

ISSUE 785



SEPT 2023

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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Mobile 0419 506 387
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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: 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:

Bill Eldridge 03 9798 8636

John Rhodes 03 9798 8636

John Davis 0418 998 520

Brian Smith 0401 802 264

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 & Edith Stevenson,
Garry Jewell, Holly & Devron
Schwind and Adam Francis.

AGM & Members Meeting

Friday 23rd September 2023

Enjoy a Sausage Sizzle from 6:30 pm

Meeting starts at 8:00pm

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 2023

Sept.	22nd	Friday	AGM and Members Meeting
	29/9-1/10	Fri/Sun	Grand Final Camping Weekend
October	7th	Saturday	Observation Run
	14th	Saturday	Coffee & Chat
	18th	Wednesday	Mid Week Run
	27th	Friday	Members Meeting
November	11th	Saturday	Coffee & Chat
	11th- 12th	Sat- Sun	Bendigo Swap Meet
	15th	Wednesday	Mid Week Run
	19th	Sunday	American Motoring Show
	24th	Friday	Members Meeting
	26th	Sunday	Christmas/Presentation Luncheon
December	2nd	Saturday	Christmas Picnic
	9th	Saturday	Coffee & Chat
	10th	Sunday	VSCC Two Wheel Brake Rally

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New Members

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

Andrew & Dionne Hendy 1928 Ford Model A Speedster, 1949 Triumph
2000 Roadster, 1957 Austin Healey Roadster.

Rob & Wendy Winterbottom 1928 Sunbeam 16.9 Sports Tourer.

Gareth & Gabriela Roberts 1923 Jewett 18/22 Tourer.
rejoining.

We hope you enjoy being members of our Club.

Front Cover:



David McLachlan's 1927 Rover Nine,
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:

Wednesday 27th September

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

Looking out my window whilst writing this report I see blue sky and sunshine. Perfect weather for an outing in your heritage vehicle. Many events have been planned for the warmer weather, so no excuses. Get your car out and go.

As I said last month, we have our AGM in September so please come along and enjoy a sausage sizzle before the meeting. Don't be afraid we won't tie you down until you volunteer for a committee position, although it would be great for a new face or two.

Remember our Christmas presentation lunch is a little earlier than normal and will be held on the 26th November this year.

I would like to thank those who helped with cleaning and tidying up after coffee and chat this month. It took no time and wasn't left for one or two people, which is quite often the case. Many hands made light work. If we could carry that on for the members meeting, I would be thrilled. It makes it a more pleasing evening for the few who normally do the work.

Safe Motoring
Glenda Chivers

From the Editors Desk

Welcome to the September edition of The Vintage Driver.

This month we feature a new members light British tourer David McLachan attended our recent new members day, along with another example of the Rover marque. It's good to see these vehicles being restored and enjoyed, they are an important part of our motoring history.

As I write this a number of our members are long distant touring on the Where Rivers Run event.

Covering some 3000 kilometres via Broken Hill, White Cliffs, Temora, Howlong.

I trust they will be enjoying reliable vintage motoring! There should be some interesting stories for forthcoming issues. Our coffee and chats continue to be well supported on the second Saturday of each month, they are a great opportunity to chat with likeminded members and you never know what is going to turn up in the car park!

Attendance at our meetings since COVID has been a little patchy, so I encourage our members to come along to our next meeting that just happens to be our annual general meeting.

Another good opportunity to enjoy a chat with fellow members.

As always, we are on the lookout for members contributions for our magazine. So please assist us to assist you by sending your contribution.

If you would like to see your car on the cover, I am happy to discuss it with you.

Get your motoring year off to a great start by coming along to the Festival of Motoring to be held at Cruden Farm Langwarrin. If you live in the Mornington Peninsula or surrounding areas this is a perfect opportunity to exercise your vintage vehicle, and all proceeds are donated to Beyond blue.

Happy vintage motoring

Iain R

MINUTES OF THE VINTAGE DRIVERS CLUB MAY MEETING

August 25th, 2023

MEETING CHAIRED BY: President, Glenda Chivers.

Glenda welcomed and thanked everyone for attending the meeting.

MEMBERS PRESENT: There were 53 members present. There was no zoom meeting.

APOLOGIES: Dee Baxter, Richard Unkles, Sue Schulz, Richard Badham.

NEW MEMBERS PRESENT:

There were no new members present.

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

TREASURERS REPORT: The Treasurer presented her treasurers' report with figures given for the period of 17th July to 13th August 2023. Maureen outlined the monthly expenses which included the beginning of the club's catering van which is now underway. Other expenses included magazine costs and the usual Club room expenses such as cleaning, telephone etc. The Clubs income included membership payments which to date at the time of the meeting we have had 84% memberships now paid, RACV sponsorship for the year and the usual Club room rentals.

The Treasurer once again reminded members that memberships are due and to organize payments as soon as possible.

NEW MEMBERS:

Katrina & Euan McDonald with a 1930 Ford Model A Speedster
Andrew & Dionne Hendy with a 1928 Ford Model A Speedster,
1949 Triumph 2000 Roadster and a 1957 Austin Healey Roadster.

Rob & Wendy Winterbottom with a 1928 Sunbeam 16.9 Sports Tourer.

Gareth & Gabriela Roberts rejoining the club with a 1923 Jewett 18/22 Tourer.

A big welcome to all our new members.

GEARBOX REPORT: Garry Jewell gave his entertaining report of what is currently available with 4 x Polar fleece scarves for sale at \$20.00 each.

EVENTS REPORT:

In Stuarts absence, Doug Stevenson presented the Events Report -

PAST EVENTS:

New Members Day – was held at the Melbourne Steam Traction Engine Club in Scoresby, which was very well attended with approximately 100 members, 60 cars and six 100-year-old vehicles. Certificates for the 100-year-old vehicles were presented to the owners by Glenda. It was wonderful to see so many volunteers who helped with the set-up, parking of cars and especially cooking the free sausage sizzle for our members. A great day was had by all.

Coffee & Chat- was attended by a good number of our members once again.

Mid-Week Run – was arranged by Ann & Lyle Drysdale who had also arranged for a lovely sunny day for a drive through the Dandenong's with lunch being held at Upper Beaconsfield. A good turn out of 32 members attended the day.

UPCOMING EVENTS:

4th – 17th September – Where the Rivers Run Tour

9th September – Coffee and Chat

13th September – “Going back in time” which is being organized by Kurt & Sue Schulz. There is a sign-up form supper room.

22nd September – AGM and Members Meeting

29th September – 1st October - Grand Final Camping Weekend organized by Devron Schwind at Whroo (Roo) near Rushworth. Details will be in the current magazine.

7th October – Observation run which is a combined event with Vintage Sports Car Club.

18th October- Mid Week Run being organized by “Clan Hupmobile” which will be a scenic run from Diamond Creek to Mernda. There will be a sign-up sheet in the supper room.

11th – 12th November – Bendigo Swap Meet. Club site as usual.

26th November – Christmas & Presentation Luncheon – being held at the Chirnside Country Club. This event is once again being heavily subsidized by our club with details to register and pay in the September magazine. The sign-up sheet will also be in the supper room.

19th April – 28th April 2024 - Spirit of the Twenties – Members who have expressed interest have received an entry form with payment required by September 30th, 2023.

The President invited the Spirit of the Twenties Rally Director – Brian Head to speak to our members about what is planned for the wonderful event. Brian gave a brief run-down of what is planned with wonderful destinations, beautiful scenery, and plenty to be enjoyed by all who attend.

The President mentioned that is always a good idea to still put your name down on the list as some members may pull out closer to the day.

PRESIDENTS REPORT:

The President spoke of the upcoming AGM which is being held September 22nd and encouraged members to nominate for a role in the committee. Stuart McCorkelle has announced his retirement from the Executive Committee for the time being.

The President mentioned that we will be holding one or two meetings again on a Sunday in the future. We also desperately need speakers who are willing to stand up and give a talk about their car or anything that may interest our members. It would be greatly appreciated.

With so much on offer at our club, Glenda asked again for members to chip in and help with cleaning up etc. after our meetings. May hands make light work and more that can help the quicker things can be done.

GENERAL BUSINESS:

There was no general business.

AOMC REPORT / MYSTERY CAR:

The mystery vehicle for August was a 1921 Cole.

The AOMC will be having a Country Delegates Meeting being held in Ballarat over the weekend with guest speaker, Nicholas Scarff.

The American Motoring Show is being held on November 19th at Caribbean Park.

Festival of Motoring will be held on January 21st, 2024 at Cruden Farm.

British European Motoring Show is set for February 18th, 2024 at Yarra Glen Racecourse.

Florence Thompson Rally for lady drivers is again being held April 27th & 28th 2024.

MAGAZINE:

As normal we desperately need content for our magazine. Iain best described the magazine as a hungry beast which constantly needs stories, restorations, or any content our members can offer.

CARS / PARTS FOR SALE OR WANTED:

Wanted – Peter Fleming is after a small BSW Socket Set.

ENTERTAINMENT –

Glenda managed to put together a quick movie from the Camperdown Sporting weekend which was held in the past and enjoyed by all.

RAFFLE:

As usual the Raffle went off without a hitch with the usual supply of goodies to choose from being won by the lucky few.

The meeting closed at 9pm followed by supper and conversation.

Vale - Leon & Sallie Norsworthy

Leon loved his cars. Being an engineer, he was meticulous in the restoration of his 1928 Dodge Fast Four Tourer. Attention to detail was the nature of the man. Following the restoration, he drove it to Newcastle for a family wedding. His 28 Dodge Fast Four Utility was yet to be restored. His Dodge tourer was awarded the Warriner Trophy in 2018.

Sallie was the head of the junior school at PLC from 1989 to 2001

Leon was unable to attend meetings over the last years as he cared for his wife Sallie who was suffering with Alzheimers. In recent weeks Leon became quite ill, but he remained concerned for Sallie. Sallie passed away peacefully on August 24th. Leon had a relapse that day and passed away peacefully the following day.

Our sincere condolences to their family



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 22nd September 2023 where the following business will be conducted.

- To confirm the Minutes of the previous annual general meeting held on 23rd September 2022.
 - 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 2023.
- NOTE: Details and Minutes of the 2022 AGM were printed in the October 2022 issue of "The Vintage Driver" magazine.

The following nominations have been received for the Executive Committee of The Vintage Drivers Club Incorporated for 2023 / 2024.

President	Glenda Chivers	Vice President	Iain Ross
Secretary	Judy Weeks	Treasurer	Maureen Ross

Nominations for Executive Committee Positions are:

- | | | |
|-------------------|-------------------|----------------------|
| 1. Richard Badham | 2. Trevor Barby | 3. Arnold Chivers |
| 4. Kirk Gardiner | 5. Doug Stevenson | 6. Stuart McCorkelle |

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 - Judy Weeks 0419 506 387

**Members Meeting & AGM
Friday 22nd
September**
Free Sausage Sizzle



Grand Final Camping Weekend
Friday 29th September to Sunday 1st October.
See details on flyer in this magazine.
Contact Devron Schwind 0411 042 521
Email bobedazzla@gmail.com

**Observation Run
Saturday 7th
October**

Will leave 10.00am
from BP Outward
Bound at Calder Park.
Arrive earlier for coffee
or breakfast.

Lunch will be at a country pub.

See details on flyer in this magazine.

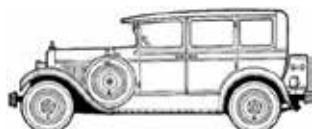


**Coffee & Chat
Saturday
14th October**

10.00 am at our Clubrooms.



**Mid-Week Run
Wednesday
18th October**



This event is being organised by:
"Clan Hupmobile" but is open to all members & all
vehicles. Meet at Macca's Diamond Creek.
Melway 12A6 (if anyone still uses them!)
Arrival time, 9:30am for coffee and/or breakfast,
departure at 10:00 am. After a scenic run on a
variety of surfaces, we shall be dining at The
Bridge Inn Hotel Mernda.
Could those wishing to partake please advise Noel
Keogh 0430 528 651 or
Ross Ansell 0429 173 223 email
hupp26@icloud.com by 14th October.

**Members Meeting
Friday 27th October**

**Coffee & Chat
Saturday 11th Nov.**
10.00 am at our Clubrooms.



**Bendigo Swap Meet
Sat 11th & Sun 12th November**
See page 15 for Club site details.

**Mid-Week Run
Wednesday 15th November**
Details will be in October magazine.

**American Motoring Show
Sunday 19th November.**
Event Centre Caribbean Gardens, Scoresby.

**Christmas & Presentation Luncheon
Sunday 26th November 2023**

Venue: Chirnside Country Club,
68 Kingswood Drive, Chirnside
Park.

Time: Arrive at 11.30am for meal at
12.00 noon

Meal: 2 Courses:

Main and Dessert Alternate Drop
Cost: \$22.00 per person. The cost
of the meal is being heavily
subsidised by our club. Drinks are
available at bar prices.

Booking: Please advise Edith
Stevenson if you wish to attend.

Phone: 0417 343 796

Email: edithstevenson@bigpond.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 083 276. Acc. No. 82 703 5375

Please quote your name as the reference.

Spirit of the Twenties April 2024.

Members who expressed interest have
received an entry form with payment of entry
fee required by 30th September.



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 - Judy Weeks 0419 506 387

Rushworth 2023 Grand Final Weekend 29 Sep – 1 Oct 2023



Camping - Greens Campground Greens Rd Whroo

7km South of Rushworth

Nagambie – Rushworth Rd onto Reedy Lake Rd – onto Greens Rd

This is a no-fuss weekend to get out and go camping in your vintage cars.

BYO Everything

Campers will need to be self-sufficient (there are toilets at the campsite).

Historic Rushworth - Fishing in Waranga Basin

- Fri 29 Sep – Setup Camp
Dinner at the pub (must be pre-booked with Devron)
- Sat 30 Sep – A drive around the basin and a look around Rushworth
Dinner will be a BYO affair although there will be a campfire to sit around.
- Sun 1 Oct – A short observation run after breakfast and then pack up camp and head home at your leisure.



The Vintage Drivers Club

www.vintagedriversclub.com.au

Enquiries / Bookings – Devron Schwind 0411 042 521

bobedazzla@gmail.com

(Complaints will be forwarded to the President)

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 - Judy Weeks 0419 506 387



Observation Trial / Day Trial

Saturday
7th of October

Join us for a combined VDC/VSCC event taking in a variety of roads before settling in for a good old fashioned country pub lunch.

A focus on observing rather than map reading will be the order of the day and you can expect approx 100 miles of motoring.

Assemble Calder Park BP (Outbound) 10am
To book your place for the pub lunch please contact Stuart McCorkelle on events@vdc.org.au or fill in the electronic form shared via email.

Past Events

Coffee and Chat 12th August 2023

Another very well attended Saturday morning at the clubrooms



Past Events

Mid-Week Run 16th August 2023 to Upper Beaconsfield

It was a beautiful day for a run, yes blue skies and sun was out. Grouped up at the Stamford Inn cnr Stud & Wellington Road at 10.30am for a 11.00 am departure. Ann gave a pre event briefing of the drive and handed out direction sheets.



The route we took was around the base of the Dandenong's before heading up through the Dandenong's for lunch at the Pine Grove Hotel at Upper Beaconsfield. Once again this was a well-run event by members who volunteered to run a mid-week event. The Hotel was prepared for our visit, and we were seated on two long tables, meals were substantial and very nice. This event provided those attending with an enjoyable short drive, lunch and a good amount of time to socialise. Doug thanked both Ann and Lyle for volunteering to run the event that was well planned and enjoyed by all. Chris & Sharyn Wells



Members Car – David McLachlan’s 1927 Rover Nine

The Story of Jessica the 1927 Rover Nine four door tourer

I was in hospital after an operation. My wife thought I was still under the influence of the anaesthetics when I hit the “Bid” button on the Gray’s online auction website. Half an hour later it was mine

A couple of days later with the help of a friend I collected the chassis and a few boxes of bits and pieces and trailed it home.

I couldn’t believe my luck when I unpacked the boxes. Virtually everything was there. All either original or reconditioned. The headlights were beautifully polished and wrapped in 1964 Herald newspaper. The body and guards had been painted but there was no seats, floor, or roof. The engine had been done up as well as the gearbox. The differential needed replacing, but the suspension had been reconditioned. The tyres were new and had never been on the road.

A couple of days later I started doing some research into my first foray into vintage cars. I joined the Rover Club and this club, and both were very helpful.

I also came across an advertisement on Facebook for my car the then owner wanted \$5,000 but it didn’t sell so they called a second hand dealer who said he would give them \$500 for the car. Bugger, I thought, but I still only paid \$2,500 and I thought that was good.

I contacted the previous owner through Facebook, and she was thrilled that the car had gone to someone who would appreciate it. The only thing she stipulated was that I call her “Jessica”.

David McLachlan

Editors note In the August edition of The Vintage Driver an article entitled Rover in the Twenties was featured outlining their models in the period.



Forgotten Skills or how Motoring has evolved.

This article was originally published in the Chevrolet Car Club magazine and written by a prominent club member going under the non de plume of Biscayne Bard

Just a mere century ago the mass production car industry was still in its infancy. The Chevrolet Motor Car Company, at just twelve years old, was making the Superior Series F, the Dodge Brothers who had only been producing cars for ten years, were making the Touring Sedan and the Ford Motor Company, at a veteran twenty years old, were cranking out Model T's. In the subsequent hundred years, automotive technology has progressed at a breakneck pace and as a result drivers have had to learn many skills that were, at the time, essential but which have since disappeared. So, this month I thought we could take a look at some forgotten driving skills.

Do you know that Henry Ford's T Model didn't have a fuel pump? If the tank was down a way and the driver approached a steep hill, they needed to turn the car around and reverse up the hill so the petrol could still gravity feed. That's a driving skill that just isn't needed any more. One of the important skills to have prior to the nationalisation of road rules was the ability to drive according to the rules of the state the driver was in. They had to know if the right turner give way to the left turner or if it was opposite in that particular state. Then they also had to know what exactly those de-restricted speed signs allowed them to do.

Remember the 'running in' sign on the back windows of cars with new motors? In that situation the skill was maintaining a steady speed for a period of time and then changing to a different steady speed. Nowadays drivers are addicted to cruise control, and most can't sit on a steady speed at all without it. There was also the skill needed to play the pre seat belt, back seat game of 'corners' where people slid across to squash the person on the wrong end as the Forgotten Skills car went quickly around bends.

Drivers in the seventies and eighties developed some very special skills around the in-car radio cassette deck and they could recognise by sound when the tape deck had started eating their tape. Those with greater skills could also switch it off before the tape was hopelessly wound through the player and that lead to the extra skill of being able to wind the tape back in using a pencil. Of course, they could hear the problem

quickly back then because they really knew the music well. This was because they were usually well into the long drive to their holiday destination before they realised that they had only brought three cassettes (and one was crap), so they just listened to two tapes over and over. And over. There was no such thing as streaming back then. In fact, a stream was something they drove through at a ford, even if they were in a Chevy or a Holden. Of course, the deeper fords meant that they needed another since forgotten skill, which was drying out the wet drum brakes by riding the pedal for a while. If this was forgotten and the driver was heading for a potential accident there would be nothing stopping them... literally. But back to the audio skills, drivers could also manually tune in an analogue radio while driving on a bumpy road and they knew how to use a metal coat hanger to replace a broken radio antenna. Those with seriously advanced creative skills would also twist it into the shape of Australia which allegedly provided better reception when Aussie rock was played. They could also use a coat hanger, or plastic strapping tape to break into their car if they happened to lock the keys inside. Or they could just ask people with a similar car to try their keys in their door, as this actually worked far more frequently than it really should have.

If the first windscreen skill of holding a hand against the toughened screen to spread the impact when a stone came their way failed, then they had to revert to the second skill, which was kicking / punching out the shattered remains while avoiding both injury and glass fragments in their car. This was, of course, followed by the third skill of driving to a windscreen replacement shop with a missing windscreen. Goggles were a significant help. Manual window winders were fun too. The driver had to wind their window down to adjust their side mirror and if they were lucky enough to have a passenger side mirror, they would either try to adjust it before the trip or ask a passenger to do it. Another skill was reaching far enough across and around to open all of the windows on a hot day or quickly winding them all up when they were down, and it started raining. They also had to reach across to unlock the passenger door to let someone in, back in the days when the central locking unit was also the driver of the vehicle.

Then there was routine maintenance. The basic level was the weekly oil and water fluid checks and the more mechanically minded progressed on to doing a grease

Forgotten Skills or how Motoring has evolved.

and oil change, maybe rotating their tyres, and even setting the points gap. Of course, at this level they could also gap their plugs and even use a timing light to do a tune up. Batteries also needed maintenance with regular checks of each cell and topping them up with distilled water as required. Punctures in tyre tubes could be fixed with vulcanising patches. Roadside repair skills included removing and refitting hubcaps, using a screwdriver on the starter motor to start the car, maybe freeing up gear linkages that had bound up and pumping up a low tyre with a foot pump. Simply driving on conventional tyres was another skill, as was driving on tram lines with those pizza cutter width tyres.

Sensory skills were necessary too, and every sense was involved. With the lack of instrumentation, they needed to smell when the car was getting hot. A good driver could also hear when the oil was getting low. There was a distinct touch skill to applying maximum braking without locking any wheels up so they could still steer and not just skid in a straight line. Another touch skill, when wearing shorts on a hot day, was to sit down without scalding their legs on the piping hot vinyl seats. Advanced visual skills were needed to spot amphetamine tapes on the road quickly enough to get down to the speed limit before crossing them. Another visual driving skill was using vent windows and a handy rag to keep the windscreen demisted. A deft touch of the right foot was essential to accelerate uphill in the rain while maintaining enough vacuum to allow those awful vacuum wipers to sweep occasionally. Another skill was turning the wipers on and off for one sweep only as the original version of intermittent wipers was the driver. Taste was involved with the traditional family picnic (not correct without the car blanket and a wicker basket) and also as a reward after drivers mastered the skill of driving a manual in traffic without spilling the freshly opened can of beer they had between their legs. I know, it just isn't done today but once upon a time it was quite commonplace.

Some other skills were using a manual choke, being able to release an under-dash handbrake with a non-inertia reel seatbelt on, using the foot operated dip switch to turn the high beam off while changing gear, and using the CB radio lingo to find out where the coppers were hiding. That's a big 10-4 good buddy, come back. How about advanced hand brake turn cornering skills and also mentally converting the reading on MPH speedos because the posted speed limit was in KPH? There were a number of directional

skills too, from the long-lost art of using hand signals to using the lever operated hand signal on the truck door and all the way through to making sure there was a little extra gap given to the pedestrians when the trafficator was on. To find their way around drivers had to know how to read a map (Melways, Gregory's, RACV strip maps etc) and to get the best street credibility they had to know how to prepare a fox tail and hang it off the radio aerial.

Of course, to impress the lady sitting right beside them on the bench seat, the young bucks had to be able to change gears without taking their arm from around her unless they were lucky enough to have a floor shift where pulling back to second gear got them almost to heaven (fourth as well if they were extra well equipped). A harder skill was convincing the lady to allow them to find somewhere quiet to park and then test the springs in the back seat.

Other skills were turning the motor off and using angel gear downhill if fuel was low, polishing chrome work and mounting and wiring up driving lights to see at night because the 'Prince of darkness' factory headlights were so dim. It was a skill to remember to turn headlights off, so the driver didn't have to use the skill of roll starting the car or, for the more adventurous, tow starting the car the next day. The other memory trick was turning on the tail light(s) manually with the switch at the back of the car to confirm operation and then remembering to turn that switch off again too. Once upon a time, to start a car, drivers needed to use a push button start. Then this was replaced by key starting. But now the trend is reverting back to push button start again so the forgotten skill is becoming the current skill and the newer skill that replaced the forgotten skill is in the process of being forgotten itself. Confused? Good, so am I.

Once upon a time, back in the dark distant days before full synchromesh, drivers knew how to 'double clutch' and this was a mandatory driving skill. Not only that, but they could feel when the clutch was slipping and knew they had to adjust it (yes, most of them actually knew how to do that) or possibly replace it soon. They could also do handbrake hill starts without rolling backwards. If they had a 'crash box' they could juggle the pedals in slow traffic to avoid the necessity of going into first. These days all of those skills seem to be passe and even the basic skill of driving a manual is becoming a lost art.

Forgotten Skills or how Motoring has evolved.

But overall, the biggest changes have been in a driver's required strength. Good arm strength was needed to reverse parallel park a hotted-up car with 7" (or even... gasp...! 8") fats and no power steering, or when they were cracking the wheel nuts while changing their (full sized) spare tyre themselves or even further back when they had to crank start their car. Leg strength was needed for driving in traffic with a heavy-duty competition clutch. But there was one muscle that was exercised even more frequently. Remember, older cars didn't have crumple zones. To make driving more challenging they often didn't even have basic equipment such as a heater, demister, radio, windscreen washers and indicators. Windows, brakes, door locks and steering were unassisted and there were no seatbelts, airbags, ABS, ESC, and computers to keep the driver safe or do their thinking and driving for them. But they still drove those pre-historic death traps at the same or even higher speeds than we drive at today. Partly this was because every other set of lights was a mini-Bathurst starting grid and partly just because they could.

So, when the oldies start waxing lyrical about their 'good old days' and they say everything was better back then, just don't laugh at them when they suggest that their farts were louder. They definitely had to be

much more explosive just to get through what must have been the most muscled and best toned freckles in the history of mankind (well, at least since men were taking on supersized mountain lions with just a spear and a club).

by The Biscayne Bard

Editor's Note

Talking about lost skills I believe the foot operated starter is one device that really tests your foot hand skills.

Picture a well-worn 30's vehicle so equipped, stalls on a steep hill in a line of traffic. You pull on the hand brake, hoping like hell that it holds when applied! Depress the clutch to find neutral, shift your foot to the starter pedal and again cross your fingers hoping she fires into life! Talk about stressful! I am glad I got to experience this device it certainly was a learning experience.

BENDIGO NATIONAL SWAP MEET 2023

SATURDAY 11th & SUNDAY 12th NOVEMBER

PRINCE of WALES SHOWGROUNDS, HOLMES ROAD, BENDIGO.

Vintage Drivers Club members and friends are invited to meet at club site number 63, Bendigo swap map ref 6 H. You will be welcomed with a cuppa, bickie, and a chair This can be your rest stop to pick up club information, chat with other members or use as a prearranged place to meet a member or friends. There will be a variety of historic motoring magazines for sale along with other motoring literature, technical books. VDC Caps, Lapel Badges, VDC club car badge, (members only). If you find that precious part for your collector vehicle that is heavy or large and your transport is parked outside, you can leave it at the site and pick up when leaving. Saturday drop offs to be picked up by 4pm. Sunday drop offs to be picked up by 12noon.

Mobiles at VDC site, Garry Jewell – 0417 157 343, Doug Stevenson – 0419 319 977

Dodge Prominence

For 100 years, innovation, style and mechanical dependability were the hallmarks of cars and trucks built by Dodge, making it one of America's greatest auto manufacturers.

By Jim Donnelly

If you head a little north of South Bend, Indiana, you'll almost immediately transverse the state line that leads into Michigan. The first place you'll likely arrive is a little town called Niles. Two of its native sons make Niles, however small, a hugely important spot on the American map of automotive history. The Dodge brothers, Horace and John, are arguably the best-known citizens that Niles ever produced. The cars named for them have been a household word for a hundred years, the time span that's elapsed since the very first Dodge Brothers automobile was produced.

Both brothers, who enjoyed an uncommonly deep fraternal bond, were not just close siblings but lifetime business partners. Both died within months of one another in 1920. At their deaths, the car they created trailed only Ford in terms of annual unit sales.

That is notable. The reason is that the Dodge brothers started out in the automobile industry as semi-official lieutenants of Henry Ford. In fact, it's fair to suggest that the Model T might never have achieved its phenomenal success without the Dodge brothers. In the years before the massive River Rouge plant was expanded to its full proportions, Ford lacked the production capacity to build Model T engines en masse. To counteract that situation, Henry Ford made the Dodge brothers major Ford shareholders (and eventually gave them seats on his board) in exchange for their agreement to build Model T engines for him.

That was in 1908, by which time John and Horace Dodge already stood in the front rank of American automotive suppliers. The sons of a machinist, the brothers continued in the family business, working at a machine shop, for a Detroit maritime boiler manufacturer, and then transitioning across the Detroit River to work for a precision typography plant in Windsor, Ontario, Canada. Both were avid experimenters, although Horace was the more mechanically inclined of the two.

A critical achievement in both brothers' careers occurred in 1895 in Ontario, when Horace developed a highly improved sprocket bearing for bicycles. The brothers partnered with an associate named Fred

Evans as builders of Evans & Dodge bicycles. That operation was dissolved in 1900. The following year, the brothers were back in business in Detroit, running a precision machine shop with about a dozen employees, and making their first foray into cars by winning a contract to build engines for Ransom Olds. The initial order for 2,000 engines was suitably fulfilled, leading to another deal, this time for 3,000 transmissions and axles. They also delivered some running gear for Henry Leland before becoming Ford component suppliers exclusively. It was not a blissful marriage.

Despite their clearly essential role to his success, Ford never publicly credited the Dodge brothers in any way, even after they'd invested their own money in a new Hamtramck, Michigan, engine plant. The Dodges also clashed with Ford underboss James Couzens, who claimed that manufacturing tolerances on the Dodge engines were inconsistent. When Ford announced a major expansion at the Rouge, the brothers angrily sensed betrayal.

That perceived stab in the back was the catalyst that led to the Dodge brothers becoming automakers. They well knew that the Hamtramck plant would be excess once Ford was on his own when it came to subassemblies. They still had nine years left on their contract when they gave Ford one year notice in 1913. If the Dodge brothers didn't have the level of explicit respect from Ford that they desired, they certainly had it from everyone else. The news that they intended to produce their own car at Hamtramck galvanized the industry. They divested their Ford stock – after some legal wrangling – enlarged the factory and introduced the first Dodge Brothers car in November 1914. Horace Dodge focused on engineering the product, while John was tasked with administration, finance and management.

It was the domestic industry's biggest single story since the Model T. The new Dodge was America's first mass-production automobile to have an all-steel body. Built by Budd, this advanced body shell allowed baked enamel paint to be applied much more quickly and cheaply. Its power came from an in-house 35hp, L-head, inline four-cylinder engine displacing 212.3 cubic inches with four main bearings backed by a sliding-gear transmission with three forward speeds. It was immediately lauded as a durable car, thanks in large part to the brothers' decision to hire Frederick

Dodge Prominence

Haynes, ex of Franklin automobiles, as their production chieftain.

The Dodge listed for \$785, a price point that was competitive with Ford for a car that delivered nearly twice the horsepower. Just 231 Dodge Brothers cars were built in the first year, but by 1917, annual production had screamed past 100,000 units. Part of the reason was that the newly minted automaker raked in some good publicity from the U.S. Army, which bought several Dodge touring cars for use in pursuing bandits ranging across the Mexican border. One Army officer who prominently used them was a lieutenant named George Patton. The Army ordered Dodges in significant numbers during World War 1.

John and Horace Dodge borrowed a page from the Ford playbook by eschewing the annual model change for economic reasons, at least initially. Another constant, along with the early mechanicals, was the use of a geometric star as the brand's symbol, which merits some discussion. There's a longstanding libel that suggests the brothers selected it for its similarity to the Star of David to deliberately anger Henry Ford, a man of well-documented prejudices. More likely and less pejorative, according to the Dodge Brothers Club, the star actually encompasses two interlocking delta letters from the Greek alphabet, symbolizing Dodge twice over. The star endured until the 1938 model year, by which time both the founding brothers were long gone. John Dodge died in 1920 from the lingering global influenza outbreak and Horace, heartbroken, lasted only a few months longer.

Control of the automaker then passed to their longtime number-two man, Frederick Haynes. If anything, Dodge Brothers – the name endured for now – enjoyed even greater growth outside the founders' control. Haynes continued the brothers' commitment to engineering excellence, introducing an all-steel closed car, the first among them being a Type B business coupe. Haynes had already reached a landmark agreement to sell Graham Brothers trucks first built in Evansville, Indiana, through Dodge showrooms as Graham-Dodges. That began a tradition of commercial vehicles at Dodge that

has endured through today's Ram-branded truck line. Dodge marketed its own lineup of commercial cars during this time period, while the Graham brothers focused on heavier-duty trucks, though customarily using Dodge engines and other running gear. By 1924, Haynes persuaded the board of directors at Dodge to buy 15 percent of Graham, making it a Dodge Brothers division. In exchange, the three Graham brothers earned both seats on Dodge's board and executive slots.

Upheaval was shortly in the air, however. Investment bankers had been sniffing around Dodge Brothers ever since the death of the fraternal duo, but their widows initially refused to sell out. That changed once it became apparent that none of their children were particularly interested in joining the family business. In 1925 Matilda Rausch Dodge and Anna Thompson Dodge sold the company to the Wall Street banking house of Dillon, Read and Company for a staggering \$146 million in cash. At the time, the Grahams split the firm, bought out Paige Detroit, and got back into the car business as Graham-Paige. The moneymen made Haynes chairman of the board, but brought in their own choice, Edward G. Wilmer, as Dodge Brothers president. He was an attorney who was considered something of a turnaround specialist, having earlier reorganized Goodyear at the behest of its creditors.

The cars were almost, but not quite, overshadowed by this spectacular corporate realignment. Dodge had unveiled a satisfyingly attractive Sports Roadster



Dodge Prominence

for 1926. The next year, it advanced mechanically by offering an upgraded four-cylinder engine with a stronger crankshaft that ran in five main bearings. Four-cylinder cars were starting to dwindle in popularity, even among mass-market buyers, by this point. It's not always common knowledge that Dodge, not Chevrolet, was the first to offer a really big-volume six-cylinder engine. That came in 1928, when Dodge rolled out a new range of sixes, three models in all, with displacements of either 208 or 224 cubic inches. Known as the Standard, Victory and Senior, in ascending order, the new L-head engine could pump out up to 68hp, an impressive number considering that both Ford and Chevrolet were still stuck on four cylinders. Regardless, due in part to the production changeover, sales dipped 38 percent in a single year through 1927.

Meanwhile, more intrigue was waiting to unfold. Elsewhere in Michigan, another entrepreneur was eyeing the doings at Dodge Brothers. Originally a Kansas railroader, Walter Chrysler had turned his attention to cars after buying a Locomobile, tearing it down, and wrangling a job from General Motors president Charles Nash. Within a few years, Chrysler was president of Buick. Retiring briefly, he next took over and resuscitated Willys-Overland. That made him enough of a wunderkind in the business that he was building his self-named cars on his own by 1924.



He wanted to expand further, having considered, and rejected, a merger with his erstwhile employer, Willys-Overland. Chrysler wanted to buy into existing manufacturing capacity, especially costly casting and

forging plants. Willys-Overland lacked them, but Dodge Brothers, which had made significant capital investments under its founders' leadership, didn't. It was the perfect acquisition target for the growth-focused Chrysler, and it had a highly competitive lineup of vehicles, to boot. Ultimately, it was Dillon, Read that made the first move by tentatively approaching Chrysler. The parties agreed that Dodge would be sold for about 1.2 million shares of Chrysler stock, a reversal of the earlier cash transaction. Within two months of the Dillon, Read deal, Chrysler had introduced Plymouth and De Soto. It was July 1928, and just that fast, the Big Two became the Big Three, with Dodge handing Chrysler a vital rung in its GM-like hierarchy of makes.

Chrysler's first move was to install his top production manager, K.T. Keller as head of Dodge – soon with no "Brothers" suffix anymore. Next, the four-cylinder engine disappeared at Dodge. Those same engines went into a revised line of Dodge trucks, with the Graham appellation likewise dropped. As Black Friday approached, Dodge ranked seventh among all U.S. makes with more than 124,000 sales. That didn't last. In 1930, Dodge introduced its first straight-eight engine, with 220.7 cubic inches and 75hp, but sales still plunged by close to 50 percent. Walter Chrysler like to quip that without Dodge in his pocket, there would have been no Plymouth, yet history makes clear that during

the Depression, it was Plymouth's low-priced appeal that rescued Chrysler from insolvency. Defiantly, however, Dodge introduced a fully restyled line of cars for 1932 that, then or now, rank among the most handsome it ever produced. The manufacturer incorporated a new double-drop frame with a centre X-member. The following year marked the first in which Dodge instituted an annual model change, however modest at the outset, focusing on a sloped radiator shell.

From a sales standpoint, the worst had passed. More than 91,000 new Dodge cars found buyers in 1933, elevating the brand to fourth in the national sales race behind Ford, Chevrolet and yes, Plymouth. The recovery edged ahead in 1934, with an even more striking restyling, trademarked by a trio of horizontal strakes on the hood sides and a more radically raked

Dodge Prominence

radiator shell. A new 1934 Dodge was sharp, elegant and affordable to many. A pumped-up national advertising campaign saw buyers select Dodges in more volume than Buick and Oldsmobile put together. Sales climbed back above 100,000 annual units.

Things continued to improve in 1935, which was marked by a redesigned body that incorporated integral trunks for the first time. A near doubling of production over 1934's totals saw the three-millionth Dodge, a five-passenger touring sedan, roll out of Hamtramck. As a cost-cutting move, the Dodge straight-eight was dropped, and all Dodges would use the straight-six engine, which dated back to 1934 in its current form, for the remainder of the late-Depression and prewar years.

Dodge continued as the country's number-four brand as a transitional series of 1936 models nudged 275,000 in annual sales. In 1937, all Dodges had rubber bushings incorporated in their body mounts, and the sedans received all-steel roofs for the first time. Dodge trucks continued to grow in size and capacity, and restyling in 1938, which also turned out to be the final year that "Dodge Brothers" was applied as a name to any model. The straight-six remained at 217 cubic inches and was now rated at 87hp.

To mark its 25th year of building cars, Dodge undertook a full, top-to-bottom styling change for 1939. The new look incorporated headlamps that were inset into the front fenders, plus a broad

horizontal grille with matching hood vent slats. All cars used six-cylinder power, but Dodge returned to building two separate lines of cars – Special and De Luxe – for the first time since 1934. The entire Dodge car lineup was dubbed "Luxury Liners." A minor restyling with a more prominent and integrated grille appearance, came along for 1940. The technological advance was a new chassis, with all Dodges now riding on a wheelbase that stretched to 119.5 inches, except for a pair of seven-passenger sedans that rode on long 139.5 inch wheelbases. Led by light trucks and scout cars, military production got underway in earnest that year under the auspices of the Lend-Lease program. Growing post-Depression competition saw Dodge now seventh in sales, aft of Pontiac, but still clicking along at 225,000 plus cars annually.



Mailing Correspondence to the Club

Please note all correspondence to the club should be addressed to:
PO Box 3414 Nunawading Vic 3131

Except for club permit renewals which should be addressed to:
Club Permit Officer Arnold Chivers, 10 Beaufort Rise, Warrandyte Vic 3113.

Do not send mail to our street address as it is not regularly monitored.

From the Archives

Targa Tasmania by Chevrolet



In 1999 our member Wes Wilkinson along with his wife Dianne competed in the Targa Tasmania.

Here is their story.

Dianne and I entered our 1928 Chevrolet "Special" Roadster in Targa Tasmania at the invitation of Robert Shannon of Shannon's Corporation. Our entry fee was sponsored to promote the Historic section of Targa Tasmania and the image of young people using and competing in vintage vehicles on behalf of our car club - the Vintage Drivers Club.

Our entry was a challenge from the beginning, three months to rebuild the car to bring it up to the standard required to compete in an international rally of this standing, a rally which has a reputation of being hard on vehicles (let alone museum pieces) and even harder on the crew. We are motorsport competitors, usually in a Mazda RX-7, so the navigation and driving were not difficult at all and was of course the highlight of the event. When we entered the Chev. it was always on the understanding that we would drive it competitively as I had always done, ie. not to tour the competitive stages so we expected it to be hard on the car.

Preparation included:

- Every panel on the car being reworked and repainted.
- All plating on the car was re-done, windscreen and wind wings replaced etc.
- The engine was stripped down and checked, cylinder head re-worked.
- The transmission was rebuilt right down to replacing axles with new old stock units (one of which was found to be bent after we arrived in Launceston).
- New 19" wire wheels were "made" to eliminate the problems we had experienced with cracking centres and tearing spokes out of 21" wire wheels of Ford origin.
- Reinforcement rings, tubes and conversion plates were added after a lot of work - the result - bullet proof as our exploits in Targa have proven.

NOTE: Chevrolet had accessory wire wheels for these cars in 1929 however I do not believe any came to Australia. They appear to have been made by Hayes and used common parts and construction to the A ford (Different hub with 6 studs and appropriate lacing)

The Targa prologue was a fantastic street stage with the people of Georgetown getting right behind the rally. The response of the people to the histories was a little interesting, they expected a lot of boring old cars touring the stage slowly, the last thing they expected was a vintage Chevy to be in opposite lock on the corners and have the front left wheel off the ground when sliding into the chicane in the main street. The question most frequently asked after that stage was " what have you got in that thing? Answer: the original four cylinder engine!



We had lots of little problems in the Targa rally, however knowing your car is important and I have had this Chevy for 23 years, rebuilding engines, diffs etc. has been known to occur on rallies, however things became a little stressed when on day one of the competitive sections a Mercedes passed us in Sheffield throwing rocks at our new windscreen, then a wave of water over the bonnet - some terse words over the intercom about Mercedes drivers and a limp to the end of the stage with a suspected holed radiator. Investigation showed that the crankshaft pulley had come off and made a mess of itself - no key to be found anywhere - it appeared that the end of our rally had come a bit quicker

From the Archives

Targa Tasmania by Chevrolet

than expected. We managed to put it back together on the side of the road, losing a three-hour penalty in the process, then limped back into Launceston.

That night we sat around the car a bit shattered and dejected, the replacement pulley would not get to us from Melbourne quick enough and the damaged one would not stay there to compete. We had one straw left to draw, Wilf Alison had introduced himself to us during the expo at the Silverdome and talked to us about the car. The next evening his son gave us contact details with the message that "anything we needed - just call dad" so tongue in cheek we rang Wilf to request "a crankshaft pulley for a 1928 Chevrolet" just the sort of part everyone has in their shed!

Wilf did not appear to bat an eye lid and said "leave it with me" I hung up without much hope for the part. Not 10 minutes later Wilf was on the phone saying he had found one not far away - meet me there about 2 km away) you could not have got a Commodore one faster at 5.30pm at night. A special thanks Wilf and the owner of the pulley who lent it to us - what a great parts network and a true example of clubmanship.

We were back in business and fitted the pulley over a pizza.



The next day things appeared to go well; we were doing the competitive sections well but losing time on the long transport sections down the East coast when trying to average 100km per hour. We got right through to Hobart with only a minor problem of the starter motor Bendix falling apart. We also had a close call with a Mack truck on Grass Tree Hill after the owner made a well-publicized special stage sprint in the Mack to his home within the stage complete with "police escort" - just seconds before we came down the hill - this could have been the end for us and the Chevy.

I let my guard down a little due to things going well for a change, and due to the queue at the car wash my crew decided to wash the car at the motel (clean car requirement prior to expo at the Salamanca Car Park). Whilst parked on the car wash at the motel

the newest part on the car - a 6 Volt AC electric fuel pump died and we were running out of late time, result - being towed into the car park and a penalty.

The Friday was a rest day for Historic Competitors, and we displayed our cars at the Shannon's Show and Shine at Salamanca Square. We were also able to catch up on some sleep and repair the car.

Saturday appeared to start well, a long day of approx. 500 km up to Burnie, however early in the afternoon the fuel pump died again on the longest stage: Cethana - points failure. Sitting on the running board rebuilding the pump for 20 minutes did little for our relationship, however we got it going again and continued the stage only to find no cars on the road. We stopped at the Safety Relay Point to see if we should have been on the track - yes, however the cars had stopped because there were cows on the track before where we stopped. We again rejoined the rally only to round an ever tightening blind corner on a cliff top only to almost Tee Bone a badly bent Mini with its entrails hanging out all over the road. Next Safety Report Point, off the road again to report the incident and that occupants were OK. We had taken in excess of an hour to do a 38 km stage - things were not going well. Little did we know that we were entitled to a derived time which was a third of our actual stage time.



From the Archives

Targa Tasmania by Chevrolet

At last, it appeared our luck had changed, we were avoiding the problems.

A noise in the engine had been progressively getting worse, it sounded like something was very anxious to escape, so after the street stage in Burnie was cancelled much to the local's disgust, we pulled the engine apart to find out what was wrong.

Robert Shannon noticed the sump off, main bearings and oil pump on the floor next to the car and asked if everything was OK - the reply from under the car was that we were making some minor adjustments and it would be back together soon, he walked off shaking his head.

The final day down the West Coast went without a hitch other than a flat battery after our work the night before. We nursed the car all day but could not resist putting on a show in the last street stage at New Norfolk. In this last competitive however a Lancia overcome by a bout of "disorientation" crashed after the finish marker, only for us to find him almost blocking the road and Lancia pieces dished up "ala-ashpalt" all over the road. (A special thanks to the Ampol / Caltex service station at New Norfolk for his donation of fuel since we were wearing Ampol/ Caltex sponsorship).

We had made it to the end of the last competitive section and now had only the transport to the finish at Wrest Point to complete. We willed the car to the finish only to be dragged out of the queue by an official. We remonstrated with him "What have we done now?", the reply was you are 3rd. We could not work out how we were third and after the presentation it appeared that neither could the officials. It would appear that a penalty had been omitted and our good friends John Felder and John Shoreland in the Oakland Roadster achieved a well-deserved third place for a trouble free run.

A special thanks to those who supported us (Vic and Tas), sat by the roadside in their historic vehicles and waved to us, helped us out when we were in need and gave us a little moral support to help us to the finish, nothing was too much trouble. Club members should not ever lose the spirit of helping each other and promoting the movement. Thank you to our sponsors from the club, Doc and Paula Doherty, Bill Eldridge, Dennis Robertshaw, Russel Medhurst.

Thanks to Robert Shannon, Shannon's Corporation, and the team from Shannons for the invitation to the club and for making the event possible. Targa Tasmania was fantastic with lots of memories of the beautiful countryside, the marvellous people, fantastic roads, and those spectacular street stages that we will definitely be back for.

There will be an opportunity for another club crew to compete in Targa 2000 so if you are interested in finding out about the event, talk to us.

Wes and Dianne Wilkinson

1999 Targa Tasmania - Shannons Historic

1st in Category 1 LMS-Class A

WES & DIANNE WILKINSON

1928 CHEVROLET SPECIAL ROADSTER

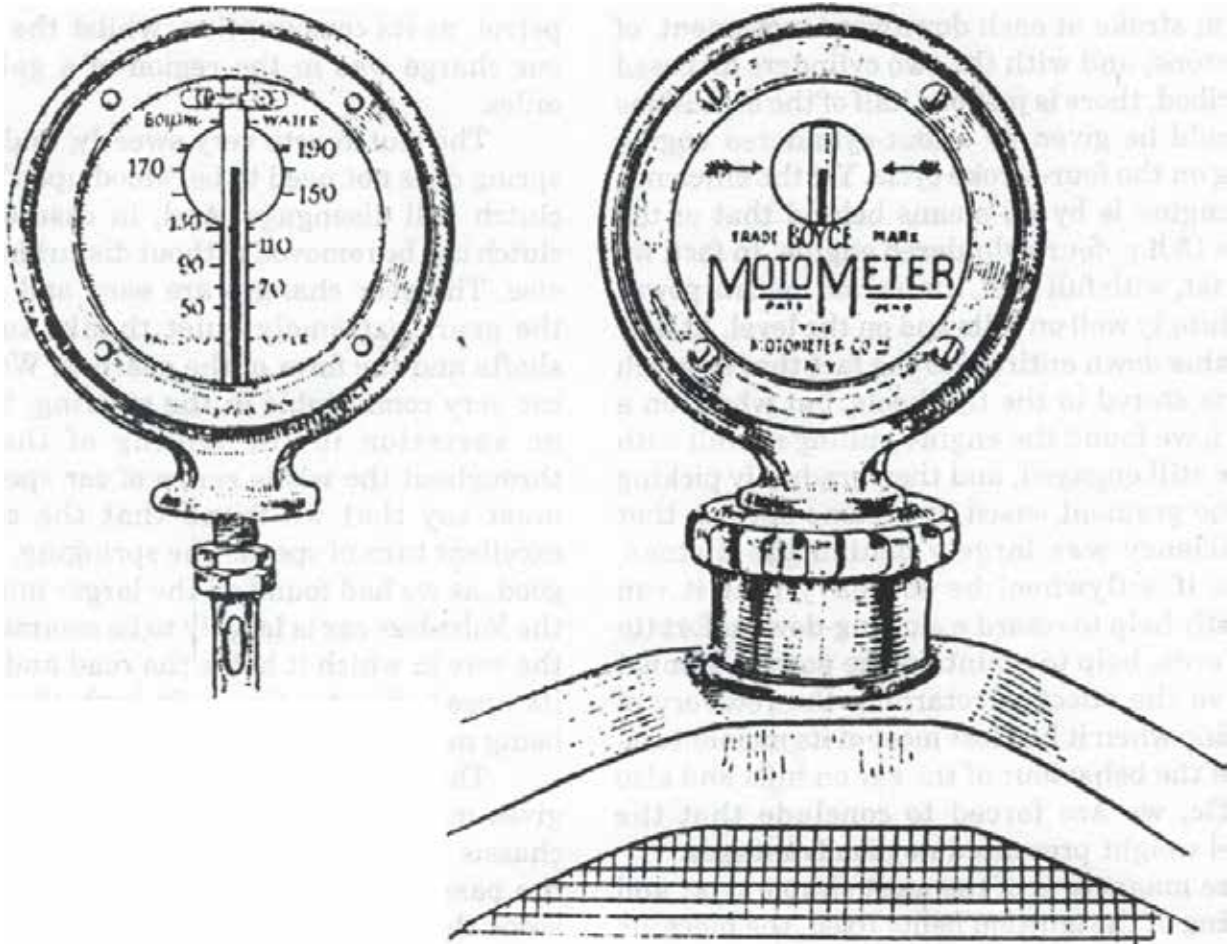
War Department Crossley's

From our article in last months edition on Crossley royal cars provided by Jason Palmer, Rick Cove has sent in some neat period shots of Crossleys and advice about an example currently for sale in Britain.



At left: War department rolling chassis for sale at Brightwells Great Britian

A New Accessory



A Motometer—a new accessory for indicating the temperature of the radiator.

We give an illustration of an ingenious and withal useful little accessory just brought out in America by Messrs. The Motometer Co., of 1784, Broadway, New York, but, as a gentle criticism, one might suggest that the ingenuity displayed in the construction of the apparatus is greater than that shown in the selection of a name for it.

It is rather extraordinary that, in all these years, so little has been done with regard to the secondary heating problem connected with automobile engines, viz., the successful and isothermal dissipation of a large proportion of the heat generated to waste, which is rendered necessary by the metals and lubricants which we have at present available. It is, however, a well known fact that an engine working under proper heat conditions is more efficient from all points of view than when not so working, and, consequently, it is of considerable use to the driver to know the temperature of his engine.

The device in question, called the Motometer, shows it to the driver whilst the car is running, so that the first symptoms of overheating, viz., increase in the temperature of the water to something in the neighbourhood of boiling point, are at once made obvious, instead of the average driver having to wait until something serious is beginning to happen before knowing that his engine is not working quite properly.

There is a small lens set in the dial, which magnifies the

lettering so that one can see it comfortably from the seat, and it is said that even at night time it can be read without much difficulty when near a street lamp.

The Motometer consists of a thermometer of highly specialised construction, with good diameter tube and consequently short travel period. The bulb of the thermometer goes through the radiator cap and extends into the air space just above the waterline.

Whether or not the thermometer is arranged accurately to register this temperature, or to read high so as to show the real temperature of the water, we do not gather from our American contemporary, "The Motor World," from which the illustrations are taken, but, in any case, it would be a comparison which would enable the driver to obtain the requisite knowledge.

Many motorists could go farther and fare much worse than to have one of these little thermometers as a mascot; it would certainly be more useful than all those at present in use, some of which are - well, the reverse of ornamental.



Last Month's Mystery Vehicle

Last month's mystery vehicle was a 1921 Cole Aero eight

It was correctly identified by Rob Coney and Jason Palmer.

A relatively obscure American make that featured a vee eight engine at a time when this was a pioneering move. It spanned 1905-1925.

Joseph J. Cole (1869–1925) made his first attempt to build a car in 1903 at Rockford, Illinois. Together with his son, he owned a shop where they sold wheels, automobiles, motor bikes, and lawn mowers, and also performed mechanical repairs.



By 1904 the Cole Carriage Company had been formed and production of two cylinder high wheeler motor buggy commenced.

In June 1909, Cole Carriage Company was reorganized as the Cole Motor Car Company and developed a conventional small car, the Cole Model 30. A two cylinder runabout.

By 1913 production saw expensive models introduced including 7 passenger touring cars! Both four and six cylinder models were produced. And later there were negotiations with William Durant that would have seen Cole become part of General Motors. This did not come to pass!

Big news came in mid-1915: Only one year after Cadillac had pioneered the V-8 engine, and about at the same time as the mighty Cunningham V-8 debuted, Cole brought out its own V-8 powered automobile - and would stay with it until the very end of the make, dropping its Fours and Sixes after 1916. This engine had a displacement of 346.3 cubic inch. and delivered 39.2 HP. It was built by Northway, then a division of General Motors that also manufactured the V-8 for Cadillac. The car was named the Model 8-50. It had a 127-inch wheelbase. Five body styles were available at prices between \$1,785 and \$3,250. Targeted at this price level was, of course, Cadillac.

In 1922 a new production facility was established, and the company embarked on some serious marketing with strange names for their models. Some of them received quite flamboyant designations such as "Tuxedo Roadster", "Tourcoupe", and

"Toursedan", of which a "Foredoor Toursedan" existed, probably a 2-door sedan. 4193 Cole automobiles were manufactured in that year. Some flamboyant styling features included adjustable windscreen, disc wheels, drum type headlights, partial length running boards to enable spare wheel mounting. Bumperettes were a feature, and the make was an early adaptor of balloon tyres. Sedans and open cars were produced. Production was not unsubstantial with 1500 plus vehicles produced in 1923. The Cole was used as the pace car for the 1924 Indianapolis 500 race.

This make had a series of accomplishments.

First car to use Firestone Demountable tires and rims – Harvey Firestone purchased the first 50 Cole cars in 1909 to give Cole working capital and to get his demountable rims out in the market.

First car company to only build cars that used V8 engines in 1916. First company to introduce Balloon tyres as



Last Month's Mystery Vehicle

standard tires on their cars in 1923.
First company to introduce self-adjusting mechanical brakes in 1925.

Joseph Cole began liquidating his company early in 1925. He refused to take his production standards down to a level to compete with economical mass produced models being marketed by the major car producers. He died suddenly of an infection on August 8, 1925, shortly before liquidation was finished. Some 40,000 vehicles in total were produced, but survivors in USA are rare many

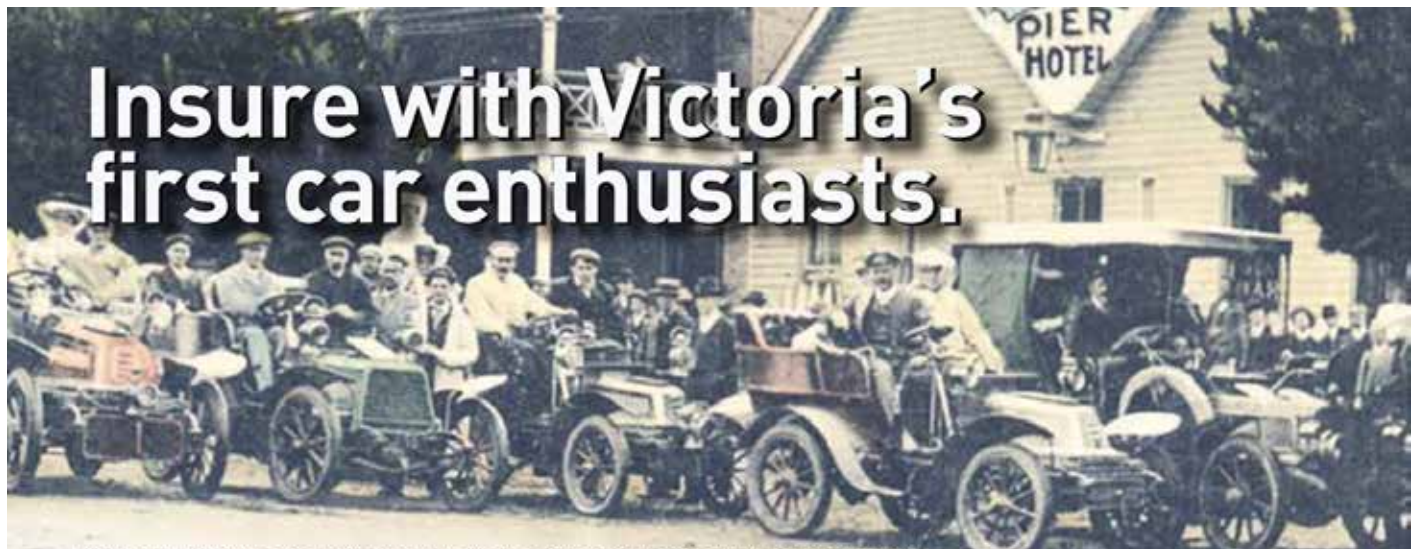
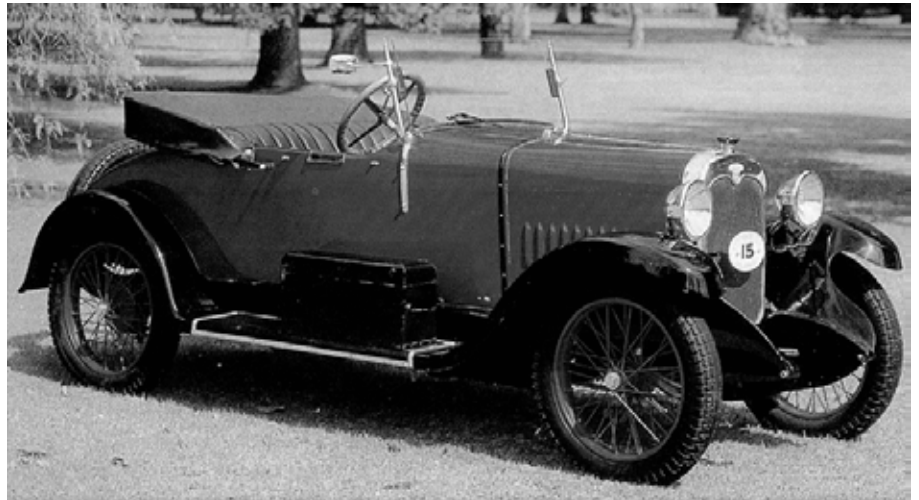
examples being scrapped during WW2 to recover a lot of metal, aluminium, and other alloys in them.

The marque Cole do not appear to have been represented in Victoria, but there was a dealer appointed in Sydney. It is reported that several Cole's have been sighted in NSW, presumably because of the local agent.

This Month's Mystery Vehicle

Back to Europe this marque has an interesting story locally in the late fifties?

The first correct answer from electronic and hard copy versions will receive a small reward.
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Email: imgross@bigpond.com




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Meeting Notes of the AOMC Delegates Meeting

Saturday August 26th, 2023 at 1pm

Venue: Ballarat North Community Centre, Ballarat North

There were 57 attendees representing 41 clubs, 2 visitors and 5 zoom attendees.

Chair: Iain Ross, Vice President AOMC

Guest Speakers

Nick Scarff. A young enthusiast who is studying for a Degree in Design. His thesis is the marketing of early Jaguars in Australia. Member of the Jaguar Car Club and the Vintage Drivers Club. Nick gave an outline of his background with classic jaguars and his reasons for undertaking his thesis, highlighting the lack of academic histories on automobiles. He then gave an overview of his thesis, including a background on Brysons Industries who imported Jaguars in the 1960s.

Wayne Drew, President of the Ballarat Light Car Club. Wayne gave a presentation on the club and club activities. Club was founded in 1949 and runs various motorsport activities at a motorsport complex at Ballarat airport. This includes motorkhana events that is open to anyone over 12 yo. This teaches good basic driving skills. Club also holds off road rallies and a hill climb at Mt Leura in Camperdown. Wayne showed some videos of various club events and some historic footage of racing at the racecourse pre war.

Correspondence. AOMC secretary Tony Hall reported on several items of correspondence relevant to clubs.

- Incorporation Act information has been sent to clubs. AOMC have sought legal and accounting advice on the changes. Initially it looks like no effect for clubs, but we will notify of advice when it is received.
- Cheque books are being phased out, with banks ceasing to issue replacement books from November 2023. Clubs need to transfer to digital banking, or organise some extra cheque books soon.

Treasurers Report. Mark Fenton, AOMC Treasurer, reported that the AOMC finances are currently in a healthy position, and as of the end of July 2023 the AOMC Cash at Bank is \$ 342,611.

This increased balance reflects the commencement of the receipt of annual membership invoices and shows that the AOMC is well placed to fund a range of initiatives identified by the organization's strategic plan. It has enabled the AOMC Committee to commit significant funds to a budget focussed on achieving these strategic outcomes. There are no areas of concern with respect to our ability to meet existing financial obligations while funding our strategic initiatives.

With the end of the financial year for 2023 behind us, preparations are now underway to complete the financial reporting requirements for the upcoming November AGM, as well as to complete the Income Tax Returns for 2023. This reporting will be performed in cooperation with our financial accountants, mindful of the methodologies applicable to NFP and incorporated associations such as the AOMC and most car clubs. The requirements for tax reporting by NFPs were highlighted during the AOMC Management Seminar held in June, and efforts are being made to complete our own reporting in a way that potentially informs the preparation of reports by AOMC member clubs. Efforts are also being made to ensure any learnings from this process, as well as updates about the ATO changes to Income Tax Exemption reporting due in July 2024, can be shared in the form of additional targeted financial reporting seminars later in the year. This effort is ongoing.

A new financial reporting component is now being trialled to help quantify the community benefit contributed by the AOMC.

For example in 2022/23 the annual community benefit of AOMC operations to other NFPs can be summarized in 4 categories

COMMUNITY BENEFIT	NET
Car Clubs	\$5,000
Charities	\$15,222
Other NFPs	\$2,155
Service Clubs	\$4,895
Total	\$27,273

To be able to report significant community benefits in this way is useful to demonstrate the valuable contribution we make directly to the general community, and adds to our credentials as we engage with external parties in our advocacy role. In coming months AOMC member clubs will also be asked to provide data about their own activities so that we can improve the reporting of the community benefits of the whole heritage vehicle movement. Stay posted.

Meeting Notes of the AOMC Delegates Meeting

VicRoads/Club Permit Scheme Report. AOMC have received reports of renewals being sent out without permit books. VicRoads have been contacted on this issue, but no reply as yet. Daryl Meek added that this will affect several thousand CPS holders. VicRoads are aware of the issue and this is the 3rd major issue with the contractor. Can be rectified by ringing or attending VicRoads branch. Several other delegates also noted this issue arising in their club, but was resolved by contacting VicRoads.

AOMC Events:

- * **Shannons American Motoring Show – Sunday 19th Nov 2023 at Caribbean Park.**
- * **Festival of Motoring – Sunday 21 January 2024 at Cruden farm.**
- * **RACV British & European Motoring Show – Sunday 18th Feb at Yarra Glen Racecourse.**
- * **Florence Thomson Tour – 26th to 28th April. Based around Traralgon and touring the Gippsland region.**
- * **National Motoring Heritage Day – Sunday 19th May 2024. Looking to support various events around the state.**

AMHF Survey. The link for this has been circulated to clubs via email. AOMC were not privy to the questions in the survey, but feel it is an important enough project to be involved in. Clubs need to communicate to members and share the link to gain the widest response possible. Clubs who have not received the email can get it by emailing to AOMC secretary Tony Hall at: secretary@aomc.asn.au

AOMC Seminars. Restoration and Club Management seminars have been held with good feedback from attendees. A lot of interest in ATO changes information from management seminar.

Engine number records. AOMC holds approx. 5 million records pre 1984. Over the past 3 months, 25 searches have been conducted. One search was for a Series 2 Land Rover which was a shell with no engine or chassis number. It was an ex paddock bomb. Philip was able to find the record for this vehicle so its history can be proved and it can be registered.

Delegates reports / General business:

Damian O'Doherty (Ballarat V&CCC) asked about the progress on insurance cover for small clubs. Tony Hall responded that a sub committee are working on this and have had several meetings with brokers. Work is still going on in the background and Tony is confident of having an offer in the near future.

Damian also asked about the joint effort with VicFed. Tony responded that there is a joint working committee from both organisations who have met with VicRoads, with the promise of further regular meetings. The joint committee have drafted a shopping list of issues that were presented to VicRoads. There have also been regular meetings of representatives of AOMC and VicFed that have been very cordial and constructive.

Iain Ross thanked delegates for attending, our guest speakers and especially thanked the local Ballarat Vintage and Classic Car Club for hosting and catering the meeting. He declared the meeting closed at 2.45pm.

CAR BADGE SALE TO MEMBERS

NEW, Vintage Drivers Club vehicle badges.
For Sale to MEMBERS for fitting to club historic vehicles.
3" Dia. with two holes for fitting screws.
Price \$40. Each + \$6 for mail if required.
Seller, Vintage Drivers Club Gearbox Sales
Contact, Garry Jewell Mob 0417157343
Email: garryjewell@yahoo.com.au



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.

WANTED

Parts for 1921 Dodge
Gearbox complete in working or restorable condition. 2 rear doors for Budd body tourer
Contact David Mob: 0438 537 060

WANTED

Small 1/2 or 3/8 inch drive BSW socket Set preferably a good brand Sidchrome or similar.
Contact Peter Fleming Mob: 0408 389 439

FOR SALE

Restored Cars & Practical Classics
Magazines Total of 292 Magazines in good condition \$100 or best Offer PICK UP ONLY
Lucas Instrument Cluster \$50
AC Fuel Pump No. R-7358
Vehicle Unknown \$40
Contact Tony Schapendonk
Mob: 0419 577 996
Email: shappers@optusnet.com.au



FOR SALE

Fully restored one only brass
Dietz majestic acetylene H/Lamp
8" across rim \$550-00
Pair Lucas H/Lamps incl pillars
and matching side lights ex
Bentley \$1000-00
Pair CAV H/Lamps \$750-00
Contact Brian Hussey Mob:
0418561910
brihus@bigpond.
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FOR SALE

1925 Bean 12,
Complete rolling chassis, on good wheels,
Some bonnet panels.
\$2,500.00 Ono.
1925 Arrol Johnston,
Complete rolling chassis, rusty front scuttle, some other parts
available.
\$3,000.00 Ono.
1930 Sunbeam 16.9, Saloon,
lovely original barn find car, running before put in shed,
\$18,000.00 Ono.
Contact Brian Mob: 0417 569 873 Email: Brianhead@gmail.com

WANTED

Urgently Need Step-Starter Motor for 77 Chrysler
Contact Ray Smith 0419 597 055

FOR SALE

A pair of tourer front doors R&L measurements.
23in.x 20.5in possibly Chev? @\$250 pr
Contact Denis Mob: 0407 533 342



FOR SALE

1939 DODGE:
2 wheels in good condition – \$50 the pair, ONO.
1 original crank handle – Make an offer.
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4 Hub Caps – Make an offer.
All parts located in Beechworth Vic.
CONTACT: David Boyd
0421 064 689



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Standard – DA-Victory 6 \$220 each
Essex 6 cyl. 1929-30 \$150 per set
Hupmobile 6 cyl. 1926-38. One size fits all \$220 each
Packard 6cyl. & 8 cyl. Price on application
Contact : David Dewar Ph : 0418 555 914 or 0419 371 441



For Sale

Morris Minor 1956 four door sedaner

Good original condition, pearl green, recently fitted with new seatbelts, turn indicators and external mirrors. Recent head gasket replacement and new fuel pump.
Currently on club plates not transferable.
\$20,000 negotiable
Enquiries to Margaret Tel: 03 9560 8299



For Sale

1926 Jewett Club Sedan

The car is fully restored and currently on NSW Limited Registration (Club Plates).
Located in Cootamundra NSW. Price \$25,000. ONO

Contact: Ian Brown email ian.brown@falam.net phone 02 69422283. Mobile 0409155942



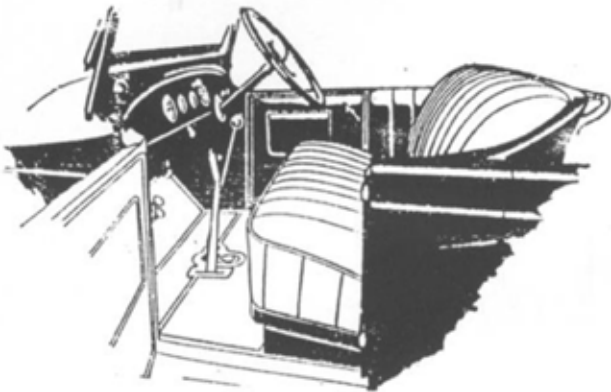
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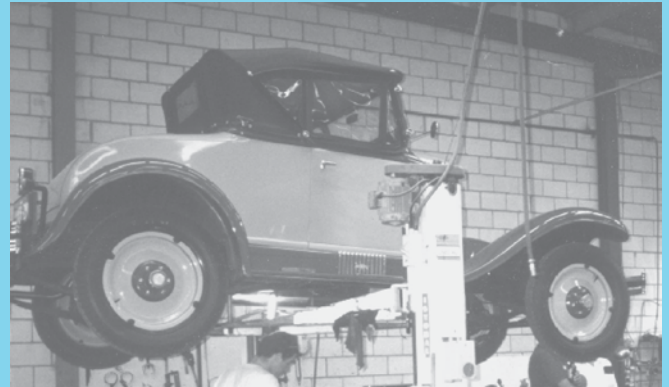
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