



Shed Chatter

A NEWSLETTER FOR GIPPSLAND VEHICLE COLLECTION MEMBERS

CONTACT

Phone: -5147 3223

Mail: -PO Box 806 Maffra 3860

Email:

admin@gippslandvehiclecollection.org.au

Like us on Facebook



Opening Times:

FRI, SAT, SUN & MON

10am to 4pm

Open all school holidays and Public Holidays
(Closed Good Friday and Christmas Day, 1/2-day
Anzac Day)

Anytime by appointment

Adults \$17 - Concession \$12 - Under 15 Free

www.gippslandvehiclecollection.org

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Issue 3 -2025



Hi everyone, next year while **The Shed** is closed for renovations, I am not sure if *Shed Chatter* will be produced in its current form. The next proper *Shed Chatter* will be out in time for the reopening in July next year. I am hoping that there is a member out there who is willing to take over the production. I have been producing the newsletter for 10 years now and feel it is time for some new blood. Let me know if you are interested.

cdurdu@bigpond.net.au

0428456267

Club Permit Renewal

You can get your renewal signed at The Shed - Fri, Sat & Sun between 10am & 1 pm and Mon 1 - 4pm without appointment. We accept Club Plate renewals in the mail, (GVC, PO box806, Maffra, 3860) provided you enclose a stamped, self-addressed return envelope and \$15. This will be signed and returned in the envelope supplied.

Please direct all enquiries for new club plate applications to

Vanessa Noble on 0417356822 for an appointment.

Current VicRoads fees: 45 days- \$86.30 or \$166.70 for 90 days.

You can pay VicRoads through their MyVicRoads account.

For more information on Online Renewals, please visit VicRoads web page: -

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

Committee

Office Bearers

Name	Email	Phone	Role
Vanessa Noble	vanessabnoble71@gmail.com	0417356822	President
Leigh Sheilds	us6owner@bigpond.com	0429164763	Vice President
Sue Lawrence	s62lawrence@gmail.com	0455556542	Secretary,
Justin Robson	justinrobson@outlook.com	0407886475	Treasurer
Vanessa Noble	vanessabnoble71@gmail.com	0417356822	Retail Manager
			Club Plate Officer

General Committee

Paul Kurts.	pecker70@icloud.com	0408702783	Display Coordinator
Terry King	tezron@iprimus.co.au	0428102466	Model Train Coordinator
Eijnar Teuben.	eijnar@bigpond.com.	0400899666	
Ross Foster	ford1929@hotmail.com	0409018415	
Lynette Hume	hume8@bigpond.com	0416034677	
Bruce Allen.	bruceallen56fj56@gmail.com.	0403 161 715	
Nick Elliott.	chiefe242@gmal.com	0484082292	
Jim Ballard.	familyballard09@gmail.com	0412544011	

Other

Mark McKibbin	mckibbinmark@gmail.com	0419515606	Membership Secretary
Caroline Duck.	cdurdu@bigpond.net.au	0428456267	Shed Chatter Editor
The Museum		0351473223	

The **Emergency+** app is a free mobile app developed by Australian emergency services to help users quickly and accurately communicate their location to emergency services when calling Triple Zero (000). It utilises a smartphone's GPS functionality to provide latitude and longitude coordinates, as well as address and suburb details. It also incorporates **what3words**, a system that divides the world into 3-metre squares, to give a precise location, especially in areas with poor GPS coverage.

The app works throughout Australia and also incorporates the ability to directly call Triple Zero (000), the Police Assistance Line (131444) and the State Emergency Service (SES) (132500).

Hint: If you are in an area without mobile coverage and you need to move from the scene to call emergency services, take a screen shot of the **Emergency+** app at the location of the emergency and convey these coordinates to the Triple Zero call taker.

You can download the app from your favourite App Store.



Event Name	Event Calendar Date	Time	Location
Triennial East Gippsland Historical Auto Club will be visiting	01/11	Around 11am	GVC: The rally will be visiting as part of the triennial rally.
Point Nepean Heritage Motor Show	02/11	10am -2pm	Point Nepean Quarantine Station For more information visit: https://pointnepeanmotorshow.com.au
Historic Sandown - Return of Thunder	7 -9 Nov	From 7am on the 7 th - 5pm on the 9th	Sandown Raceway Celebrating 100 years of Ford in Australia. For more information visit: https://www.vhrr.com.au/sandown/historic
Simply The Best Display Day	09/11	From 9am	GVC Dispaly Day All the best marques including Rolls Royce, Cadillac, Mg and Porsche
Concourse d'Elegance	16/11	10am -2pm	Cruden Farm, Langwarren. Stunning display of historic Rolls Royces, Bentleys and Aston Martins
Day of the Volkswagen	16/11	9am -3pm	Yarra Glen Racecourse. Celebrating 75years of the transporter.
MG Car Club of Melbourne	21/11	No details yet	GVC
Scooterville Rally	22/11	No Details Yet	GVC Scooterville Rally is run in connection with Legacy.
Auto Classica 2025	23/11	9am -3pm	Maling Rd Canterbury
Probus Club of Bairnsdale	26/11	No details yet	GVC

Notes From the Committee

There has been quite a lot happening at the museum since our last newsletter.

Perhaps the most noticeable is the arrival of an old bitumen tanker which is now sitting on the rails. Big thanks to Bradys Transport for their assistance in this mammoth task.

The big train boys are also restoring a lovely vintage petrol bowser which will be a great addition to the display.

We have also been given a not quite so old petrol bowser by Evans Petroleum.



In small train world, the volunteers have had the trains up and running on several occasions over the past months. Our visitors are really enjoying seeing it in operation and having the chance to chat to some of the guys about its journey so far.

Now that Spring has arrived, we have been getting a lot of visiting groups. These are ranging from Probus and other service clubs, caring groups and vehicle clubs.

We would very much like to thank the **Good Times Motoring Club** from Yarram and the **Gippsland Sporting and Classic Car Register** who came for a visit and very generously made donations towards our roof fund.

Over the last couple of months two of our very long-term volunteers have decided to retire from their respective roles at GVC.

Both Anne Phillips and Sam Crothers joined GVC right back when we started and over the years have contributed enormously to the museum. Sam is best known for his years behind the counter whilst Anne has mounted displays in our museum cabinets which reflected the current display. Without the dedicated support of members such as these, our organisation would not be where it is today.



ROOF UPDATE Fundraising

We wish to thank both the **Bendigo Bank** and the **Maffra Community Sports Club** for their generous support and financial contribution towards our roof fund. Their support together with the donations that you and other visitors to the museum have made mean that we are now in a position to proceed with the replacement of the roof.

Unfortunately, we have not been able to raise sufficient funds to undertake all of the work which was originally proposed. This included removal of asbestos from the library, office and cleaning rooms etc.

We have therefore decided that these areas can be left as is, as the asbestos poses no threat, given it is enclosed and never touched. This has resulted in a reduction to the overall cost of the project.

Both the GVC committee and GAM committee held several meetings to discuss the options and concluded that we should proceed, even though we will have some level of debt. To do nothing was not an option as we know that sooner or later the roof will be compromised and we would be forced to close.

This means that the roof will be entirely replaced – YAHOO!!!!

As I write this, we are waiting on quotes from several contractors with the closing date being the end of October.

A small group will assess each of the quotations against several criteria and award the contract. It is hoped that this process will be finalised by the middle of November.

We wish to take this opportunity to thank the **Wellington Shire** for all the assistance they have provided in helping us to put together both the “Quotation and Assessment” documentation.

SO, WHAT'S THE PLAN?????

We will close at the end of **January 2026**.

During the **first weeks of February**, we will need to pack up everything in the museum, kitchen, retail and front area. We will be looking for volunteers to give us a hand with this so please help if you can.

March – Contractors commence the work

From this point, nobody will have access to the grounds or museum

Mid-June – Contractors hand back the building to us and we then have to unpack everything and set up for the new display which will open on **12th July 2026**. – Again, we will be looking for assistance with this.

CLUB PLATES - Sue is currently working on an alternate venue so we can continue to handle renewals and new cars whilst we are closed. We will advise all Club Plate members of the arrangements once these have been finalised.



Gippsland Vehicle Collection
Roof Replacement Fundraising Raffle

Limited edition # 0503

GMH
The Final Chapter Collectors Book
Value \$649

Generously Donated to GVC by the Trafalgar Holden Museum for the roof fundraising efforts

TICKETS \$2.00 each
or
6 for \$10.00

Drawn 26th January 2026-Australia Day
Can be delivered to Melbourne Area

The poster features a red Holden license plate at the top left, a green circular logo for 'GIPPSLAND VEHICLE COLLECTION THE MAFFRA SHED' in the top right, a silver Holden 'Final Chapter' collectors book at the bottom left, and a red Holden 'Final Chapter' collectors book at the bottom right.

THIS IS A WAY YOU CAN HELP US WITH OUR FUNDRAISING

FOR THE REPLACEMENT OF THE ROOF

TICKETS CAN BE PURCHASED AT GVC OR

BY DIRECT DEBIT INTO ACCOUNT

BSB **633 000**

ACCOUNT NUMBER **134 985 969**

**PLEASE INCLUDE YOUR NAME OR MEMBERSHIP NUMBER AS THE
REFERENCE SO WE CAN PUT YOUR NAME ON THE TICKETS.**

You can still donate directly, see page 12 on how to do it.

Our next display is called Simply the Best

One of the displays will be a Cadillac Fleetwood Castilian Stationwagon, displayed by David Mclellan

This Cadillac is the only one in Australia of eleven built by Coachworks, California, in 1976. The 1976 Cadillac Fleetwood Castilian was a rare, custom-built station wagon conversion of the Fleetwood Brougham, created by ***Traditional Coach Works***. It featured a custom fibreglass roof and a fastback-style liftgate. It was priced around \$30,000 US in 1976 (\$170813 in today's terms) it was expensive and exclusive, powered by a 500 cubic inch (8.2L) V8 engine and offering immense luxury and space. It cost nearly double the price of a standard Fleetwood Brougham which made it a very exclusive vehicle.

The Castilian roof was custom-constructed from fibreglass and is raked toward the rear with a slanted, fastback-style lift gate, along with a stainless-steel Targa band to make it look more like a sporty country-club style of wagon. Below the custom roof, the Castilians remained factory Fleetwoods, with a 133-inch wheelbase and overall length of 233.7 inches. The 500 cubic-inch Cadillac engine is fed by a four-barrel Rochester carburettor and backed up by a Turbo Hydramatic transmission. The original interior retains its leather upholstery, power seats and windows, power steering and brakes, cruise control, air conditioning, and tilt steering wheel—plus limousine-style footrests for rear-seat passengers.





Key background information

Custom conversion:

The Castilian was not a factory-built car but a conversion from the standard 1976 Fleetwood 60 Special Brougham sedan by an authorised coach builder, Traditional Coach Works.

Unique features:

Its most distinctive features were the custom fibreglass roof, a fastback-style liftgate, and a stainless steel target band on the rear.

Cadillac-approved:

The conversions were officially sanctioned by Cadillac, allowing customers to order them directly through their local Cadillac dealers, which added to its exclusivity.

Luxury and power:

As a Fleetwood Brougham conversion, it came with opulent features like rich leather interiors and woodgrain panels, powered by the massive 500 cubic inch (8.2L) V8 engine, which was a final year for this large engine in the Fleetwood line.

Rarity:

Only around 40 units are estimated to have been built between 1975 and 1976, with only about 11 being the specific 1976 model year, adding to its collectible status today.

Notable owners:

Due to its high price and exclusivity, the Castilian attracted numerous celebrity owners, including entertainer Dean Martin, Sammy Davis Jnr and Elvis Presley who all owned one of the eleven original cars.

Another exhibitor is Leigh Gage who has two cars in the display; a 1983 C3 Corvette and a 1969 Mercury Cougar convertible.,

1982 C3 Corvette Collectors Edition

This car was purchased brand new in October 1982 from a Chevy dealership in Toronto Canada. it was brought to Australia in 1983 by a **Panam** airline pilot. it was converted to right hand drive in early 1984 and spent 7 years in Hobart Tasmania. In 1991 it was sold to a gentleman in Queensland and stayed there for 12 years. In 2002 it was sold to a **Corvette** member in Victoria who had it for 20 years. I purchased the car in 2023. This **Corvette** is one of 5659 produced in the collectors edition. To my understanding there are approximately 6 in Australia. To my knowledge ours is the only right hand drive. Being a Canadian delivered car, it came without the Californian pollution requirement, hence the 165 mile an hour speedo and some slight differences in chrome. The miles are original on the car, it has never had a rebuild, and was only resprayed 5 years ago. These cars could only be purchased in the one option package, hence the crossfire injection engine, 4 speed auto transmission, power steering, aircon, electric windows/mirrors and the glass hatchback.



1969 Mercury Cougar Convertible

This Car came to Australia in 1985 from Canada to Queensland where it was converted to right hand drive and resprayed back to its original colour of white on maroon. It has had three owners, making myself the 4th owner when I purchased it in 2016.

This car has the original 4 barrel 351 Windsor engine and FMX 3 speed auto. It was opted at purchase with XR7 sports dash and aircon. it is not operating at the moment. The changes from standard are:- different side mirrors, radio and wheels. Car has original miles.



A REWARDING HOBBY



My name is Terry Payne and I have made a small donation of model cars to the Gippsland Vehicle Collection at Maffra. They are all in 1:18 scale diecast, and with the exception of a German Mercedes-Benz model, the rest are all models of American motor cars with one example, a **1972 Pontiac GTO** shown in the lead-in photo above.

Like many young boys growing up in the 1950's, I started my hobby by making 1:72 scale World War 2 fighter planes from plastic kits produced by the Airfix company of England. These included the Hurricane and Spitfires used by the RAF in the Battle of Britain. As the years went by, I progressed to 1:24 scale model car kits of American motor vehicle models. The best kits back then were produced by American companies such as AMT, Monogram and Revell.

You grow up, leave school, get a job, marry and have children. So ends that hobby.

In the 1990's, and after my children had grown up, I started to collect 1:18 scale diecast model cars. They were readily available in hobby stores everywhere around Australia and my preference was American makes. These were complete, and though they did not require any assembly, they were more of an 'economical' style of model with only average detailing and not the best paint finish. However, they didn't look too bad behind glass in a display cabinet.

Towards the end of the 1990's, an Australian company, Biante, started to turn out models of Aussie muscle cars starting with the iconic Ford Falcon GTHO. Suddenly a new market opened up for automobilia collectors as Biante were soon producing 1:18 scale diecast models of both Ford and Holden cars that took part in Aussie motor racing, especially those cars raced at Bathurst over the years. As well, these models are highly detailed compared to those I had been collecting in the past. Today, Biante, as well as a few other companies, continue to produce models of both motor racing and road-going cars from Ford, and Holden as well as models of the great Aussie Valiant Chargers.



**1959 Oldsmobile Ninety-Eight
Holiday 'Scenique'**

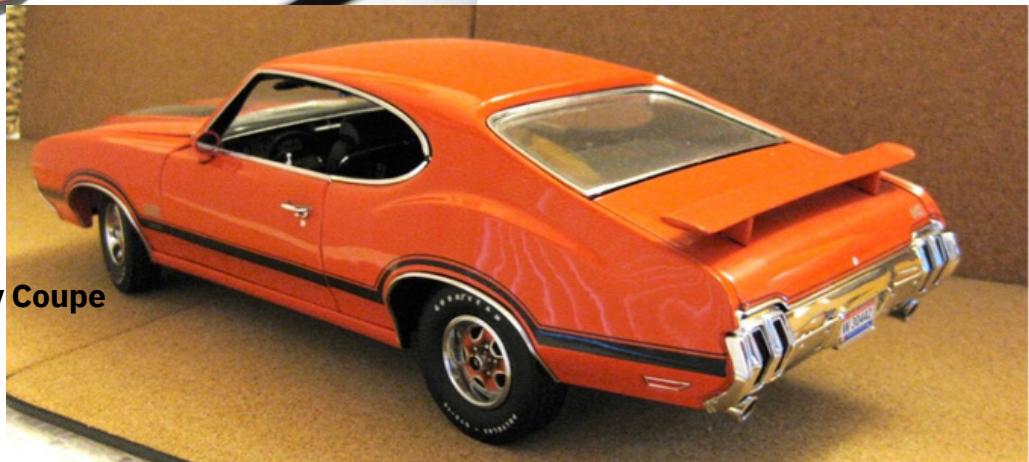


I continued to collect American models, but changed to the more expensive brands which meant having better quality models made by producers such as GMP and Lane Exact Detail. Their 1:18 scale models are excellently detailed as can be seen in the two photographs above of a **1959 Oldsmobile Ninety-Eight Holiday 'SceniCoupe'**.

Now it is time to down-size and that means reducing the number of scale model cars in my collection.



1967 Oldsmobile Cutlass Supreme Holiday Coupe 4-4-2



Oldsmobile 4-4-2 Holiday Coupe



1971 Oldsmobile Cutlass Supreme 'SX' 2-door Hardtop Coupe.



1968 Plymouth Barracuda Fastback Coupe.



Gippsland Vehicle Collection Inc. & Gippsland Auto Museum Inc needs YOUR help!!

Our 80-year-old asbestos roof is in need of replacement to ensure we can continue to provide great displays into the future.

ALL DONATIONS OVER \$2 ARE TAX DEDUCTIBLE

How to donate:

Direct Deposit:

Name: GIPPSLAND AUTO MUSEUM INC

BSB: 633 000

Account number: 207998964

Reference Roof Fund 'Your Name"

For a Receipt

Please email

Sue: s62lawrence@gmail.com

OR phone on 0455 556 542 and provide your details.

Via our website

gippslandvehiclecollection.org/donate

Over the counter

We are open Friday, Saturday, Sunday and Monday



Our volunteers will be able to issue you with a receipt.

**Donations of \$500 & over will be recognised
on an honour board within the museum**



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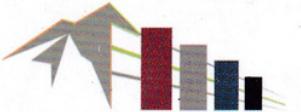
We are getting a bit low now on volunteers to work on the front counter. This usually involves one morning or one afternoon per month with each shift going for 3 hours.

Please give Sue a call on 0455 556 542 if you think you can help.



"When mom wakes up, tell her I was only joking. I didn't hack into your bank account to buy a 1955 Chevy, 2-Door hardtop. Some people just can't take a joke."





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For enquiries, maps and information, visit our website
www.gippslandvehiclecollection.org.au

Museum opening times: Fri, Sat Sun, Mon, 10am-4pm. Daily over school holidays. Anytime by appointment



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P.O. Box 806, Maffra, VIC, 3860



A BIG THANKYOU TO ALL OUR VOLUNTEERS AND WORKERS