

ISSUE 801



March 2025

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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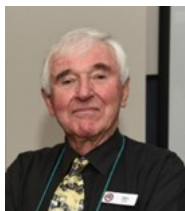
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Safety Check Officers

The following Club Members are eligible to conduct Vehicle Safety Inspections on Members vehicles and sign Vehicle Safety Reports:

John Rhodes	0400 118 309
Brian Smith	0401 802 264
John Davis	0418 998 520
John Johnston	0417 354 998
Hein Otten	0418 390 538

Licensed Club Nominee:

John Johnston

Magazine Editor

Iain Ross

Email: editor@vdc.org.au

Events Committee:

Stuart McCorkelle, Doug & Edith Stevenson, Garry Jewell, Holly Samson, Adam Francis and Doug Sterry.

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.

Members Meeting Friday 28th March 2025

Enjoy a drink and a chat from 6:30pm.

Guest speaker this month is Phillip Burns of Moto Scrub Hydro Blasting
see coming events for more details. Meeting starts at 8pm

BOOKING DOC's DODGE

Simply complete the online booking form and then contact David Jenkins to confirm availability.

Email: dnpjenkins@yahoo.com

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 2025

March	23rd	Sunday	Kalorama Rally
	28th	Friday	Members Meeting
	28-30th	Fri-Sun	Florence Thompson Tour
	29th	Saturday	Eddington Sprints
April	12th	Saturday	Coffee & Chat
	16th	Wednesday	Mid-Week Run
	18th	Friday	Hot Cross Bun Run
	25th	Friday	Members Meeting
	27th	Sunday	Economy Run
May	12th	Saturday	Coffee & Chat
	14th	Wednesday	Mid-Week Run
	18th	Sunday	National Motoring Heritage Day
	23rd	Friday	Members Meeting
	24-25th	Sat-Sun	Historic Winton

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New Members

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

David & Rosemary Smallacombe - 1930 Wolseley Hornet Saloon &
1930 Austin 7 Sports. Rejoining.

Fred Edwards & Fiona Matthews - 1923 Stutz Roadster &
1928 Stutz Coupe.

Brenton & Donna Taylor – 1925 Studebaker Duplex Phaeton &
1926 Studebaker Tourer

We hope you enjoy being members of our Club.

Front Cover:



1927 Auburn 6 66A, read more inside this issue.

Magazine Closing Date

Closing date for contributions for the April magazine is:

Wednesday 2nd April 2025

Membership Enquiries

New Membership Applications &
all membership enquiries to Doug
Stevenson Mob: 0419 319 977
Email: 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

Another hugely successful Yarra Glen event completed! It was great to see everything running so smoothly and everyone having a good time. The display area was packed with a wonderful range of cars; the car parks were full and there was barely room for another vendor. Every year is different, and it was lovely to see such a mix of people - from the bargain hunters at the crack of dawn through to families with young kids having a picnic under the tree being amazed by the beautiful old cars.

Running an event this size takes a lot of organisation and that doesn't come by accident. There's a lot of work by many of our members and a massive thanks to all the volunteers who helped both before and during the event. I've heard so many positive comments about the day and how well it ran which is a true testament to our team and a great advert for our club (a number of new members

signed up on the day). Special thanks to the organising committee and various leads on the day and extra special thanks to Holly who project managed everything again!

Our volunteers are so important to the club and put simply we wouldn't have a club without all of your help (let alone all the fun activities and events we have). So please do get involved, when it comes to running our club there's something for everyone and every little bit helps.

Look forward to seeing you all soon. We've got the Kalorama rally coming up which always has a great range of club vehicles present (and it supports the local CFA), and our members meeting on the 28th March.

Cheers,
Richard

From the Editors Desk

Welcome to the March edition of Vintage Driver the eight hundred and first edition of our club magazine.

One can only wonder over the years how many editors have toiled to ensure that our members receive it each month.

Once again, the editorial team have been really busy with a car show and the swap meet in quick succession. Hopefully the summer shows season is nearly at an end with just Kalorama Rally to go.

Thanks to all those who contribute to our efforts to ensure our magazine is timely and interesting to read. However, I do need your cooperation in providing interesting subjects for our cover, as well as the image I do need a short article about you and your vehicle. I am

particularly interested in new members and their vehicles and new restorations.

General articles are most welcome for consideration for inclusion, self-written articles are really welcomed, you are an interesting lot so tell us your story!

Finally, it would be appreciated that when having advertisements included that you please advise us if and when the items advertised are sold. We do not like including dead advertisements.

So, enjoy the read, attend our club events and drive those great vehicles of the twenties whilst you still can.

Iain Ross

Vale - Simon Ramsay

We were recently advised of the passing of Simon Ramsay. Simon was one of the small group of young enthusiasts who established our club in 1957-8

Simon was a member of the initial club committee and a little later took the role of spare parts registrar.

I thank Barry Gomm for assisting in providing this information. Simon is on the far right of this photo.



MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

DATE: February 28th, 2025

MEETING CHAIRED BY: President Richard Badham.

Members Present : There were 57 members in attendance and 7 attending on zoom.

APOLOGIES: David Jenkins, John De Maria, Kerris Akin, Glenda and Arnold Chivers, Brenda Smith, Melissa Sterry, Kris Cunningham & Kevin Wilby.

NEW MEMBERS' PRESENT: Nil

VISITORS: Tom Kunek from the Buick Club

MINUTES OF THE LAST MEETING: The previous minutes were accepted by the meeting as being an accurate record of the meeting and were carried.

DISPLAY VEHICLE: Doug Sterry bought his Ford Model A tourer for display

COFFEE CAR UPDATE: Matt Weeks gave a comprehensive report on the progress made to date on the catering van. (see his report in this edition.)

TREASURERS REPORT: Maureen Ross presented the following Treasurers report-

The figures presented are for the period of 1st January to 28th February 2025. Our operating expenses for this period were \$10,951. The expenses for the period were Council rates, Magazine expenses and Clubroom costs for cleaning, telephone etc. Our income for the month was \$7,790. This was mainly from Clubrooms rental, Yarra Glen swap sites and magazine advertising.

NEW MEMBERS REPORT: Doug Stevenson presented the February 2025 members report with new members: David and Gwenda Greig with a 1930 Buick Sedan.

Rejoining Members: Sue and David Pater with a 1928 Stutz Phaeton, 1930 Desoto Roadster and a 1985 Mercedes SL500 Sports. Welcome to both our new and rejoining members.

The members area of our club website has a revised Membership Directory and Vehicle Register. Please let Doug know of any changes or corrections required. Our current membership stands at 528 or 906 including partners. The Register has 1146 vehicles, 33 are Veteran, 690 are Vintage owned by 397 members. The Vintage vehicles: 92 Ford, 91 Chevrolet and 85 Dodge.

EVENTS REPORT: Stuart McCorkelle presented the following events report-

PAST EVENTS:

February:

Coffee and Chat -Saturday 8th February – Always well attended which is great to see

Night Trial – 8-9th February – The VSCC organized this year's event with a poor attendance by our club members but to those that did attend thank you. Next year's event is being organized by us so it would be great if we could have a better turn out.

Mid-Week evening picnic – Wednesday 12th February – Marion and John Rhodes organized this event which was held at Lysterfield Lake on a very hot day. It turned out to be a pleasant evening. Details in the newsletter and on the website.

COMING EVENTS:

March: Yarra Glen Pre-Swap Run – 8th March - Holly Samson.

Yarra Glen Swap – 9th March – Volunteers still needed. Kalorama Rally – 23rd March Kalorama committee – Iain Ross spoke to members about Kalorama's long history, it has been running for 67 years, and encouraged members to come along and support the event so that it can continue for years to come. The details will be in the newsletter and on the website.

Club Meeting – 28th March

Eddington Sprints – 29th March – VSCC have invited our members to attend as day members of their club. CAMS/ Motorsport Aus license is still required. Details will be emailed out soon.

Florence Thompson Tour, Ballarat – AOMC, 28-30th March Entries are now closed.

We are in desperate need of volunteers to organize a Mid-Week Run for April 16th

GEARBOX REPORT: Garry Jewell has informed members that the club has Trestle Tables free to a good home. Contact Garry if you're interested.

YARRA GLEN: Holly Samson informed members of all things Yarra Glen. Saturday afternoon is the Yarra Glen run around which was in the magazine and emailed out. There is a sign-up sheet for the Yarra Glen run around, Yarra Glen Hotel Dinner and the Overnight camp for all those who are volunteering the next day. Holly stressed to members that we desperately need volunteers to help out on the day, this has been the hardest year so far finding volunteers. If you haven't signed up to help, please see Holly as soon as possible.

The club is still looking for someone to take over from Holly for next year's Swap. If you think you would like to help, please see Holly for more information.

MYSTERY CAR: The mystery car for the month was Stearns Knight of 1927 model G-8-85.

Some correct answers were received from Rob Coney and Grant Lane. Leslie Lee thought it was a Marmon with Kris Cunningham thinking it was a Doble steam car. Thank you all for your interest.

MAGAZINE: Iain Ross presented his report with lots of correspondence from our country members- some of which we have never met which is great to see. The magazine is an important aspect of our club as a lot of members don't attend meetings or events, so the magazine is what holds our club together. We need members self-written articles about your car to help keep the magazine going. If you have any articles or questions, please see Iain. Garry Jewell made a note that we should acknowledge all the hard work that Iain and Maureen put into the magazine for our benefit.

GUEST SPEAKER: Mandy Turner gave a presentation on her business Motocar Memoirs (See a full report on her presentation in this edition)

RAFFLE: The usual fun raffle was drawn with some new faces scooping up the goodies.

The meeting concluded at 9.10pm followed by supper and coffee.

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

Kalorama Rally. Sunday 23rd of March

Club Meeting. Friday 28th of March.

Join us at the clubrooms for a social catch up from 6:30pm. Meeting starts at 8pm.



Guest Speaker: Phillip Burns of Moto Scrub Hydro Blasting

The topic will be explaining the advantages of Hydro blasting your vehicles components VSCC member Phillip Burns has recently established a business carrying out high pressure water blast cleaning of automotive and other components.

He will explain the advantages of this system of cleaning over sand blasting.

Carefully cleaning componentry after years of use and neglect is an important component of the restoration process.

Coffee & Chat – Saturday 12th of April

10am – 11:30 at the clubrooms.



Mid-Week Run – Wednesday 16th of April

Join us for a run to Sea Works Maritime Museum 82 Nelson Place, Williamstown
Meet at Cafe Cirino 133 Nelson Place for coffee at 10am.

We will then venture across the road to Sea Works at 11am.

Lunch will be at The Customs House Hotel 161 Nelson Place at 12:30. Senior's meals available.

Numbers are required for booking, please contact Jim Watson 0419 652 795 by 11th April

Parking is available in Ann St or paid meters (disabled exempt).

Hot Cross Bun Run - Friday 18th of April

Once again, the annual Hot Cross Bun run is on at Braeside Park. Always a popular relaxing day and a chance to catch up with fellow enthusiasts. Hot Cross Buns, tea and coffee will be provided.



Donations will once again be collected for the **Royal Children's Good Friday Appeal.**

Time: 10am till 1:30pm

Where: Rosella Oval/Picnic Area – Braeside Park. Lower Dandenong Rd, Braeside.
Melway Map: 88 E8

Enter Braeside Park from Lower Dandenong Rd. Rosella Oval is the last oval on the left-hand side before the exit back onto Dandenong Rd. Please note this is a ONE-WAY circuit.

Housekeeping: No animals are allowed in the park. No alcohol is permitted. Please take your litter home with you. Do not feed or handle the wildlife. Drive carefully on the oval.

Note: Braeside Park is closed on CODE RED fire danger days and the event would be cancelled.

Club Meeting. Friday 25th of April.

Looking for a guest speaker & display car!



Economy Run – Sunday 27th of April

Prove you have the most economical vintage car!

Details will be in next Magazine, club website and via event email.





Vintage Drivers Club - Special Edition

BREAKING NEWS



THE BASH IS BACK FOR 2025!

For those that aren't afraid of getting a bit of dirt on the tyres, the King's B'day Bash is making it's big return from the 6th-9th of June 2025.

Mansfield will be the home base as the gateway to Victoria's magnificent high country.

To express your interest, please fill in the google form on the website, or email: events@vdc.org.au

PREVIOUSLY ON THE BASH

MAN STUCK IN PUDDLE, SAYS HE'S
"JUST WAITING FOR A MATE"



BLOKES WHEEL FALLS OFF &
EXCLAIMS "SHE'LL BE RIGHT!"





17TH - 26TH APRIL 2026

If you are the proud owner of an automobile built between 1920 and 1930, this is your chance to experience the romance of the road as it was meant to be.

This is not just a drive, it's a celebration of the pioneering spirit that defined early motoring. A time when every journey was an event, every mile an opportunity, and every driver a true adventurer!



So ready your motorcar, embrace the spirit of adventure, and join us for a trip to remember!

Click the link or scan the QR code and complete the form to enter. If you have any queries, or issues with using this form to enter, please

contact Entrant Secretary Val Watson via email valwatson@bigpond.com for assistance.



Past Event

Coffee and Chat Saturday 8th February

Our February Coffee and Chat at the clubrooms was really well attended with Fifty-eight members and three visitors all had an enjoyable morning discussing their respective automotive passions, problem solving and generally enjoying themselves

The ladies that attended also seemed to be enjoying themselves.

All our members are invited to attend our monthly coffee and chat mornings at the clubrooms.



Past Event

Mid week Run to Lysterfield Lake Picnic Wednesday 12th Feb

Thank heavens for mobile phones! It was listed as the mid-week evening picnic for us to meet at Stud Park Shopping Centre near Woolworths. This was only the second time I've been there and had no idea where to meet. However, John Rhodes our intrepid leader, had it all under control and he actually walked across the car park to greet me in the 36 degree heat and handed me a printed sheet of directions.

We were heading to Lysterfield Lake Park, and we drove through some lovely areas with mansions on acreage, and relatively quiet roads for the 5pm time slot. After welcoming greetings, we settled down to do what members do best and have a good chat. Sue dished out dishes of nibbles for us all and after the conversation moved to snakes and a plea to stop this subject, the barbecue was fired up and dinner cooked.

I had my bathers on, but no-one else did and when they threatened to put my photo in the magazine, I rapidly lost interest in a swim! A lovely friendly group of people and great to have a gathering out our side of town. Thanks John and Marion.

Attendees: Marion & John Rhodes, Sally & Bill Carson, Daine & Trevor Davey, Sue & Kurt Schulz, and me. Sue Pater.



Past Event

February Members Meeting

Mandy Turner was our guest speaker describing how her interest in cars developed and her business Motorcar Memoirs

There are currently 1.3 million classic cars on our roads every year. Most are owned by enthusiasts and cost approximately \$10,000 a year just to keep them running. Behind each enthusiast there is a story on how their car came to be, but memories fade over time, and this is where Mandy can assist you.

Cars have been her passion for a very long time and at the ripe age of thirteen Mandy purchased her first car a Morris Minor and was assured of her healthy obsession while growing up with a dad that encouraged that love. Her next car was a VW Beetle which she owned for quite a while.

In 2012 Mandy and her dad purchased three Beetles off a farm for the princely sum of \$400 for the three but only kept the 1965 model to restore. Over six years both Mandy and her dad restored the car, learning the mechanical side of restoration from her mechanical dad.

After her dad retired, they set off on a road trip to the Salt Lakes in South Australia with some exciting memories made. In 2016 Mandy was working in Radio at the time when she saw an email from an online car review company called "Car Advice" and they were running a competition called the Correspondent, encouraging more women to enter. The prize was a three-month part time job reviewing a new car once a week and a trip to the Tokyo car show. All that was needed was a review of her own car whether through an article or a video and as Mandy didn't have any experience filming, she thought she'd make a video on the Beetle which was done using her mobile phone.

We were fortunate to watch this same video that Mandy originally made for her entry, and it was indeed entertaining and light. Mandy was shortlisted with two other entrants and was taken to Sydney to review the new Mazda MX5, attend a mock press conference, interview some Mazda people and do some driving courses. Mandy was selected as the competition winner and ended up going to Tokyo and reviewing a new car once a week, towards the end of those three months she begged the CEO for a full-time job and luckily formed a new position for Mandy as a journalist and pod caster where she stayed for 5 years. She drove everything from a \$20,000 Kia Rio to a 500k Porsche 911 GT3

The role took Mandy to some amazing places such as Spain to drive a Bentley Continental GT and the Goodwood Festival of Speed where she was a passenger of a McLaren 720S which she still holds dear. Amongst other interviews Mandy had the opportunity to interview Ian Moss from Cold Chisel and Lindsay Fox. Her business idea came from interviewing her own dad about his motoring history and thought why not do this for other people. Telling those stories that remain part of a family's history long after they have gone. From their first car to their favorite memory of a road trip. Mandy showed us a snippet of what her video looks like and the joy they can offer a family for a very long time to come.

Mandy's parting note was "driving isn't measured by miles but by moments".

If you would like to speak with Mandy about having your own special car memories videoed, please speak to a committee member for her details.

Thank you for your time and wonderful presentation Mandy.



Car memories can fade...
...Put them into a memorable movie to treasure for generations.

Whether you race, collect, drive, or build cars, your stories deserve to be preserved.
Through a professionally crafted video or audio recording, we bring your memories to life— to share and cherish forever

We drive to you, wherever the road leads
We capture your car life in the comfort of your home or garage, so you can relax and be yourself.

My Story
Mandy Turner's classic car passion lies that deep, her new house has more garage spaces than bedrooms...
She enjoys a good story and mingling with the car community, and you'll often find her at car shows in and around Melbourne in one of her classics.
After spending many wonderful years as a radio announcer and then as a new car journalist and podcaster at CarAdvice and Car Expert, she decided to mix her media experience and love of cars to create Motorcar Memoirs.
Mandy looks forward to making your experience a memorable one.

How It Works:

- 1 Choose a video or audio package
- 2 Receive questions to spark memories
- 3 Meet you at home to capture your story
- 4 We edit it together to bring your car story to life
- 5 Acquire your story to keep, or share with loved ones

Get in Touch
0428 126 57
mandy@motorcarmemoirs.com
www.motorcarmemoirs.com

Past Event

Seen at the British and European Motoring Show



Past Event

Seen at the American Motoring Show



Past Event

Seen at the American Motoring Show



Past Event

Seen at the Yarra Glen Swap Meet



Cover Car this Month

The car on the cover this month was taken at a club event in the seventies amongst a collection of images provided by the Cox family, who were club members years ago.

The identifying information came via Keith Cuthbert an Auburn owner and club member and Merv Robinson an expert on all things Auburn from the Auburn Cord Deussen Club.

Investigation indicates that the Auburn is a 6 66A built in 1927. The A stands for Continental motor and it is thought that because the wheels have five bolts holding them on where most 1926 and 27 Auburn's had six wheel studs. Auburn changed to Continental motors for a short time in 1927. The other point about this particular car is that it has side lights. In the US they had side lights as standard but most of the cars that came to Australia did not have them fitted. I don't know of this car at all. Hopefully it is still here and in one piece.

Can anyone enlighten us as to who in the club may have owned this vehicle in the seventies? And the fate of this fine vehicle?

Club Project

Vintage Catering Van – Matt Weeks Reports

Well, I have spent a few weeks working on the coffee van getting a lot of the fiddly stuff done. I have done all the under-dash wiring and fitted the alternator.



I have fitted a standard style alternator as we will be using a bit of power from the battery running the water pump and possibly a few lights occasionally. We have fitted a good size N70 battery so that should give us a bit in reserve.

The engine will start off a key in the dash and not the pull start knob. A starter solenoid has been fitted under the dash.



I have also rebuilt the water pump with all new bushes and machined a new stainless steel shaft up for it.



Club Project

Vintage Catering Van – Matt Weeks Reports

Pulled all the gauges apart and cleaned them up and re nickel plated all the faces. I thought the fuel gauge was going to work but unfortunately it doesn't so I'll fit a modern one inside the old one and no one will be the wiser except everyone reading this.

Grant and I spent the day, mainly Grant actually on the shock absorbers getting them filled with oil and fitted onto the car. They all went on well and worked beautifully.



Front shockers fitted



Rears fitted.

The exhaust is also all made and fitted. Grant supplied us with some stainless steel bends so I made it all up out of 2" stainless right through.

Saturday just gone Grant and I built some new running boards and got them fitted up. We put the front guards on temporarily just to get the position correct.

Not sure what Grant is doing there. Must be looking for something.



Club Project

Vintage Catering Van – Matt Weeks Reports



Running boards all done and fitted. Grant was picking up the rubber for them.

I had to make a short tailshaft from the back of the overdrive to the diff. I made an adapter to go from the overdrive to a modern uni joint and used the original tailshaft and uni joint at the diff end.

Making the Adapter plate to the new uni joint.

New shortened tailshaft fitted.



So, it's not far off being ready for a short road test now, by the time you're reading this we should have the new tyres. Once I have them, I'll fit them up and take it for a drive. It will be nice to test the engine out and see how she runs.

Rob Bonner gave the distributor a bit of a tickle up for us

and got the advance working better for us. So, thanks for doing that, Rob.



Trying to get a bit of a plan for the rear panel van section. The stainless steel tank is the first thing to be made and will be fitted under the van floor behind the seat.

Club Project

Vintage Catering Van – Matt Weeks Reports

Checking the bonnet to radiator alignment.



For anyone that wants to give a bit of a hand feel free to give me a call. We won't be having any working bees on it like before as it's at a stage now where it's a bit hard to have a dozen or more working on it at a time. So, I thought on the occasional Saturday when I get time to work on it I could get 2 or 3 helpers to do different things.

So, I'll make a list of helpers and give you a call when I can do this if that works.

Please give me a call on 0409 402 772

Cheers Matt

FOR SALE

Dodge Brothers 1929 Victory Six sedan

Six cylinder, 4 wheel hydraulic brakes, all steel Budd body. Fully restored 6 years ago inside and out. It has been covered up in the garage so it is still in beautiful condition.

Call Matt for any information or inquiries 0409 402 772



From the Archives

In earlier times many major public events showcased the vintage vehicle movement in Melbourne. This attention climaxed with the great Australia Day displays conducted in Fitzroy and Treasury Gardens, sponsored by the RACV and providing a great showcase of vintage motoring to the wider community.

The Moomba parade was a regular for seeing our type of vehicles taking part in their grand parade through Melbourne streets.

Sadly, in modern times this has lost its gloss, and the movement rarely gets invited to display at these significant events.

Perhaps my regional readers might like to advise if local community festivals invite local clubs to participate? These images are from the 1966 Moomba parade taken in Swanston Street.



Keeping it Simple

An article prepared by Jim Richardson clearly a GOM appearing in the now defunct Hemmings Classic Car.

The one thing missing from today's technology is "simplicity." As a kid I had a choice of seven television channels, but now I can watch 700 if I can only find what I am looking for. Back in the day, television was free too, but now there are 100 streaming services that take tiny bites from my credit card each month. It is like being eaten alive by piranha.

As for today's cars, I concede that they're faster, safer, more economical, and require less maintenance than those of the golden age, but they are also infinitely more complex, and horribly expensive to repair. A friend a few years ago had a 2017 Chevy Corvette Z06. It was gorgeous, powerful, and fast, until the battery went dead in his key fob. He couldn't just replace its battery though. My friend had to have the car towed to the dealership so they could put a new battery in the key fob and reprogram the system. It took them half a day, and it cost \$100. By contrast, I can have a new key for my 1955 Chevy Bel Air cut at Ace Hardware for \$2. If I lose my keys completely, I can take the ignition switch to my local locksmith and have a new set of keys made for a mere \$20.

Granted, my Chevy needs an oil change and lube job every 2,000 miles, but I can do that in my driveway in an hour or two on a Sunday afternoon. Further maintenance is simple, too. When I had to replace the fuel pump, I was able to pick up a new one at a local auto supply store for \$65. Installing it took 45 minutes and required a half-inch combination wrench, some pliers, and a dab of Permatex. On a modern car the fuel pump would cost more like \$400, and I would have to drop the gas tank to get to it.

My perception that technology is becoming outrageously complex is not just the illusion of a crabby old man. Consider this: The Ford Model A did not have a fuel pump. The fuel tank was found behind the dashboard and gas was fed to the carburetor by gravity. If you go back a little further, the Model T didn't have a water pump. Ford took advantage of the fact that when water heats, it rises and will ultimately go out the top of the cylinder head and into the radiator.

Whatever we might think about Henry Ford today, he was in fact the master of automotive engineering simplicity. He embraced the design dictum "when in doubt, leave it out," and in fact he took that thinking to new heights. His cars were so simple that farmers could fix them in a barn with a few hand tools.



Most cars over the years had a coil or leaf spring at each wheel, but Ford's cars got by with just two perpendicular leaf springs: one up front and another at the rear. This lasted until 1948. Everything about Ford's early cars was simple, rugged, and easy to repair. Legend has it that when a rod bearing went on a Model T, guys used to scrape away what was left of the babbitting and wrap a piece of leather belt around the crankshaft. It wasn't ideal, but it would get them going. Try that with your Lexus.

Did rugged simplicity sell? Indeed, it did. The Model T Ford once outsold all other brands combined. Why? Was it fast? No. Was it luxurious? No. Was it dependable? Well ... not exactly, but it was simple.

My wife has a 2013 Hyundai Azera, which has been a great car, but the owner's manual is 2 inches thick. It tells you how to use all the electronic distractions on the dash but recommends taking the car to the dealer for anything more complex than changing wiper blades. Indeed, if the car broke down, you would need a diagnostic computer to look up the error code and then figure out what was wrong. That would just be the beginning, because getting to the failed component would take lots of time and money.

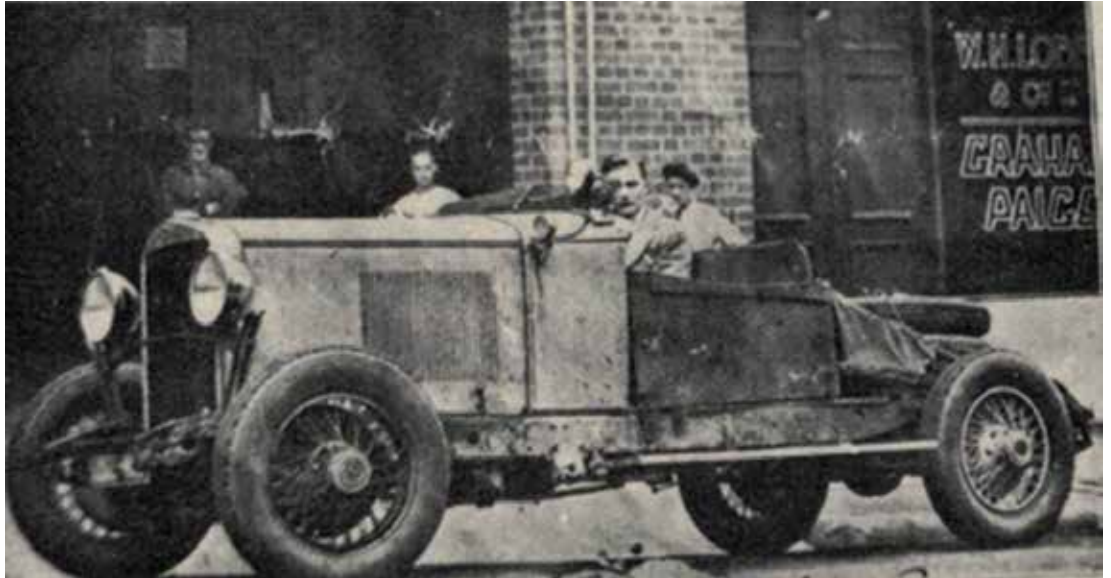
I could wax prolix on this subject, but I need to spend the afternoon learning how to use my new cell phone. I suggest that Jim's sentiments would be held by many of our readers. Progress has made our automobiles long lasting, simple to operate and impossible for the dying breed of home mechanics.

Cannot wait for the next iteration driverless cars to appear.

Graham Paige Breaks Sydney to Melbourne Record

For such an early hour of the day there was quite a crowd outside the Sydney G.P.O. It was about 3.45 on the morning of March 23rd, 1930.

gave her the gun. In 3rd gear the motor threw the car across the bridge at nearly 70 m.p.h., thus literally leaping into space it left the road and came down on the approach



The centre of attraction was a very serviceable looking motor car. A medium sized machine, speedy in appearance, the equipment body having been removed and seating accommodation provided for the driver only. A large petrol tank and two spare wheels filled in the remaining space behind the seat. In a few minutes this car and its lone occupant were to set off on a record breaking dash of 570 miles to Melbourne.

A number of the people present were pickets who, armed with green torches, were to line the route of the speeding car, through the City and Suburbs. About ten minutes before the departure, they set off in cars to take up their positions, a few going on foot to nearby inter sections. And now the driver-let me introduce myself here for I am the driver-takes his seat behind the wheel. The Graham Paige and I are ready for our dash to the Southern Capital.

The Graham's motor is now given a final warm up and the timekeepers and myself wait for the hands of the clock to point to four. Half a minute to go, a handshake all round and good wishes from all, a few seconds of intense deadly calm broken only by the 'blob, blob, blob' of the idling motor. 'Are you ready?' The motor gives an answering roar and 1st gear is engaged. Then after what seems_ an interminable period someone shouts 'Time'

The car leaps forward with a roar, into 2nd and across King Street in a flash. The picket at Market Street signaled 'O.K.' and the Graham accelerated as it took the corner with a screech of rubber on wood blocks. Leaping over the crest of York Street it tore down the hill and up the approach to Pyrmont Bridge. A green light swung to and fro at the other end and so with the road clear ahead I

with a lurch as the bridge was cleared. The road was 'up' past Harris Street, and I slowed to under 10 m.p.h. as the car nosed in and out among the red lamps and barricades. On again across the flats near the timber yards, a short stretch in 4th, then a drop back to 2nd to get round the turn under the railway bridge. This is a nasty bend, being a narrow concrete road, and the Graham just got round.

Green lights blinked their message of 'road clear' as I tore along through rows of terrace houses. An 80 m.p.h. gale was biting into my cheeks with a chill that an hour before dawn has all of its own. The horn blasts came very faintly to my ears, just a distant 'peep peep' The roar of the wind predominated everything. The car seemed to glide along uncannily. Illuminated by the wash from the spot lights the lung brown bonnet ahead rose and fell with a silence and sureness that was fascinating. Bumps and tram trucks were negotiated with jars and jolts aplenty, but it all seemed so effortless and gave the impression that the car was just floating serenely along, propelled by some mysterious force.

Through Camperdown with little green lights beckoning me on, then into Parramatta Road, where the Graham shot past a few home-going cars as if they were at a standstill. Further on two policemen stood beside the tram tracks waving arms and torches, but what they wanted I had not time to find out; past them in a flash with the wind howling by, the drone of the motor sounded weirdly faint to me. But it must have sounded like an orchestra from Hades to those two men in blue as the Graham disappeared, leaving them to inhale the pungent fumes of burnt engine oil.

Graham Paige Breaks Sydney to Melbourne Record

Seven miles out on the bend before Burwood Road a car with its headlamps coloured green gave me the 'O.K.' from afar. I let the Graham go with foot hard down and gear lever in 3rd, for it was a fair up grade. But at Burwood Road the signals were against me, so I slowed the car down while one of those peculiar looking track maintenance trams, seen about during the early hours, went across the street. As I dropped into 2nd I heard a good luck cheer from a party of friends on the corner, next instant _it was subdued by the thunder of the powerful car, and I was speeding South once more. In a moment the roar was drowned by the howl of the wind and Enfield was astern with the first 8 miles covered at an average speed of sixty m.p.h.

Now with the Suburbs gradually thinning out the Graham could get down to business. 80 was now possible in several places over the undulating, but not too straight, a road to Bankstown. The 12 miles from Sydney to this town was done in under twelve minutes. The next 8 miles to Liverpool was fairly windy, but nevertheless Liverpool was reached at 4.20.

The going over good undulating roads to Camden, 42 miles, was fast. The intermediate 22 miles being covered at an average speed of 65 m.p.h.

A long climb of over two thousand feet now followed to Mittagong, 80 miles, over a good but winding road. At 5.19 I passed through this town. The grey light of dawn was just showing, and the prospects of the weather caused me some concern. as the sky appeared very overcast. I was soon able to switch out my lights, and then just near Moss Vale the car reached 90 m.p.h. for the first time during the run.

Fog had made itself evident here and there, and now that Moss Vale was passed it came along in earnest. The road, too, was bad. The tarred surface had been left behind and it was now pot holey and distressingly rough. Nevertheless rough or not, and where fog allowed, the car was driven flat out. After 8 miles of this there was an excellent tarred road for a good part of the next 45 miles to Goulburn, with a slight grade to the car's advantage. Under ordinary circumstances an average speed of 65 to 70 would be possible over this stretch but the fog. which was now appalling, prevented this. I steered with my right hand and with my left, wiped first one side and then the other of my goggles.

I only managed to average about 58 miles over this last stretch. Goulburn, 138 miles, was reached at 6.17. It was fairly clear for the next five miles, but at Yarra level crossing one could scarcely see two or three car lengths ahead. The gates were ready open for me, the

gatekeepers anxiously awaiting, as the express from Melbourne was due in a matter of minutes only. A few miles further the Breadalbane Plains carried a good tarred road for mile after mile across their barrenness. My plans for a stead (85 miles here, were shattered by the fog, heavy rolling blankets which made 40 positively suicidal. And the irony of it, just as the car mounted a short rise at the end of the plains, the fog was rolling away with the aid of a gentle breeze and the warmth of the sun's rays, which were beginning to tinge the surrounding countryside.

Fast, wide gravel roads were now the order for several miles.

It was rather jolly rushing through the early morning air with the cheerful sunlight bathing our land of wide horizons.

Gum trees, plain and mountains, and with that 'ahead of schedule' feeling, all went to act as balm to the keyed up nerves of a would-be record-breaker.

The good road soon ended as unfortunately a detour of 4 or 5 miles over a really nasty rough road had to be taken owing to repairs on the main road. The route is over fairly hilly country the whole way from Sydney to Albury (374 miles) and is mostly tarred as far as Breadalbane Plains. From there on to Albury it is gravel or Macadam. The large town of Yass, 194 miles, was reached at 7.18, and, of course, all towns are passed through at reduced speed. For about eight miles past Yass road repairs, which necessitated travelling over most appalling detours, slowed down things considerably, and also bathed me in dust every time the car was driven too slowly.

Once past Bowning the going was better, though rough. Skirting the Black Range on its right, the route was through picturesque country to Jugiong.

As the car climbed the steep and dangerous Jugiong Hill I could not help easing up to take in the truly beautiful vista of the sunbathed valley with the Murrumbidgee River flowing through it.

Gundagai, 250 miles, was reached at 8.28. This was the first scheduled stop. Five Graham Paige mechanics had gone ahead to Gundagai the day before, and they had everything ready for me at a local garage. Immediately the car stopped they were round it like flies round a honeypot. I got out and had a cheese sandwich and drank a saturated solution of black coffee, after which I felt considerably refreshed. It was a relief to stop for a few minutes and rest from the howl and pressure of the wind about one's face. I regretted very much having had to construct the temporary body with such haste and so being unable to devote any time to provide proper protection from the wind; a factor which has a lot to do with the nervous strain imposed upon the driver. It is

Graham Paige Breaks Sydney to Melbourne Record

my contention that the slightest amount of annoyance or discomfort if extended unceasingly over a period of ten hours can play real havoc with the average nervous system.

The five able and very willing mechanics went over every vulnerable part of the car with the utmost precision and celerity, working according to prearranged plan.

They had quite an audience, for the garage was in the main street. Quite a number of guests at the Hotel opposite forgot all about their Sunday morning sleep in and ambled out on the balcony in their night attire to watch proceedings.

At 8.35, seven minutes after I arrived, the car had been completely greased, inspected and tightened up. Oil had been put in the engine and twenty-five gallons of ordinary spirit in the two tanks. Once again, the healthy even bark of the motor!

Along the main street, a tum to the right followed by a hectic career winding in and out among tree stumps as I followed the trail across the river flats. Then up a steep ramp and across the long bridge over the Murrumbidgee.

The combined noises of the shaking bridge, its clattering planks and the exhaust of my speeding car must have been heard for miles. Followed now a serpentine course as the road wound along beside the river, cut out from its steep banks and not too much room and nasty corners. I was glad to leave this behind and get on to a stretch of good road once more. Unfortunately, this district abounds with Vee gutters across the road, and one has to treat them with a certain amount of respect. They all seem to vary, so no set rule can be laid down for their negotiation. Generally, I slowed down to about 40 for anything that looked a bit tough. Even then one wondered how the car remained in one piece. Of course, sometimes they catch one unawares. Hence the bruises across my legs where I came up and hit the wheel. Once I struck one at very high speed, it was hidden just over the brow of a slight rise, and it threw the car right off the road in among some logs. Stiffer springing would be an advantage here, especially for controllability. although the chassis might suffer in consequence. Hartford shock absorbers were an extra on my car, but they were not tightened up rock hard for the above reason. The springing was quite standard with the exception of an extra leaf in the near front spring to make the period of these springs different.

The twenty-seven miles I had now covered from Gundagai to Hillas Creek had been on the whole quite good. Several fine stretches of wide dirt road had brought my average up so that I did the distance in just under the 27 minutes. The going was now hilly, really skirting the

foothills of the Australian Alps, and there were many very rough stretches that caused wheel spin while climbing and made the car difficult to control on the steep descents.

Near Tarcutta my troubles began. Up till now the motor had run smoothly and without the slightest fuss. When travelling up steep ascents in 2nd gear or when accelerating and the rush of the wind had dropped sufficiently to hear other noises, the steady roar of the motor conveyed a message of "all's well". It was not the beautifully precise and rather dramatic whine of, say, one of those Bugatti projectiles but a real full, soul satisfying, 'stake your life on it' sort of roar. So, when that motor began to lose its sting and rhythm, I thought I must be dreaming.

However, it did not take long to reckon out the cause of the trouble to be that it was starving for petrol. Now there were two tanks, the regular 10 gallon tank and a spare 18 gallon one behind the seat. The air intake on each was equipped with an air filter. I have had trouble before today due to dust choking up petrol passages and the dust on a trip like this is shocking. I was at the time running on the 18 gallon tank, so decided to switch over to the other.

Immediately the motor picked up and there was no more trouble for several miles. Then the same thing occurred, and I went along for mile after mile at greatly reduced speed, trying first one tank and then the other, hoping the obstruction would free itself. However, near Kyamba, I gave it up and stopped to investigate. The strainer bowl and gauze needed cleaning badly. The gauze being spread over with furze. Next, I traced back to the two way tap and got out wads of cotton wool like little bullets where they had formed in the pipe. Seven valuable minutes were wasted over this, and then I hit it up through Kyamba to Holbrook over quite good roads.

Near Holbrook the trouble started again, and I was out in a jiffy and cleaned more wool out of the system. Three minutes were lost, and the Graham was on its way once more.

The 18 gallon tank got quite impossible. So, I gave it up and used only the 10 gallon one, which seemed only to give trouble intermittently.

After leaving Holbrook I had a very close shave. While travelling at fully 70 to 75 mph., I topped a slight rise in the road which, although it allowed a view quite a long way ahead, it hid a slight 'bear off to the left. This meant easing up and a quick jerk at the wheel to bring the car round.

Had the road been hard nothing worse than a scream of tyres would have occurred. As it was, the surface was frightfully loose, and to make matters worse, a steep bank

Graham Paige Breaks Sydney to Melbourne Record

fell off to the right into a gully. The moment I attempted to turn, the car spun completely round in a flash, and continued to slide, then brought up with a lurch. For a moment I thought it would leave the road and roll down the bank. Luckily it kept on the road. Considering the speed involved it is a wonder that the car did not turn over. It took some time for the dust to settle down sufficiently for me to gain my bearings and get off again.

Albury, the big border town 374 miles from Sydney, was reached at 10.50. Just outside the town Mr H. Beith, who then held the record, was waiting to pilot me through the back streets. This he did. It was a great help and shows the real sportsmanlike good fellowship that exists among the motoring fraternity. I take this opportunity of thanking him.

We went through the town and across the border to Wodonga, where the second schedule stop was arranged. This was away from the town, and only one tin of petrol had been brought out by the Graham Paige staff, as, of course, one tank out of action had not been considered when arrangements were made.

I was off in four minutes after a quick look over. The 10 gallon tank now started to get more troublesome, so I wasted another 3 minutes cleaning things out.

The road to Wangaratta, 420 miles, was wide. over flat country but very heavy and rough. However. The Graham got there by 11.43 and I decided to fill up with benzine at the pump, and while doing so took the opportunity to clear out the obstruction again. Five minutes later I was away with only 150 miles to Melbourne. The rest of the journey being over a really perfect road, a few Vee gutters being the only trouble. The surface was sometimes bituminous and sometimes gravel; it was wide and traffic, therefore, was not much hindrance.

I knew it would be touch and go what with the time I had lost and my fuel system in its present state, so consequently I was feeling very 'edgy'. Sometimes the Graham would just be winding up nicely along some enticing straight when the motor would splutter and snatch; and so many a good run was spoilt.

From Wangaratta there are several upgrades and some turns; after which the going is straight with grades in the car's favour. On a slight down grade, I could wind the bus up to 90, when petrol permitted. Near Violet Town an unexpected bridge repair caused the car to be pulled up with such celerity that it swung her nose round the wrong way once more, and she broadsided with such vigour on the gravel road in the direction of a tree that I thought the car would end up by wrapping itself round the trunk. However. an hydraulic buffer could not have pulled it up neater. One's fingers would not have gone between the

tree and the car. The position was an awkward one, and it took me some time to extricate the car and get back on to the detour, which took the place of the bridge.

Seymour, 508 miles was reached at 1.50 with only 62 miles to go, and an hour and six minutes in which to break the record. However, I had the heavy Melbourne traffic to consider and also the ever present spectre of the fuel blockage. From Seymour a big Graham 621 Chassis followed me down. Not far from that town I lost another 3 minutes with the old trouble, and later on the car commenced to roll all over the place. In desperation I drove on, trying to bluff myself, it was not a flat tyre, but it was. As the tube was torn to ribbons and the cover beyond further use, I must have been driving for several miles with centrifugal force alone keeping the cover out, although it seems hardly possible. My friends in the 621 arrived on the scene, and between us we had the wheel changed in about five minutes; I carried no mechanic. From now on I had a good run into the city, and as I traversed the last crowded miles, I had many a curse at the Melbourne drivers and their habit of clinging to the centre of the road. Through miles of Suburbs, past trams, taxis and cars, and finally along by the rockeries past the University. and I could have shouted for joy when I saw the hands of the G. P.O. clock pointing to three past two. I tore down Elizabeth Street and could see those waiting for me at the G.P.O. standing in the middle of the street waving their arms, evidently thinking I might have a desire to go on. I was checked in at 2.5, and thus had broken the Sydney-Melbourne Record, the most coveted motor record in Australia, by seven minutes, and had incidentally fulfilled a ten years' ambition. The mileage is 570. although advertisements always stretch a point and call it 576. My total time was 10 hours 50 minutes, and the running time 9 hours 16 minutes, counting in about 12 minutes delay caused through fog. Thus, my average speed for the journey was 56.5m.p.h. and the running average 61.5 m.p.h.

Information based on an article appearing in Restored Cars number 31 as written by Don Robertson who drove the vehicle on this record braking run.

Last Month's Mystery Vehicle

Last month's mystery vehicle was a 1927 Stearns Knight Model G8 -85 cabriolet. It was correctly identified by Grant Lane and Rob Coney.

The F.B. Stearns Company of Cleveland, Ohio, manufactured its first automobile in 1898. In 1911, Stearns acquired the first American patent for the sleeve-valve engine invented by Charles Knight, and all Stearns-Knight automobiles henceforth used engines of that design. Stearns produced the engine in both four and six cylinders prior to 1927, when the G-8 inline-eight cylinder was added as the top of the line. Stearns-Knight automobiles competed directly with Packard and Cadillac at the highest end of the American market.



Frank B. Stearns (1879-1955) built his first car in the basement of his family's Cleveland, Ohio home at the age of 17. With his father's support, he later relocated his "factory" to the family barn. In 1898, he established F. B. Stearns and Company and produced various small cars that gained renown for their quality. As his market expanded, Stearns' cars grew in size and power.



In a landmark development in 1912, Stearns became the first U.S. manufacturer to license the groundbreaking "Silent Knight" sleeve valve engine design. A stipulation of the U.S. licensing required the inclusion of the word "Knight" in the car's name, which led to the creation of the Stearns-Knight. Interestingly, European licensees such as Mercedes, Daimler, and Panhard were exempt from this licensing requirement.

Renowned for their remarkable power and minimal noise, Stearns-Knight automobiles, were capable of reaching 90mph and were proudly advertised as "America's Most Luxurious Motor Car." Priced at approximately \$5,000 (roughly \$160,000 in 2024 dollars).

In 1925, the company underwent a change in ownership, with J.N. Willys, a figure synonymous with Willys-Knight and Jeep, taking the helm. The company ultimately went out of business in 1929, but the legacy of Stearns-Knight endures as a testament to

Frank B. Stearns' pioneering contributions to the automotive landscape.

I can find no evidence of a local agent for this make and given its cost I suspect only several examples may have made it out here.

This Month's Mystery Vehicle

It looks American but it may have been constructed somewhere else. The name is perhaps better known than the product.

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

Contact: Iain Ross Mob: 0409 027 392
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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.

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Email: ksguley@bigpond.com



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Call Dianne Sides 0407 882 866 for more information.



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Would like to keep car in Australia.
Call Dianne Sides 0407 882 866 for more information



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Detroit Lubricator carburettor for Cadillac. In 1932 the Cadillac V16 and V12 motors
adopted the Detroit lubricator carb and continued this use through to 1936. Packard
also used Detroit Lubricator carbs from 1930. Price \$600.
Contact Scott Emmerson. M: 0488 002 054. E: scottemmerson12@gmail.com



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2 x 21" Buick Wooden Spoke wheels, \$65 ea
3 x Ford wheels, 19" Rims pitted. \$25 ea
3 x Buick? 17" 1x welded spoke.
2 x Adjustable spoke, rims rough. \$15 ea
2 x 16" x 4 'Unknown' Good condition. \$25ea
Ajax/Nash Cowl, \$35 (Rear view Mount, 2 x
side light shells.)
Clem email: crbdpeeler@hotmail.com



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1923 - 1927 Vauxhall 14/40 parts to suit both M and LM models, chassis, engines, axles, running gear, wheels,
radiators, etc. M type tourer aluminium body skin, bonnets, firewalls, etc. Too much to list. Parts sold separately if
required or I can put enough together to make up a viable restoration or vintage special project. Clearing out decades
of collecting. Leigh 0407 884 869 or griffinvale@hotmail.com

WANTED

4 x 52 Rudge Hubs
Fair Condition, possibly Fiat 5 Stud
\$160 Pick Up Only from Surrey Hills Victoria



4 x 80 Rudge Wheel Centers
Good Condition, suit big cars, 4 caps
\$120 Pick Up Only from Surrey Hills Victoria
Email: turner1929@hotmail.com

**WANTED KNOWN**

I have a 1936 810 Cord Westchester sedan which I imported from the US and subsequently restored. A fellow Cord owner gave me a rather unique Cord replacement cylinder head of the two piece design that I believe was made in Moorabbin in the 1940s. I am aware of two RHD Cords here in Australia that are fitted with these heads. The owners of the cars have no knowledge of where the heads were made. If anyone can recall a company who may have cast these heads located in Moorabbin
Contact Terry at tandgc@outlook.com
I reside in Cooranbong NSW.

FOR SALE

in very good condition one complete 1929 Cadillac headlight, includes headlight rim and glass. Part of this bundle is an extra headlight rim and one 1929 toolbox cover door Price \$500.
Contact Scott Emmerson, M: 0488 002 054,
E: scottemmerson12@gmail.com

**FOR SALE**

1927 Cadillac Items sold as one lot.
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Denis 0407 533 342

**FOR SALE - Offers invited**

1929 Chev AC International Sedan - restored.
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Further info contact Gordon - 0421 355 317

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Leigh 0407 884 869 or griffinvale@hotmail.com

FOR SALE

Two Riley 1.5 post war engines, 80% complete Currently located at Bellbridge, 25km out of Wodonga
Asking \$1,000-00, to be sold as one lot only
Contact Colin Maginnity Mob: 0438 264 365

FOR SALE

1928 Buick 128 inch Sports Tourer
The car is completely dismantled and all parts are available, plus manuals and books. The chassis has been repaired and painted in black. Two front guards have been repaired and ready to top colour. All offers for the car will be considered, no reasonable offer will be refused.
Email: jillian.lg@hotmail.com

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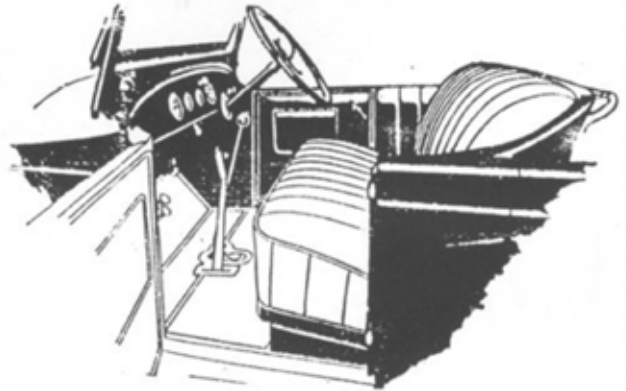
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