This is the digital 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. I am on the hunt for any articles about restorations that any of the members have undertaken for our next edition in March 2020.

Caroline Duck: cdurdu@bigpond.net.au

Committee Report
Welcome to Spring – finally the cold winter months have passed and we are enjoying the sunshine again. A great time of the year to get your car out and go for a run – as one of our members recently commented “Let the hair go wild!”

As usual the winter months have seen a slowing down of our visitor numbers but this will increase over the coming months with a number of groups visiting. Keep an eye on the upcoming Shed Torque for details and please come along if you are free.

When we compare the figures from June to September this year with the same period last year, there is a significant increase of visitor numbers (including events). It is interesting to ponder why that might be – we suspect it is a combination of many things but certainly the addition of model world and the flow-on in terms of changes to the museum would...
play a big part in this. There are all sorts of new exhibitions for visitors to view including Glenn Burrage’s cabinets, Roger Duck’s marine engines and Steve Pearson’s Carburettors just to name a few.

The addition of the Guard’s Van has also sparked a great deal of interest from a different group of people who are enthused about railway history. It all makes for a very vibrant and diverse museum which is appealing to a broad range of individuals and clubs.

The fact that the increase in visitor numbers correlates with all the new projects that have been completed or are underway shows the importance of continuing to change our exhibitions so that there is always something new for visitors to see.

Solar
The executive decided quite some time ago, that we would install a solar system to help reduce our energy costs. At about the same time a grant became available through Darren Chester’s office and groups were asked to submit an “expression of interest”. We did this and were pleased to be advised that we had been short listed and would be asked to submit a formal grant application. Unfortunately the election was then held and the grants were put on hold. We have now been advised that it is up and running again and that we should receive the grant application information by the end of the month.

Whether we are successful or not the executive have decided to proceed with the installation of a solar system as our energy costs are quite high.

Cool Cars
What a wonderfully successful day this was – It was just amazing to see so many cars (many of which had never been seen before) filling our grounds. I have to say, it took us a bit by surprise and certainly caused some parking issues. We could not have organised this day ourselves. It’s success really lays in the partnership we have fostered with the Newry 8’s Hot Rod and Muscle Car Club and Gippsland Motorplex. They do a fabulous job of galvanising their respective groups and putting together the run which culminates at the Gippsland Vehicle Collection.

Alan Potter’s vehicles are always a great attraction and this year we were lucky enough to have the Rusty Rockers playing and the Lakeside Rockers also putting on a display.

Several groups including EasyRider Motorcycle and the Moke clubs also joined in this year which was sensational – we hope they will join us again next year as they certainly added to the diversity of the display.

It all combined to make it one of the best days we have had in some time and the best part was we raised another $4,700 for Cancer Research. This takes the total of funds raised over the years in which this event (previously known as Tops Off for Cancer) to around $18,000 which is a stellar effort.

Upcoming
Don’t forget our annual Volunteer thank-you party is coming up on December 4th. Our organisation would not work without all of the work which is undertaken by our volunteers so if you have lent a hand during the year, please come along.

Sue will be looking for RSVP’s though as this is catered for so we need numbers.

Sue will also send out an email with details closer to the date. Andrew Gallagher has a couple of exciting projects underway. The first is a historic time line of the motor-vehicles. This will run the length of the end wall of model world and will include photographs and brief comments about the vehicles.

He is also working on a project which will see prints of paintings done by John Murray, an artist from Lightening Ridge installed in one of the windows.

The “Train Project” has received a significant boost with a grant from The Wellington Shire for $5,000. We are extremely grateful for the support they have given us as this will enable the project to progress.

Club Participation
As many of you would be aware, we sadly had to cancel the Maffra Motoring Meander this year.

Despite our best efforts we only had around 12 cars, 3 of which were from the Sunbeam Talbot Club in Melbourne. When you consider that our membership is now around 700, this is a very poor participation rate.

We have endeavoured over the years to hold other events similar to this ranging from the original “Breakfast Runs” to an overnight run. In each instance there has not been a great take-up when you look at the registrations as a percentage of our membership.
This raises the question of what type of events would appeal to the members.

The demographics of our membership are changing with the introduction of the “Club Plate” system. Many of our members are now still working; some have young families and generally have very busy lifestyles. This may mean that they are happy just to participate in our Display Days or Changeover days if available but simply do not have the time to participate in Club events.

Perhaps the sorts of things we have been organising just do not appeal – if that is the case, we need some fresh new ideas but these need to come from you.

Similarly, our General Meetings are very poorly attended. The October meeting had seven attendees two of which were committee members. Again, we have tried several things such as speakers and making them into a “meal” night to try and make them more interesting. They seem to start off well but over time the numbers once again dwindled.

We are governed by the “Model Rules” which does not make any stipulation in relation to how many general meetings a club should hold during the year. It states only that an Annual General Meeting must be held.

So again, we ask the question “are these meetings of any interest to you, the members” or should we perhaps look at just holding them quarterly.

What would inspire you to attend???? Would you prefer a daytime meeting???

We, the committee think this is a discussion worth having and would encourage you all to have a think about what you want of your “Club”

We would love to hear from you even if it is just to say that you don’t want us to organise any formal “Club” events and are really not interested in attending meetings.

We need your feedback.
Please contact Sue either by phone on 0455 556 542 or email if you would like to contribute to the discussion.

Help Wanted for our front Counter.

Sadly, a number of our regular front counter volunteers have had to pull out of the roster for health reasons.

We can have the best displays in the world but no-one would see them without our fabulous front counter staff.

If anyone has 3 hours to spare once a month and would be willing to come and work on the front counter, I would love to hear from you. The only thing you really need is an enthusiasm for our organisation and a willingness to talk with our visitors.

We will give you some training on the computer at the front but if you do not wish to use this, we can work around it.

Please give it some thought and don’t hesitate to give me a call if you would like some further information.

Sue Lawrence
0455556542

WANTED!

For restoration project
1930 – 1938 Commer Ute
Phone: Alan Jones 51 766328
## Membership statistics

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### Executive Committee

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<tr>
<td>Peter Quennell</td>
<td><a href="mailto:peterquennell@wideband.net.au">peterquennell@wideband.net.au</a></td>
<td>0412387102 0351451103</td>
<td>Vice President, Assistant Secretary</td>
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<tr>
<td>Sue Lawrence</td>
<td><a href="mailto:secretary@gippslandvehiclecollection.org.au">secretary@gippslandvehiclecollection.org.au</a></td>
<td>0455556542</td>
<td>Secretary</td>
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<tr>
<td>Justin Robson</td>
<td><a href="mailto:treasurer@gippslandvehiclecollection.org.au">treasurer@gippslandvehiclecollection.org.au</a></td>
<td>0407886475</td>
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<tr>
<td>Graham Gunning</td>
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<tr>
<td>Andrew Gallagher</td>
<td><a href="mailto:display@gippslandvehiclecollection.org.au">display@gippslandvehiclecollection.org.au</a></td>
<td>0409562962</td>
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<tr>
<td>Sue Lawrence</td>
<td><a href="mailto:S62lawrence@gmail.com">S62lawrence@gmail.com</a></td>
<td>0455556542</td>
<td>Volunteers, Booking Secretary</td>
</tr>
<tr>
<td>Duncan Malcolm</td>
<td><a href="mailto:duncanmalc@me.com">duncanmalc@me.com</a></td>
<td>0402077111</td>
<td>Past President</td>
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<tr>
<td>John Spunner</td>
<td></td>
<td>0408558094</td>
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<tr>
<td>Mike Gunning</td>
<td><a href="mailto:mikegunning@primus.com.au">mikegunning@primus.com.au</a></td>
<td>0402084302 0351472243</td>
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<td>Ross Foster</td>
<td><a href="mailto:ford1929@hotmail.com">ford1929@hotmail.com</a></td>
<td>0409018415</td>
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<tr>
<td>Leigh Sheilds</td>
<td><a href="mailto:us6owner@bigpond.com">us6owner@bigpond.com</a></td>
<td>0429164763</td>
<td>Train Project</td>
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<tr>
<td>Caroline Duck</td>
<td><a href="mailto:cdurdu@bigpond.net.au">cdurdu@bigpond.net.au</a></td>
<td>0428456267</td>
<td>Shed Torque Editor</td>
</tr>
<tr>
<td>Ken McRae</td>
<td><a href="mailto:curlymac54@hotmail.com">curlymac54@hotmail.com</a></td>
<td>0419536525</td>
<td>Retail, Swap Meet</td>
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## 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.

## GVC Membership statistics

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Our next display is “Cars That Changed the World”. One of the cars that will be on display is a replica of the world’s first production car. It’s called a Benz Patent-Motorwagen (“patent motorcar”).

This replica is one of 25 cars built to the exact, painstaking specifications as the three-wheeled original, under a Mercedes-Benz apprenticeship program.

With its single piston engine and tiller steering, the Benz offers an interesting insight into just how much the modern motor car has developed over 133 years.

The Benz Patent-Motorwagen (“patent motorcar”), was originally built in 1885, and was designed and built by Karl Benz. It is widely regarded as the world’s first production automobile, that is, a vehicle designed to be propelled by an internal combustion engine.

The major features of the two-seater vehicle were the compact high-speed single-cylinder four-stroke engine installed horizontally at the rear, the tubular steel frame, the differential and three wire-spoked wheels. The engine output was 0.75 hp (0.55 kW).

Details included an automatic intake slide, a controlled exhaust valve, high-voltage electrical vibrator ignition with spark plug, and water/thermo siphon evaporation cooling. Steering was by way of a toothed rack that pivoted the unsprung front wheel. Fully elliptic springs were used at the back along with a beam axle and chain drive on both sides.

A simple belt system served as a single-speed transmission, varying torque between an open disc and drive disc. Some of its features like the electric ignition and rack and pinion steering are still standard to this day.

Further improvements were made to the Motorwagen like having a fuel tank and leather shoe brakes. The first person to field-test Karl Benz’s new contraption, for which he applied German patent number 37435, was his wife, Bertha, and rightfully so, because she financed the project.

Using an improved version and without her husband’s knowledge, Benz’s wife Bertha and their two sons Eugen (15) and Richard (14) embarked on the first long distance journey in automotive history on an August day in 1888.

The route included a few detours and took them from Mannheim to Pforzheim in Heidelberg, her place of birth. There were a few minor mechanical issues along the 194km round trip but none that could halt the resourceful and undefeatable Mrs Benz.

As the brakes wore down, Benz asked a local shoemaker to nail leather on the brake blocks, thereby inventing brake linings.
After sending a telegram to the husband of her arrival in Pforzheim, she spent the night at her mother's house and returned home three days later and generated much needed publicity for the Motorwagen. The trip covered 194 km in total and Bertha Benz had demonstrated the practicality of the motor vehicle to the entire world. Without her daring and that of her sons – and the publicity that resulted from it, the subsequent growth of Benz & Co. in Mannheim to become the world’s largest automobile plant of its day would have been inconceivable.

Another car on display is a Volkswagen1948 Type 11A Beetle, exhibited by Nathan Lervasha

Background information:
The idea of the Beetle had been conceived in 1931, by a little known Jewish German, Josef Ganz. He advocated for a people’s car with an air-cooled engine placed at the rear. He raced his revolutionary May Bug prototype through the streets of Frankfurt. In 1933 he presented his German Volkswagen to Adolf Hitler at the Berlin motor show; however he was soon arrested by the Gestapo on falsified charges of blackmail of the automotive industry. He was eventually released and managed to escape Germany in 1934 and any connection between him and what soon became Hitler’s project, was erased from history until recent times. (See note at end of article)

Hitler commissioned Porsche to develop a “Peoples Car” (literally a Volks Wagen), the car was to be able to seat 2 adults and 2 children, with room for their luggage, and be able to cruise at 100km/h (62mph). The Volkswagen name however wasn’t to become official until a few years down the line.

By the outbreak of World War 2 in 1939, only a handful of consumer cars had been produced, and all customer orders had been cancelled as production was switched from civilian vehicles to that of military vehicles.

It is suggested that a lot of the Beetles design features were also influenced by that of the Czech manufacturer Tatra, and their chief engineer Hans Ledwinka. It is cited in the book “Car Wars” that Ferdinand Porsche admits to having “…looked over Ledwinka’s shoulder” whilst penning out the initial ideas for the Beetle.

The similarity between the two designs clearly hadn’t gone unnoticed by the likes of Tatra, who launched a lawsuit, which was then swiftly
dropped following the Third Reich’s invasion of Czechoslovakia.
Later Tatra pursued the lawsuit following the end of the war. The ensuing 1961 lawsuit ruled in favour of Tatra, and resulted in Volkswagen being ordered to pay a sum of 3,000,000 Deutsch Marks to Tatra. This swallowed up a sizeable portion of VW’s development budget and led to the Beetle being one of the longest running production vehicles of all time.

Following the end of the war, the VW plant was taken under the control of the US armed forces.
Opinion in the United States was not flattering. The Ford Company was offered the entire VW works after the war for free. Ford’s right-hand man Ernest Breech was asked what he thought, and told Henry II, “What we’re being offered here, Mr. Ford, isn’t worth a damn!” With that, the Ford Motor Company lost out on the chance to build the world’s most popular car since their own Model T.

The Americans handed control of the factory to the British. The re-commissioning of the VW factory is heavily credited to British Army Officer Major Ivan Hirst, who was ordered to take control of the factory, which had suffered heavy bomb damage during the war.

One of the first tasks Hirst was given was to remove an unexploded bomb, which having fallen through a roof, had lodged itself between some essential and irreplaceable parts of production equipment.
Had Hirst failed in this task, the Beetle would have been consigned to the history books, and things would have been very different.
Convinced by Hirst, the British Army ordered 20,000 Beetles; his goal for 1946 was to achieve production levels of 1,000 cars per month. By the end of 1946 10,020 Beetles had been made, so he was close to the original target.
Changes over the year were minimal, mostly simple manufacturing changes with production methods being changed. Tyres however did gain ½” in width, and cardboard sound deadening was fitted to the engine bay.

In 1947 the Beetle was debuted at Hannover fair, and was met with an excited reception. It was around this time that Dutchman Ben Pon appeared on the scene (Pon is credited with coming up with the concept for the VW Type 2). He saw a future in exporting the new VW to the Netherlands, and ordered 6 cars.
Again changes were minimal for the 1947 model year, with bearing and bearing cap changes on the front and rear axles, an improved spare wheel chain and bracket, and a change to the cooling air throttle ring. 1948 saw plans for a new redesigned Beetle for the export market.

In the same year, the Reichmark was replaced by the Deutschmark, and East and West Germany were split up. West Germany implemented the Marshall plan, pouring millions of dollars into the West German economy to stimulate growth.
Production had risen to twice that of the previous year, with 19,244 Beetles rolling off the production line. July 1949 saw a new model of Beetle released, the aptly named “export” model had been created with the idea of having a higher specification variant for foreign markets.

Distinguishing features between the two models were; chromed curved bumpers, chromed hubcaps, chromed headlamp rings and chromed door handles. A high gloss paint finish was offered, and the overall quality of the materials used was better on the export model. By 1955 over a million cars had been sold.

**Volkswagen 1948 Type 11A Beetle –“Abby”**
Absinthe or Abby as she is called has a build number of 42420 and rolled off the production line on the 12th January 1949 and was exported to Switzerland on 18th of January 1949.
This model is an original and not the export model, as you can see there is no chrome or a high gloss finish. With a top speed of 95kph, a full crash gearbox and cable operated brakes she is a challenge to drive in modern traffic.
Abby was fully restored in Switzerland in 1979 - 81. Abby has travelled over 350,000 kms and has the original log books, 1949 Swiss import documents and Volkswagenwerk letter of authenticity.

**Truly a car that changed the world!**

**Note:** In 1951 Josef Ganz immigrated to Australia. For some years he worked for General Motors-Holden. He died in obscurity in St Kilda in 1967.
**Retirement of Leigh Sheilds**

As many of you know the November display will be the final display which Leigh is organising. The contribution he has made to the success of our organisation cannot be understated. Leigh has been curating our vehicle displays for many, many years. The reputation he has built within the industry has enabled him to access vehicles which would most likely not have been available to a small country museum like ours. Who can forget the last Holden Torana, the replica of an 1886 Benz and the Brock collection to name just a few.

Whilst it is true that the museum runs solely through the effort of our volunteers, we believe that Leigh’s contribution has been exceptional. Without the calibre of displays which he mounted, it is doubtful we would be where we are today.

In recent times of course, he has been the instigator of the “Guard’s Van” project. This has generated a great deal of interest from both members and train buffs alike.

So we say a huge “thank-you” to Leigh for all of his work and wish him well in his travels.

But this is not goodbye as we understand he will still continue to be involved as and when he can.
My First (two) Cars

by Rick O’Connor

The first car I owned was originally my grandfather’s. It was a 1935 Ford V-8 “deluxe sedan”. It had an enclosed tail shaft, transverse leaf springs (front and rear), spoked rims, radio (Astor, I think), running boards and it had a boot which was opened by leaning forward the back of the rear seat. The generator was a three-brush type, which I used to alter, according to my mood at the time. The original mechanical brakes had been changed to hydraulic by the two motor-mechanic sons (one being my father). I took over the car after the death of my grandfather in the early sixties and it was driven unmercifully hard by me.

I broke an axle and another time damaged the gearbox. Each of these meant the car was off the road for some time, at my father’s motor business. I couldn’t afford to have it repaired immediately and had to pay it off by working weekends at the garage, acting as petrol seller, checking customer’s cars tyre pressures, sweeping the forecourt, keeping the oil bottles full, answering the phone, and at the end of the day, balancing the petrol sales with the till and the list of customers who had booked up their purchases.

I had that car for about 7 years during which time I became a bit more circumspect in my treatment of it. It took me to Wilson’s Prom several times, to Mildura and Adelaide and never missed a beat.

I eventually sold it to a keen purchaser for $60 (actually 30 pounds). Then in ’65 I “up-graded” to a 1956 Ford Customline sedan, GPY-441. It had 272 c.i., O.H.V., manual transmission, 12 volt, no heater, crappy vacuum-operated windscreen wipers, (always died when you needed them most) and two-tone paint work. That car was a great machine. I could squeal the tyres (no, it wasn’t a slipping fan-belt) when making a right hand turn, something to do with the engine’s torque and taking a bit of the weight off the OSR wheel.

At the start of 1967, I started working in Maffra High School and the car was a fair source of comments, especially from some of the Form 4 members (now known as Year 10) e.g., “if you can’t afford a Dodge, dodge a Ford”, etc., etc.

That was alright. For some time, at each weekend, I was backwards and forwards to Melbourne, to work on a Jeep I had just bought; that’s another story.

I knocked up just under 150,000 miles in that vehicle and never broke a thing. It just kept going and going. When 1976 arrived, the old girl was getting pretty tired and I decided that it was time to find somebody to take her over. She went to Neil Pryce, son of Ralph Pryce, who ran the business Pryce and Hewlitt(?), in Johnson Street. After Neil bought it, I never saw the car again. I hope she had a good retirement.

Remember what the servo on the corner of McLean and Powerscourt St looked like in the early days? People still call it Links Servo. Notice Rick O’Conners car parked at the side.
The Guard’s Van

By Leigh Sheilds

For those that don’t already know GVC has purchased a disused Guard’s Van. The significance of the van, built by A.E. Goodwin in 1956, comes partly from its serial number, No. 1 of 40 that were built (of which only a handful survive) and partly from the fact that it was used on the Maffra line when it was in service.

At its peak there were approximately 20 trains per day going to, or passing through Maffra. All goods services to Bairnsdale and beyond were routed through Maffra up until Sale received its present station. This enabled trains to pass through without changing ends, making Maffra the busiest station on that line.

Once the van is refurbished, we will mount it on tracks at the disused platform built in 1942 beside the Museum building. It will house a collection of early Gippsland Railway history, which will add another dimension to the transport experience of the 10,000 plus annual visitors to the Museum.

The carriage requires a large restoration effort, but a volunteer crew has started work and a big effort in recent weeks has seen the roof cleaned, and thanks to funding from the Maffra Community Bank Branch, re-cladding done and most of the non-original interior fittings removed.

After much hard work by Secretary Sue we have applied for and received a grant from the Wellington Shire of $5000, enabling us to proceed further with the refurbishment. To this end cladding has been ordered for the sides and we will undertake the fitting of same when it arrives. We also wish to thank the Maffra and District Community Bank for their generous contribution of $2000.

This project has created an unofficial men’s shed type atmosphere whereby volunteers gather each Friday morning to work on the rolling stock and other rail exhibits whilst socialising. In the short time this project has been in operation we have organised a trip to the Newport Rail Museum and we are negotiating with 707 Operations, a heritage train operator, to run an excursion to Sale and then bus participants to our museum.

Looking to the future we plan to extend the rail exhibit. Recently a Victorian Railways VTQY Oil Tanker originally built in 1953 for Vacuum Oil (through mergers now part of Exxon Mobil) has become available; the first of only 3 built and the only survivor. This along with the fact it was most likely used in Gippsland from the Barry Beach Marine terminal gives it historic significance to Gippsland making it worthy of saving. It is currently residing in Korumburra.

To this end we are seeking sponsorship to aid in the relocation and refurbishment of this tanker as part of our rail display. Poor timing we know but Exxon Mobil has been approached and at the time of writing they haven’t dismissed the idea out of hand so we remain hopeful. We envisage one side painted in the original Vacuum Oil colors, the other could feature a sponsor’s past or present signage.
A visit to the Rally of all Rallies – Bay to Birdwood Rally 2019

By Peter Quennell

I had the privilege of attending the Bay to Birdwood Rally several weeks ago with the Australasian Motor Museums Assoc. What a terrific way to thoroughly enjoy a day. The weather was superb and the rally was fully booked (capped at 1750 vehicles).

And what a show!!! The first eye-filler I found was a few hundred Minis – celebrating their 60th year of the Mini, and the Minis just kept coming . . . Others clubs were celebrating anniversaries as well, and the majority were enthusiasts enjoying the magnificent atmosphere and events.

This year the event was for classic and early modern vehicles (manufactured between 1956 and 1986) and took place on the last Sunday in September. I believe 2020 will be a year for vehicles manufactured up to 31 December 1959 and is held in 'even' numbered years ie. 2020, 2022, 2024 etc.

First held in 1980 the event has become a fixture on the South Australian events calendar. It was billed as a mass-participatory citizen-collector motoring event. It draws participants from far and wide and attracts thousands of spectators to line the route and attend the start and finish events.

At the finish event, there was entertainment, local produce, food and wine, children’s activities and the camaraderie of participating in and celebrating this internationally renowned event. The judging of the vehicle awards takes place at the finish as well as the Fashions in the Field where everyone has the chance to show off their finery and win great prizes.

Many photos taken, excellent catering added significantly to the day, along with several thousand like-minded vehicle enthusiasts all craving a look at their favourites. I wholeheartedly recommendation the B2B for participation in future events.
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:
- VicRoads Club Permit Application Form
- Current Certificate of roadworthiness
- Completed Club Permit Agreement form from GVC
- 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/
VicRoads permit application forms can be obtained from any VicRoads office or online at 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 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
Dean Bloomcamp
Geoff Butler
Greg Deutscher
Tim Johnson
Bernie Massman
Jack Russo
Jody Wilson
Brian Youl
Philip Brown
Julian Cassin
Matthew Field
David Iancey
Peter Miller
Clarence Stinton
Tony Wilson
Carmel Brudenell
Bill Cropley
Eamon Hartley-Smith
Peter Linke
David O’Reilly
David Thexton
Sean Wilson

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
Quick Facts

- Incorporated Not for Profit community organisation.
- We have an associated entity – Gippsland Auto Museum Inc. which holds Deductable Gift Recipient tax status and is also the legal owner of our assets such as the building.
- The Museum is housed in a 2,200 square metre building which was a vegetable dehydration plant, built by the Defence Dept in 1942.
- Work on establishing a museum commenced in 2004 with a peppercorn lease signed with Murray Goulburn.
- It took 2 years to clean, repair and renovate the building.
- We officially opened in 2006.
- The building was finally purchased by GAM in May 2018 and was funded entirely by our own resources.
- We now have more than 730 members.
- The organisation is run by an enthusiastic band of volunteers.
- We have three different themed displays each year which are launched on the second Sundays of March, July and November.
- Up to 50 motorcycles are on display at any one time in the museum.
- We hold an annual Fundraiser for the Cancer Council which attracts many vehicles and visitors from near and far.
- We also hold a bi-annual rally which seeks to bring people into the district to enjoy a weekend in beautiful Gippsland.
- All of the above contribute to over 10,000 people visiting the museum per annum.
- Member of Museums Australia.
- Member of Australasian Motor Museums Association.
- Wellington Shire’s most popular non-natural attraction.
- Generously supported by the local community.
Recent Photos at GVC- The Mini Club

Happy birthday to the Minis celebrating their 60\textsuperscript{th} year!
Recent Photos at GVC - Cool Cars Kick’n Cancer
Recent Photos at GVC – Roots Group visit
Recent Photos at GVC – Torana visit
Iconic boy’s dream
Recent Photos at GVC – The Spirit of Changeover day
A few of the very fine vehicles at Birdwood Motor Museum
IF YOU HAVE LENT US A HAND IN ANY WAY SHAPE OR FORM OVER THE LAST 12 MONTHS

YOU ARE INVITED TO THE

GVC VOLUNTEER CHRISTMAS PARTY

When 4th December
Time .......... 6.00 for 6.30
Where GVC

RSVP NO LATER THAN Monday
25th November to Sue

Email – sue.lawrence@promm.com.au OR

PHONE - 0455 556 542
CARS THAT CHANGED THE WORLD

SUNDAY 10TH NOVEMBER 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 February

- Bring your vehicle to create our display for the day ‘All makes welcome’
- Display vehicles from 9:00 am (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).

For enquiries, maps and info visit our website www.gippslandvehiclecollection.org.au
For further information: Ph: (03) 5147 3223 or Mob: 0409 667 096
MARVELS OF MAFFRA

OPENING SUNDAY MARCH 1 2020

CELEBRATING THE OPENING OF OUR NEW DISPLAY

At our Motor Museum until the end of June

- Bring your vehicle to create our display for the day “All makes welcome”
- Display vehicles from 9:00am (Freemuseum entry for display vehicle drivers)
- Trophy for Best Presented Vehicles
- Refreshments available
- Gold Coin Charity donation for admittance to the grounds

Museum Open - Friday Saturday Sunday Monday 10am - 4pm
- Daily during School Holidays
- Anytime by appointment (for groups)

For more details and enquiries
Website www.gippslandvehiclecollection.org.au
Telephone 03 5147 3223 Mobile 0409 667 096
1A Sale Road (Cnr Railway Place) Maffra