<sup>th</sup> August  
Time: 10:00am  
Location: *GVC*

Event name: **RACV Aussie Classic Car Show**

Date: Sun 25<sup>th</sup> August  
Time: **10am -5pm**  
Location: *Yarra Glen Racecourse*

Enquiries: 043832277  
[www.aomc.asn.au/aussiecarshow2019](http://www.aomc.asn.au/aussiecarshow2019)

Event name: **Bay to Birdwood Rally, Adelaide**

Date: Sun 29<sup>th</sup> September  
Time: **8:30am start**  
Location: Start: Barratt Reserve West Beach-Finish: National Motor Museum Birdwood

[www.baytobirdwood.com.au](http://www.baytobirdwood.com.au)

## Event Calendar

Event name: **Motorclassica**  
 Date: Fri 11 – Sun 13  
 October  
 Time: **9am -9pm Fri, Sat  
 9am-5pm Sun**  
 Location: *Royal Exhibition  
 Building*  
 More info:  
<https://motorclassica.com.au>

Event name: **GVC Maffra  
 Meander Rally**  
 Date: **October 19<sup>th</sup> and 20<sup>th</sup>**  
**Save the date.**  
 More details to follow

Event name: **Lancia Car  
 Club** visit  
 Date: **October 22<sup>nd</sup>**  
 Time: **morning**  
 Location: GVC

Event name: **Cars That  
 Changed the World**  
 Vehicle display launch  
 Date: **November 10<sup>th</sup> 2019**  
 Time: **All day**  
 Location: **GVC**

Event name: **Geelong  
 Revival Motoring Festival**  
 Date: **22Nov - 24 Nov**  
 Time: **daily**  
 Location: *Geelong  
 Waterfront, Ritchie  
 Boulevard, Geelong*  
 More Info:  
[https://geelongrevival.com.a  
 u](https://geelongrevival.com.au)

Event name: **Christmas  
 BBQ**  
 Date: **Wed December 3<sup>rd</sup>**  
 Time: **6:30pm**  
 Location: GVC

*Our next display is called  
 Bygone British Brands. One of  
 the vehicles on display is a  
 1946 Bedford K Model tow  
 truck displayed by RACV.*

Bedford tow trucks were used by RACV from 1946 to 1958. This tow truck has been restored to the same specifications of the two trucks of the era.

RACV Road Service, workshop, apprentices and properties staff were prominent in this restoration.

This vehicle was purchased new in 1946 by the Castlemaine service depot and converted from a tip truck for RACV towing in and around Castlemaine. RACV purchased the vehicle for restoration in 1988 and it was completed in September 1991.

One of the restorers, who had the pleasure of working on the truck, was a female apprentice, Kylie, who was the first female motor mechanic with the RACV. Kylie became a qualified mechanic and continued to work there for 14 years progressing to Service Advisor.



## 1946 Bedford K Model tow-truck specifications:

**Engine:** 6-cyl  
**Horsepower:** 27.34  
**Gearbox:** 4spd  
**Brakes:** Hydraulic  
**Stroke:** 4 inch  
**Bore:** 3.375 inch

## Some background information on Bedford trucks:

*Bedford Vehicles*, usually shortened to just *Bedford*, was a brand of vehicle manufactured by Vauxhall Motors. The company was established in April 1931 primarily at the time, for commercial vehicles. Vauxhall's headquarters was in Luton in Bedfordshire, hence the name *Bedford*.



**Another vehicle on display in  
Bygone British Brands will be a  
Sunbeam Rapier Series 111A.**

**The Sunbeam Rapier**

In the early 1950s the Sunbeam-Talbot marque was associated with the 90 saloon and Alpine sports, both essentially very well-developed late-1930s remnants. When Rootes came to phase out the medium-sized Hillman Minx range, the two-tone coupe model known as the Californian was rebadged as the **Sunbeam Rapier**, instantly instilling this solid and unexciting car with all the glamour of Cary Grant and Grace Kelly in *To Catch A Thief*.

When the 1,592cc Rapier Convertible was introduced in 1961, its walnut dashboard, whitewall tyres and dual-tone paint-job instantly made it one of the smartest cars in the golf club car park. The same money would have bought a much larger car, but the Rapier buyer got a car with a rally pedigree. Famous owners included Peter Cook and Peter Sellers

The first Sunbeam Rapier was a good looking car which, in general, was well received by the motoring press. It boasted steering column gear change, leather trim and an overdrive as standard fittings. Vinyl trim was an option in the UK and standard in export countries. Essentially the Rapier was a Hillman Minx body but was of two-door design.

The Rapier was produced between 1955 and 1976 over 5 series in hardtop, convertible and later on fastback forms.

The car in our display is a **Series 111A**. The Series 111A was produced between 1961 and October 1963. This car was produced in 1962. When Series 111A ceased, 17,354 units had been produced.

Externally and internally the Series 111A was identical to the Series 111.

The improvements were made solely to improve the durability of the car and increase power and torque. It had increased engine capacity, and a stiffer crankshaft. This series also included a front anti-roll bar which greatly improved road holding and a fresh air heater as a standard fitting.

When this display car was purchased by its present owner five years ago, it was in complete disrepair. Alan spent two years and over 2000 hours restoring it to what you see today. He made it as a replica rally car and it has been performing extensively in hill climbs.

**Specifications:**

**Engine:** 1592cc/97.1cu

**Power:** 75bhp @5100 rpm

**Torque:** 88lb-ft @3900 rpm

**Gearbox:** 4 speed

**Differential:** 3.89:1 semi floating (4.22:1with over drive)

**Suspension:**

**Front-** independent wishbones, coil springs, telescopic dampers, anti-roll bar

**Rear:** live axle, leaf springs, ever arm dampers

**Top speed:** 92 mph





## Cool Cars Kickn' Cancer 22<sup>nd</sup> September

*Yep it's on again – the fabulous Cool Cars Kickn' Cancer which aims to raise much needed funds for Cancer research is on again.*

### Did you know?

- An estimated 145,000 new cases of cancer will be diagnosed in Australia this year, with that number set to rise to 150,000 by 2020.
- 1 in 2 Australian men and women will be diagnosed with cancer by the age of 85.
- Cancer is a leading cause of death in Australia - almost 50,000 deaths from cancer are estimated for 2019.
- The death rate (number of deaths per 100,000 people) has fallen by more than 24% since 1982
- In the 1980s, the cancer survival rate was less than 50%. Today, almost 7 in 10 Australians will survive for at least 5 years after a cancer diagnosis and in some cancers the survival is as high as 90%.<sup>1</sup>
- In 2016-18, \$252 million in funding was provided for cancer research projects and programs in Australia.<sup>7</sup>

Once again we are partnering with the **Newry8's Rod and Muscle Club** and with **Motorplex** from Bairnsdale to raise much needed funds to fight this terrible disease.

The **Newry 8's** are again organising a run which will start from **GP Hot-Rods** shop in Wurruk at 9am. It will

then continue to the Sale clock tower, Stratford and Weir's Crossing before heading back to Maffra, where they will drive down the main Street to arrive at the **Gippsland Vehicle Collection** by 10.00am; and what a spectacular site that made last year.

Everyone is welcome to join in the run – we just ask that you make a donation to the cause.

**Motorplex** will be bringing some of their amazing vehicles including the **Smknbug**. This is a 1969 Volkswagen dedicated burnout car with many modifications. Up front it has a **Cleveland V8**, which has been bored and stroked out to 393 cubic inches by **Powerhouse Engines** and the horsepower is 557 and runs on methanol fuel. The transmission is a C10 Auto and has been beefed up & fully manualized by **Paul Rogers Transmissions**. The torque converter is a 300rpm by **TCE**. The diff is **BorgWarner** fitted with a 4-link coil over shock absorbers. The car is owned by Graeme Moore and has competed at many events throughout Victoria and interstate.



Alan Potter built this machine from the ground up around 7 years ago. He used photographs of the original machine which featured in the **Mad Max** movies – isn't that amazing!!! – Did you know that the first **Mad Max** movie celebrated its 40<sup>th</sup> birthday this year and **Mad Max 2** will turn 40 next year? Alan and Karen travel all over the place with this beast so we are incredibly lucky to be able to feature it yet again at **Cool Cars**



And if that's not enough!

Come and enjoy live music from our very own **Rusty Rockers** complete with rock and roll demonstrations by the **Lakeside Rockers**.



All cars and vehicles are welcome.



What sort of show would be complete without an appearance by Alan and Karen Potter and the amazing fire breathing **Humongous**.

## My First Car....

By Ken McCrae

*When we last left Ken, he was a young lad knocking around in a go kart yearning for a pre-1950 Ford...*

Having survived the Go-Karting experience during my teenage years without any serious injury, it was time to fulfil my desire to be the owner of an Early Ford V8.

As luck would have it I was cycling my way home from school when I spotted a 1935 Ford Flat back Sedan behind a shed with my name written all over it. I was blind to the fact that it didn't run at all well and was riddled with rust in all the usual places that Fords are renowned for. All I could picture was the completed project, a Washington Blue sedan with a mildly dressed Flathead motor.

Some of my Dad's projects were pushed aside and work was started in earnest. First up was to replace the mechanical brakes with hydraulics from a 1939 Ford, in the interests of avoiding collisions with solid objects.

This was vital as a fire breathing 1948 Mercury Flathead was destined to be fitted between the frame rails. Next job was the bare metal, home painted paint job with a "moderate" amount of filler to disguise the blemishes.

It was at about this stage when a mate thought we should go and check out a rare Ford coupe that was advertised in *The Age Motoring Classifieds*. He suggested it was "Just for a look". Strangely this American bodied 1946 Ford Business Coupe followed me home! The '46 soon was relived of its side valve motor and a 351ci Cleveland Motor, Top Loader 4 speed transmission and Detroit locker rear end were slotted into place all donated from a wrecked Falcon Police pursuit car.

I was on a roll at this stage but there was more to come. I made the mistake of visiting a local Swap Meet and couldn't resist the bargain price tag on the windscreen of a solid 1939 Ford Sedan that needed saving. To me it made so much sense. Surprisingly the overcrowding in the family workshop hadn't gone unnoticed and I received a tap on the shoulder from my Dad. In the interests of family relations the '39 had to go under the last in, first out rule, keeping in mind Dad had a variety of Chevrolets, Essex and Desotos all jostling for workshop space.

The current whereabouts of the '39 Ford is unknown, which so often is the case once an old car leaves the driveway anchored onto a tandem trailer. The 1935 sedan now resides in Canada as a period correct restoration.

After a couple of owners, the 1946 Coupe now resides in suburban Melbourne, presented as an award winning Hot Rod.

I keep in touch with the current custodian and would like to think if he ever decides to sell; my name will be on the short list.





1935 Ford



35 Ford parts



1939 Ford



1945 Ford Coupe



The Gippsland Vehicle Collection invites you to our  
**MAFFRA MOTORING MEANDER**

19<sup>th</sup> and 20<sup>th</sup> October

The Motoring Meander will be a two-day hub type rally, taking participants on two leisurely tours based around the town of Maffra.

The two daily tours have been specifically designed to cater for self – paced touring in Veteran, Vintage and Classic cars but modern vehicles are also welcome to participate.

The tours will take you on quiet undulating Gippsland Roads where you will have the chance to visit Wineries, parklands, waterways, vehicle and machinery collections and more.

#### Saturday's tour

This will take you on a maximum 150km round trip to the West and North West of Maffra travelling on quiet sealed secondary roads, particularly suited to Veteran and Vintage car motoring

The run will see participants following route instructions in order to reach their lunch destination before returning you to the Gippsland Vehicle Collection

#### Saturday Night Dinner

The dinner will be held at the Maffra Memorial Hall. You are welcome to attend this even if you are not participating in the rally. The cost is \$35.00 per head.

Guest speakers will be George and Marguerite Morgan who will be talking about the Montlhery Vintage Revival in which they competed earlier this year.

The Morgan's main aim was to return this very historic 1932 MG J3 car to an event where it broke 3 world records at Montlhery France, and a year later, competed in the 1933 Le Mans 24- hour race.

The Montlhery Vintage revival is held every 2 years with its main purpose being to enable old and historic cars to drive the famous banked circuit. In 1932 their little J3 broke three world records for a 750 cc Supercharged car in Class H.

A year later the car completed in the famous Le Mans 24- hour race, but retired in the last hour – 3 laps from the finish.



#### Sunday

Put on your detective hats and see how many of our cunning questions you can answer as you take a leisurely run of about 100 Km in a loop out from Maffra. The picturesque drive is on quiet good quality sealed roads so suitable for all vehicles.

Each vehicle will be provided with a quiz sheet with the winner receiving a nice prize. There will be an opportunity to catch up on some of the districts history, rural industry, galleries and cafes. with plenty of time to stop and wander about for the whole family

The run will finish back at GVC where you can enjoy a fabulous BBQ lunch.

For further information and entry forms go to [www.Gippslandvehiclecollection.org.au](http://www.Gippslandvehiclecollection.org.au) or

Phone Sue on 0455 556 542



SHARE THE PASSION

**MANSI**

**MANSI ON RAYMOND**  
[mansionraymond.com.au](http://mansionraymond.com.au)



The following article was published in the **Federation of British Historic Vehicle Clubs** December News magazine. It is republished for your information and does not necessarily reflect the views of this organisation

## The Future?

Those of us who use our vehicles will already be conscious of the increased difficulty of getting about on the roads. The lower acceleration and speeds and less efficient braking of historic vehicles, particularly those of greater age, means the presence of many vehicles with rapid acceleration and excellent brakes, and the increasing presence of cyclists, creates new hazards for us. For many of our older members, the solution is reluctantly simply to stop driving them. But these are matters of fact and choice.

There may however be more deliberate threats to use of our historic vehicles.

Everyone is familiar with the onset of Low Emissions and Clear Air Zones. We know they are going to increase in number and probably most of us recognise they are indeed justified if the inhabitants of our cities and large towns are to have the benefit of purer air to breathe and if the effects of climate change are to be mitigated.

Here the good news is that by and large, our arguments that there are not in total many of us, that the use of our vehicles is very limited, and that our vehicles represent a part of our culture and heritage, which it would be wrong to discard, have held sway. But it may not always be like that, and the calls for exclusion of all internal combustion vehicles from urban areas may increase and become overwhelming.

We did not expect the pressures which are now appearing on the supply of 97 Octane petrol of no more than 5% ethanol content,

and they may not materialise, but we should treat them as a warning for the future.

Because the predictions as to the arrival of electrically powered vehicles to replace the internal combustion engine are advancing and it may be that a large majority of vehicles will be electric much sooner than we have expected. Certainly the technology has made some strides which would have been unthinkable a few years ago.

That could result in a simple market led threat to sufficiently widespread supplies of our fuel. These developments could mean a need to rethink some of the current registration processes and procedures, and indeed some of the rules around fuel storage.

We may indeed all need to decide if our vehicles are to be consigned to museums, or if they remain sufficiently authentic after conversion to electric power that we wish to go on using them.

The onset of autonomous, as distinct from electrically powered, vehicles, may have massive effect.

We have already heard, in a recent interview with the Head of the Highways Agency, that autonomous vehicles, which were a short while ago being boosted as able to deal safely with any road hazards, may not be able to meet their aspirations for safety unless any vehicle which cannot talk to them is banned from at least some of the roads they use. He specifically referenced, in an entirely disparaging manner, historic vehicles in these comments. So yes, some people really are out to get us.

And the proponents of autonomous vehicles are firmly wedded to the concept that driving is a chore, to be avoided at all costs. Has anyone done any research to show that to be the general opinion, especially outside major cities? Some of us, probably most of our members, actually like driving!

The proponents of these vehicles also sell the concept as creating autonomy, but in fact it is transferring autonomy from the human being to the vehicle.


Surely society cannot take that massive step in loss of human autonomy without a major debate about it. The historic vehicle movement is a good place to start that debate.

And lastly, first noticed in surveys in Germany, but starting to be evident here, we may be losing youth, in particular, urban youth.

Someone who lives in a big city, who leaves it, if at all, by train, who gets around either by bike, which they perceive as healthier, or at a tap of the Uber app on their smartphone, and who shops in the same way, may simply not care about buses, cars or motor-cycles, historic or otherwise, any more. And they will certainly regard heavy goods vehicles, which largely in cities only come out 'at night, as a best an inconvenient nuisance. Maybe we can keep their interest by playing the heritage and culture card as often as possible. We need to try.

I hope the above has started some of you thinking about these challenges. We had better be, or our days as a movement are numbered.


**Bob Owen.**



*Glen Holdings*  
Service Manager

**DONALDA MOTOR SERVICE Pty. Ltd.**  
131 Johnson Street, Maffra Vic 3860

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Fax: (03) 5147 3200  
Email: admin@donalda.com.au



## Some Recent photos from visits and from the Swap meet





*Here is another article from the archives of TROVE. It shows what an epic journey it was from Sale to Buchan in the very early days of motoring*

**Maffra Spectator Thursday  
17<sup>th</sup> December 1908 p3.**

Dr Hagenauer, of Sale, passed through Bairnsdale on Monday (says the "Advertiser") on his homeward journey, after paying a flying visit to Buchan in his motor car.

The doctor says that the trip was a most enjoyable one not a hitch or accident of any kind occurring, and he is confident, now that it has been proved how accessible the caves are to the motor, that many others will follow in his wake.

He started from Sale on Sunday morning at 6 o'clock, had breakfast at Bairnsdale two hours later, and arrived at Buchan in the afternoon at 2.30, his actual driving time being just seven hours.

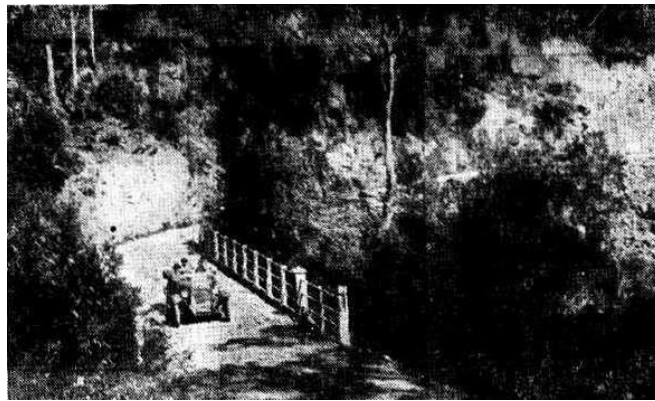
His car is a small compact De Dion, of 8 h.p., and it carried three passengers, including the driver, on the trip. Dr. Hagenauer declares enthusiastically that there is nothing to deter motorists from making the journey, and he thinks the beauty and wonders of the caves will prove an irresistible attraction to them once they know in what comfort they can be reached.

He spoke highly of the accommodation to be found at Buchan, and the facilities for viewing the caves. His is the second motor car that has visited Buchan during the last few months.

*And this one is about travelling to Dargo from Maffra*

**The Herald, Monday May 30,  
1921**

### MODERN MOTORING By "SPARK-PLUG"



**SCENE ON THE ROAD TO DARGO**

Some of the most beautiful scenery in Gippsland may be found along the Freestone Creek road, between Briagolong and Gee's Junction. The road has been graded and formed by the Country Roads Board, and traverses beautiful mountain and creek scenery, which in parts is very rugged

Careful driving is needed along this narrow winding highway, and the only fault that can be found with it probably is the lack of spaces for vehicles to pass.

The Dodge car in the photograph conveyed a party for some miles along the road, which is an easy drive from Sale or Maffra,



[www.mechnair.com.au](http://www.mechnair.com.au)

We now sell the

**Penrite**

Classic range.

Let us know what  
products you would like

## How to Put a Vehicle on Club Plates with Gippsland Vehicle Collection

The vehicle to be permitted must be more than 25 years old. A modified vehicle must comply with parameters of the VicRoads instruction "VSI 33" to be accepted under the historic category. Otherwise the vehicle may be subject to the new Modified vehicle category. See **VicRoads** for further information,

The vehicle owner must be a current financial member of Gippsland Vehicle Collection (GVC).

Current fees:

\$40 new applicants

\$10 renewing applicants

\$30 adding another vehicle to current membership

The following documents must be completed and presented to a Club Plate Scheme (CPS) Officer at the GVC, 1 Maffra Sale Rd, Maffra:

- a. VicRoads Club Permit Application Form
- b. Current Certificate of roadworthiness
- c. Completed Club Permit Agreement form from GVC
- d. Current Membership of GVC. Note: The vehicle must be registered in the name of the GVC member, - family is insufficient.

The vehicle must be presented for identification and date marked photographs when submitting documents at above address (new applicants).

Assistance can be provided in completing the relevant forms if necessary. All GVC forms can be found on the GVC website.

[www.gippslandvehiclecollection.org.au/club-plates/](http://www.gippslandvehiclecollection.org.au/club-plates/)

VicRoads permit application forms can be obtained from any VicRoads office or online at [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au)

Appropriate membership and GVC CPS fees paid in full, the VicRoads Club Permit will be signed by GVC CPS Officer and the required photographs taken.

A GVC CPS officer will complete and sign a VicRoads Eligibility & Standards Declaration Form. The owner of the vehicle must be a name of a member.

The Vehicle owner must then present the completed and signed VicRoads Club Permit Application and original RWC to a VicRoads Office and pay the relevant permit fee applicable to 45 or 90 days.

Upon receipt of a vehicle Permit Plate from VicRoads (red Plate), GVC must be advised of the plate and expiry date.

Email to: [admin@gippslandvehiclecollection.org.au](mailto:admin@gippslandvehiclecollection.org.au) or Phone GVC CPS secretary on 0409667096

**An appointment must be made with GVC to process documentation. Please call 0409667096**

**For information relating to all aspects of the CPS scheme check out The VicRoads site:**

<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme>

### New Members

**Steve Anthonisen**  
**Andrew & Sam Gardiner**  
**David Hibbert**  
**Peter Howe**  
**Meg Kidson**  
**Theo Politakis**  
**James Sim**  
**Neil Wishart**

**Andrew Bass**  
**Gary Hall**  
**Neville Hoare**  
**Mark Jones**  
**Michael Krusic**  
**Carmel Ripper**  
**Ron Stock**

**David Brennan**  
**Brett Hambling**  
**Richard Hopely**  
**Trevor Keon**  
**John McLeod**  
**Anita Robinson**  
**Greg & Jackie Webster**

Welcome to our new members. You will by now be receiving our bi-monthly events calendars, and we hope to see you at our upcoming events, or just dropping in at the museum, having a cuppa, or perhaps dusting a car or two on a Friday.

Our aim is to share our interest in historic motoring. We invite you to all GVC events or meetings and welcome comment about the running of your motor museum.

### **IMPORTANT!**

Always remember to fill in your log book each time you take out your CPS car, motorbike or truck. Failure to do so invokes a fine of:

\$793 for a car

Or

\$376 for a motorcycle less than 500cc

\$793 for a motorcycle greater than 500cc

Or

\$1427 for a truck

## Monthly Coffee Mornings are back!

On the **fourth Sunday** of each month, we have a morning coffee at Wa De Lock in Stratford. We meet at 9:30 am in Stratford at Wa de Lock for morning tea. It is a great way to meet new friends and catch up with old ones and discuss all things to do with classic cars.

***Our next coffee morning will be on July 28***

***See you all there!***

***Please if you have any complaints let Bob know on:***

***04 38519220, not the staff or owner.***

## Social Activities

If you have a collection of cars, trucks, tractors or anything which you would like to share with us that could form part of a social run, or if you know of a place of interest that we could incorporate into a social run; please contact:

**Bob Kirkpatrick** on **04 38519220** and we'll arrange visit for the second Sunday of the month. This will be a casual arrangement and will not happen every month.

**Become involved and help us get more social activities happening!**



## Photos from the archives of GVC: The opening











**GIPPSLAND VEHICLE COLLECTION**  
**COOL CARS**

Bring your Cool Vehicle. Prizes to be Won!

**KICKIN' CANCER**  
 22 SEPTEMBER 2019  
 STARTS 9AM

Proceeds to Maffra Unit Cancer Council Music by Rusty Rockers



Proudly Supported By: The Newry 8's Hotrod and Muscle Car Club, along with the members of the Gippsland Motorplex.

1A SALE ROAD, MAFFRA 3860 >> [gippslandvehiclecollection.org.au](http://gippslandvehiclecollection.org.au)



SHARE THE PASSION



The Gippsland Vehicle Collection invites you to our

# MAFFRA MOTORING MEANDER



Sat 19  
& Sun 20  
October  
2019



**MANSI**

Open to all vehicles over 15 years of age

It is not a competition, rather a leisurely drive/ride through the countryside over two days, or a one day section if you choose.

[MMRally@gippslandvehiclecollection.org.au](mailto:MMRally@gippslandvehiclecollection.org.au)

0428 456 614



# BYGONE BRITISH MARQUES

HILLMAN, HUMBER, SINGER  
RELIANT, LOGONDA, SWALLOW  
SUNBEAM, VANGUARD  
WOLSELEY, MORRIS

SUNDAY 14TH  
JULY 2019

DISPLAY FOR THE DAY FROM 9AM



## 1a Sale Rd., (Cnr Railway Pl.) Maffra

Display day & display theme for our Motor Museum until the end of June

- Bring your vehicle to create our display for the day **'All makes welcome'**
- Display vehicles from 09:00am (Free entry pass for display vehicle drivers)
  - Gold Coin Charity donation for admittance to grounds
  - Trophy for Best Presented Vehicles
  - Refreshments available

**Museum Opening Times:** Fri; Sat; Sun; Mon 10am - 4pm

Daily over school holidays

Anytime by appointment (for groups).



## GIPPSLAND VEHICLE COLLECTION

CELEBRATES THE OPENING OF OUR NEW DISPLAY THEME

For enquiries, maps and info visit our website [www.gippslandvehiclecollection.org.au](http://www.gippslandvehiclecollection.org.au)

For further information: Ph: (03) 5147 3223 or Mob: 0409 667 096