

ISSUE 786



OCT 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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President: Glenda Chivers



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Email: president@vdc.org.au

Vice President: Iain Ross



Mobile 0409 027 392
Email: vicepresident@vdc.org.au

Secretary: Judy Weeks



Mobile 0419 506 387
Email: secretary@vdc.org.au

Treasurer: Maureen Ross



Mobile 0412 263 155
Email: treasurer@vdc.org.au

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.

Members Meeting

Friday 27th October 2023

Enjoy a drink and a chat 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

October	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

Peter & Pat Rowland	1930 Chrysler Coupe.
Chand Batta & Jaggi Singh	1954 Willys Sedan

We hope you enjoy being members of our Club.

Front Cover:



Katrina McDonald's Model A Speedster, 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 November magazine is:

Wednesday 1st November

Permit Renewals & Applications: are to be sent to the Club Permits Officer, Arnold Chivers 10 Beaufort Rise, Warrandyte Vic 3113. Documentation should include—**1.** VicRoads Renewal Application Form **SIGNED BY THE MEMBER** **2.** Cheque or money order made payable to VicRoads **3.** Stamped envelope addressed to VicRoads. OR Stamped self addressed envelope if you want the signed form returned to yourself. The Club Permits Officer will: Confirm the applicant's membership, financial status and vehicle eligibility and will post all relevant documents in the envelope provided. **NEW PERMIT APPLICATIONS** are to be sent to the Club Permit Officer as above and include **1.** Vic Roads Application Form **2.** VicRoads Eligibility Form **3.** Photos as per VicRoads requirements **4.** For vehicles pre 1948, a vehicle safety report signed by an authorized Vehicle Safety Check Officer as appointed by the Club or a roadworthy certificate. Vehicles post 1948 a Roadworthy Certificate. As it is better for the owner to personally collect the new plates from VicRoads the application should be accompanied by a stamped self addressed envelope and no payment need be included.

From the President

I have thoroughly enjoyed my last 12 months as president of our club. I would like to thank the committee for their ongoing support and the members for their kind words during that time.

The club has continued to grow, and we had fifty new memberships during the year. Sadly, we lost ten members but I'm sure they are keeping an eye on what is happening in the world of historic motoring.

We continue to work very closely with the RACV and value their continued sponsorship. Without this we would not be able to subsidise our events and have our scholarship programme.

October kicked off with the RACV Alpine Trial Centenary, wow what a success. This event has raised the profile of the club enormously and resulted in some of our new members.

Our usual Christmas picnic and awards afternoon took place and was very well attended. March saw our swap meet happen and another wow!! this was a huge success. A big thank you to the committee and many volunteers. This is the major event that enables us to have no fee increase yet again and to heavily subsidise various events. Please remember when it's time to volunteer in March it's you who benefits from the profit we make.

Our signature events all took place again this year and members attendance was encouraging. We also ran two events for red plate vehicles along with our event for pre-1930. The prewar run to Bendigo which also took in motoring Heritage Day was a collaboration of the Vintage Drivers Club, Veteran Car Club and the Vintage Sports Car Club. This event (supported by the RACV) showed what a success it was to have three clubs working together for a common goal, there should be more of it.

The club has done three displays at Nunawading Bunnings this year, the last two resulted in a donation from Bunnings of a BBQ for our catering van. I would like to thank John Johnston, Lindsay Truman and Arnold Chivers for helping out on all three and Jim Lambert for attending one of those. We will be doing another in December so maybe we could have some new volunteers for this one.

Some of the committee have indicated they will not stand again next year; we currently have a vacancy so please consider volunteering as this is an opportunity to ease into one of the positions.

So once again a big thank you to all for your support over the last 12 months. Safe and happy motoring for the year.

Glenda Chivers

From the Editors Desk

Welcome to the October edition of The Vintage Driver.

The last months have been busy for our club with a plethora of events to take part in and of course those members with a liking for long distance vintage touring will have been on the Where Rivers Run tour of course.

This month we are featuring an article about Chryslers Imperial range in the twenties, it just happens that our former president John Johnston has almost completed his Chrysler Imperial restoration project. His example will be a welcome addition to the club's fleet of interesting vehicles.

We have the first instalment of the Where the Rivers Run adventure, and we are featuring on the cover one of our

new members vehicles. Speaking of which, if you have an interesting vehicle to feature on our cover, please let me know. And of course, self-written articles about you and your vintage vehicles and adventures are really welcomed by your editorial team.

With regards to advertisements in our magazine it will be appreciated if you could advise us when your vehicle or parts sell as we do not want dead advertisements in the magazine.

Enjoy your read.

Iain R

MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

September 22nd, 2023

MEETING CHAIRED BY: President, Glenda Chivers.

Glenda welcomed and thanked everyone for attending the meeting.

MEMBERS PRESENT: There were 66 members present with 6 Zoom members, 1 visitor.

APOLOGIES: Geoff & Helen Bartlett, Daryl Meek, Jim Lambert, Stewart Bracken.

NEW MEMBERS PRESENT: N/A

MINUTES OF THE LAST MEETING: The previous minutes were accepted by Matt Weeks, seconded by Len Jenkins. Carried.

TREASURERS REPORT:

Treasurer, Maureen Ross presented the Treasurers report for the period from August 14th, 2023, to September 11th, 2023.

The Club's operating expenses for this period were \$27,766.00 some of the major expenses such as Body Corporate Fees, GST to the Australian Taxation Office and Where the Rivers Run. The normal monthly expenses consisted of the usual magazine costs, club room expenses, cleaning, telephone etc.

Income for the month \$11,924 included Membership renewals and quite a lot of entries for the 2024 Sprit of the Twenties. As of the date of this report we have 93% of memberships paid.

NEW MEMBERS:

Doug Stevenson noted that for the first time in 2 years we didn't have any new members to report.

GEARBOX REPORT: A very quick report from our resident Gearbox reporter, Garry Jewel, where he mentioned that the pricing of the knitted scarves mentioned in last months magazine was advertised as \$20.00 each where the correct price should have been \$12.00.

EVENTS REPORT:

PAST EVENTS:

27/8/2023 - Hurstbridge Wattle Festival – held a car display with quite a few vintage cars from our club in attendance.

27/8/2023 – Federation Marong Picnic was held at "Malone Park". Lower attendance numbers than in previous years but still enjoyed by those that were there.

4/9/2023 > 17/9/2023 – Where the Rivers Run – Glenda Chivers gave members a quick rundown of how event was with beautiful weather but some rough roads resulting in a few cars breaking down along the way. We then went to Broken Hill where we joined the Broken Hill Car Club and experienced the Broken Hill Festival which was quite an eye opener with lots of color and drag queens. Everyone had a fantastic time. After leaving Broken Hill we went onto to Whitecliffs where we joined up with the Whitecliffs Car Club which was wonderful to see such a small town with such an active club. The RACV bear came along for the trip with some great photos taken mainly posing with food and alcohol. Glenda went onto thank those members that attended, saying that it made all the hard work worthwhile.

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Stuart McCorkelle thanked Chris Wells for taking such wonderful photographs and daily updates of the trip which was posted on Facebook and received well by all.

9/9/2023- Coffee and Chat – We had a great turn out for the monthly Coffee and Chat while some of our members were away on the Where the Rivers Run with a guest from Western Australia dropping in with his Dodge Senior Six. Ron and Kerry Lawson are members of the Dodge Club.

13/9/2023 – Mid Week Run "Going Back in time" – which was organized by Kurt Schulz. 34 people attended the day which was enjoyed by all.

22/9/2023 – Club Meeting & AGM - Stuart thanked everyone for attending the meeting and AGM which Stuart named our Brownlow of Vintage Car Clubs. The night was well attended with 66 members present.

UPCOMING EVENTS:

29/9/2023 > 01/10/2023 – Grand Final Camping Weekend – organized by Devron Schwind being held at Rushworth. A great weekend planned with day visits welcomed as well.

07/10/2023 – Observation Run – Stuart McCorkelle is organizing what should be a great day out and is combined with the VSCC starting off at Calder Park BP outbound at 10 am. Stuart made note that those attending to make sure they have a good observer.

14/10/2023 – Coffee and Chat – at the Club rooms 10.00 am.

18/10/2023 – Mid Week Run – being organized by "Clan Hupmobile" are organizing but is open to all members and all vehicles. Meet at McDonalds Diamond Creek Melways ref 12A6 with an arrival time of 9.30 for coffee / breakfast and departing 10.00am. After a scenic run on a variety of surfaces, we shall be dining at The Bridge Inn Hotel Mernda.

7/11/2023 – Special Cup Day Coffee and Chat – Melbourne Cup Day at the Club Rooms.

15/11/2023 – Mid Week Run – Dennis Robertshaw is organizing the American Motoring Show at Caribbean Park. There is a limit of 40 people that can go so be quick to put your name down if you 'd like to attend.

26/11/2023 - Christmas and Presentation Luncheon – being held once again at the Chirnside Country Club and being heavily subsidized by the club at \$22.00 per person. Bookings are essential.

02/12/2023 – Christmas picnic – a different location is being sought and likely to be held at either Lilydale Park or Jells Park. Keep a look out for updates.

09/12/2023 – Christmas Coffee and Chat – A special Christmas themed Coffee and Chat with details to come.

10/01/2024 - Two Wheel Brake Rally – VSCC for all two-wheel braked cars.

MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

PRESIDENTS REPORT:

The main Presidents Report will be presented at the AGM. Glenda mentioned that we are looking for someone to take over the management of Doc's Dodge due the Club Cars current manager, Judy Weeks is needing to hand it over to someone due to work and family commitments.

GENERAL BUSINESS:

Doug Stephenson spoke of an acquaintance of his and Ediths looking for someone with a 1928 – 1929 Chev Tourer who might be willing to take an elderly man in his 90's for a ride while he's still able to enjoy it. He would need to be picked up from a retirement home in Werribee so if anyone could assist with this please see either Doug or Edith.

AOMC REPORT / MYSTERY CAR:

The mystery vehicle for September was a Wanderer.

AOMC Upcoming events:

21/01/2024 – Festival of Motoring being held at Cruden Farm – so far receiving a huge response which is fantastic. If you're interested it is urged that you put your name down while you can.

04/02/2024 – Australian Car Show at the Mornington Racecourse with Shannon's sponsoring.

18/2/2024 – The British European Motoring Show at Yarra Glen – we would love to see some Vintage British European cars attend.

10/3/2024- The Yarra Glen Swap Meet is back on again.

24/3/2024 -Kalorama Rally – All Vintage Drivers Club members are welcome.

26/4/2024 > 28/4/2024 – Florence Thompson Rally - Online bookings are being taken.

MAGAZINE:

As per usual we need content for our magazine so please if you have anything of interest to our members, please contact Iain.

CARS / PARTS FOR SALE OR WANTED:

For Sale – 1930 A Model Sedan and a 1914 T Model Roadster both in Ballarat. If anyone is interested, please reach out to Annette Moody.

RAFFLE:

The raffle was run with the usual supply of Chocolate goodies and car bits and bobs to choose from with the usual suspects winning a prize.

The meeting closed at 8.35 pm followed by supper and conversation.

MINUTES OF ANNUAL GENERAL MEETING OF THE The Vintage Drivers' Club 22nd September 2023.

President Glenda Chivers welcomed all attendees. A total of 66 members were present with 6 on zoom and 1 visitor as per list. As a quorum is present (5% of 852 = 43) I now declare the 2023 AGM of the Vintage Drivers Club open.

Apologies: Geoff & Helen Bartlett, Daryl Meek, Jim Lambert, Stewart Bracken.

Confirm Minutes of previous AGM.

President Glenda Chivers stated "I would like to confirm the minutes of the previous AGM, as printed in the October 2022 Club Magazine are confirmed and accepted".

This was seconded by Iain Ross.

Glenda queried if there were any matters arising from those minutes. There was no response from members.

Those in favor: ALL. Those against: NIL. Carried.

1. Reports

a. President's Report by Glenda Chivers:

I have thoroughly enjoyed my last 12 months as president of our club. I would like to thank the committee for their ongoing support and the members for their kind words during that time. The club has continued to grow, and we had 50 new memberships during the year. Sadly, we lost 10 members but I'm sure they are keeping an eye on what is happening in the world of historic motoring.

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subsidise our events and have our scholarship programme. October kicked off with the RACV Alpine Trial Centenary, wow what a success. This event has raised the profile of the club enormously and resulted in some of our new members.

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MINUTES OF ANNUAL GENERAL MEETING OF THE The Vintage Drivers' Club 22nd September 2023.

next year; we currently have a vacancy so please consider volunteering as this is an opportunity to ease into one of the positions.

So once again a big thank you to all for your support over the last 12 months. Safe and happy motoring for the year.

b. Treasurer's & Financial Report by Maureen Ross:

The club is once again in a sound financial position, ensuring that the club can continue to develop and trade into the future.

Activity for the year resulted in a trading profit of \$34,413.

However, the result for the year after depreciation was a profit of \$6,760.

We were fortunate that we could once again run our major fund raiser the Yarra Glen Swap Meet with excellent results as it was one of only a few held this season.

Membership continues to grow and is the chief source of revenue for the club and currently stands at 532 members. We continue to encourage new members and to retain as many existing members as possible.

This year we have been able to leave the effects of covid behind us. We have held all of our meetings and events with good attendances. A special note must go to Coffee and Chat held each month where attendances are consistently around the fifty mark. It's a great opportunity for old and new members alike to catch up with friends and make new ones.

Everyone would have received the financial statement with their magazine so I will now ask if there are any questions before I move, they be accepted.

Treasurer Maureen Ross moved the motion:

I move that the Financial Statement of the Club, together with the report of the Committee and Auditors as circulated with the September 2023 magazine, be received and adopted.

Seconded by: Kirk Gardiner

Any discussion on the Report?

Those in Favor: ALL Those against: NIL. Carried.

2. Appointment of an Auditor.

We need to appoint an auditor for the 2023 / 2024 financial year.

I therefore move that we engage ANDERSON & ASSOCIATES, Certified Practising Accountants as Auditor for the coming year.

Seconded by: John Johnson

Those in favor: ALL Those against: NIL. Carried.

3. Interim Chairman.

President Glenda Chivers asks John Johnston to preside as Interim Chairman over the election of the next Committee."

President Glenda Chivers asks the Committee step down apart from the Secretary.

Good evening everybody, there's not much I can say after the reports given by Glenda and Maureen, but we should in particular thank the retiring Committee for the sterling job they have done over the last 12 months.

Running the Club the size that it is, in particular managing the finances that actually run through the books is no mean feat. Our Club actually runs through many thousands of income and out goings and the effort to keep all of that in order takes a lot of effort. As mentioned the Committee is running short of members with 1 short and with the effort that's required to run our Club it's a small business of this size but with missing people it puts a load on those sitting in the chairs and that's not fair when we have 530 memberships and partners are members as well it's not good that all the load goes to 9 or 10 people, so the request for some help and for people to consider to take on the role of working with Committee is really important and the future of the Club relies on the continuity of support from the members and having a Committee that functions effectively. The results are shown with our membership continuing to grow, it's really enlightening that the events that the event committee have put together in particular the Alpine and the Spirit and all the other particular events we continue to grow with memberships and people are attracted to the Club that is providing for the movement. I think that is the real issue of this Club, for the preservation and use of the Vintage Vehicles and the Committee and Events Committee in particular ensure that happens.

I would like to announce the nominations for next year's Committee. Formal nominations for Committee positions have been received and printed in the September 2023 Magazine. In accordance with our Rules of Association, all Members of the Executive Committee step down but are eligible for re-election.

Nominations are as follows:

President:	Glenda Chivers
Vice President:	Iain Ross
Secretary:	Judy Weeks
Treasurer:	Maureen Ross
ECP 1:	Richard Badham
ECP 2:	Trevor Barby
ECP 3:	Arnold Chivers
ECP 4:	Kirk Gardiner
ECP 5:	Doug Stevenson
ECP 6:	Judy Weeks
ECP 7:	Stuart McCorkelle

As there is only one nomination for each of the positions: I declare those nominated duly elected.

I now invite the President for 2023/24 Glenda Chivers to take the Chair and address the Meeting.

Thank you, John, for doing a great job and residing over the election. I would like to welcome the new Committee for the next 12 months and once again I would like to thank everyone for the encouraging words from everyone. I said I would do this job for a couple of years until some younger people were able to take over, it looks like it's now 3 years, but it will be my last.

Glenda then declared the 2023 AGM closed.

COMING EVENTS

Doc's Dodge – our club car is available for use by members to attend any of the events.
Booking form on our website or contact club car manager – Dave Jenkins 0413 901 734

Members Meeting Friday 27th October

Cup Day at the Clubrooms Tuesday 7th Nov.

11am - 4pm

Join us at the Clubrooms for a sausage in bread and enjoy the Melbourne Cup on the big screen.

There will be a sweep for the cup and some other racing activities throughout the day.

Wear your best racing outfit and drive your vintage horse power for what should be a fun day.



Coffee & Chat Saturday 11th Nov.

10.00 am at our Clubrooms.



Bendigo Swap Meet Sat 11th & Sun 12th November

Mid-Week Run Wednesday 15th November Yarra Valley & Ranges Tour

Meet at
Yarra Glen
Main Street
Reserve for



10.30-11 am start. Two Bakeries available for coffee & cake before the start.

A scenic Tour over the Ranges via Toolangi and Healsville returning to a Yarra Glen Winery for lunch at 12.-12.30.

Early bookings advised as we are limited to 40 persons. Denis Robertshaw 0407 533 342 email. oldcarbearings@bigpond.com

American Motoring Show Sunday 19th November.

Event Centre Caribbean Gardens, Scoresby.

Members Meeting Friday 24th November

Christmas & Presentation Luncheon - Sunday 26th Nov.

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.



VDC Christmas Picnic Saturday 2nd Dec.

Details in November magazine.

Coffee & Chat Saturday 9th Dec.

10.00 am at our Clubrooms.



VSCC Two Wheel Brake Rally Sunday 10th December.

Invitation event for two wheel braked vehicles only.

Coffee & Chat Saturday 13th Jan. 2024

The first C&C for the New Year is moving for one month to Tullamarine.

Venue will be Stuart's workplace.

Stuart's expertise as a pattern maker for casting will be on show to see the accurate tolerances needed.

10am for morning C&C, factory tour.

Noon lunch sausage sizzle. Limited seating, bring your picnic chair. Factory 25 / 85 – 91 Keilor Park Drive Tullamarine. Plenty of parking off the main road.



Past Events

Coffee & Chat 9th September

You never know what will turn up at our coffee and chat.

At the September Coffee & Chat we had a visit from Ron & Kerry Lawson who had travelled all the way from West Australia to get a cup of our coffee!!

Actually Ron & Kerry have been touring since they left WA in May with a truck & caravan and their beautiful 1928

Dodge Senior Six Tourer in the covered section of the truck.

They have visited many clubs in their tour of the Eastern States. They will be attending the Dodge Brothers National Rally at Tanunda South Australia in November.



John Lawson's 1936 Delahaye



Frank Mercuri's 1965 Rambler Marlin

Past Events

Mid-Week Run - to Waverley Antique Bazaar

Wednesday 13th September

Expressions of interest were received from forty two people – there were thirty two starters on the day, including two prospective new members. After meandering the aisles of the Bazaar, with many enjoying a hot or cold drink and a chin wag at the little café, we headed off to a scrumptious lunch at the Sandown Park Hotel. The lovely sunny day encouraged eleven members to drive seven vintage cars and four post WW2 cars to the event.



Attendees:

Frank & Janet Braden	1929 Chrysler	Geoff Bartlett & Helen Couch	Morris Minor
Doug & Edith Stevenson	1929 Graham Paige	Allan & Christine Tyler	1960 Studebaker
Charles & Linda Grima & Wilma	Model A Ford	<i>(prospective new members)</i>	
Dee Baxter & Sue Elliston	1928 Chev	Robert & Beth Kirby	Modern
Carey Laken	1925 Wolseley Special	Val & Margaret Bugeja	Modern
Malcolm & Janet Savage	Model A Ford	Ann & Lyle Drysdale	Modern
Wayne Roots & Pauline Mathers	1925 Studebaker	Lindsay Truman	Modern
Bill Carson	Austin A30	David & Pam Jenkins	Modern
Iain & Maureen Ross	Bristol 400	Ron & Pat Sinclair	Modern
		Kurt & Sue Schulz	Moderns

Thanks to all who attended. - Kurt

And from Janet and Frank Braden
We arrived a little early and enjoyed chatting in the car park. Kurt marked us off his attendance sheet, so we entered a huge warehouse full of goodies.
I went with the idea of just looking, ha- ha.
To enjoy the experience, you need a map (which we had). I really enjoyed wandering the aisles, stopping every so often to say hello to other members and chat.
Time just got away soon it was time to leave for lunch, so we set off for Sandown Hotel.
We enjoyed a nice lunch, a glass of cheer, along with good company.
Thanks to Kurt and Sue for organising a terrific day out.



Wattle Festival

The annual Hurstbridge Wattle Festival was held on Sunday 27th August and attracted a good line up of Vintage vehicles.



Past Events

Where the Rivers Run Report - Part One by Marion Rhodes

Hey readers, it's me again writing this time on our Where the Rivers Run trip. 15 cars and 27 people to drive 3000kms from Melbourne to Echuca, Mildura, Broken Hill, White Cliffs, Trilby Station, Warren, Temora, Howlong then home.

There are six entrants camping while the rest are in motels/cabins/shearers quarters and cottages.

Monday 4th September

All hooked up to the camper trailer once again and out of Upwey at 9.15am. We are meeting up with two other entrants at the Manhattan Hotel. Both these drivers have no navigators and we have arranged for them to follow us through to Northcote for lunch at Gaffney's Bakery. Then onto Colbinabbin to look at the silo art, very impressive and then onto Echuca arriving at 3.45pm. Tonight is a catch-up night for a welcoming dinner for all the entrants. Glenda and Arnold Chivers arrived a day earlier to buy all the ingredients for this dinner, put it all together and helped set up. Well done you two! Thanks to everyone who cooked, washed and dried dishes and generally cleaned up, well done. John and Glenda then gave talks regarding meals and road conditions.

Tuesday 5th September

On the road early this morning as we have a 411km trip ahead of us to get to Mildura, but before heading off several of us have been interviewed by a journalist for her paper. If you have been following us on Facebook you will have seen the write up, she had done for the Echuca Paper.

A few kms out of Echuca the sealed road gave way to gravel, 24kms of it. A better road than the seal, fewer potholes. Traveled through Thule and had morning tea at Moulamein, an old river port town with substantial buildings. Balranald is our lunch stop, tomato sandwich and a cuppa.

On the main road now, there are fewer potholes but more trucks!
Straight through to the Caravan Park which is situated on the banks of the Murray River and a few of us have camp sites with river views. Everywhere there is silt, we are "walking" on the bed of the river for this camp was underwater at the beginning of this year. We did a reconnaissance trip in late March and the conditions then were worse.

Off to the Working Men's Club as we are all booked in for dinner at 6pm. Wagyu beef stir fry with veggies for me washed down with a glass or two of Chardonnay. In bed by 10, bloody tired.



Wednesday 6th September

Woke to a freezing morning, a cup of tea just to warm the hands up. As the morning progressed it began to slowly heat up, but there is a cool wind blowing off the river. Free day today and decisions are being made as to what people are doing. We have a broken clutch linkage, so guess what John is doing, some are sightseeing or shopping or just lazing around. Our diesel heater has decided to give up the ghost and the Chev has a broken starter motor, so it's a push/tow start for that car.

Grilled cheese sandwiches by the river are on the menu for lunch and five of us descend on Sue, Rob and Brenda's cabin for a catch up, cuppa and sandwich.

Tonight's dinner is a BBQ with leftover salads but bring your own meat, sandwich scotch fillets for us. Brendan Wolfe brought his music along and a sing-a-long at a BBQ is a must.



Past Events

Where the Rivers Run Report - Part One by Marion Rhodes

Thursday 7th September

Today's weather forecast doesn't sound too good, strong winds and rain. The sky has a bruised look about it. Glad I am not driving.

We are all away from Mildura at 8am and John is driving the first leg of this 400km trip. No hassles, good road and the landscape is changing all the time from salt bush to canola fields. Amongst the salt bush we come across herds of feral goats, dead and alive. The day is slowly getting cloudier and cloudier with wind gusts and the odd smattering of large raindrops. From time to time, we are overtaken by motorbikes, looks like they are off roaders.

No problems with the cars as we all make it into Pooncarie which is our morning tea stop. Devonshire tea/coffee and scones are on the menu at the small café by the Old Wharf on the Darling River. I was speaking to a couple of the volunteers regarding the motorbikes and they said there was a 4 day off road rally and soon we will be inundated with a swarm of noisy motorbikes. So, with that bit of information, we hastily returned to our vehicles to get on the road again.



I opted to drive the next stage, oh silly me! Readers, the road from Pooncarie to Menindee, well what can I say, roadworks from here to there and I mean major road works. Machinery of all types lumbering around trying to fix the road that was flooded a few months ago. Potholes cropped up again, the odd detour which took us "off road" some entrants missed a detour sign and landed up in a construction site, I bet nobody took a photo. The enlargement of the road was that wide I didn't know which part of the road was safe. Thunder and lightning started up with the rain again and amongst all this John gets a phone call. Reception!? Out here!?! Had to stop and turn

the car off so he could hear! Hell, I hope there is nobody behind us. Cattle grids, other traffic and road horrendous corrugations, I tell you readers I was just about to throw the towel in and get John to take over, but I persevered, and we finally crawled into Menindee. Had lunch (can't remember what I had) mixed with grit.

John has decided to take over and he didn't fare so well either. The wind was horrendous blowing from the Northwest. Everything was flapping, hood and the side curtains, with one coming off, and the noise, had to yell just to have a conversation. Cars were struggling against the wind and several times we had to change down just to keep going. It was a long slow slog into Broken Hill. Most of us are shattered, deciding on an early dinner, shower and then into bed. BOM says "expect winds until Friday." Oh, by the way, left over scotch steak, salad and coleslaw for dinner with lots of alcoholic drinks to settle the nerves.



Past Events

Where the Rivers Run Report - Part One by Marion Rhodes

Friday 8th September

9.30am meeting this morning out the caravan park for a trip out to the Mundi Mundi Lookout, Omberumberka Reservoir and then Silverton. There was once a substantial mining town on the flats at Omberumberka as well as the support facilities for the construction of the dam and pumping station. Everything now gone. Blue skies, it's blowing again, sunny and a bumpy road. This time we have wild horses to look out for as they are grazing quite close to the road. First stop the Mundi Mundi Lookout. Fantastic views from here, flat land as far as the horizon. This is where the Mad Max movies were filmed.



Next stop was to the Reservoir where water used to be pumped into Broken Hill. When we did the dummy run in March of this year, we met up with several members of the Broken Hill Vintage Car Club and it was arranged that one of their members had the keys to the old Steam Museum

and would open up for us. So, as it was, they were there to greet us, and they even supplied morning tea which consisted of locally made cakes with fresh cream.

The museum houses two 1910 steam engines driving water pumps in use until 1960. Also, there are three ex USA submarine diesel engines that were driving the water pumps after the steam engines. They now have two Caterpillar diesel engines driving the pumps. This is now a back up water supply for Broken Hill as water is piped from the Murray to Broken Hill as the main supply.

Glenda made a presentation of thanks to Steve of the Broken Hill Car Club in appreciation of the delicious morning tea and for the museum to be opened.



Then it was off to Silverton to look at the various attractions i.e. the goal, the Mad Max Museum, art gallery and generally look at the surviving buildings from yester year.

Lunch was a large bowl of freshly cooked chips (yummy) with a glass of Chardonnay. Much to our surprise when John and I pulled up outside the pub, two fellow members of the VDC Daryl McMahon and Anne Tyers pulled up alongside us. Great time for a catch up with them.

We are all booked in for dinner at the Musicians Club, luckily for us we had a room to ourselves. Meals were alternate drop of 2 roasts, pork or beef, I had the beef (yummo), dessert was a large serving of pavlova with a fruit sauce.



Past Events

Where the Rivers Run Report - Part One by Marion Rhodes

Saturday 9th September

The Broken Hill Festival parade is on today. This is a tribute and celebration of the Australian film, Priscilla Queen of the Desert. It's three days of disco, drag and divas in the desert. Apparently, it's very popular and thousands join to watch and dance down the 'Main Drag in Drag.' The festival kicked off last night with a display of fireworks.



Easy day today some are sightseeing, watch the parade, visiting museums or just kicking back. John, Glenda and I did a supply run to stock up on bread, milk etc. I had a list of things to get but I made a mistake of taking John with us, might as well have thrown the list away.

It was a get together at the camp kitchen for dinner tonight, bring whatever to the BBQ. We had crumbed lamb chops with salad and fried sweet potato chips.

Sunday 10th September

8.30am start and we are meeting up at the Miner's Memorial which is dedicated to the 700 plus miners who have died here since the 1800's, when the mines began. The name and cause of death for every fatality is listed in the memorial.

Today is another long touring day and we are heading to White Cliffs. Another day of blue skies, sunshine and flies. I opt to drive this morning to Wilcannia, our lunch stop, which is 97kms away. Now I'm sure the flies have doubled in numbers at Wilcannia. Quiet little place with a great park to have your "lunch". Bloody hell, readers, it was a race to get food into your mouth instead of a mouthful of flies!! Hence, we didn't stay there long! Back on the road again, another long boring one. The road kills have surely doubled, mostly 'roos and the odd goat.



White Cliffs, an Opal mining town with plenty of history. Caravan Park was almost treeless, \$1 for a shower but the water is hot. Our entrants are scattered all over White Cliffs, from cottages, motel and the camp ground. 5.30pm was the arranged time for our dinner but I think there was a communication glitch somewhere along the line. But never mind, we got it a little later on and made it in plenty of time for our opal guide to take us black light opal fossicking at night in the mullock piles. Scratching around like chooks in the dust. A few of us found some good pieces but not enough to retire on. The night sky out here is truly amazing with billions of twinkling stars.



Monday 11th September

A full day is planned for all of us. The group has been split into two as our tours can only cater for smaller numbers. The first group were away at 8am with a 3-hour bus tour of White Cliffs. Meanwhile the other half had a lie in. Some had chores to do, some listened to music, I wrote in my journal while watching John trying to fix our diesel heater, but to no avail.

An early lunch then the whole group headed up to the Red Earth Opal café for a tour of an Opal mine. Our guide gave us a talk on how opals were created, what

Past Events

Where the Rivers Run Report - Part One by Marion Rhodes

they are made of and the different types of opals e.g. freshwater and salt water. We followed him in our cars, a short distance to his mine. Sheeesh! What a mine, you wouldn't want to get lost down there, it branches off in all different directions, and this man has done it all himself. Some of the shafts are the workings of the original shafts that are over 120 years old. He has found some beautiful pieces of opal which he has polished and sells them in his beautiful showroom and café. The tour lasts about two hours and he even let us fossick around in his mine for opals but none were found.



We finish up about 2pm as the other half of the group are booked in for the 3pm bus tour of White Cliffs. For a small town, it has a lot of history from the finding of opals to the Parks and Wildlife Tourist info. Opals were found in 1889 by four 'roo shooters, who were hired to cull kangaroo numbers on one of the stations, found opals, and suspecting they were valuable sent them to Adelaide for valuation, and so began the mining of opals in this area. White Cliffs is renowned for pineapple opals because of their distinctive spiky shape and is highly sought after.

Our guide took us to a house that it is underground, commonly called a "dugout." Walking into this house took my breath away. Modern furnishings and artwork created by the lady of the house, particularly in the family, dining room and kitchen. The most eye-catching object of all is a very large tree in the middle of this large room and supports part of the roof, and the round kitchen encompasses this tree, truly amazing. The rest of the house is tastefully done, with more artwork, gorgeous furnishings all done with terrific styling. The owners have put a lot of time, effort and money into creating a truly unique home.



The tiny Pioneer Children's Cemetery with a few graves can still be seen but the markings on the headstones have nearly vanished. A severe drought in 1889 took many young lives. A heritage sign has listed the names and ages of who is buried here. A reminder of the harshness of desert conditions. There were once eight churches in White Cliffs but only one remains. Every 3 months or so a minister from other areas will offer interdenominational services.

There is still a Post Office and the Police station has been renovated. The ladies of the CWA still hold meetings and cater for functions in the hall. There is a pub that does meals, a store that carries the basics and a building that is the Paroo-Darling Visitor Centre. Now no longer used as it is a bureaucratic disaster and a waste of money.

Our next stop is the White Cliffs power station. This thermal power station was built in 1980 as a university study to determine the feasibility of producing power from solar energy. They had 14x 5 metre dishes focusing the sun's rays on a collector where water was boiled and piped to a steam driven generator. In 1997 it was converted to a photo voltaic system (early heat pump). The power was stored in lead acid batteries and was sold to the town to provide electricity. The plant ceased operations in 2005. In 2006 the site was recognized by Engineering Australia, Heritage committee as being the World's first commercial solar power station.



We have been requested to have our cars parked outside the pub for a few photo shots.

Our tour had finished at 6pm, so to the pub we go (again) to order dinner and drinks. I had a rare T bone steak with veggies.

Members Car – Katrina McDonald’s Model A Speedster

Iain McPherson saw the A Model Speedster listed on Ebay in 2010 and liked the look of it. With only a few minutes to go, the highest bid looked low, even though the car was without an engine, so at the last minute he put in a bid and won it. He thought it would be good to cruise the local roads around Yea where he lives.

The seller of the car was Alan Wilson from Warragul who is still is a member of the Model A Ford Club of Victoria. He built up the A model based Speedster out of parts he obtained from a dealership which had closed down. Over a three year period he built up the car and made the fiberglass body, windscreen frame and full weather equipment. The car was fitted with an A Model based Claas engine from a harvester, a 1933 Ford gearbox, cast iron brake drums, The body was styled on a car Alan had seen in New Zealand. In 1998 Alan drove the car to the 70 year Rally in Canberra and back without any trouble.

Other projects came along for Iain, so the car was pushed further to the back of the shed. He did minimal work on it but he did collect a number of engines for it. Iain also owns the A Model Racer built in 1935 by “Splinter” Turner in Hobart, Tasmania, but the car is best known in Victoria when it was raced by George Pockett and his work colleague, Averley O’Connor, so Iain spent his time gathering a number of engines and other parts which could be used on either car.

With the 2023 Florence Thompson Rally coming up his daughter and son-in-law, Katrina and Euan McDonald, asked if they could get the Speedster out of the shed and get going to use in the Rally. So, the car was loaded onto a trailer, along with a number of engines, none of which proved to be completely suitable. Fortunately, a good going engine out of a US import was offered for sale and the car was ready for Wangaratta. The car was only driven around the town, but it ran faultlessly.



Club Project - Vintage Catering Van

Once again, our club embarks on a project that leads the way in the movement!
Our Vintage club catering van. The club coffee and catering vintage van work has started.

Jude and I went over to Murray Bridge and picked up one of two 1929 DA cars from Alan Hagger. Alan and his wife with Rob Bonner brought the other car and parts over for us a couple of weeks later. Which was a very considerate thing of them to do for the club.

The first load on the way home. The body of this DA dodge is in great condition and with all the extra parts Alan has thrown in they have already come in handy with the Head repair on Docs Dodge.



This is the second car we have to work with, so out of the two cars three engines ten wire wheels and a heap of other bits and pieces there shouldn't be too much we will need to make our new coffee/ BBQ van.

Our plan is to make a van with a six burner barbecue and fully automatic coffee machine. It will also have storage for tables and a marquee all in the back. The whole intention is to make it easier for us to help cater for any rally events we do were a cuppa, and or BBQ could be needed. By having all this in a vintage car it will not only

be a great representation for our club but let whoever is driving it, to still enjoy the vintage car driving experience. We have already started the pull down of one of the cars getting it ready for sandblasting and undercoating. The chassis and body are in amazing condition and won't need a huge amount of work to get to where we need them.

This will be the body that we will be using as it doesn't require any timber replacement, or much panel work done.

The chassis will be getting sandblasted and painted with no repairs needed to it at all. I have also started to pull one of the engines down and will be trying to make a good one out of the three. There will be a few new parts needed for the engine and chassis, but we want to keep the cost of the project to a minimum.



We would love to have any volunteers come over and give a bit of a hand on a Saturday every now and then if anyone is up for that. Whether you're an experienced restorer or want to come and learn we would appreciate any help you can give.



Grant Lane and I will be spending as many Saturdays on the project as we can and when it comes to building the back of the van after the car is all together, I will try and put a few weeks work into it to get it finished.

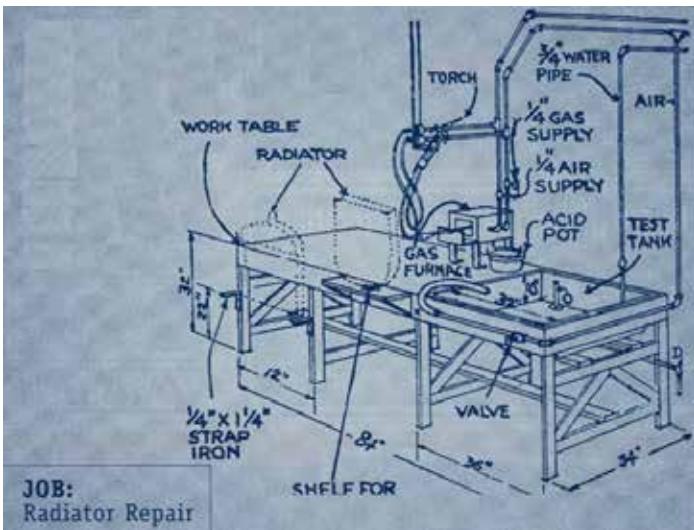
There is a lot of work to do so it won't be finished in a couple of months, so as much help as we can get would be great. The sooner we get it done the sooner we can all get to enjoy a cafe style coffee and a bacon and egg roll.

If you're willing to give a hand, please feel free to call me.

Matt Weeks 0409 402 772

Technical Topics

Exchange Rate all about a dying trade Radiator Repairs



1/4 inch square copper tubes that were 4 inches long place horizontally together., they were separated. From each other by wires arranged to run between the rows of tubes in both directions. The blocks were clamped together and dipped in a bath of solder 1/32 inch thick. Then the blocks were placed with the top and bottom tank of the radiator. Water was forced to pass in between the tubes, whilst air was allowed to travel through the inside of the tubes. This design was called the honeycomb or cellular radiator because it resembled the work of bees. It was traditionally formed in four divisions indicated by horizontal lines. Where the lines crossed there were open horizontal passages through which the water would flow from one side to the other. This allowed a section of the radiator to be removed and replaced without having to service the entire core.

The reason for failure

As is common with every fledgling industry automobile companies learned how to produce their product better as time went on. The radiator was no exception, Heat exchangers usually consisted of a copper core with brass tanks, although some very early designs were entirely made of brass. Copper has excellent heat transfer properties but is heavy. A copper/brass radiator can add quite a bit of weight to the front of the vehicle, but that was not an issue up to the late 1980's.

During the early days of the Automobile and as late as the 1980's your local garage might get involved with the repair and rebuilding tasks of many components on the car, but radiator repairs usually stood alone as a speciality.

The radiator repair shop was most probably one of the first areas of automotive service speciality.

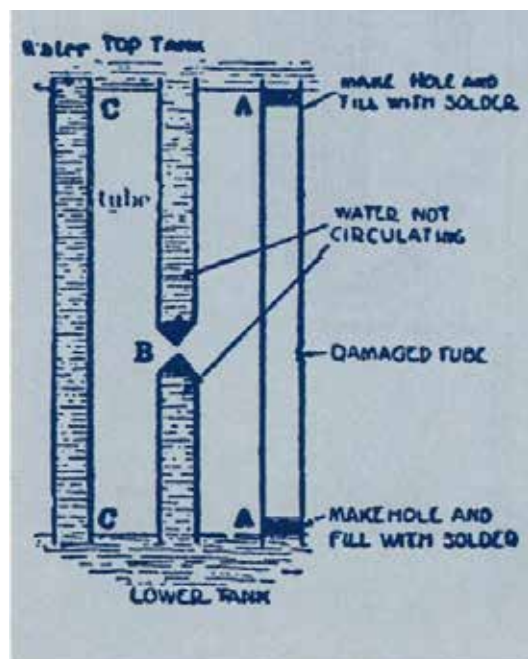
As more and more cars and trucks went on the road and car heaters became more common.

The potential for business exploded. Sooner or later the radiator and heater core known as heat exchangers would need the expertise of a specialist intimate with their construction.

And this person had to have very specialised knowledge indeed. Many historians have suggested that the repair of a radiator is more akin to the metal working trades and not to the automotive repair industry. This may be one reason why it took a different path. A proficiency in soldering, brazing and mould making were prerequisites for a successful radiator man.

Design and Function

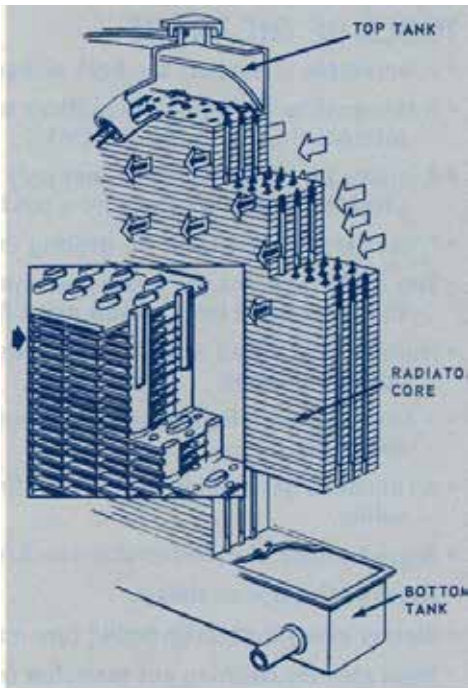
The main styles of radiator cores are tubular or honeycomb or cellular design. The tubular design was the mainstay for engine cooling. It consisted of tubes that were placed horizontally in headers with crimped fins moored to the tubes. The radiator was suspended under the front of the car and in earlier times the principle of thermos syphon was used to circulate the water. Later a pump was provided to circulate the water, this evolved into the vertical tube radiator which featured spiral fins. An upper and lower tank were provided. This was the most common design used. Mercedes was the first to introduce the cellular radiator. It was made of four or five thousand



Damaged tubes can be shut off from the circulating water by brazing the open ends shut, then putting the radiator back into service.

Technical Topics

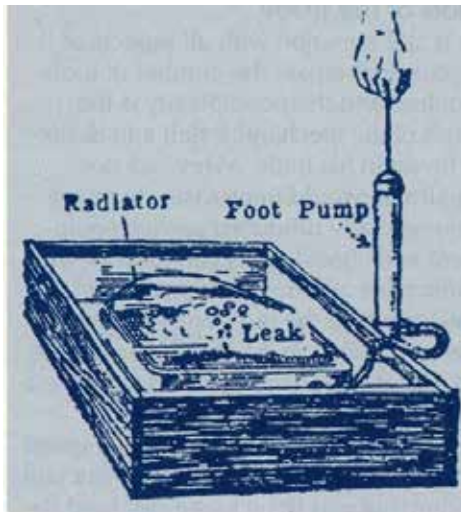
Exchange Rate all about a dying trade Radiator Repairs



The radiator is broken down into three main components: the top tank, bottom tank and the cooling core in the center. This core construction is the typical design found in most automotive and truck radiators.

Even with advancements in material composition, manufacturing technique and design changes, the heat exchanger was considered a consumable by the auto industry. Independent of damage from a road hazard or collision, the radiator and heater core would eventually fail and leak. This was due to wear from vibration, heating and cooling cycles with expansion and contraction and exposure to the elements such as coastal locations where high salt content in the atmosphere would attack the radiator especially at the solder joints, leaving it in need of repair.

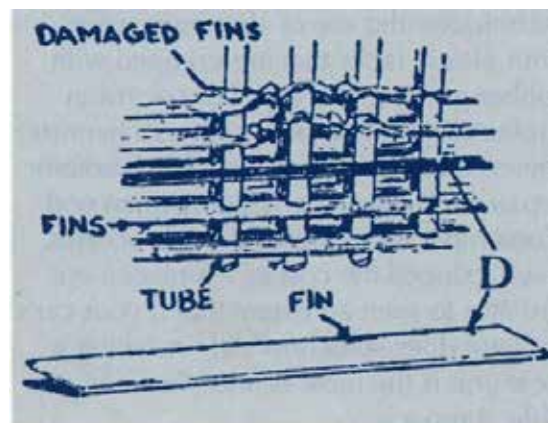
Whether the heat exchanger could be repaired was dependent upon the type of failure it experienced. A cracked or corroded solder joint could usually be fixed; but when corrosion was severe the possibilities for putting the unit back into service was diminished. If the core was rotted in certain areas, it might be possible to replace the tubes. Often though the deterioration was so severe that even though only one failure was apparent at the time once the radiator was touched it would crumble in the mechanics hands. In this case the car would require a new core attached to the old headers or tanks or a completely new unit. The other enemy of the radiator was found within. Many years ago, tap water was used as a coolant, causing a great deal of corrosion and deposit formation in the tubes.



Leaks are found the same way you find a leak in a tire or tube: by submerging the entire radiator in a water tank and using air pressure to detect the problematic fracture via the bubbles.

Once the tubes become blocked, coolant flow would be diminished, but airflow would remain undisturbed. The radiator tubes would eventually get clogged with deposits and while they would not leak this could cause elevated operating temperatures in the engine. If the clogging was severe enough and the operating conditions just right overheating would occur. The hallmark of a flow restricted radiator was for it to see normal operating temperature under light load, but as soon as the engine started working harder or the ambient temperature rose the liquid temperature would skyrocket.

A procedure called rodding would be employed to remove the blockage from the tubes. In rodding the tanks would be unsoldered and a rod run up and down each tube, trying to break the corrosion away. Often the corrosion would be found about one inch from the header tank connection, whilst the rest of the tube would be relatively clean. If the radiator tubes were weakened from internal and external corrosion



Damage to the radiator core fins is usually the result of contact with rocks or other objects, or caused by external corrosion.

then the rod used to clean the tube would often break through the tubes side, adding another repair to the roster. Many times, if the tube could not be repaired, the mechanic would close it shut, slightly reducing the heat exchange capacity of the radiator, but saving the vehicle owner a major expense.

Technical Topics

Exchange Rate all about a dying trade Radiator Repairs

Tools of the Trade

As is still common with all aspects of mechanical repair, the number of tools required, and their complexity is the result of the mechanics skill and desire to invest in his trade. Many radiator repairmen would improvise, shunning commercially produced service equipment and choosing instead to work with homemade apparatus. Regardless of how or where the tools and equipment were produced most of the items listed below were required to tackle a radiator repair job. Most repair shops would eventually invest in what became known as a boil out tank. Boiling out was done to remove hard deposits from the tubes that rodding could not dislodge, or as an adjunct to rodding. The boil solution was usually some caustic either a commercial cleaner, a soda based product or lye that was put in a specially made boiler to heat it. A muriatic acid bath in a wooden tank was sometimes used as a follow up to the boil procedure, after which the radiator was placed back into the hot tank with caustic soda or lye. Sometimes the problem with the radiator was not internal; rather it was caused by an accumulation of road mud that impeded airflow through the core. If there is no air movement then no heat exchange can occur. To eliminate the road debris, it was common to flush the radiator core with high pressure water from a pump, the water was sprayed in the opposite direction to conventional air flow. This meant from the engine out toward the grill or what is known as the airside of the radiator. Today the radiator is one of the least contemplated parts of the modern automobile. Advanced manufacturing techniques, the use of aluminium cores with plastic tanks that are crimped with rubber gaskets and superior corrosion protection, with modern coolant chemistry means that the days of the fabled radiator repair shops have nearly come to an end. Contemporary manufacturing processes have reduced the cost of a replacement radiator to such an extent that if your cars radiator does somehow fail installing a new unit is the most economical and reliable approach.

Thus, the mechanical marvel that is the skill of the traditional radiator repair shop has been lost forever!

Fortunately, all is not lost locally and there are still a small number of radiator specialists who can repair our older vehicles cooling systems.

In the western suburbs Reg's Radiators Old Gelong Road Hoppers Crossing and eastern suburbs Mid

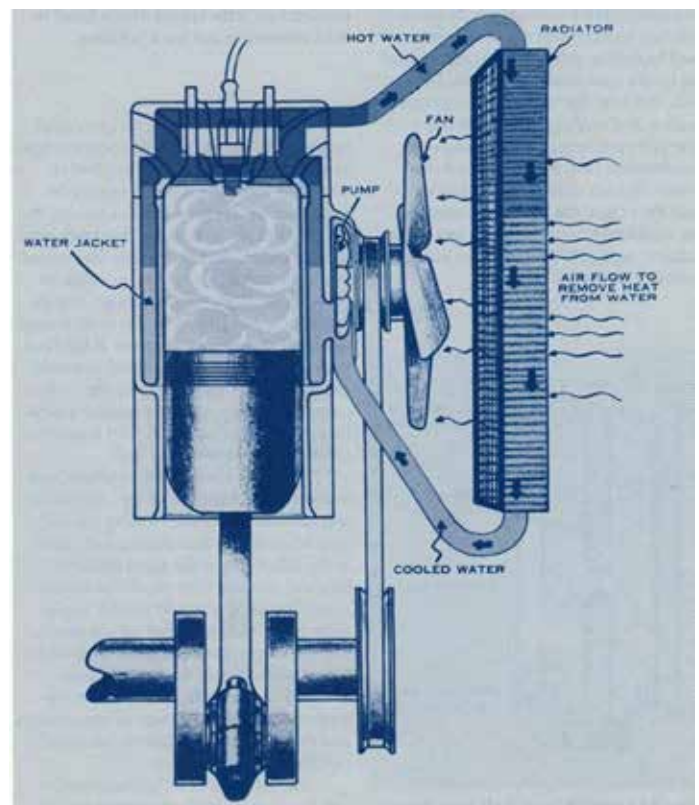
East Car Airconditioning and Radiators, Queen St. Nunawading. This company replaced the radiator on the club car.

Any further clues to services willing and able to repair older radiators are welcomed.

This article was prepared by Ray T Bohacz and published in 2010.

TOOLS OF THE TRADE

- A worktable to support the heat exchanger and fix it in different positions.
- A test tank to submerge the radiator and introduce compressed air to the internal circuits to identify leaks.
- A source for compressed air—not only for leak testing, but to run tools or provide a pressure source for a torch.
- A gasoline fire-pot torch for heating the soldering irons.
- Two soldering irons, for heavy and light repairs. One tapers to a flat point and the other has a long, narrow point for core work.
- Muriatic acid mixed with zinc for cleaning parts before soldering and as a flux during soldering.
- A blowpipe torch for soldering, loosening and removing parts of the heat exchanger.
- A combined gas and air torch with a fine needlepoint flame to work with wire solder.
- A good supply of assorted wire brushes for cleaning corrosion.
- Metal or tinsnips or shears.
- Weaver pliers for straightening core material.
- Steel rods for cleaning out corrosion from tubes.
- Rubber plugs in various sizes for closing off openings during pressure testing.



Airflow through the radiator core removes heat from the water that circulates continuously through the engine block and cylinder heads, thus regulating engine temperatures.

From the Archives

This article was published in Restored Cars magazine in 1973



Taking part in one of the club's many outings are the cars of Les Severino and Peter Fleming. They are a Graham Paige sedan and a Dodge touring respectively. Run was the recent Newstead area one.



The beautiful Alfa Romeo of club member David Wright prepares to leave Newstead during the club's recent run there. This car would be one of the most powerful in the club. Won the ¼ mile timed sprint which was part of the Newstead run.



Waiting his turn to leave after fueling up at Newstead is Peter Matthews in his early Rugby touring. Rugby's were made by Durant Motor Car Corporation.

The Vintage Drivers Club, now in its 15th year, is the largest club in the world catering solely for vehicles of the vintage era. Eligible vehicles are those manufactured between January 1, 1917 and December 31, 1930.

The aim of the Club is to encourage the preservation, restoration and use of these vehicles which include cars, commercial vehicles and motor-cycles. A strong emphasis is placed on keeping all vehicles as close to their original factory specifications as possible.

In 1964, after several years of negotiation, the V.D.C. succeeded in obtaining limited registration for vintage vehicles, as well as substantial reductions on third-party insurance rates.

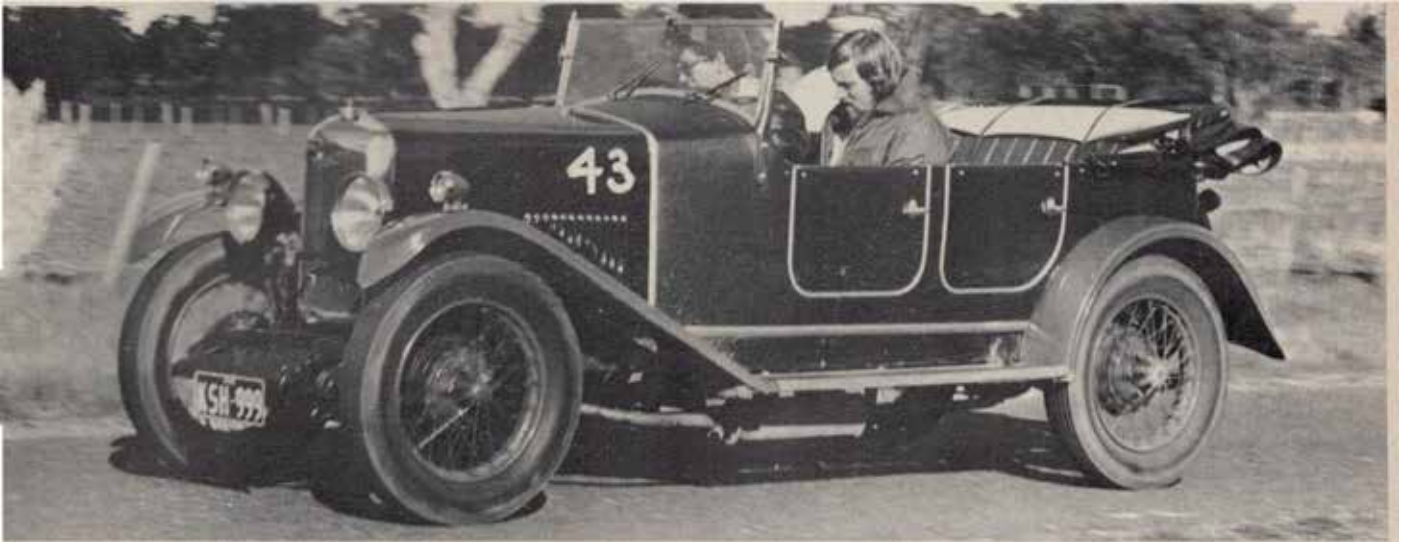
The Club owns restored two-storey premises in Fitzroy, which provides the base for the many services available to its members. It provides facilities for Committee and "One Make" group meetings as well as a permanent place for bulk spares which are available to expedite restorations.

Although most of the membership of over 1,100 live close to Melbourne, there are many country, interstate and overseas members who are kept informed by the excellent monthly newsletter produced by the Club. The Club also caters for family, junior and student members.

Events to suit every interest are run by the Club. These include day - and frequent weekend-tour rallies, sporting events, navigational trials, "swap" days, and social functions such as film nights, dinners and barbeques. In addition, there are monthly meetings - on the fourth Friday of each month - in the Canterbury Girls High School Hall. A special parking area is provided for the thirty or more members who take the opportunity of bringing their vintage vehicles along. As many as 500 members enjoy these evening meetings, which may include films, parts auctions, and talks from guest speakers on a variety of associated subjects.

At present, a book committee is compiling material for a book on vintage motoring in Australia. They are particularly anxious to acquire information on motoring history unique to Australia and would

From the Archives



Can you hear it? The whirr of tyres on the sealed road and the wind in your face. The Riley touring, of Geoff McInnes, at speed shows the spirit of a typical V.D.C. run. It's taking part in the standing ¼ at Newstead.

appreciate any original period data to help them complete the book.

While on the subject of books, the Club has available a superb inexpensive Pocket-size booklet called "James Flood presents Cars of the Vintage Drivers' Club" for those desiring an in-depth insight into both the Club and its cars.

The Vintage Drivers' Club is a foundation member of the Federation of Vintage Car Clubs (Victorian Division), which enables unified State-wide representation to be made on any matters affecting vintage motoring.

President: Howard James, 86 Glyndon Road, Camberwell, Vic., 3124. Phone 298210.

Secretary: Frank Hands, 184 Poath Road, Oakleigh, Vic., 3166. Phone 56 4702.

Patron: The Hon. Vernon Wilcox, M.P., Attorney General.



MELBOURNE
VIC.



Taking on fuel for the run. Alan Bathurst's Model A town sedan is shown at Newstead. Driver for the weekend was Bary Farryar.



Typical swap meet shot shows the interest that surrounds such an event. There's probably a Jens in there that suits their car - somewhere.



The owner of this beautiful semi-convertible sedan escaped us but it sure is nice. It was amongst the many fully restored cars that show up for the V.D.C. swap meet at Gisborne.

Chrysler's Impressive Imperial

By Maurice Hendry published in 1980 in defunct magazine Old Motor

THE Six Cylinder Imperials built by Chrysler between 1926 and 1930 were well-made, well-proportioned, well-behaved, and well-performed. But lifting the bonnet (sorry, hood) hardly produced the visual impact of a Packard or Lincoln, with their finely detailed, superbly finished eight cylinder engines. The Chrysler looks like just another middle priced Detroit - utilitarian, even homely. But mechanically, there was more to these great vintage Chryslers than met the eye.

Product excellence depends on the character of its founder. Walter P. Chrysler, along with Henry Leland, was one of the rarest combinations - the captain of industry who could build a car himself with his own hands. Chrysler was a hard-school master mechanic Fred M. Zedar, Carl Breer, and Owen Skelton. Chrysler called them 'The Three Musketeers', because they had worked together harmoniously for many years, and seemed to him to be the 'parts of a single, extraordinary engineering intelligence'.

A contemporary wrote of Zeder that his great contribution 'has been the formation of a highly competent and thoroughly complete technical group of engineers, chemists, and metallurgists which form every unit necessary to a modern scientific laboratory. The loyalty and unity of purpose of this group have been of invaluable benefit to the industry.' Chrysler and his 'Three Musketeers' loved sixes like Henry Ford hated them. Because the six cylinder was in perfect mechanical balance and had the smallest practical number of cylinders giving an overlap of power impulses and a smooth flow of power, it became the accepted luxury car engine prior to World War I, and still had vogue in the early Twenties.

Despite this long and honourable history in the luxury field, in 1923 two eight cylinder engines appeared that spelt the doom of the six In the American luxury car market-the new straight eight Packard with its inherently balanced 2-4-2 crankshaft, and the type 63 Cadillac VB, with its 90 degree compensated crankshaft, likewise in perfect

IMPERIAL ROADSTER

ULTRA FASHIONABLE

A New Imperial Custom Roadster

CONNOISSEURS of motor car beauty have accepted the new Chrysler Imperial as the most beautiful roadster on the road. It is self-evidently today's masterpiece of style and symmetry—a sports car different from all traditional designs. The new custom body is the finest expression of the sophisticated taste and masterly technique of Locke, who designed it. The sloping silhouette and the curve of the bas-relief modeling which sweeps with graceful flourish across the lower section of the body are new notes in roadster appearance—focal points of charm and distinction. The rumble seat compartment has a door on the curb side and a separate windshield, fitted, like the folding windshield in front, with non-shatterable glass. Beside this alluring newness of custom-body treatment, the new Imperial Roadster possesses that smooth, animated, sparkling performance which instantly typifies the masterful genius of Chrysler engineering. Price \$6805 at the factory. Wire wheels extra.

CHRYSLER
IMPERIAL

CHRYSLER MOTORS PRODUCT

Chrysler's Impressive Imperial

balance. By the end of 1930, the large (over five litre) six had disappeared in the USA, a trend followed later in Europe. Since that time there has not been an American six cylinder exceeding five litres, excepting the Hudson Hornet of the Fifties.

The Chrysler Imperial 80 was the final flowering of the 'big six' concept in the so called classic era. In smoothness, power and performance it was a worthy competitor for the best eights of the day, and a magnificent automobile by any standard.

The Imperial appeared in 1926, aimed at Cadillac, Lincoln and Packard. As these were eight cylinder cars, why was the Imperial only a six? There were good reasons for this selection at the time. Zeder and Breer already had a well proven six in production and it was sensible to scale this engine up, and use it for some years, rather than attempt a new eight in a hurry, and overburden their research staff. The eight could come later, after adequate investigation had guaranteed a sound design - and in 1931 it did come.

Model Description

The Imperial Sixes fell into two categories - the original bulbous nosed models of 1926/28, and the crisp lined, thin shelled radiator models of 1929/30. This styling classification could be further subdivided by mechanical changes made in the engine and the chassis during the five year run. There were two successive engine sizes, and two entirely different transmissions - neither of these coinciding with the style change. There were four different wheelbases (three offered concurrently in the first two years) and two entirely different wheel and brake designs. The wheel-base change coincided with the increase in piston displacement, and the wheel design change came with the new body styling. The closed bodies on the first Imperials, incidentally, were built by Fisher Division of General Motors to Chrysler design.

The original Imperial, announced in December 1925, was a scaled-up Chrysler 70. The engine was a side valve six with the popular American bore and stroke of 3 1/2in by 5in giving 288.7 cu. in, 4.7 litres. The engine block was cast iron with integral crankcase having seven main bearings. A centrifugal water pump behind the fan drew cool water from the bottom of the cellular radiator, and a thermostat was mounted in the cylinder head.

The cast iron cylinder head was machine finished, and had modified Ricardo squish type combustion chambers, with the plugs over the valves. Intake and exhaust manifolds were in a one-piece casting and vitreous enamelled. Exhaust ports were siamesed.

The carburettor was a Stromberg updraft with exhaust hot spot and there was a centrifugal air cleaner (a ball bearing impeller spun by intake suction threw dust out by centrifugal force.) A lift valve operated at very high-speed by-passing the filter and allowing maximum intake efficiency. Fuel supply was by Warner vacuum unit, from a rear mounted 18 gallon tank with reserve valve and electric gauge.

The fully machined crankshaft, balanced statically and dynamically, had 12 counter weights, a Lanchester torsional vibration damper and pressure lubrication to all bearings at 25-30 psi. A replaceable element oil filter was featured.

The rods were 'I' section drop forged alloy steel, fully machined, with light alloy Invar strut, slotted skirt pistons. Rod bearings were to exact size, interchangeable without fitting, as were the precision crankshaft bearings which needed no reaming, scraping or burnishing on installation. All crankshaft assembly components were match-balanced before assembly, and the engine was dynamically balanced after completion.

The single dry plate clutch had a 12in diameter, and the Detroit Gear transmission, in unit with the engine, was a three-speed with internal ratios of 1.185 and 3.2. An external contracting band working on a drum at the rear of the gearbox provided the usual transmission brake, and the drive was by open shaft.

The pinion shaft was supported by two tapered roller bearings at the front end taking radial and thrust loads, with a straight roller at the rear giving a straddle mounting. Spiral bevel gears were used. Axle shafts were semi floating, mounted on taper roller bearings. Axle ratios were 4.27 on open cars and coupes, and 4.63 on closed cars, giving overall gear ratios of 4.27, 7.9 and 13.66; and 4.63, 8.56 and 14.8. There was also an 'export' or 'high speed' ratio of 4.09.

The frame was channel steel, 7in maximum depth with seven cross members. The springs were semi elliptic, of chrome vanadium steel, with fabric covers. Rubber supports instead of shackles were used, and Watson Stabilators provided damping front and rear. The front axle was chrome molybdenum steel, tubular (on Chryslers from 1924) the better to withstand front wheel braking stress. Steering gear was a Ross cam and lever, semi-irreversible and adjustable for wear, with a rear mounted track rod and fore and aft drag link. Brakes were Lockheed external contracting with one horizontal cylinder per wheel.

Duesenberg were the first to place a hydraulically braked

Chrysler's Impressive Imperial

car on the market, but Chrysler were the first volume producer to pin their faith to them, and they introduced a number of improvements which simplified the layout. improved reliability and cut the cost. This opened the door to industry acceptance.

Mr James C Zedar, brother of Fred Zeder and for many years director of Chrysler research once gave me details of the early problems and development of the hydraulic brake principle. 'None of our early development efforts was more interesting to me than the hydraulic brake -or the 'hypodermic brake' as so many of our competitors were wont to call it Among early problems. none more deeply involved me than solving the problems of the rubber wheel cylinder cups. But rubber cups themselves appeared as a solution to the problem of the leather cups we used at first. Few remember that leather cups were used and that they worked rather well. The problem was that the leather couldn't stand the heat in the paint repair ovens; the heat shrivelled it up and made it useless. So, we had to go to rubber.

We required rubber cups that would resist ageing, corrosion, heat and chemical effect. They had to wipe, let just enough fluid through to lubricate and still seal. Most importantly they had to be formed with a hair line edge on the cup as it contacted the piston for the least loss of edge produced a leak. It took a lot of time and effort to attain all these qualities Sealing the outside of the cup was a development in itself. For example, the motion of the piston distorted the cup We had to find a way to have the piston, on its return, pull the cup back into its original position and shape. This produced a collar button moulded into the cup, which in turn attached into a fitting on the face of the piston.

"The lip of the cup itself didn't always follow in full contact with the inside surface of the wheel cylinder. This resulted in designing a groove in the back of the front edge of the cup into which was inserted a coiled spring which pushed the cup lip against the wall.

"We discovered that the system had to be under a slight pressure at all times. because when there was no pressure at all the lip of the rubber cup would not keep in full contact and there would be slight dripping. The solution was to maintain lip contact but not enough pressure to move the pistons and apply the brakes.

"Another problem arose with brake hose They expanded under

pressure, and it was possible for them to swell so much under pressure of the foot pedal that the brakes would scarcely be applied at all, the effort went into expanding the hose. Our development work led us to a weave of braided material in the hose that was so contrived that it would elongate under pressure, and reduce the inside diameter of the hose That took care of the problem The connections between the hose and metal lines also proved troublesome in the early stages of development due to separation of these connections with severe whipping combined with high pressure We were able to design connections which solved this problem I remember my personal pride in having designed a machine to test hose by accelerated whipping which became a laboratory standard."

Practically all the foregoing problems were eliminated before the cars went into production. but early Chrysler models were open to criticism in those brakes. like many American contemporaries. were external contracting. and were affected by wet weather. As it was the heaviest. fastest and most powerful model, this situation was first rectified in the Imperial.

Wheels were either wood or wire, the latter being the centre-lock type patented by the Buffalo Wire Wheel Corporation. of Buffalo. New York. The large central wheel nut on these wheels was locked by a spring-loaded central plate, and a special extractor-type spanner was necessary for wheel removal. The drive was by large splines on the hub of the brake drum.

Harmony of styling in the Imperial. and throughout the Chrysler range of cars resulted from the employment of one man for the job. This was Oliver A Clark, a 41-year-old Studebaker body engineer who had the Chrysler 'styling department' all to himself. By 1929 he had taken on seven assistants - hardly more than one for each division of the Corporation



Above: where's the footman? This is a 1926 E80 Town Car, with a New York dealer's plates. Below: a double-windscreen E80 Phaeton of 1927 - there is one in the Henry Ford Museum

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Clark modelled the Chrysler winged radiator cap after a Vikings helmet to accent the 'daring, exploratory' nature of the car - and set the wings to accommodate a Boyce MotoMeter between them. To emphasize the integrity of the make, the corporate seal as used on documents was reproduced on the radiator. Later, an Imperial Roman seal was adopted - fasces and all.

The first Imperials had rounded radiator shelf similar to other Chrysler models, with one distinctive touch, exclusive to the Imperial. This was the fluted shoulder treatment - directly inspired by Vauxhall, and the subject of a complaint by that firm. The Vauxhall Company was in financial trouble, however, and the complaint was dismissed without legal action.

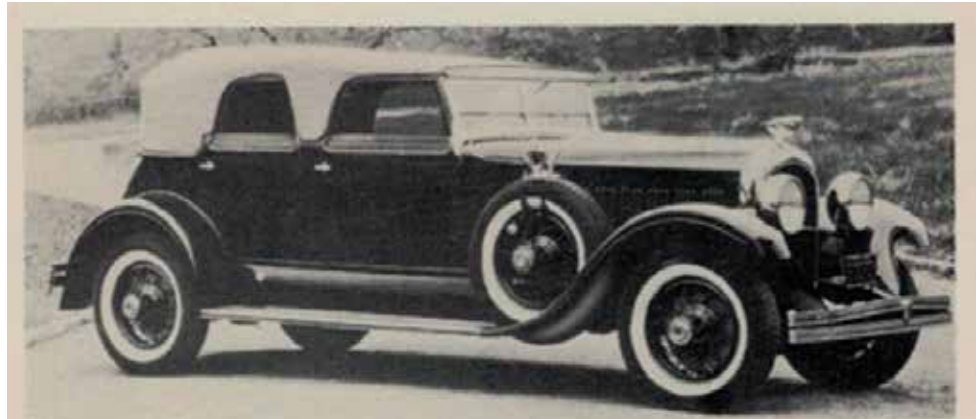
De Luxe equipment in 1926 included such items as automatic stop and backing lights, cigar lighter, heater, smoking and vanity cases, dome and corner interior lights, battery level gauge (This consisted of a warning light in the Chrysler emblem on the instrument panel - an idea usually trumpeted as an innovation of the 1929 Duesenberg) and an indirectly lit instrument panel with speedometer, ammeter, oil gauge, engine thermometer and clock. The Imperial came in three wheel bases in 1926 - 120in, 127in and 133in with the five passenger sedan priced at \$3095.

Performance

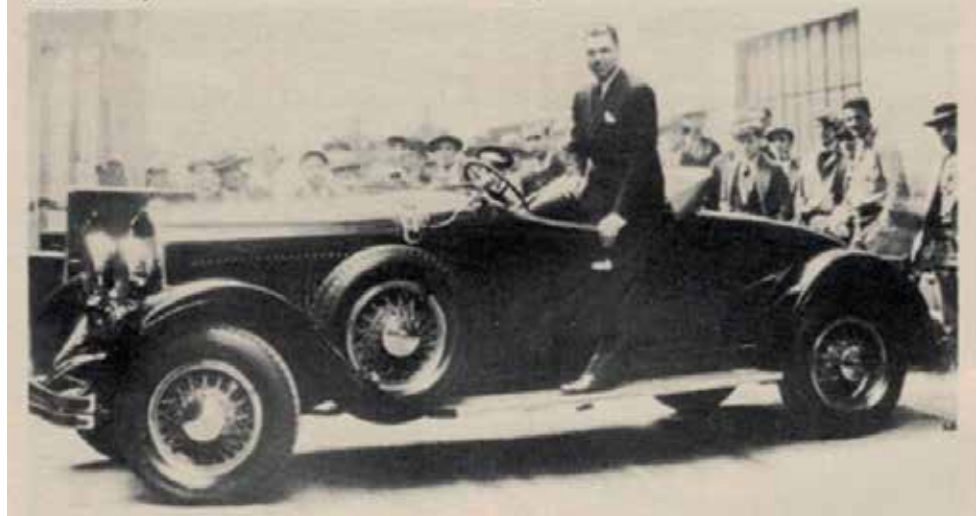
Chrysler model numbers meant miles per hour, and the Imperial was designated the 80.

This figure probably applied to open models with the higher axle - nevertheless, the performance was adequate for the day. On a compression ratio of 4.7:1, the bhp was 92 at 3000rpm with 192lbft of torque at 1000rpm. Since even the five passenger sedan weighed only 4105lb - several hundred pounds lighter than contemporaries of comparable power output - the Imperials were distinctly lively.

In June 1926, Floyd Clymer drove a perfectly standard touring car the 702 miles from Kansa City, Kansas, to Denver Colorado, in an elapsed time of 13 hours 56



Above: a 1928 E80 four-passenger 'Convertible Phaeton' with a body by Derham. Note divided windscreen - and Jaguar mascot! Below: ex-World Heavyweight boxing champion Jack Dempsey takes delivery of a new L* Custom Roadster at the factory in 1929



minutes, at an average speed of 51.8mph. The last leg between Limon, Colorado and Denver a distance of 90 miles, was covered at an average speed of 62.8mph inclusive of the time taken to change a wheel, due to a punctured tyre. A year after Clymer's run, two other long distance drivers, L. B. Miller and J.E. Weiber, took the traditional record both ways with an 80 five passenger tourer. They travelled from San Francisco to New York and back in one minute under a week (167 hours 59 mins) at an overall speed of 40mph for the whole 6721 miles.

In 1928, the Imperial proved its mettle in European competition. The Belgian Chrysler branch at Antwerp entered an Imperial in the Belgian 24 hour Touring Car Grand Prix at Spa, and it took second place at an average speed of 57.7 mph and was actually first in the over three litre class. The course suited the winner, a twin cam supercharged Tipo 6C Alfa Romeo, which weighed well under a ton, but the imperial's performance was very satisfactory for a large touring car and compared well with the previous year's winner, a car comparable in size with the Imperial, but having a slightly larger engine (5.4litres), an overhead camshaft and three carburettors. This was the Belgian built Excelsior, which averaged 57.12mph to win the event, in

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1927. In 1929. Stoffel (who raced Chryslers at Le Mans in 1925, 1928 and 1929) won the Spanish Touring GP at La Sarte with an Imperial averaging 63.42mph and defeating both Alfa Romeo and Bugatti entries.

The L '80'

The first important change came when the original E series were replaced by the L 80, announced on November 26 1927, for the 1928 model year The L had a 3 5/8in instead of a 1/2in bore. giving a displacement of 309.3cu.in (5080cc) and a breathtaking increase in compression ratio (6:1) at a time when the average was 4.7:1. The intake valve now closed at 6 degrees ATC. Power now went up to 112bhp at 3200rpm, making this 'America's Most Powerful Motor Car'. A low compression head (4.7 5) was still available giving 110bhp at 3000rpm. Torque was 218lbft at 1000rpm and 203lbft also at 1000rpm respectively. The wheelbase was increased to 136in, the axle ratio was changed to 4 08 and internal expanding brakes were installed.

The L80 had been offered by the factory in eight body styles, priced from \$2495 to \$3595. backed by semi-custom designs in 1927. The semi-custom program matured with the L series. there being a range of 14 body styles in 1928, priced from \$2795 to \$6795. Le Baron featured a 'Closed Coupled Convertible Sedan' with disc wheels, landau irons and chrome plated window frames, for \$6485. A Locke 'Touralette' with fold-flat windscreen, hand painted basket weave on the rear body section and trunk. and Buffalo Wire Wheels was priced at \$4485. Representative Dietrich's where a sport phaeton named the 'Special', with twin cowl, twin windscreen layout, the front being fold-flat, the rear a fixed V screen. and three hood shutters each side instead of louvres. Dietrich also produced a short, coupled Town limousine with leather Landau top, and an Opera Limousine, again with leather landau top, but entirely different body treatment in other respects. Chrysler, who had their own special custom shop, offered a standard line of five body styles - roadster, town sedan. five passenger sedan. seven passenger sedan and sedan limousine, from \$2795 to \$3495.

The L. Series

The first series L 80 continued the styling of the original E 80 with a few minor modifications for 13 months. and then on January 1st, 1929. the L 'series was announced. Completely restyled in common with the rest of the Chrysler range, these were the 'thin shelled' radiator models.

The radiator was now the ribbon type, with thermostatically controlled shutter, and its narrow chrome surround was the key to the whole styling theme. Contrasting with the earlier roundness was a crispness

achieved by the tasteful use of the thin straight line. The thin chrome radiator surround gave a light appearance to the front and that counter balanced the suggestion of power accompanying the increased hood length. Details were the restyled radiator cap with a small rectangular chrome base, a restyled hood with louvres in a unit outlined in a separate rectangular panel, 10 inch bowl shaped headlamps with matching sidelights, and slender screen pillars with arched window transoms, all blending in a fresh, distinctive and pleasing design.

The most novel model in the line was the custom Roadster designed by Locke of New York City. Unusual features were the bas relief sweeping from the hood centre line to the junction of the fold in each half section. from there back and down in a graceful sweep across the lower body, with a step down in the body sill at the bulkhead line. Twin spares were carried in the front wing wells and foot operated air vents were provided in the cowl. The rumble seat compartment had a small door (19in wide) on the right, and the lid opened in two sections. The front, hinged at the front had two 13 1/2 by 7in glass windows, and could be erected as a windscreen or swung down to form. a cowl. The rear lid section when raised formed a passenger backrest as with normal roadsters. At the rear the fuel tank was covered with a metal shroud having three quick release caps over the filler. fuel gauge unit and fuel pipe junction. A 'Chrysler Imperial' badge decorated the centre of this shroud with a similar badge on the C M Hall tail light, which combined tail. backing and stop lights. The driver's windscreen was only nine inches deep at the centre and folded flat.

A new frame reduced overall car height and a new wheel design completed the styling ensemble. These wheels were 7.00 by 18 tyre size, 72 spoke. bolt-on type using eight half inch cap screws for mounting, a flange on the brake drum engaging with a groove machined in the wheel centre. Brake drums were 15in diameter with 1 3/4in by 3/16in linings. The wheelbase remained at 136in.

The centre lock wheel had fallen from favour because it was more expensive and its hubs protruded excessively and increased car width; It required a special spanner which if lost could result in great inconvenience, and cases had occurred where the hubnut 'stuck' and wheel removal became virtually impossible. The bolt on wheel had a greater hub diameter which gave stronger spoke lacing yet enabled the hub depth in section to be reduced making a more compact wheel. It was more convenient (any simple box spanner of correct size sufficed for removal), and its appearance was more in keeping with the trend of car styling.

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In 1929 all models had safety glass and a new 19in thin rimmed, four spoke aluminium and bakelite steering wheel with levers for spark, throttle and lights on the hub. The 1929 range consisted of the following models:

	Passengers	\$	lb
Roadster	2-4	2895	3955
Phaeton	7	3095	3925
Coupe	2	2995	4120
Convertible Coupe	2-4	2995	4020
Sedan	5	2975	4335
Town Sedan	5	2975	4310
Sedan	7	3095	4460
Limousine	7	3475	4510
Sports Phaeton	4	3855	4225

Serial numbers were EP 320W upwards with motor numbers M4101 upwards.

The new Imperials were exhibited at the National Automobile Shows. and at special displays in the Commodore Hotel during the New York Show in January 1929, and In the Balloon Room and entire lobby of the Congress Hotel during the Chicago Show in January and February 1929.

The Four Speed Transmission

The same line continued in 1930 with one major change - the multi-range transmission which increased the price by \$100 on all models. although weights remained the same, multi range was featured from August 1, 1929, this being the announcement date for 1930 models. and a number of 1929 Ls were also converted to 1930 specifications by installation of the later transmission.

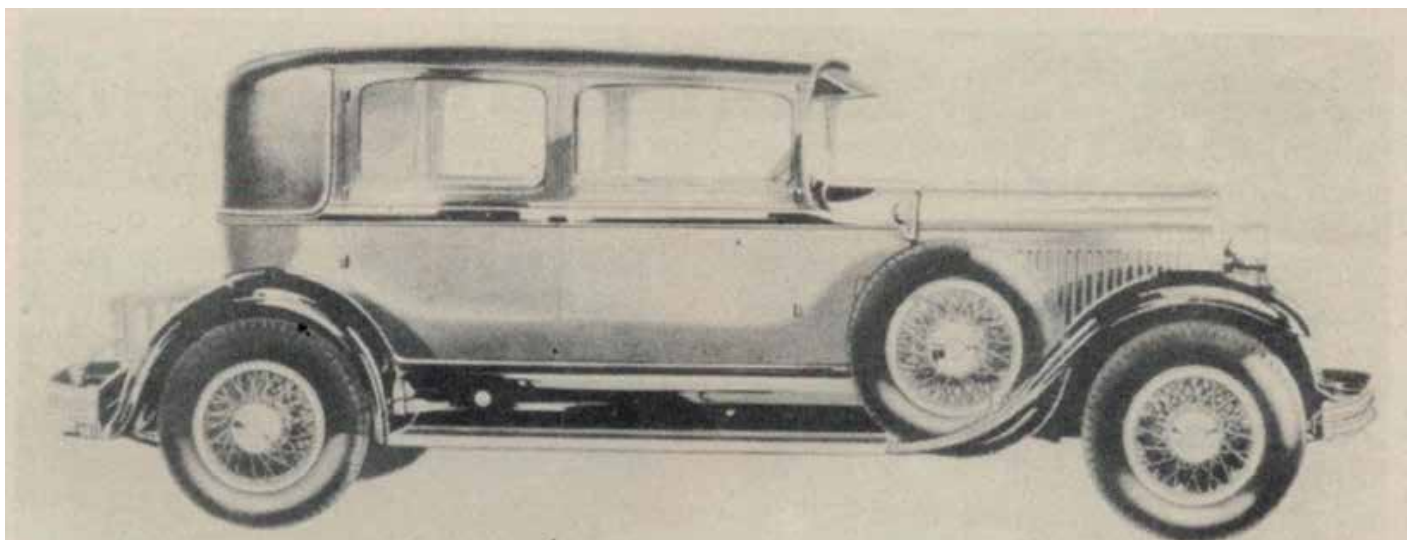
Multi Range, the Twin Top of Graham Paige and the four speed Stutz transmissions were all based on the principle of internal - external gear drive, which

originated with Thomas Fawcett and engineers of the Warner Gear Company. The Chrysler variant on this theme was simplified by Owen Skelton with a reduction from eight to six gears driven in the compound ratios (1st and second), while third gear bypassed the countershaft entirely. Nevertheless, the compound ratios were rather fragile and the transmission complex, and most of the old Chryslers still running today have had the more robust three-speed transmission installed.

The advantage of Multi Range was rapid and effortless shifting, with a handy quiet running third gear for acceleration and hill climbing. Low (3.38:1) was an emergency ratio, recommended for 'heavy duty, steep grades, mud, sand or snow'. In the gearshift pattern it was located on its own to the left, and spring loaded so as to require extra effort to engage. Second (2.19:1) in the position of the conventional first, gave speeds up to 30/35mph, with a shift into third as quickly as desired', preferably above 20mph. This was the normal starting gear. Third (1.4:1) in the usual second position gave speeds up to 55/60 mph and was recommended below 20 mph for heavy traffic. acceleration and hill climbing. It is possible to shift back and forth between this range and fourth at any speed. Fourth (direct) in the usual 'high' position, was for quiet economical cruising, and moderate and high speed on long trips.

'The Autocar commented in October 1929 that 'the four-speed gearbox is most interesting not so much as a component with four separate gears to be used as much as possible, as a box in which third being quite quiet. can be used instead of top whenever convenient. A distinct step forward'.

The 1928 engine continued virtually unchanged through 1929-30 with the optional compression ratios giving either 100 or 112 bhp. With the advent of Multi Range,



Above: a 1930 L* 'Club Sedan'. Below: a Custom Roadster, with the rumble seat and door opened up

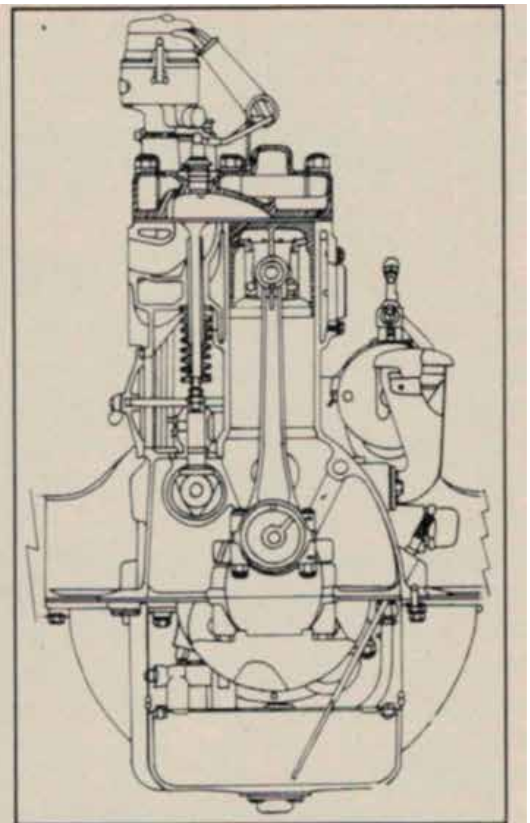
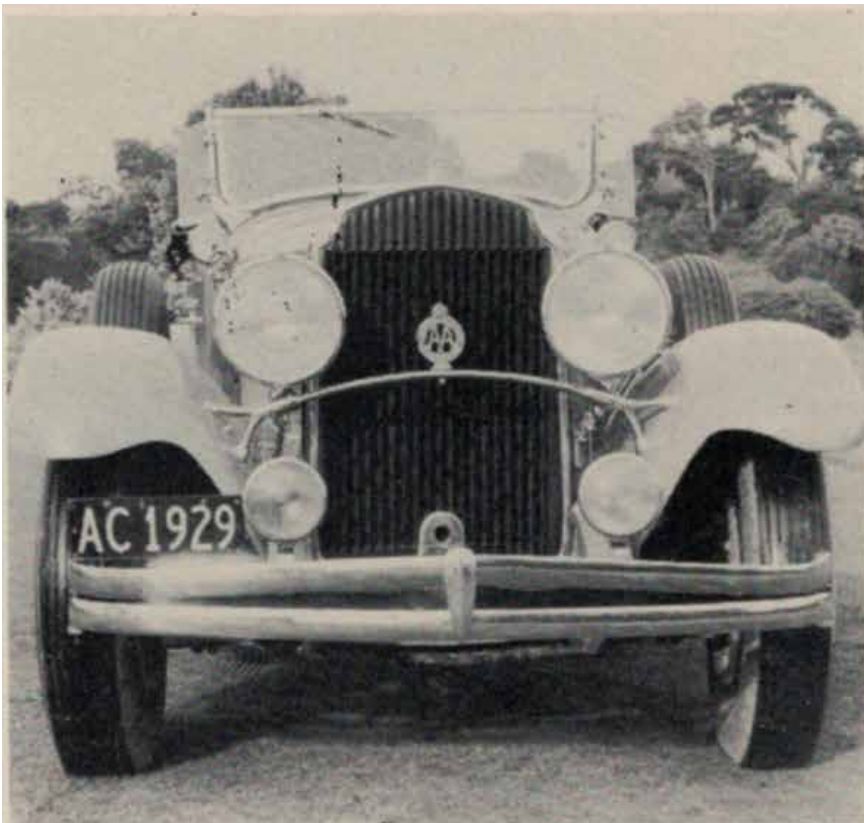
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however, the rear axle ratios were changed to 3.77:1 on open cars and 4.08:1 on closed cars. With tyre size of 7.00 by 18 (655 revs per mile) this gives the roadster a nominal 2469 engine revs per mile, or 80mph at 3393rpm, and the true maximum was about 85. The overall ratios with the 3.77:1 rear end was 3.77:1, 5.28:1, 8.26:1 and 12.74:1.

Production of the Imperial six-cylinder car terminated with the 1930 models which made way in 1931 for the eights. But a marine version of the six-cylinder engine continued for some years, thus easing the parts situation for restorers later, and pistons and rings from Dodge truck models F40, K60V and K61V were interchangeable. Imperial engine numbers for 1930 were L 6359 and upwards, with serial numbers between EP 542C and EP60BR.

The power curve was probably similar to that of the marine version, for which the following figures were quoted in 1935: 1600rpm, 63bhp; 2000rpm, 83bhp; 2400rpm, 97bhp; 2800rpm, 108bhp.

As stated earlier, the 1930 Imperial was the last six-cylinder model, and for 1931 Chrysler announced a line of straight eights. But from the foregoing, it is easy to see why Chrysler engineering was respected on both sides of the Atlantic - and around the world. The big six Imperials remain ample testimony to the integrity of Walter P. Chrysler – American Workman (his biography title) - and master mechanic.



Above left: the classic later radiator with Vauxhall-like flutes. Above right: simple, straightforward, but beautifully engineered – that was the Chrysler six cylinder engine

Specification Table							
Model Year	Designation	Production	Wheel-base	Cyl	Bore/Stroke /cu in	Comp Ratio	BHP/RPM
1926	E-80	12/25 to 10/27	(120/137)	6L	3½ in by 5 in /288.7	4.7	92/3,000
1927	E-80		133				
1928	L-80	11/27 to 6/28	136	6L	3½ by 5 in /309.6	6	112/3,000
1929	L*	10/28 to 6/30	136	6L	3½ by 5 in /309.6	6	112/3,000
1930	L*						

Last Month's Mystery Vehicle

This month's mystery vehicle was a 1923 Wanderer. Jason Palmer and Alistair Wilkie were on to it! Wanderer was a German manufacturer of bicycles, motorcycles, automobiles, vans and other machinery. Established as Winklhofer & Jaenicke in 1896 by Johann Baptist Winklhofer and Richard Adolf Jaenicke, the company used the Wanderer brand name from 1911, making civilian automobiles until 1941 and military vehicles until 1945.

The first two- or three-seater models used four-cylinder 1145 cc and 1220 cc engines. The 1220 cc model lasted until 1925. The first six-cylinder model appeared in 1928. By 1926, when Wanderer introduced a successful Type 10, the company was making 25 vehicles a day; parts were made at the old plant in Chemnitz and assembled at the 1927 built new site in Siegmarsdorf, delivered by rail right to the assembly line.

During the Great Depression, in 1929, the company owner, Dresden Bank, sold the motorcycle business and in 1932 divested the Wanderer car division with its Siegmarsdorf factory became part of Auto Union together with Horch, Audi and DKW. In this quartet, Horch was positioned as the luxury brand, DKW and Slaby-Berliner built cheap two-stroke cars, and Audi and Wanderer competed in the Middle class and Upper Middle class segments the same way GM's Buick and Oldsmobile divisions were used, technologically advanced small cars (the heaviest, 6-cylinder Wanderers reached 1.5 tons dry weight). Wanderers of the Nazi period acquired a trademark radiator design, shaped as a heraldic shield.

The next model W17 7/35 PS was propelled by a new 1692 cc OHV four-cylinder engine developed by Ferdinand Porsche. In 1933 the new Audi Front was equipped with the Wanderer W22 engine, a 1950 cc OHV six-cylinder, also a Porsche design. The top model from 1936 to 1939 was the W50,

propelled by a 2257 cc six-cylinder engine. From 1937 on there were also sporting fours (W24 and W25) and another six-cylinder model of 2632 cc (W23), propelled by new Flathead engines constructed by Auto Union itself. Wanderer cars were always admired for their high quality and sporting character.

During World War II, all civilian production was replaced in 1941 with licence-built military vehicles. The Wanderer Siegmarsdorf plant (now Chemnitz) of Auto Union was destroyed in early 1945, This saw the end of this brand.

In Victoria Wagner Bros of 618 Elizabeth Street Melbourne were agents for Wanderer and probably were responsible for the cache of unsold examples discovered in the fifties.

A Wanderer is listed by the VSCC and Jason Palmer reports one resident in Hamilton now believed to be in South Australia. Records indicate approximately five Wanderers were registered in Victoria.

Peter Thorogood's Wanderer W25 of 1935-6 has been fully restored and is pictured at last year's Motorclassica.

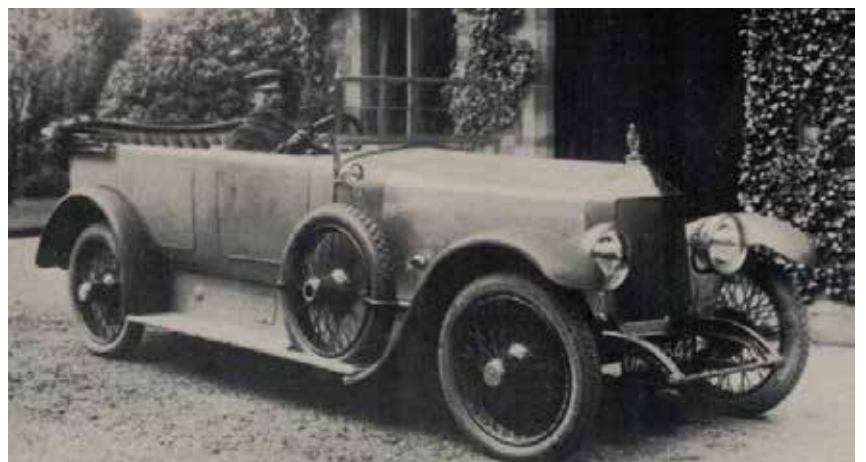


This Month's Mystery Vehicle

This month's mystery vehicle is from Great Britain and has a name usually found on heavier vehicles.

The first correct answer from electronic and hard copy versions will receive a small reward.

Contact: Iain Ross Mob: 0409 027 392
Email: imgross@bigpond.com



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Classifieds

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

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

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

FOR SALE

1931 model Buick 8/50 Holden bodied tourer
This car has a Holden built body and was sold in Australia in late 1930 (it qualifies as a 'vintage' car). The first of the straight 8 Buicks. Only seventeen of these 1931 Buick 8/50 Holden bodied tourers are reported to have been produced in Australia and few survive. It needs a full restoration. The car has been converted to a ute. The original main front body timbers including the side body bearers under the ute body seem sound. A correct rear tub and back doors from another car are included but will need re-wooding and repairs to a few bullet holes(!). It is missing the hood irons and bows (patterns are available). All instruments, lamps, lenses, radiator, bonnet, bumper bars, trunk rack are included. Most of the mechanicals of the second car come with it as spares. The car is in Melbourne.

Price: \$5,500 or near offer

Contact: Gordon Berg

Mobile: 0407 446 364

Email: gnb614@gmail.com



FOR SALE

1928, Sunbeam 20.9hp. Sports, tourer,
Over \$ 60,000 spent, on her so far,
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etc, springs,
\$25,000 or best offer,
Contact Brian Mob: 0417 569 873 email:
brianhead@gmail.com

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spline, suits many Delco
Remy fitted vehicles.
From about 1930 to
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limited to Dodge, Chrysler,
Oldsmobile, Pontiac, Buick,
De Soto, Chev, Graham,
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Contact: Ross email:
hupp26@icloud.com



FOR SALE

1914 Model T Roadster
Right Hand Drive
Great Driving Condition
New Black Tyres
Model T Starter Motor Fitted
Club Permit
Contact: PETER Mob: 0438 346 509



FOR SALE

Restored 1930 Model A sedan
Right Hand Drive
Steering Box upgrade
Rebuilt Engine
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Club permit
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FOR SALE

3 fuel tanks.
1 Morris Commercial. 820 L x
280 Has rust hole in bottom \$30
2 Tapered oval tank. 520L x 285
x 227. Probably mounts under a
scuttle \$50
3 Small tank with side mounts.
21L x 81/4 inches \$50
Contact; Ken Aitken 0427 331 977



FOR SALE

1928 Chevrolet AB Tourer – Almost complete for a restorer's project.
Included in Sale – Engine and all running gear has been reconditioned.
Brand new bee hive Natrad NZ radiator plus restored aluminium surround.
Chassis and all parts attached have been powder coated black gloss.
All new wood frame completed.
Four wheels new Tasmanian oak spokes and new rear brake drums and
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Panels have been sand blasted and sealed. Mudguards require panel
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Hood irons restored and powder coated and new hood bows made by
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129 e-mail rha41579@
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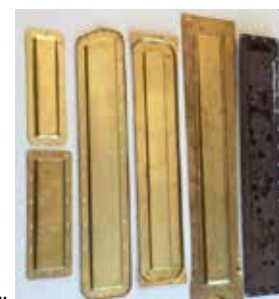
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Phone 02 69422283. Mobile 0409155942



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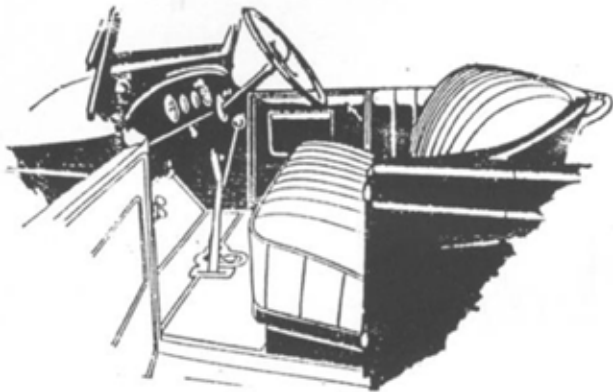
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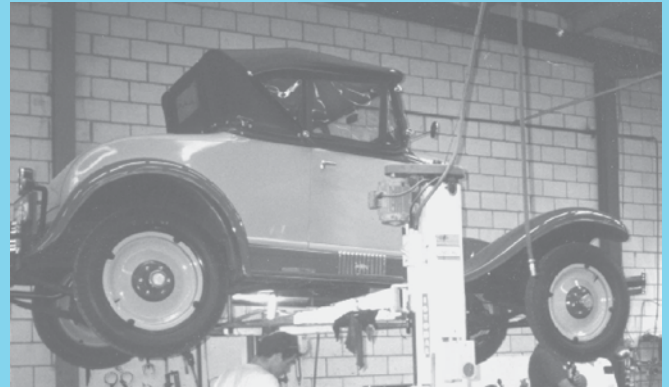
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