

ISSUE 781



MAY 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'

Clubrooms Address:  
Unit 8 / 41-49 Norcal Rd  
Nunawading Vic 3131  
Telephone: (03) 9874 7857

Club Mailing Address:  
PO Box 3414  
Nunawading Vic 3131

Web Site Address:  
[www.vintagedriversclub.com.au](http://www.vintagedriversclub.com.au)  
Email: [vdc@vdc.org.au](mailto:vdc@vdc.org.au)

**President: Glenda Chivers**



Mobile 0431 709 248  
Email: [president@vdc.org.au](mailto:president@vdc.org.au)

**Vice President: Iain Ross**



Mobile 0409 027 392  
Email: [vicepresident@vdc.org.au](mailto:vicepresident@vdc.org.au)

**Secretary: Judy Weeks**



Mobile 0419 506 387  
Email: [secretary@vdc.org.au](mailto:secretary@vdc.org.au)

**Treasurer: Maureen Ross**



Mobile 0412 263 155  
Email: [treasurer@vdc.org.au](mailto:treasurer@vdc.org.au)

**Committee: Stuart McCorkelle**



**Events Co Ordinator**  
Mobile 0423 939 053  
Email: [events@vdc.org.au](mailto:events@vdc.org.au)

**Committee: Doug Stevenson**



**Membership**  
Mobile 0419 319 977  
Email: [membership@vdc.org.au](mailto:membership@vdc.org.au)

**Committee: Arnold Chivers**



**Club Permits**  
Mobile 0432 096 208  
Email: [clubpermits@vdc.org.au](mailto:clubpermits@vdc.org.au)

**Committee: Kirk Gardiner**



Mobile 0417 523 691  
Email: [committee1@vdc.org.au](mailto:committee1@vdc.org.au)

**Committee: Richard Badham**



**Room Bookings**  
Mobile 0423 979 014  
Email: [bookings@vdc.org.au](mailto:bookings@vdc.org.au)

**Committee: Trevor Barby**



Mobile 0422 740 310  
Email: [committee2@vdc.org.au](mailto: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 03 5422 3570

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](mailto:editor@vdc.org.au)

**Events Committee:**

Stuart McCorkelle, Doug & Edith Stevenson, Holly & Devron Schwind, Jim Lambert, John McCorkelle, Nick Horn, Garry Jewell, Adam Frances, Annette Newell & Bill Eldridge.

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

May	19th-21st	Fri-Sun	Pre-War Motoring Weekend
	26th	Friday	Members Meeting
	27th-28th	Sat-Sun	Winton Historic Races
June	9th- 12th	Fri-Mon	Kings Birthday Bash
	10th	Saturday	Coffee & Chat
	14th	Wednesday	Mid Week Run TBC
	23rd	Friday	Members Meeting
July	8th	Saturday	Coffee & Chat
	12th	Wednesday	Mid Week Run TBC
	21st	Friday	Members Meeting
	30th	Sunday	New Members Day

## Inside this Issue

From the President.....	4
Coming Events .....	6 - 7
Past Events .....	8- 14
Some Club Nostalgia.....	15
Members Car.....	16 - 17
Restoration Scholarship .....	18 - 19
Lake Perkolilli .....	20 - 21
Oakland Adventures Part 7..	22 - 24
Mystery Vehicle .....	25
From the Archives.....	26
Six Volt vs Twelve Volt.....	27

### New Members

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

Robert Smith	1930 Ford Model A Roadster.
Kevin & Barbara Collins	1926 Dodge Tourer.
Gary & Louise Trist	1922 Dodge Tourer & 1923 Dodge Tourer
Annette Moodie	1930 Ford Model A Sports Coupe

*We hope you enjoy being members of our Club.*

### Front Cover:



Grant Lane's 1929 Marmon Roosevelt,  
read more inside this issue.

## Magazine Closing Date

Closing date for contributions for the June magazine is:

**Tuesday 30th May**

### Membership Enquiries

New Membership Applications &  
all membership enquiries to Doug  
Stevenson Mob: 0419 319 977  
Email: [membership@vdc.org.au](mailto:membership@vdc.org.au)

**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

We can certainly get the hint that Winter is approaching, the events committee have several events in May so enjoy them before the weather gets too cold. It's hard to believe we are only eight weeks away from the end of the first half of the year.

May sees the inaugural Pre World War 2 cars event being held in Bendigo, this is organised by the Vintage Drivers Club, the Veteran Car Club and the Vintage Sports Car Club. From my point of view, it is great to see car clubs working together, the event will also incorporate National Motoring Heritage Day, already there are well over 60 entries.

Many of us enjoyed the Autumn Amblings rally based in Wangaratta. We were blessed with good weather; blue skies and the autumn colours were spectacular. It is

encouraging to see lots of people entering these events because there is a lot of work put in by those who organise them.

I believe members had an enjoyable social meeting in April whilst many of us were away on other events. I think our members enjoy an evening where they can catch up and have a chat rather than a formal meeting.

If you are aware of any member who is not well, please let committee know so that the club can wish them all the best. Quite often we don't hear about someone being unwell until well after the event.

Until next month Happy Motoring and stay safe.

Glenda Chivers

---

## From the Editors Desk

Welcome to the May edition of The Vintage Driver publication number 781 since its inception some sixty five years ago. It is interesting to note how the club's magazine evolved from its humble beginnings with the typed pages being run off with a then state of art copying machine and the pages stapled by hand. Eventually pictures were included and with great fanfare the club introduced offset printing. In early times there was much club volunteer labour involved in collating and posting the magazine, I believe as this labour-intensive process coincided with the blossoming of the club membership to numbers rarely achieved seeing the monthly newsletter preparation nights at the then Fitzroy club rooms being lengthy and requiring a lot of members time contribution.

The club no doubt had a Gestetner copier and an addressograph machine which required a dedicated member probably one of the ladies! to keep the mailing list updated.

It seems this monthly process spurred the club to purchase its initial facility with space dedicated to housing the necessary equipment and room to process the mail out each month.

How times have changed with the development of electronic systems for production and printing and member information recording. These days the mailing of the magazine only requires a small dedicated team of volunteer's who pride themselves in getting the task done in a very short period allowing time for some club socializing and a cuppa.

I thank our volunteers for their willingness and efforts. Finally, the magazine is only as good as the input we receive from you the club members, so please continue to send me your contributions about your first vehicle, your adventures with your vintage vehicle, technical articles relating to your experiences, technical tips successful and otherwise.

We all like to read those articles prepared by our members so please send me your articles for inclusion in future editions.

Enjoy the read.

Iain R

---

## Vale - John Shorland

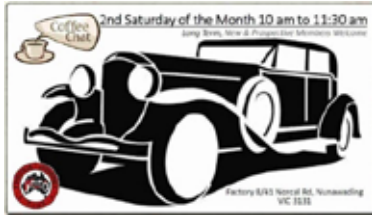
The club was advised recently of the passing of John Shorland member No. 1209. John joined the club in 1969, And was a member until 2014. He was a prominent member in earlier times serving as club permit officer.



# COMING EVENTS

**Doc's Dodge** – our club car is available for use by members to attend any of the events.  
 Booking form on our website or contact club car manager - Judy Weeks 0419 506 387

**Coffee & Chat**  
**Saturday**  
**13th May**  
 10.00 am at the  
 Clubrooms.



**Mid-Week Run**  
**Wednesday 17th May.**



Scenic Drive from Whittlesea Showgrounds to Flowerdale Pub for lunch via Humevale Rd. Meet at Whittlesea Show Grounds Carpark Entrance 3 at 10.30am for departure at 11.00am sharp. All roads are sealed. Fuel & toilets at Whittlesea and at the top of the Whittlesea-Yea Rd just past the Whittlesea-Kinglake Rd turn off.

This event is social and includes a very picturesque drive up from Whittlesea via Humevale Rd, not the main very steep Whittlesea-Yea Rd



The Flowerdale Pub is a very accommodating to our event along with being a nice comfortable venue for lunch, it has been pre-booked for lunch.

Arrive at Flowerdale Pub between 12 and 12.30pm. A detailed flyer for this event will be provided to those interested in the event and attendees.

Contact Chris Wells if you have any queries, would like a detailed flyer or attend the event.

Email: [chris@wells.net.au](mailto:chris@wells.net.au)

Mobile: 0408 343 497

**JOIN US AS WE CELEBRATE**  
**PRE-WAR MOTORING AT THE**  
**INAUGURAL**

**Pre-WWII Motoring Weekend**  
 Incorporating National Motoring Heritage Day

May 19 -21 2023  
**Bendigo**

Based in Bendigo we have a weekend full of driving to suit cars of all Pre WWII eras, makes and models

Entries now open, please scan QR Code or visit the website:  
[https://veterancardclub.org.au/?page\\_id=6771](https://veterancardclub.org.au/?page_id=6771)

PROUDLY PRESENTED BY:

**46th HISTORIC WINTON**  
**27th and 28th May 2023**

[www.historicwinton.org](http://www.historicwinton.org)  
 Winton Motor raceway, Benalla, Victoria

# COMING EVENTS

**Doc's Dodge** – our club car is available for use by members to attend any of the events.  
Booking form on our website or contact club car manager - Judy Weeks 0419 506 387

YOU SAW WHAT HAPPENED LAST YEAR ON THE QUEEN'S FINAL B'DAY BASH – WELL BRACE YOURSELVES FOR THIS YEAR'S FIRST



**King's B'day Bash to Erica!**  
June 9-12/2023



If you're not afraid of a little mud on the tyres, get yourself registered for this year's Bash to Erica ASAP. Limited places available, first in best dressed. Expression of Interest form via the QR code or email: [events@vdc.org.au](mailto:events@vdc.org.au)



## Coffee & Chat Saturday 8<sup>th</sup> July

10.00 am at the Clubrooms.



## Mid-Week Run Wednesday 12<sup>th</sup> July

Here is your opportunity to give something back to the club. We are looking for a volunteer to run this event. Contact Stuart McCorkelle if you can help. [events@vdc.org.au](mailto:events@vdc.org.au)

## New Members Day Sunday 30<sup>th</sup> July

See flyer on next page for full details of this event.

## Future Events for your Diary

### Christmas & Presentation Luncheon Sun. 26<sup>th</sup> November.

This year's Christmas & Presentation Luncheon will be held at the Chirnside Country Club.

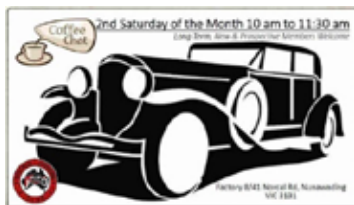
### Spirit of the Twenties 19<sup>th</sup> to 28<sup>th</sup> April 2024



Our clubs major touring event restricted to VDC members and pre-1931 cars.

## Coffee & Chat Saturday 10<sup>th</sup> June

10.00 am at the Clubrooms.



## Mid-Week Run Wednesday 14<sup>th</sup> June.

We have not been able to confirm the arrangements for this Mid-Week run.

Details of the June Mid-Week will be sent by email to all members when arrangements are made.

**It would be appreciated if you would wear your club name badge to our Club Member Meetings**



# COMING EVENTS

**Doc's Dodge** – our club car is available for use by members to attend any of the events.  
Booking form on our website or contact club car manager - Judy Weeks 0419 506 387



THE VINTAGE DRIVERS CLUB PRESENTS

# NEW MEMBERS' DAY!!

**SUNDAY JULY 30TH.**

LOCATION

## MELBOURNE STEAM TRACTION ENGINE CLUB

1200 Ferntree Gully Rd, Scoresby.

Over the past 12 months we've had a huge intake of new members, so lets welcome them to the club and enjoy a fantastic day out at the Steam Centre. The club will be providing a sausage sizzle and coffee will be available for purchase from The Classic Coffee Van. Bring your car along or take the club car for a spin. Gates open at 11am

FEATURING

### CARS BUILT IN THE YEAR 1923 TO BE PRESENTED WITH 100 YEAR CERTIFICATES

FREE ENTRY TO GROUNDS AND SAUSAGE SIZZLE PROVIDED BY THE CLUB



Any queries can be directed to Stuart McCorkelle: [events@vdc.org.au](mailto:events@vdc.org.au)



# PAST EVENT

## Hot Cross Bun Run - Good Friday 7th April 2023

The annual combined club's Hot Cross Bun Run was organised by CHACA this year. The weather forecasts for the day were not good but this did not deter many of the enthusiasts who enjoyed this charity event. \$1,000 was raised for the Royal Childrens Hospital Appeal.



CHACA did a magnificent job in catering for everyone with Hot Cross Buns and Hot Drinks. Parks Victoria has upgraded the picnic shelter, and this was much appreciated during a short burst of heavy rain. *Photos by Kerris Aitken and from the CHACA Facebook site.*





## PAST EVENT

### Autumn Amblings - 18th-22nd April 2023

We could not have asked for better weather for our hub rally around Wangaratta.

The sun shone as we arrived at the starting point, the Lions Park in Seymour for morning tea. I had a fantastic lamington from the bakery in Seymour – so light and fluffy - highly recommended! We then enjoyed watching all of the cars roll in and park up ready to start our adventure.

Our first set of instructions took us approx.

236km from Seymour to Wangaratta with a stop at Violet Town for lunch. It was a beautiful drive through lovely countryside, over rolling hills, along dirt roads (most of which were in better condition than the main roads we had driven on to get to Seymour), and around gentle bends. It was somewhere along one of these roads that I lost my petrol cap, so we

came up with a temporary substitute (a glove taped in place) and headed to Euroa to purchase a beautiful orange emergency cap. We then headed to Violet Town, just in time to see the last cars leave the lunch spot and head to Wangaratta. It also meant we missed the celebration for a local lady celebrating her 100<sup>th</sup> birthday, but we heard she was quite a character and enjoyed being driven home in a Brenda Smith's Model A.

People headed out all over Wangaratta to get their dinner on that first night, but we decided we were very comfortable on the outside deck, so ordered dinner from the in-house restaurant and enjoyed it under the heaters.



The next morning, I was gifted a 'new' petrol cap which suited Charlie's aesthetic much better, and we headed off on a 97km drive to the Red Stag Deer and Emu Farm for a fantastic Devonshire tea and informative talk about the farm. Finding out that the two stags whose heads were mounted on the wall had broken through a fence, eaten way too much grain, and exploded themselves, was certainly



interesting! After exploring the farm and laughing at how emus and ostriches lie down and the unexpected noises that deer make, we headed off again through beautiful Bright to the Swimming Hole picnic area at Tronoh Dredge Rec Reserve for a picnic lunch. Doug Stevenson gave us a couple of anxious moments when he decided to hop onto a pontoon which promptly floated away from the pier. Doug performed an impressive splits manoeuvre to land gracefully back on dry land.

# PAST EVENT

## Autumn Amblings - 18th-22nd April 2023



After lunch we travelled 106km through many gorgeous little towns with impressive displays of autumn colour, before arriving back at the hotel to get ready for dinner and bowling. As per the instructions, we dressed up in our best 50s gear and headed for the bowling alley, where a very broad range of skills were on display – even just in my own efforts! Much fun was had before the brisk walk back to the hotel for a little night cap.



Thursday saw us head towards Lake Nillahcootie for morning tea and a fantastic photo opportunity of all the cars lined up at the lake – although numerous spectators seemed to make it their mission to walk through everyone’s photos. The wind was not our friend and the lake was too choppy for even Devron to contemplate wakeboarding (which he usually does at every body of water).



From there we headed to High Country Gardens, Gallery and Maze which was a beautiful property with magnificent gardens and an impressive art gallery. Unfortunately, we had taken our sweet time getting there so we ran out of time to find all of the garden gnomes throughout the maze. Others were more successful and were rewarded with a bag of lollies. We then headed off again, back to Wangaratta. A planned pub stop at Whitfield was enjoyed by many, but unfortunately by the time us slow-pokes arrived, everyone else had left! We stopped at the petrol station in Whitfield and found a few friends there, took a few photos, and provided moral support to Dave Jenkins as he performed running repairs on the recent cover-girl Crossley. We managed to make up for missing the Whitfield pub session by sharing a few refreshing beverages at the hotel bar, including sampling a couple of items from their cocktail menu. Friday’s itinerary indicated a 354km drive for the day, which we found a little intimidating, so a couple of us slower cars found a shorter route for the day. We arrived at Yarrawonga to find all kinds of action happening at Lake Mulwala.





# PAST EVENT

## Autumn Amblings - 18th-22nd April 2023

We watched with interest as a crane prepared to lift the race boats into the lake, but unfortunately had to head off before the event started. From Yarrowonga we headed off to visit a private collection in Katunga. Unfortunately, there had been a horrific accident in the area the day before, so drivers had to detour around the incident. Eventually, everyone arrived to enjoy their lunch on the deck or in the gardens, and then had the opportunity to explore the collection of mostly Willys vehicles. Wes Braden took the opportunity to use the hoist to repair his brake lines while there was one available. Thank you very much to our hosts Mick and Mandy who were very generous in sharing their collection and equipment with us! Cars left Katunga at their leisure and travelled back to Wangaratta before our final dinner and drinks.



On Saturday morning, we heard cars head off home throughout the morning, most notably Anne Quaine's big thumping 1950s custom Ford V8, which rumbled through the whole building when started in the basement carpark. Devron and I enjoyed a lovely breakfast with Doug and Edith before heading off ourselves.

All in all, it was a terrific trip, wandering through some beautiful countryside which was in full Autumn colour. We could not have asked for better Autumn weather with crisp, sunny days and only a smattering of raindrops. Annette Newell did a fantastic job organising this event which was enjoyed by a huge range of cars and drivers.

Holly Schwind



### Amilcars at the Autumn Amblings



Is this some kind of takeover? Out of about 30 cars at the Autumn Amblings three of them were Amilcars.

1930 Amilcar CS8 Tourer, Ted Geermans

1923 Amilcar C4 Sporting Roadster, Bruce Smeaton

1927 Amilcar C4 Roadster, Colin Maginnity

## PAST EVENT

# Two Reports on the Mid-Week Run - Alwyn Gardens

Wednesday 3rd May Mid-week run to Alwyn Gardens - nursery & cafe.

Amy thank you for organising this event, we all know that you had more downs than ups that were out of your control with this event.

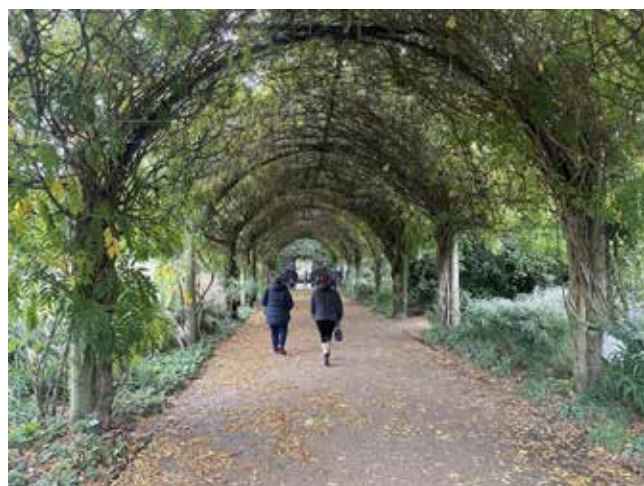
We all met in the car park at Alwyn Gardens, Amy had organised our entry to the gardens and our lunch. Even though it did rain during our visit this did not deter anyone from walking through the gardens and nursery.

Lunch was served in their function room that was well heated for us, lunch came in a pre-made packaged box that was full to the brim with delicious cheeses, meats, dips, salad, chocolates, corn chips, crackers, and fruit. The majority could not eat it all and took their remaining food home in their box.

Another wonderful mid-week event that was appreciated by those that attended.

**Chris Wells**

Looking at the coming events I saw this run advertised-a visit to Yarra Glen Primary School, then lunch at Allowyn Gardens. The price for admission and box lunch seemed a bit high- over the years of rallying I have had many boxes containing a few sandwiches, a cake and maybe a piece of fruit. Not gourmet dining. Still I will take any excuse to visit these gardens, so Lyle and I decided to put our names down. Then the date was changed at the request of the school. Now it was on our wedding anniversary, which seemed a good way to celebrate.



Then the school cancelled, so it was straight to the gardens- not a problem. Then the weather was terrible.

Undeterred we arrived at the carpark to find a disappointingly small group of rugged up members, with ages from pre-school to over 80 gathered before venturing into the wet (and getting wetter) gardens. We had decided to buy ourselves a tree from the nursery, so headed there, and browsed until the rain made us retreat to the heater in the function room to wait for those who were presumably sheltering under trees. Coffees helped us warm up, and at 12 noon the lunches

arrived. All I can say is that these boxed lunches impressed us all. Not a sandwich in sight, there was cold meats, dips, crackers, cheese, veggie sticks, strawberries, a small bread roll, a chocolate bar, and many other bits. I think we all took home plenty for another meal.

As always there was a great deal of sitting and talking, and we had the pleasure of sitting with people we didn't really know, which is always a bonus. The rain eased and we collected our "present"- a camelia and headed home through another downpour.





## PAST EVENT

### Reports on the Mid-Week Run

This was Amy's first run, and she had all the problems of changes along the way, but despite everything it was a great day, and hopefully the first of many. Thanks Amy,

**Ann Drysdale**



---

### After the B40

Bailey Schwind with his prize and Holly's 1927 Chevrolet Tourer that he drove in the B40.

---

## Club Cars on Display at Bunnings - Thursday 30th March

Jim Lambert's 1931 Chrysler CG Imperial, Lindsay Truman's 1929 DeSoto K Roadster and John Johnston's 1929 Chrysler Series 65 Sedan.



# PAST EVENT

## Florence Thomson Tour

The annual Florence Thomson Tour for lady drivers was held on the weekend of 28-30th April in the Wangaratta area. This was the fifth running of the rally and the second by the Association of Motoring Clubs. This year the AOMC purchased four tonne of carbon offset to cover the combined mileage travelled on Saturday. This event is sponsored by the RACV.

There were eighty cars taking part with one hundred and seventy people. The weather was clear and cool for the weekend, and there was a good spread of vehicles ranging from veterans to new old timers. The event was based at the Wangaratta racecourse where registration, evening meal, breakfast and a dinner were held. Tours were conducted into the Devenish, St James, Rutherglen and Corowa areas on the Saturday with two routes available a shorter one for the older cars and a long one for the modern entries. All entrants met up at Corowa where lunch was enjoyed beside the mighty Murray River.

Saturday evening saw a formal dinner at the Oaks at Wangaratta racecourse and several awards were presented. Our members Melissa Sterry received a special mention for capable handling of the left hand drive Ford, Marion and John Rhodes received a trophy for outstanding team evening wear.

Sunday morning saw a display of the vehicles in Apex Park Wangaratta adjacent to the main street where breakfast was supplied by a local scout group and the local car club marshalled the vehicles.

Soon after it was all over, and participants headed home.

A great opportunity for our lady enthusiasts to share the joys of vintage and classic motoring and celebrating the life and exploits of the pioneering motorist Florence Thomson.

Members taking part were Glenda and Arnold Chivers, Marion and John Rhodes, Fiona Lane and Daryl Meek, Ann and Lyle Drysdale, Leanne Cutler and Paul Goethel, Melissa and Doug Sterry, Ruth Wood, Damian O'Doherty and Naomi Gruzevskis.



Left to Right: John & Marion Rhodes, Arnold & Glenda Chivers, Doug & Melissa Sterry and Euan & Katrina McDonald at the Devenish Silos.

Ann & Lyle Drysdale at the Turf Club.

Photos by The Occasion Studios





# "Some Club Nostalgia from the 80's & 90's."

Back in the 80's & 90's there was a lot going on in the Club (all good!!!), .....the membership was up and there were all sorts of outings almost every weekend.

About this time, Bill Ingham took on the job of editor and I was on the events committee and would give Bill the details of upcoming events.

Bill lived 2 streets away in Mitcham, so it was easy to get the information to him.... before the internet was being used.

He'd seen the badge I had drawn and had made for Kalorama and wanting to improve the magazine, asked if I could provide something to go with the upcoming events in the magazine.

We ended up doing lite hearted sketches to promote things coming up and on reports of past outings for quite a few years.

There's a few examples attached.... obviously not enough room for all of them.....but the book with all the original artwork is at the clubrooms if anyone wants to look back, enjoy the memories of things we did in the past and have a bit of a laugh.

Russell Clough.



# Members Car

## Grant Lane's 1929 Marmon Roosevelt

Our members car this month is a 1929 Marmon Roosevelt a relatively rare car in Australia; very few made it to our shores. Produced by Marmon in Indianapolis, Indiana USA, who originally started building farm machinery specialising in Flour milling machines.

The Roosevelt car was the first American car offered with a straight eight cylinder engine for under \$1000 American dollars. It was also the first car to come fitted with a radio as standard equipment.

The company produced many models from about 1902 until 1933 of which the V16 Marmon's were the final offering. There was only a small number produced as car sales had declined due to the Great Depression. This now makes these cars rare and much desired and they command high prices.

By 1933 like many car companies during the great depression Marmon ceased all motor car production however their truck business continued.

This car was restored to its current condition by Gary Collins about 20 years ago. It won first in class at 2019 Autorama on the Gold Coast. It was originally purchased in Woodend by Gary when he was searching for hubcaps for his 1928 Marmon. It was in a sad state and needing restoration.



We had been looking for a car we could drive straight away as my Dodge restoration had already taken too much time and was still not complete but that is a story for another day.

During covid I had seen this car advertised, so I flew to Queensland to have a look at it.

Gary and Denise put me up for the night as they would not see me go to a motel. It was a reluctant sale but I assured Gary it would be going to a good home and would be well looked after.

On arriving home to Melbourne, we went into one of our many lockdowns so it was on the phone to organise the safe transport home to Frankston.

I have done a few minor jobs, a leaking gear box turned out to be a missing gasket on the top selector plate. A new alternator was fitted and I fixed a minor wiring problem which allowed the battery to be charging properly.

We are now looking forward to enjoying this car so hope to see you around the traps.

**Lynne and Grant Lane.**

The Marmon Roosevelt was featured in the Vintage Driver in August 2017 number 718 as the mystery vehicle.





**Members Car  
Grant Lane's 1929 Marmon Roosevelt**



**SAVE THIS DATE  
Spirit of the Twenties  
19th to 28th April 2024**



# Restoration Scholarship update - Callum Walsh - 1914 Fiat Tipo Zero

It has been some time since I provided an update on the Fiat Tipo Zero project, and to be honest it's because very little progress has been made. Since the arrival of our second child in May 2021, time to spend tinkering in the shed has been [very] limited!

The biggest achievement this year, which has only just come to fruition, was acquiring a collection of correct Tipo Zero spare parts from a fellow Zero owner in Cairns – he still has a fully restored Zero. This collection included a number 'missing bits' from my project such as front axle, complete rear axle and diff assembly, brake components and numerous other little bits and pieces. Along with many timber pieces, to be used for patterns, spare engines and more. This has completed, or near enough to, the vehicle mechanically which is very exciting!

My aim for 2023 is to have the chassis repaired and be able to mount the front and rear axles, on springs and fit the wheels to have a rolling chassis. In order to do that I need to replace the front cross member - I have the replacement but it needs to be hot riveted in – and complete the spring packs. If anyone has any suggestions as to who can assist in this, or help with the following items I'll need, please reach out.

- 45mm wide springs for front spring packs (I have the correct main leaves which are 750mm long)
- Second hand 760x90 beaded edge tyres to put on the wheels to roll around





# Restoration Scholarship update - Callum Walsh - 1914 Fiat Tipo Zero




## Insure with Victoria's first car enthusiasts.

Since 1903 RACV has been taking care of car enthusiasts and their cars. So when you're looking to insure your vintage, veteran or classic vehicle, you can relax knowing RACV's policy takes care of your car almost as well as you do.

With a list of features including agreed value, retention of salvage and a choice of repairer, you can be sure that RACV has got you covered, and with our Years of Membership Benefits program the longer you've been a member the more you'll save.

**RACV Vintage, Veteran & Classic Vehicle Insurance:**  
For a quote call 1800 646 605 or visit [www.racv.com.au](http://www.racv.com.au)



RACV Veteran, Vintage and Classic Vehicle Insurance is issued by Insurance Manufacturers of Australia Pty Ltd ABN 93 004 208 084 AFS Licence No. 227678. Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228). \*Applies to total loss vehicles manufactured before 31/12/1980.

# Lake Perkolilli - Red Dust Revival

Lake Perkolilli (Perko) is a large claypan about 37 kilometres northeast of Kalgoorlie. It was West Australia's main car racing track from 1914 until 1939. Its demise was really the shortage of fuel and men due to the second world war and to the transition to "Round the Houses" events in major WA towns after the second world war. Over the last twenty or so years there have been a number of celebrations in the form of re-enactments, termed "Red Dust Revivals"

My interest in this event was stirred in 2014 when in Kalgoorlie for a National Veteran Rally which was to include a visit to the event at Perko. And then it rained and rained which washed the event out. However, the seed was sown, and the "Red Dust Revival" made it to my bucket list.

The principal issue was a suitable car, I was not prepared to take a good restored car, particularly where I had spent tens of thousands of dollars having engines rebuilt only to fill them up with dust and dirt. So, the Delages, the Rolls-Royce and the Vauxhall were off the menu. And then along came the 2022 Ballarat Swap, and Ruth, my wife, turned up a restored Model A Ford chassis. This car was robbed of its coupe body by a hot rod builder, but with a restored engine, gearbox, and high-speed diff, it was an ideal candidate for a Perkolilli race car. Main bits missing were tyres, radiator, bonnet, cowl (including fuel tank), seats and body. We basically had six months to put something together.

The activity was feverish and fortunately, you can damn near buy anything new you need as a repo part, and you can do that locally in Bacchus Marsh. So that made the Ford a very good choice for a "Perko" racer given the time constraints. Fortunately I know my way around a Ford having had one as a paddock ute from about the age of 12, and still having both a 30 sedan and coupe in my little collection. I figured if nothing else, I had bought a really good collection of spare parts for them.

I shan't go through the dramas of the build, suffice to say, we had about 30 kilometres on the car, and the paint still wet when we put it on the trailer and headed off in my elderly motorhome to Kalgoorlie.

Whilst the front half of the car is standard 1930 model A Ford, from the door pillars back, it is completely homemade. The shape was determined by the need to make sure one wouldn't slide off the seat, and the body covered the top of the seats to provide some protection in the event of a rollover. The rear section also had to hide the industrial Donaldson air cleaner, but not protrude beyond the rear wheels. This was to provide for the chassis to take brunt of a rear end shunt through the wheels, rather than the body which is really only held on with a few bolts, and doesn't contain a lot of longitudinal bracing. As I hadn't any experience of the event and knew little about it except that there were multiple cars in each event and it would be dusty, and therefore very difficult to see. So, I planned for the worse. Fortunately, as far as I know, there were no serious mishaps, certainly no car-to-car contact, and only a few "offs" into the bushes in either the infield or outfield.

This event is something else, and very difficult to describe in words. The claypan is dead flat and with the occasional rain, the clay, which is loaded with gypsum, sets rock hard and dead smooth. Even with multiple cars raced over the 2.7-mile circuit, it doesn't seem go into bad corrugations, but the dust does lift. A motorised hang glider club use the Lake regularly and hence maintain the road in and keep the bushes off the circuit.

The event is basically a week-long affair with the Monday and Tuesday private practice and this enabled us to get a few miles on the car and have it settle in. We had to adjust the brakes which were pulling left badly, but apart from that a spanner on the car wasn't necessary. Wednesday was further practice, but this was more organised with flagged off starts and advice on "lane" driving. Thursday was time trials which basically set your grid order for the next three major days. Being a newbie, I didn't understand how important this was. I drove as quickly as I could, but discovered later that the old hands all drove quietly and so nobbled their handicap times. This left quite fast cars on the inside of the circuit and in the clear air. Lesson learnt if there is to be a next time!





# Lake Perkolilli - Red Dust Revival

For each of the three major race-days, each entrant was allotted a group of similar cars to run with and you got three runs for the day. Events were handicapped based. In a six-car grid, I was normally 4th away which meant driving in dust, which made for some scary moments because you were often not sure where the earlier cars were, and importantly how close they were, and were you gaining on them. To give two examples, I was figuring I must have gotten to a corner and started to set myself up for the left hander, when the dust cleared momentarily and I realized I was fifty yards short. Whoops, sudden realignments were necessary. On another occasion on the second lap and just on the last corner before the final finishing straight, again the dust lifted momentarily and fifty yards directly in front were three cars all abreast and travelling 20 miles an hour slower, getting ready to stage a six-car abreast finish. Big application of the brakes required, and wondering how the two cars behind me were getting on. Not good for the trousers.

I think the Ford is good for about 70 mph and driving flat-out on that surface, reminded me very much of my days on the farm skidding around in 2nd gear on the wet grass with bald tyres at about 20 mph. It felt very similar, just a lot faster.

Our car itself was very much a standard Model A mechanically and not hotted up in anyway apart from the better differential ratio. A) we didn't have the time, and B) we were chasing reliability. I was very mindful of a track which is driven flat out, and hence we put on the biggest possible rear wheels I had to try and hold the revs down. Secondly, we fitted an industrial Donaldson air cleaner behind the seats with a 3-inch diameter pipe to the carburettor, and also fitted an oil-soaked pot scourer to the sump breather in an effort to keep the dust out of the motor. These seemed to work well.



In respect to the types of cars, Fords were the most popular. In 105 cars entered, 20 were Ford Model A's, 19 Model T Fords, and a number of 30's V8 Fords, 14 Austins, mostly 7's, and a couple each of 8's and 10's. Other makes represented included Buicks, Dodge, Chevrolet and Nash. I think there were only five Chev based cars. So far and away, most cars were American, but apart from the Austins, there was one each of Bean, Morris Cowley, Rolls-Royce, Gwynne and Bentley. The rules are pretty simple, your car must look like it might have competed in the period. So, no post WW2 bits, including chassis, engines or bodywork. No pop rivets, Phillips head screws, rollover bars or seat belts. Side valve Ford V8's in Model A chassis were frowned upon (as they were a post war hot rod scene), but I did see two such cars running.

The event is staged by The Lake Perkolilli Motor Sport Club Inc. and a large band of volunteers with the assistance of the Variety Club which is a charity that provides for under privileged children in Western Australia. A truly remarkable event and very much one to remember.

If you have the event on your bucket list, I believe the next one could be in 2025. However, no decision has been made as yet. I would check <https://www.facebook.com/reddustrevival2022> for updates before you start a build. The rules are very simple and are outlined at <https://www.motoringpast.com.au/red-dust-revival>. There is a strong preference for replicas of cars that raced at Perkolilli in the day, and future fields will be limited to a number they can manage. Look alike cars of the period would have an advantage in being accepted.



Damian and Ruth O'Doherty - Entrant 65

# A LIFETIME OF OAKLAND V8 ADVENTURES PART 7

## by Hugh Venables

I really hadn't intended to travel to the US again but in 2016 the organisers of the 100th running of the Indianapolis 500 wanted to host a display before the race of as many past Indy cars as could be found. They didn't really want replicas but when John A applied with photos of his car and a description of his research into making his replica as accurate as possible, he was accepted. The Indianapolis 500 in the 1920s was a race for cars that fitted closely with the European Grand Prix formulas. By 1929 they were exquisite hand built pure racing cars typically powered by supercharged 91 cu in (1 ½ litre) twin cam four valve straight eights that averaged the 500 miles at average lap speeds of close to 100 MPH at 6-8000 RPM.

Eddie Rickenbacker had bought the track in 1927 and announced that for 1930 the formula would change to one that would encourage production based cars back into the event, as had been envisaged when the track was built in 1911. The new formula quadrupled the engine capacity to 466 cu in (6 litres) banned superchargers and limited the engines to two valves per cylinder and two carburettors. There was also a minimum car weight and riding mechanics were reintroduced. There were three classes of entries, pure racing cars, racing cars with production engines and production based cars. The racing fraternity and historians were disgusted and this era is often called the "Junk Era". Not surprisingly, surviving Junk Era cars are rare so replicas are more acceptable.

The Oakland V8 Indy car was entered by Ira Vail and built by the riding mechanic George Howie, who was to have been the driver until rookie Claude Burton turned up with Perfect Circle piston rings sponsorship. There was no Oakland factory support for the car and race rules stated that the manufacturer's name was not to be displayed on the car unless the manufacturer allowed it. The Oakland was timed in practice with a top speed of 105 MPH and qualified for the race with an average lap speed of 96 MPH. It had a trouble free race with a race average speed of 86 MPH including one pit stop and was in 11th place when the race finished.

The opportunity to display the car for two days before the annual race included two twenty minute sessions of track time. All of this was enough to temp me back for the third time. I arrived to find the almost completed and immaculate car that still needed quite a few finishing touches. Soon after John Felder arrived to give us a hand. The sump was off the engine because John A. had not been happy with the look of the modern full flow oil filter and external plumbing that the engine builder had fitted and had removed it all and substituted an original internal oil feed manifold.

While he was doing this, he observed that some conrods could be moved a small amount along the crank pins, but others couldn't and wanted me to have a look. It wasn't a problem but what was a big problem was that the engine builder had not bothered to clean the engine block before assembly and there was a lot of machining swarf present still as well as some isolated pockets of sludge. We didn't have time to remove and strip the engine to clean it properly and settled to wash it out from underneath with a compressed air wash off gun that I had ordered and had sent to John in 2008. It was a horrible job to do.

We subsequently changed the oil several times, each time removing the sump to check for any further debris. Every time I climbed under the car, I observed that the Welch plugs had not been flattened sufficiently in my opinion but dared not say anything because to do anything about it would have disturbed the pristine look of the engine and the look of it was more important to John than the function. We had a few other disagreements along those lines and there wasn't much further discussion the day I rather unkindly pointed out that the serial number he had stamped on the new generator identification tag was too late for a car that competed in May 1930.

John was also not happy with the way the engine builder had set up the twin Winfield carburettors and I agreed. Before I left home, I had cut up a pair of inlet manifolds, rotated the centre sections and bronzed them back together with the inlets facing upwards for the Winfield downdraft carburettors on adapters I also made. I took these with me, and it all fitted OK. I figured that a lot of things got bronzed together in 1930 and that the bronzing would have been visible, but John immediately set to work to fill, sand, paint and cut and polish the manifolds. I also had to make all the throttle linkages, making sure they looked period correct.

Having located 3.9 crown wheel and pinion sets for both my cars I decided that I should donate my 3.6 that we had had made in Australia in 1996. If there was a car in the world that should have it, this was it. I took it with me with a new set of bearings and built it up and installed it after I washed 85 years of muck out of the banjo housing



# A LIFETIME OF OAKLAND V8 ADVENTURES PART 7

by Hugh Venables

which was very nicely painted. These things all took up quite a lot of time and there were lot of small items to attend to, like the substituted steering wheel that looked closer to the original but fouled on the top of the outer column and had to be recessed to clear. We were fortunate that we could reassemble the tachometer drive added to the front of the timing case, so the cable ran the opposite way.

We had a lot of trouble getting the carburetors to run well and ended up at a chassis dyno on the afternoon before we had to leave for Indianapolis. Jim, a friend of John's who had let me use his lathe to make a throttle link and had a business rebuilding carburetors for Toyota Landcruisers for offroad use, came with us and we managed to get it to run well. After dropping off the open trailer at John's son's business Jim drove the car about 15 minutes back to John's home. A day or two earlier we had seen some water and debris in the fuel pump glass bowl and Jim suggested he might have a filter that would fit inside the bowl. John and I drove it to Jim's home and fitted the filter. This was the first time John had driven the car at all. At this stage we hadn't got the bonnet tops on.

I had just about got him to make crunch free gear changes when having left Jim's we were suddenly confronted with smoke, steam and spray from the engine to the extent that it was difficult to see where we were going. John managed to pull over and we observed that a Welch plug had popped out of the very front of the engine and sprayed John's special \$50 per gallon coolant into the engine fan. John had to phone Candy to pick him up and then go home to put his enclosed trailer on his pickup and come back to collect me and the car.

This was about 6 PM and we were now faced with a lot of work to flatten all the Welch plugs some of which needed some dismantling to access them. Our track time at the circuit was in between practice sessions for the Indy race cars and they were going to be extremely upset if we dropped radiator coolant on the track. I think we got to bed at 4 AM and were up at 6.30 to leave for Indianapolis. We stopped at a roadside stop along the way that had a lot of empty flat space and unloaded the car for a final adjustment of the brakes by applying the brakes while moving to the point of lock up and adjusting until all four wheels locked up at the same time.

The display of historic Indy cars was amazing, and the Oakland attracted a lot of interest. There had been no information about any form of scrutineering for the track time which really had me worried but as it turned out there were no restrictions at all. We could wear tee shirts and shorts if we wanted to and didn't need helmets. The cars were not inspected at all. There was a drivers briefing and we were just encouraged not to get in each other's way. Having done a lot of laps at Winton and driven John Felder's roadster at Phillip Island I have to say Indy is pretty boring. I got the first session with John's grown-up son as my passenger. We think we probably did 100 MPH down the straights but didn't have a speedo and hadn't taken the time to calibrate the hopelessly inaccurate tachometer and relied on a GPS signal. Doing 100 MPH at Indy is about as exciting as doing it on an 8 lane freeway. We were taking the huge turns at the ends of the straights at probably 90 MPH and if I had had more time, I might have taken some better lines and probably could have kept it flat out all the way around.

Indy is a big deal and there were about 450,000 people there. We stayed for the race but couldn't see much from our seats above the pits and were in an open grandstand in the blazing sun and I really couldn't see the point, so I found a TV screen in the shade under the grandstand. John Felder had a better idea and watched it on TV in his nearby air-conditioned motel room.

Returning to John and Candy's home I had another late night to pack up all my stuff to fly the next day to Los Angeles to meet Di flying in from Aus. Unfortunately, my flight from Columbus was cancelled and instead of meeting Di at 9.30 in the morning she had an anxious several hours wondering why I wasn't there until I finally turned up at 2 PM. The airline staff wouldn't tell her why because of "privacy". From there we took a train to Seattle, a cruise to Vancouver and flew home.

John Armstrong's dogged determination to create this extremely accurate replica of the original car was amazing. The finished car is a credit to him. I consider myself lucky to have been able to contribute to the project.

# A LIFETIME OF OAKLAND V8 ADVENTURES PART 7

## by Hugh Venables



In 2017 Steve Chaplin tracked me down and phoned me about the 1931 sedan he had purchased in the US and shipped to Australia. An immaculate car that may have only done 25,000 miles from new, the engine has been rebuilt at some stage using a 1930 engine block. Unfortunately, it had a serious oil leak from the rear of the engine which was how Steve came to own it. I was able to help him repair it by removing the two rear main bearing shells that had lost a lot of Babbitt, having them remetalled, boring them to size in John Felder's spare engine block and re-assembling them in Steve's engine. I was able to give Steve a hand with sorting out the brakes as well as the carburettor and a couple of other items.

In 2022 John and I took part in the Targa Florio Australia Tribute. The event ran over 4 days and was a touring assembly with some particularly tricky competition. Once or twice each day there would be a defined distance of 5 or 7 or so km that was to be traversed at a specified average speed. The time taken over the distance was scored to 1/10 of a second. Also, once or twice a day we would be navigated to a large car park or similar space where 4 or 5 sequential time trials would be undertaken where a number of seconds were to elapse from the start to the end of the first interval, then from the end of the first to the end of the second and so forth, requiring a different speed for each interval. Each interval was timed to 1/100 of a second. There was a great advantage in having a very old car as a "co-efficient" for each car was used to divide the accumulated score to get the final result. As the second oldest car ours was 1.8 and helped us finish in 6th place in a field of 50 odd cars.

Soon after the Targa we also took part in the Vintage Drivers Club Spirit of the Twenties. The club has been running these events for about 50 years generally every second year. It was an extremely well organised 9 day tour of south western Victoria with a small amount of competition to get a result. John and I came nowhere but Jim and Val Watson won the event in their 1928 Oakland. Later we took part in the RACV Alpine Trial centenary in north-eastern Victoria. In the mid 1920s the RACV ran these events as a way of assessing the performance and durability of cars available to the public. And I have finally got my Oakland going again and driven it just over the border into South Australia to our annual Oakland Register meeting. I'm sure I have many more Oakland V8 adventures to come.



## Last Month's Mystery Car

Last month's mystery car was a 1925 Duesenberg Model A.

It featured on the cover of *The Vintage Driver* in March 1998 and was owned by then member the late Robert Mearns. It was correctly identified by Leslie Lee and Rob Cooney

The Duesenberg Model A the company's first car was first shown to the public in late 1920 in New York City. It was powered by the Duesenberg Straight-8 engine and was the first car to be mass-produced with a straight-eight. The purchase price for a Model A started at \$6,500 (\$103,378 in modern dollars )

The Duesenberg Model A introduced several innovative features, such as an overhead camshaft, four-valve cylinder heads, and the first four-wheel hydraulic brakes offered on a passenger car. It had the largest engine of any consumer vehicle at the time of its production.

Production was delayed by substantial changes to the design of the car, including a change in the engine valve train from horizontal overhead valves to an overhead camshaft; also during this time, the company had moved its headquarters and factory from New Jersey to Indiana

Deliveries to dealers did not start until December 1921. Sales lagged, and Duesenberg could not meet a 100-vehicles-per-month quota as the Indianapolis plant struggled to roll out one a day. In 1922, no more than

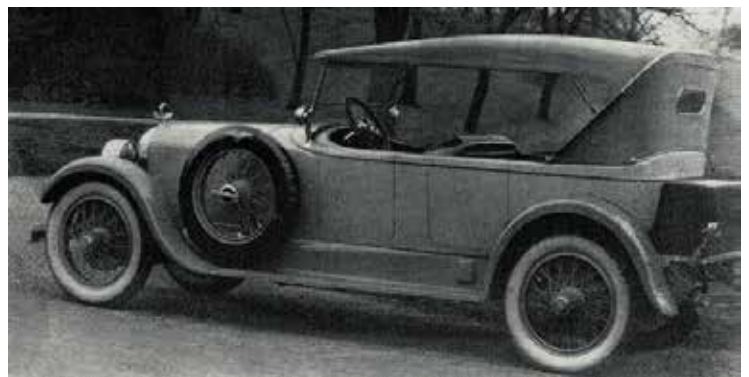
150 Duesenberg Model As were manufactured, with only a total of 650 units sold over a period of six years. The Model A was manufactured in Indianapolis, Indiana, from 1921 to 1925 by the Duesenberg Automobiles and Motors Company and from 1925 to 1926 at the same factory by the restructured Duesenberg Motor Company.

Now this may well be the only Duesenberg in the country, but I stand to be corrected on this.

Any members with memories of this car and Bob or a photo of the car are urged to contact the editor. I am not sure what the body style was, I thought I had seen an image in the club's collection, but I have not been able to locate it. Bob had a collection of vehicles and upon his demise, some seem to have been sold.

His collection included a Bristol which also seems to have disappeared from site.

Any further information about this car will be appreciated.



---

## This Month's Mystery Car



This month an image provided by a member of a vehicle from his family's past?

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](mailto:imgross@bigpond.com)

# From the Archives

## Reformation of the Austin group 1991

The reformation of the Austin Group (within the Vintage Drivers Club) unofficially began at the beginning of the year with John Blythe ringing around the Victorian owners to arrange to drive together to the legendary annual Picnic at Hanging Rock event.

This saw five Austins coming along belonging to John Blythe, Geoff Gordon, Garry Skinner, Wally Nye, Chris White and David Vaughan,

A group meeting was held at the club's Pascoe Vale rooms. Attending were David and Lyn Vaughan, John Blythe, Geoff and Chris Golden, Colin Kempster, David Inglis, Russell Clough, Wally Nye, Garry Skinner, Chris White, and Graeme Francis.

From this nucleus of enthusiasts, it was agreed that a bi monthly magazine should be released, and as 1992 was seventy years since the production of the Austin 12hp in 1922 an event to celebrate should be held.

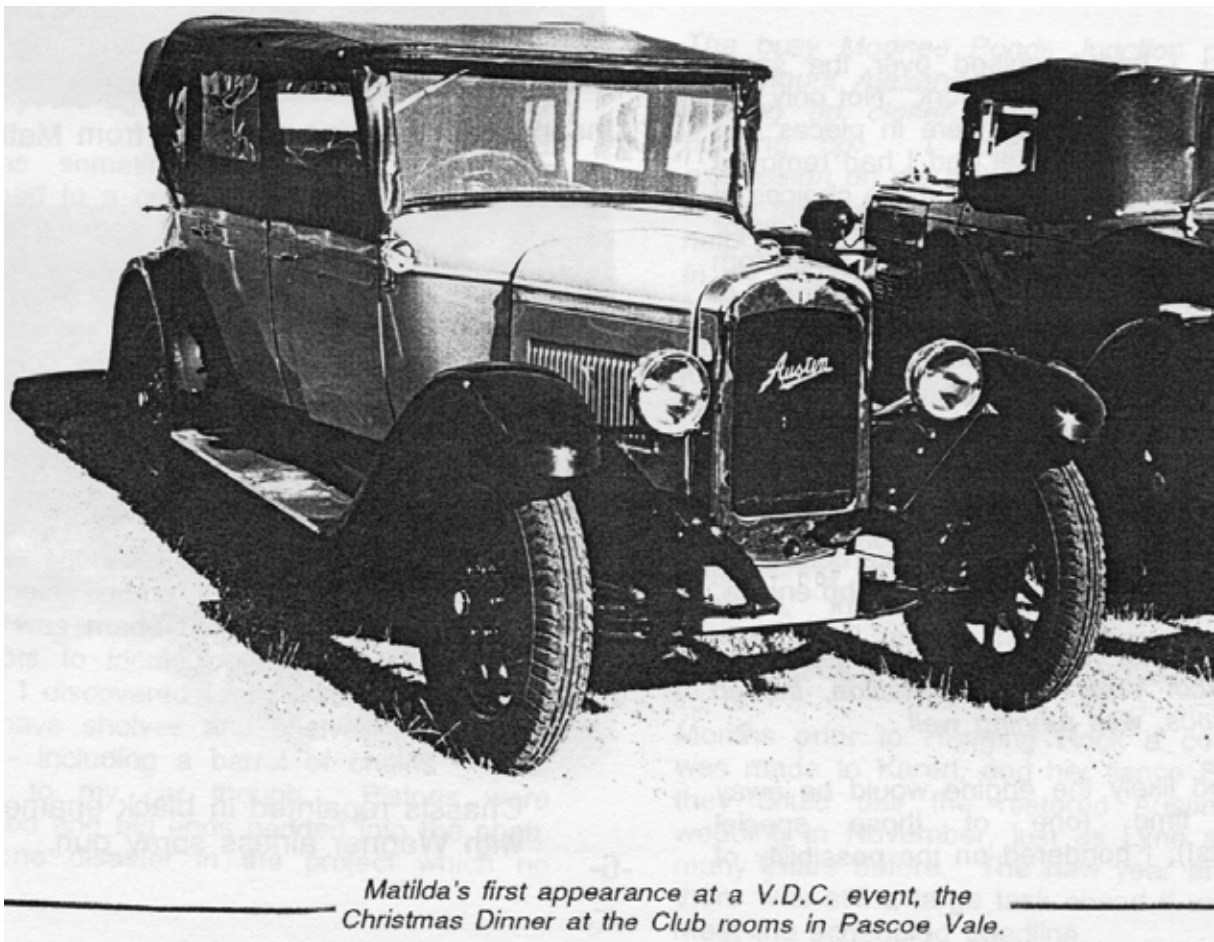
Plans were put in place for a number of events including attendance at the Bay to Birdwood Rally, and the Giant Motoring Show organised by the AOMC at the Kingston Centre.

I assume this group saw the formation of the Vintage Austin Register of Australia which would cater for the larger Austin vehicles.

Information provided by David Vaughan



Rolling chassis with reconditioned engine displayed to Austin Group after Hanging Rock. (Feb)



Matilda's first appearance at a V.D.C. event, the Christmas Dinner at the Club rooms in Pascoe Vale.



# Six Volt versus Twelve Volt Or think twice before converting!!

It is a common misconception that the change to 12 volts in the more modern cars was made wholly to provide more power for starting lighting etc. Actually, the main reason for the change was to cut costs. For the same percentage of voltage drop the amount of copper in a 6 volt system is four times that required for a 12 volt system. For the purist restorer of an older type vehicle of the 6 volt variety, they can be assured that as long as the starter and light reflectors are in good condition a 6 volt system is quite capable of producing satisfactory results.

The main thing many people overlook is the fact that they are dealing with a chassis that is over sixty years old and of rivetted construction. Even if the chassis has been cleaned thoroughly dirt and rust still remain between the riveted joints, and so break down electrical continuity throughout the chassis. Unless all earth points are mounted on the one chassis rail with no riveted points in it, bad lighting and starting may result. Each headlight, sidelight and taillight must have separate earth wires., all returning to one common point. Don't rely solely on the casing of your lights to earth through mudguards, headlight tie bars, spare tyre carriers etc as too much current is lost through all these joints before the power finally reaches the chassis. For example, if earth your right-hand headlight on the right hand chassis rail, ensure you earth all other lights on the same rail, including your main battery earth. Another successful method is to run 12 or 14 swg copper or brass strip about one inch wide along the entire length of the chassis (preferably on the inside where it won't be seen)

And attach all earth wires to this strip, including the main battery earth. In addition, run a copper earth strap from a starter motor mounting bolt to the same point of the battery.

This ensures a direct earth for the starter motor from the battery and not through the engine block, engine mounts and cross member. As well as good earthing the gauge of the wire to be used is most important. According to Ohms law if the voltage is halved to obtain the same wattage as headlights the current in the system doubles. For example, a standard 12 volt system with 40-50watt headlights uses approximately 18swg wire. To obtain similar wattage in a six volt system, the size of the wire must free of all oil and dirt be increased to carry the extra current, thus a minimum size of 14swg wire must be used. In addition, all switch contacts and connection must be cleaned free of oil and dirt. If you follow this advice you will have a reliable six volt system which will be as good as any 12 volt system.

If you wish to take the plunge and do a conversion, there is much information available on line to assist with the process.

swg is the abbreviation for standard wire gauge. In this imperial system of classifying wire by diameter the higher the number the smaller the diameter of the wire.

This article initially appeared in the Mildura Vintage Vehicle Club magazine Bulb Horn and was reprinted in Beaded Wheels the New Zealand publication.

*For safety it is recommended that a kill switch be install in our older vehicles.*



# Classifieds

## FOR SALE AND WANTED

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

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

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

### FOR SALE

1926 Dodge Brothers Tourer.

Good solid grounds for restoration or oily rag.

Comes with spare engine and gearbox. Engine was running recently.

Car located in Hawthorn East. \$6,500

Contact Carey on 0403 024 064



### FOR SALE

Dodge on a farm in Worri Yallock. The car was used on the farm as a ute. There are a few things missing.

The farmer was encouraged to hear that perhaps someone maybe interested in restoring the car. He particularly was interested in the idea of a young person learning the necessary skills with the help of the Club and potentially a scholarship.

Price \$200

Contact Geoff Mob: 0419 506 388





**FOR SALE**

Two 1929 Dodge DA Tourers.  
First car Number plate s/a 21-499 engine number H121-159  
Second car s/a 322-540 engine number H124-705  
Photo of two wire wheels. There are enough parts to make one car with lights, 8 good wire wheel and many other parts. Cars are located near Murray Bridge SA.  
Contact Alan Hagger  
phone 08 8535 4077 mobile 0407613457



**FOR SALE**

Fully restored nickel plated Dietz Majestic (similar to Rushmore) acetylene H / Lamps.  
Measuring 8" (eight inches) across front rim. \$1,350-00.  
Fully restored one only brass Dietz majestic acetyleneH/Lamp 8" across rim \$550-00  
Pair Lucas H/Lamps incl pillars and matching side lights ex Bentley \$1000-00  
Pair CAV H/Lamps \$750-00  
Contact Brian Hussey Mob: 0418561910 brihus@bigpond.com



**FOR SALE**

1928 Ford Model A Project  
Purchased some years ago and cleaned up chassis but project not finished. Chassis is late 28/early 29 with separate brake shoes for the emergency brake. Engine number CAW6225 but not original engine. Spare 28/29 tourer body (needing restoration) and most parts to go with it. More pictures available on request.  
\$5,000  
Kris Cunningham 0417 513 253



**FOR SALE**

Antique Automobile Club of America magazines.  
Issues from 1979 – 2020  
6 issues per year. 186 magazines in total.  
Good condition. \$150.00 the lot.  
Some in hard cover folders.  
Ken Johns. 0418544336



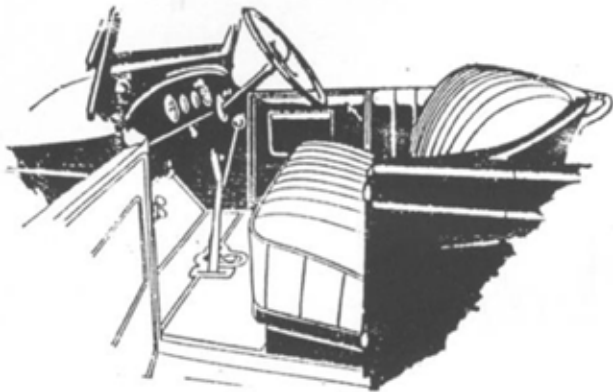
*Please advise us if your advertised cars or parts are sold so we can remove them and free up space for other advertisers. Email the editor on editor@vdc.org.au*

# ADVERTISE YOUR BUSINESS HERE

## GRANT WHITE MOTOR TRIMMING

93 Lyon Road, Rosanna, 3084.

- 22 Years of Experience
- All Work Guaranteed
- Are you tired of waiting for your car? I complete most cars within 2-3 working weeks.
- All work carried out by qualified craftsmen.
- Leather, Vinyl and Cloth Re-trims.
- All types of vintage and veteran hoods.



- Give me a call for a free estimate.

Phone 03 9458 3479

## AA Bearings & Oil Seal Service

For American— English—European Cars & Trucks  
We specialize in hard to get sizes with regular weekly consignments from overseas.

63 Research-Warrandyte Rd, North Warrandyte Vic 3113

Mon - Fri 8am - 5pm Sat 8am - 1:30pm

Phone: 03 9437 1155

AH: Adrian 0479 041 942 Denis 0407 533 342

Email: oldcاربearings@bigpond.com



## Sleeping Classics

Restorations

Vintage & Classic Car Body Restorations  
Steel & Aluminium Welding  
Fabrication  
Lead Wiping  
Minor Smash Work

Aaron Eckhardt  
03 9762 2444  
Mob: 0419 591 465

16 Reid Street  
Bayswater Vic 3153  
s.classics@bigpond.com

Website: [www.sleepingclassics.com.au](http://www.sleepingclassics.com.au)

Exotic Vehicles - Vintage Vehicles - Classic Cars - Sportscars



## DIY GPS Tracking For Vintage Cars

*Providing motoring enthusiasts the  
peace of mind they deserve.*

# IS YOUR COLLECTABLE INVESTMENT SECURE?

DIY GPS Tracking offers matchbox-sized GPS trackers, so you can see the exact location of your car and have peace of mind that it is safe and secure.



### HOW TO SECURE YOUR CAR:

**1**

Buy A Tracker  
& Subscription

**2**

Place Tracker  
In Your Car

**3**

Sit Back  
And Relax!

**SECURE YOUR CLASSIC CAR TODAY! VISIT:**  
[www.diygpstracking.com.au/?ref=vdc](http://www.diygpstracking.com.au/?ref=vdc)



# EAST-SIDE AUTO ELECTRICS

IAN GRAHAM  
(Proprietor)

Ph: 9874 6028  
Fax: 9872 4888  
Mob: 0418 361 973

142 ROOKS Rd. NUNAWADING 3131

# Austin Seven Centre Mell.

est 1984

**FOR PARTS &  
ACCESSORIES  
TO KEEP YOUR  
AUSTIN 7  
GOING**

[www.austinsevendecentre.com](http://www.austinsevendecentre.com)  
Mob: +61 417 532 412  
Email: [jenayne45@bigpond.com](mailto:jenayne45@bigpond.com)



# ARIEL BATTERIES

660 Smith Street, Clifton Hill 3068

Phone (03) 9481 5731

Fax (03) 9482 2586

Manufacturer of genuine old style hard rubber case batteries 6 and 12 volt.

New or rebuild

Contact Gerald or Neil Heaslip

**ARIEL BATTERIES PTY LTD**

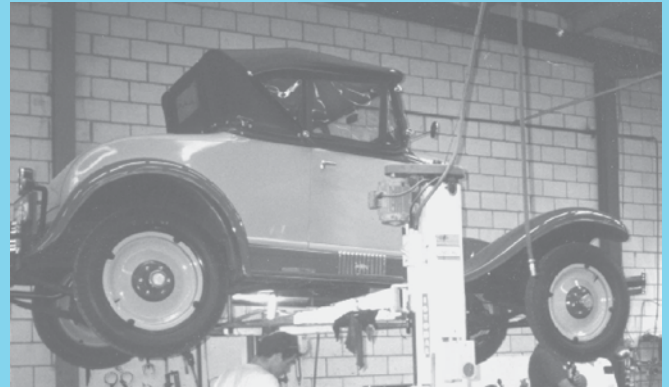
# BILL ELDRIDGE

## MECHANICAL REPAIRS

Club Member

### VINTAGE & CLASSIC ALL MAKES - ALL MODELS

- All mechanical work
- Engine reconditioning
- Panel work & Repairs
- Full Restorations
- Water Pumps modified
- Clutch & Brakes



"When better cars are (re)built, Bill will (re)build them"  
Factory 20, 166 Bridge Road, Keysborough Vic. 3173

**Telephone: (03) 9798 8636**

*Antique Tyres*

**Ben McKinnon**  
Business Manager  
134 McEwan Rd  
West Heidelberg  
Vic. 3081 Australia  
PH: 03 9458 4433  
Fax: 03 9458 4795  
antiquetyres.com.au  
benm@antiquetyres.com.au



**SELWYN ALLEN FUNERALS**  
*Selwyn & Geoff Allen*

Melbourne (All Suburbs) 03 9888 1672  
www.selwynallenfunerals.com.au



### Custom made wooden spoke wheels

Wooden spoke wheels for all types of makes and models 19"-25 " to suit your steel felloe's and hubs. Sand blasting and painting of felloe's and hubs available.

Restoration, panel and paintwork also available.

Contact Matt on mobile 0409 402 772  
or email [mattdweeks@icloud.com](mailto:mattdweeks@icloud.com)



**VINTAGE DRIVERS CLUB MAGAZINE**

If undelivered return to:

**VINTAGE DRIVERS CLUB  
P.O. BOX 3414, NUNAWADING BC  
NUNAWADING, VICTORIA, 3131**



*Vintage Motoring since 1958*

**POSTAGE  
PAID  
AUSTRALIA  
PRIORITY**

**PRINT  
POST  
100005135**