

ISSUE 779



MARCH 2023

# THE VINTAGE DRIVER

*The official magazine of the Vintage Drivers Club*

Patron: Brian Tanti



# THE VINTAGE DRIVERS' CLUB INC

Established 1958 Reg No. A0110905M ABN 30 004 426 528

'Catering for those who own or appreciate Vintage Vehicles'

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**Committee: Doug Stevenson**



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**Committee: Arnold Chivers**



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**Committee: Judy Weeks**



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**Committee: Trevor Barby**



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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:

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 Newerll & 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

March	18th-19th	Sat-Sun	Rob Roy Revival – Invitation Event
	24th-26th	Fri-Sun.	B40 Run
	24th	Friday	Members Meeting
	26th	Sunday	Federation Picnic – Invitation Event
April	7th	Friday	Hot Cross Bun Run
	18th-22nd	Tues-Sat.	Autumn Amblings Hub Rally
	28th	Friday	Members Meeting
	28th-30th	Fri-Sun.	Florence Thomson Tour
May	13th	Saturday	Coffee & Chat
	17th	Wednesday	Mid Week Run
	19th-21st	Fri-Sun	Pre-War Motoring Weekend
	26th	Friday	Members Meeting
	27th-28th	Sat-Sun	Winton Historic Races

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### New Members

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

Graeme Moody	Re-joining member
Lindsay & Leone Wheeler	1929 Dodge Sedan & 1937 Austin Seven Ruby
Cooper Evans	1928 Morris Cowley Roadster
Allyson Walton	1924 Clyno Ute.
Naomi & Nick Gruzevskis	1939 Jensen H Type Roadster.
Ross & Rosalyn Fisher	1928 Ford Model A Phaeton.
Paul & Angela Woodman	1923 Ford T Tourer, 1925 Ford T Tourer, 1929 Ford Model A Sports Roadster

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

### Front Cover:



John Rhodes 1925 Rugby Delivery Van, read more inside this issue.

### Membership Enquiries

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

## Magazine Closing Date

Closing date for contributions for the April magazine is:

## Tuesday 30th March

**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 month has passed us by and the year seems to be flying.

By the time you read this we will have had our Yarra Glen Swap, I hope it was a big success and the weather was kind to us. There has been an enormous amount of work put into this event with several new faces on the committee headed up by Holly Schwind, I'm sure their hard work was not in vain.

There have been a few changes around the clubrooms with new fire extinguishers and front door lock. We have provided a little more comfortable seating for our members in the supper room and should have installed new cabinets upstairs by this time.

There is much planning happening by our events team so please support them. There are three larger events organised and the normal coffee and chats (please remember no Coffee and Chat in March as members will be at the Yarra Glen working bee) and mid-week runs.

Please don't be afraid to put your hand up to do a mid-week run it only needs to be a drive to a meeting place for lunch or a picnic.

March will see our current secretary taking his last lot of minutes. I would like to thank John Byrden for taking up this role over the last few years and staying on another 6 months to enable our new secretary to be ready. He can now have a well-deserved rest. We would like to welcome Judy Weeks to this position I'm sure she will do a great job. Judy has been an executive committee member for a couple of years now.

Our membership continues to grow, I would like to think the wide range of events we run encourage all ages to join our club.

Until Next Month  
Glenda Chivers

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## From the Editors Desk

Welcome to the March edition of The Vintage Driver. The first months of this year have been very busy for the club, with lots of events to choose from and to enjoy. We have reported on most of them with pictures and words where possible.

Again, I would request your support in providing content for our magazine particularly articles about your first car, restoration experiences, discovering that car, your adventures or reminiscences in vintage motoring, and technical items.

This month we have a nice article outlining the replacement of a Ford Model A radiator. And if you would like to see your pride and joy on the cover, I am always happy to hear from you.

For many of our members this magazine is the only contact they have with our club. That's why it is so important that we have a constant supply of articles prepared by you that will be of interest to our members.

I also thank that group of members who are really supportive of our mystery photos. I enjoy their regular responses, generally correct, I enjoy sourcing the unusual vehicles and researching their origins. I believe that this type of stimulation for the mind is good for all of us. And finally, if there is something that you would like to see in our magazine that would be of interest to our membership do not hesitate in advising us. Happy reading  
Iain R

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## VALE - Bill Ingham

The club was advised recently of the passing of Bill. He joined the club in 1976 and was the club captain from 1979 till 1980 and later he was appointed magazine editor a position he held from 1985 to 1990.

Bill, Wendy and sons Mark and Michael were active members of the club. Woodpecker Engraving was his business, and he did lots of name badges for members and donated and engraved trophies.

He had a Sunbeam and a Morris during his involvement with the club. Bill was involved with the "Tuesday Club" which undertook restoration on various members cars.

In later years Bill became involved with Austin Healey's and was active with that club

Our sincere condolences to Wendy and his family.



# MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

24th February 2023

MEETING OPENED: 8:00pm.

This was a combined meeting at the club with the Zoom component managed by Stuart McCorkelle.

MEETING CHAIRED BY: President, Glenda Chivers.

Glenda welcomed everyone stating that it would be a quick meeting as there was a lot on.

**MEMBERS PRESENT:** about 65 attending the club rooms with 11 on zoom.

**VISITOR:** Phil Bradshaw from the Model A Club, Cooper Evans with a 1928 Morris Cowley and Courtney Pern with a DE Delage. New Member Present: Nick Scaff, as assistant curator at MOVE, Jack Stelfox who has his Grand Pa's Morris

**APOLOGIES:** Ted Cook, Marion and John Rhodes, Maureen Ross, Craig Gibbs and Kevin and Julie Wilby  
Display Car: Jim Lambert spoke to his 1931 CG Chrysler Imperial. He spoke of the protracted purchase process, the damage in transit, the extensive dismantling in customs asbestos check, the new requirement for a 16 digit vin number and then the mechanical review/repairs to get the Chrysler up, running and reliable.

## The Moral of the Story

1 If you cannot afford to import and have a couple of issues "Do Not do it"

2. Yes "Big Cars" use more fuel. If you cannot afford to put fuel in the car do not buy it

3. The big question is it worth it, well in my eyes "Yes" just my opinion though not everyone's I know.

4. Everyone is entitled to an opinion does not mean they are right, just like in other people's eyes I might not be right, just their opinion too.

5 Drive your cars as it does not matter their make, model, or year.

6. Love your cars, your car and my cars aren't everyone cup of tea, but who cares!!!

Jim finished with "Some say I brought a lemon; All I taste is fine chocolate". Glenda thanked Jim for a very interesting and informative presentation.

## MINUTES OF THE LAST MEETING

The previous minutes be accepted by Kirk Gardiner, seconded by Clem Slater and carried.

Treasurers Report:

Maureen's report of the monthly financial income and expenditure figures was presented by Glenda in Maureen's absence.

New Members: Doug Stevenson

Graeme Moody, a re-joining member.

Nicholas & Ciana Scarff from Kilmore with a 1958 Jaguar 3.4 Mk 1 Sedan,

Jack Stelfox to use his grandfather's Morris Cowley  
Lachlan Hinds & Cassandra Holdroyd from Echuca with a 1922 Essex Commercial Roadster

Bruce & Mary Smeaton from Beaumaris with 1923 Amilcar C4

Sporting Roadster & 1927 Amilcar C4 Tourer

Garry Wildes from Noble Park who originally joined in 1973.

Doug advised that club members listings and the vehicle directories have been brought up to date.

## Events Report –Stuart McCorkelle

### Past Events:

Cruden Farm, a AOMC event raised \$15K for Beyond Blue.

4 Feb VSCC Night Trial was a great event, even had clowns popping out at one control point

Coffee and Chat, 53 attending, great numbers.

Mid-week run to Blackburn Lake

Begonia festival was a very friendly event.

### Coming Events

26th Feb Tenants picnic at Hanging Rock.

5th March is Kalorama Rally, with a call out to the original cars attending this event.

Devron spoke of the Pre Swap run with overnight camping at

Yarra Glen

Holly spoke of the Yarra Glen Swap, still need a few volunteers Club meeting and start of the B40 rally at Hamilton, 14 cars at this stage and more expected.

Hot Cross Bun Run, 7th April.

Autumn Amblings, 31 expressions of interest, this event heavily subsidised by the club

28th to 30th April, Florence Thompson based around Wangaratta.

May 19 to 21 . Pre War cars incorporating National Motoring Heritage Day at Bendigo, a RACV sponsored event managed by VDC, VSCC and VCC

Kings Birthday Bash, around Erica

4th to 15th Sept, Where the Rivers Run trip, moneys due by 1st March.

### Gearbox, Garry Jewell

Advised that the brand of hand cleaner they carry is no longer available in 500ml size.

Regarding his fathers first car article in the last edition of the magazine, the container on the side of the car was used to dry the camping tent on the way home from holidays, stating not something you would see these days.

### Presidents Report

Fire extinguishers have been replaced and Trevor Barby maintenance coordinator has tested the alarms.

Those present will have noticed a couch and two chairs have been purchased to complement the current ones.

A new cabinet has been supplied for tenant clubs that meet upstairs.

It has been suggested that due to the great success of the coffee and chats that one or two club meetings be organized for a Saturday afternoon. A show of hands showed some support for this. A morning event discounted due to parking constraints because of the adjacent businesses. The potential for this change to be further considered by the committee.

Mystery Car: Iain Ross

Mystery car was an American Wescott domiciled in New Zealand, Jason Palmer supplied the only correct answer this month.

### Magazine

The editor thanked members for their contributions and requested that members please submit articles for such topics as, My first car, Experiences with their club car or articles of general interest to our members.

### AOMC

Upcoming event is the British and European Car Show to be held on the 26 February at Caribbean Park

Cars and Parts

Robert Bonner spoke of two Dodges in South Australia that could make one.

Stuart mentioned a 1926 Dodge 4 tourer for \$6,500, details on web site.

### Vale.

Glenda spoke of the passing of Bill Ingham, a prominent member in the past who was newsletter editor in the eighties and owned cars including a Sunbeam.

### Guest Speaker

Damian and Ruth O'Doherty gave a very interesting talk and power point presentation on WA's Lake Perkolilli Red Dust Revival races.

Damian spoke of the four month build process on his Model A special, the variety of cars attending and how the races were managed around the clouds of red dust. 105 cars and 41 bikes competed in races four to five abreast.

Damian and Ruth stating you were never to old to undertake events like this.

**Raffle:** The raffle was run with the normal range of prizes and the usual comments when the wrong ticket numbers were selected.

President's prize went to Ann Drysdale

The meeting closed at 9:33pm followed by the supper and chat.

# Letters to the Editor



Hi club members.

As you know, I am currently living in Southern France. I thought I'd send in this photo for the magazine as a "long distance" contribution. I see this car every day on my walk through the local fields on the edge of the local forest. I can see it's a Citroen, but I don't know what else it is. Maybe one of the experts will know. My location is Aups in the Haute Provence, Le Verdon. It's two rear tyres are even intact! Cheers,  
Tracey Hinds



*Hi Tracey, good to hear you are enjoying your time in France. The rusty relic is indeed a Citroen Light fifteen that had a long model life introduced around 1938 it was produced in various forms till 1954. This looks like an early version.*

Hi Iain,

In addition to my 1927 Morris Cowley, I have a quite significant, locally built [vintage] Speedcar. Members would likely be aware of the popularity from the 40's through the 60's of Speedway racing. The sport was quite high profile with venues such as Tracey's, Sydney Showground, and Brisbane Exhibition Ground providing weekly thrills a plenty.

My "Midget" was built in 1959 by Sydney mechanic Ron Ward. It's powered by a "bitsa" motor comprising Harley crankcase, Norton heads, unknown barrels, Amal carbies, and runs on methanol.

At its peak it produced around 100 bhp from around 1300cc. Competitors of the period mostly ran hot Holden "grey" motors with imported Offenhauser's for wealthier owners.

The lightweight air cooled "midget" was successful through the 60's with many placings and four feature race wins at the Sydney Showground. I "blow the cobwebs out" a couple of times a year with cracking V Twin note and a lingering castor oil aroma.



Regards,  
Guy Fluke [recent new member]

## Membership Directory & Vehicle Register

Our Membership Directory and Vehicle Registers have now been updated to 1st March 2023 and are available for viewing and downloading in the "members only" area of our club: website [www.vintagedriversclub.com.au](http://www.vintagedriversclub.com.au)

Please check your listings and advise of any errors or additions.  
Doug Stevenson  
Membership Coordinator  
Email: [membership@vdc.org.au](mailto:membership@vdc.org.au)  
Phone 0419 319 977







# 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

## Mid- Week Run Wednesday 17th May.

Details of this run will be in April magazine and on our club web site.

## Invitation Events

**4th bi-annual WANGARATTA HISTORIC MOTOR SHOW & FLY IN**

**Sun 23rd April 2023**  
Wangaratta Airport  
Greta Road (C523), Wangaratta

**\$25 ENTRY U/15 Free**  
NOTE: Open to Public from 9:00am Sunday 17th & 18th April 2023

**The most diverse machinery display in the Southern hemisphere**

- Stationary Engines Working Display
- Food & Drink Stalls
- Exhibitor Camping available on-site
- Exhibitor function with Guest Speaker on the Saturday Night
- Kids Entertainment (Sunday Only)

**IN MEMORY OF MD**

Exhibitor Pass available from supporting clubs.  
All exhibitors MUST be in place by 8.30am on the day.  
More information contact Richie ph: 0448 906 509 or email: northrichveva@gmail.com  
CONTACTS: Bookings for Camping - Benwyn: 0419 874 762  
Saturday Night Dinner Function - Janine: 0402 715 302

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

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

BENALLA RURAL CITY  
AUSTIN SPEED CLUB  
PENRITE

## WHERE THE RIVERS RUN TOUR - SEPT. 4<sup>TH</sup> -17<sup>TH</sup> 2023

### THREE PLACES HAVE OPENED UP

- 4 Sept. Melbourne to Echuca
- 5&6 Echuca to Wentworth, with optional day run to Mungo National Park and return.
- 7-9 Wentworth to Broken Hill. Local touring including Silverton.
- 10-11 Broken Hill to White Cliffs
- 12&13 White Cliffs to Trilby with tour of Dunlop station
- 14 Trilby to Warren
- 15 Warren to Temora. At Temora optional visits to the Aviation or Pioneer museums
- 16 Temora to Howlong
- 17 Travel home via Nillahcootie and Yea

You can expect dirt roads in some of the areas, normally good surfaces. Some may be deleted if weather conditions prevent traveling on these roads.

Accommodations will be: - Caravan Parks, cabins.

Trilby station – shearers accommodation with shared facilities

White Cliffs underground motel/White Cliffs Hotel, both have some rooms with shared facilities.

Or your own provided campers and tents.

There will be some self-catered meals or sourced on route. It will be necessary to take an Esky.

The longest day of travel is 430kms. Total distance is approx. 3200kms.

Your car will need to be in top condition. Spare fuel will be necessary on some days.

**PLEASE CONTACT CHIVERS 0431 709 248 RHODES 0410 597 460**



# 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

**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

Entry forms and information will be available soon

PROUDLY PRESENTED BY:

YOU SAW WHAT HAPPENED LAST YEAR ON THE QUEEN'S FINAL B'DAY BASH - WELL BRACE YOURSELVES FOR THIS YEARS 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 years 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)




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# PAST EVENT NIGHT TRIAL

**Hosted by the Vintage Sports Car Club of Victoria - Saturday 4 th February**

T'was the eve before the February full moon and members of the VDC and the VSCC combined their forces to take part in the 2023 Night Trial kindly organized by Mark Burns (VSCC Competition Secretary)

Brother John and I decided that the '33 Dodge would be a suitable mode of transport for the evening as it has a roof and earlier showers during the day made us 'chicken out' on taking the topless '25 tourer, this OF COURSE ensured that the evenings weather was perfect and made for uncomfortably warm motoring in the sedan. The

keys to the clubrooms, which made for good banter about the hierarchy of who gets to use the toilet first when the spare keys eventually do arrive.

Once the long awaited arrival of the keys had taken place we were all invited inside the clubrooms for the drivers briefing. Mark Burns informed us that the first part of our drive would see us showcasing our wonderful cars to all of Melbourne's "beautiful people" that frequent the outdoor eateries along Lygon and Chapel Street, with questions and things to spot along the way. We were also told; we were on a strict timeline to get to the pub on



starting point for the evening was to be from the VSCC clubrooms in Parkville. We were given strict instructions not to block the laneway, so we of course arrived to find a blocked laneway chock a block full of vintage cars and a smattering of classics cars with people all milling around in said laneway. All those in power had forgotten their

time for dinner and to make sure we had our order ready upon arrival. A menu was included in the instructions. A bit more dilly dallying around and shortly after six we were off – me at the wheel and brother John on navigational duty.



The humble Dodge slotted into convoy behind the 30/98's of Daniel Zampatti with Emily Martin and Connor Ryan with Richard Badham in as navigator. Boy do these guys get stuck into each other on the road – at every red light, they're out of the car and under the bonnet of each other's cars pulling leads off and turning fuel off etc, trying to get the advantage before the next red light. Very entertaining! I even found myself in a three way drag race across the intersection of Royal Parade – let's just say the Dodge didn't win. It's amazing how much fun you can have at 25mph.

The drive through the streets of Carlton and Prahran was fantastic and as expected the reception from those diners was nothing short of astonishing with many people wooing and whooping along the route. Those that say young people aren't interested in older cars, clearly haven't been around younger people in their older cars. We couldn't let the crowds be too distracting as we still had to answer questions and follow the well mapped out instructions. The stretch through Prahran certainly worked in favour for the little Austin 7 Chummy, as it could duck and weave its way through the traffic and ended up miles ahead of us. We didn't catch him until we were on the Monash Fwy. The little Chummy was performing brilliantly considering it was three up with two adults and

a teenager on board. After a quick stint on the Monash, we were off up Wellington Rd to the Beaconsfield hotel where we were put through a control point and our answer sheets were handed in.

Upon entering the pub, we were told to sit down at the next available empty chairs, which meant that the two clubs involved were all mixed up which was fantastic for the social side of things. Meals were ordered and before long we were handed the instructions for the next leg of the run – this time in the proper dark! The navigators all made a dash for their Melway and most spent quite a bit of time sitting at the dinner table plotting out the route. The first leg was to be a nominated speed section on a mixture of sealed and unsealed roads – before leaving the pub we had to tell an official what speed we estimated we'd achieve a set distance in. Tricky!

Brother John and I swapped for the night section, John at the wheel, me navigating – BAD IDEA! We departed the pub, and straight away missed the first turn – good start! It very quickly became apparent just how bad the headlights are in the '33 Dodge and that this next leg was going to be both very difficult and tiring for both of us. We had enough light to see about five metres in front of the car which around town with street lights is fine, however out in the back blocks of Emerald it wasn't ideal. We eventually came upon Holly and Devron in the 27 Chev, closely followed by Jack Lawson in the Delage (as he had no navigator!) As dinner was in a pub and Devron had a thirst, Holly soon had to pull over at a suitable tree for Devron. As we passed them I wondered if they had calculated that stop into their average nominated speed for the section. This meant we were now leading the pack! The pack being Jack in the Delage. Well of course we missed the next turn and somehow nearly ended up in Pakenham, Jack in tow. Turning around is both tricky and terrifying when you can only see five metres in front of you. I did a quick cheat and looked up on Google maps



how we could get back on track and we were away again. Jack dropped off the back of us and headed for home. Unfortunately, we missed the control for the average time. But I believe those that did make it (everyone except us and Jack!) got the shock of their lives when they were greeted on a dark dirt road in the middle of nowhere by two very scary looking people dressed as clowns asking to see their timecard. (Wouldn't be a VSCC event without something like this...)

We drove some fascinating winding roads that had some wonderful views of the city lights and before we knew it, we were pulling into the Kilsyth Macca's car park for the final control point for the evening. We were about the 3rd last car in, and it was just before midnight. The car park was again full of fantastic cars ranging from everything from the humble Austin 7 Chummy through to the pair of Bugatti Brescia's and the mighty 30/98 Vauxhalls. 23 cars started and nearly 60 people attended, it was certainly a fantastic event, and we thank the VSCC for inviting us. The presidential Ford did very well, both in performance with four up and in answering the questions! It's our club's turn to run next year's event, so get planning and put aside the closest Saturday evening to the February full moon!

Stuart McCorkelle





# PAST EVENT

## Coffee and Chat February

Saturday 11th February saw the most recent coffee and chat at the clubrooms.

As usual there was a good crowd in attendance with fifty-three members which included ten ladies.

There was much chatting taking place around the club vehicles and within the club rooms.

As always there were vehicles that are not often seen around the club, Our next coffee and chat will be in May on Saturday 13th as in April our usual date coincides with Easter and our traditional Hot Cross Bun Run will be on Good Friday.





# PAST EVENT

## February Members Meeting

Held on Friday 24th March it was well attended with sixty-two members in the clubrooms and ten attending on zoom. There were five visitors also attending.

Firstly, we had a presentation from Jim Lambert outlining the process involved in importing his 1931 Chrysler Imperial. Jim discussed the damage incurred to the vehicle as it traversed America in a shipping container and outlined the process required once the car arrived on our shores. This process involved examining the vehicle for traces of Asbestos and installing a new vin number on the chassis.



Jim was relieved finally to have the vehicle released and since has had many improvements made and maintenance undertaken to make it reliable for his use on our roads.

Secondly Damian O'Doherty along with Ruth gave us an illustrated presentation on their participation in the West Australian Lake Perkolilli Red Dust Revival Races.

This entailed constructing a suitable vehicle, crossing Australia to get to the location and then competing. The suitable vehicle was a Ford Model A special which took approximately four months to complete. He noted that there were 105 vehicles competing and there was a large variety of vehicles entered. As well 41 motorcycles took part. A couple of very enjoyable presentations for our members.





## PAST EVENT

### Tenants Picnic February 2023 – Hanging Rock Reserve



This year's Tenants Picnic started with most participants meeting at the Calder Outbound Service Station near Calder Raceway. After coffee etc the run was over Mount Macedon to Hanging Rock Reserve to meet up with those that travelled directly to Hanging Rock.

Members from Chrysler Restorers, CHACA, Buick Car Club, 60's AMCC and our club had an enjoyable day with pleasant weather and lots of discussions about cars and many other topics!







Photos Chris Wells & Doug Stevenson





# PAST EVENT

## Seen at British and European Motoring Show

### Sunday 26th February





# PAST EVENT

## Kalorama Rally -

### Sunday 5th March Sunday 26th February

The sixty fifth running of this event saw a great number of historic and classic vehicles descend on the Kalorama Recreation reserve. No doubt the sunny if warm weather ensured that the day would be a success. It was estimated that there were approximately 300 vehicles on the oval.

Our club put on a great display and along with the Vintage Sports Car Club ensured that the tradition of this event with its emphasis on very early vehicles was maintained.

The local CFA are heavily involved with the running of this event and it is a major fund raiser for them.

A great picnic event being not too far from Melbourne it always attracts vehicles rarely seen at other events.

The trophies presented were:

Best Pre War Vehicle	Packard 1937	John Mason
Best Post War Vehicle	NSU RO80	Janis Putnins
Best Motorcycle	AC Tricar 1908	Stephen Dynes
Spirit of Kalorama Award	Bentley 3 litre 1924	Tony Johns
Kalorama Perpetual Trophy	Vintage Drivers Club	

The Spirit of Kalorama rally was awarded to Tony Johns who brought along a trophy he won competing in his Austin Seven years ago.

Yes, our club won the award for the best club display and received the perpetual trophy. This trophy was made by our long time member George Cox around 1969 and is part of the history of this great event. And of course, George was there in his Vauxhall as usual.

A very pleasant day, come along to next years 66th running of this pioneer event.





# Alpine Trial Competitors Reunion Sunday 19th February

It just seemed like the other day that we were gearing up for the 2022 RACV Alpine Trial that was held in October, when last Sunday's soiree at the clubrooms was a get together with the Rally participants, RACV representatives, Committee members and helpers from the club, so where has the last four months gone??!!

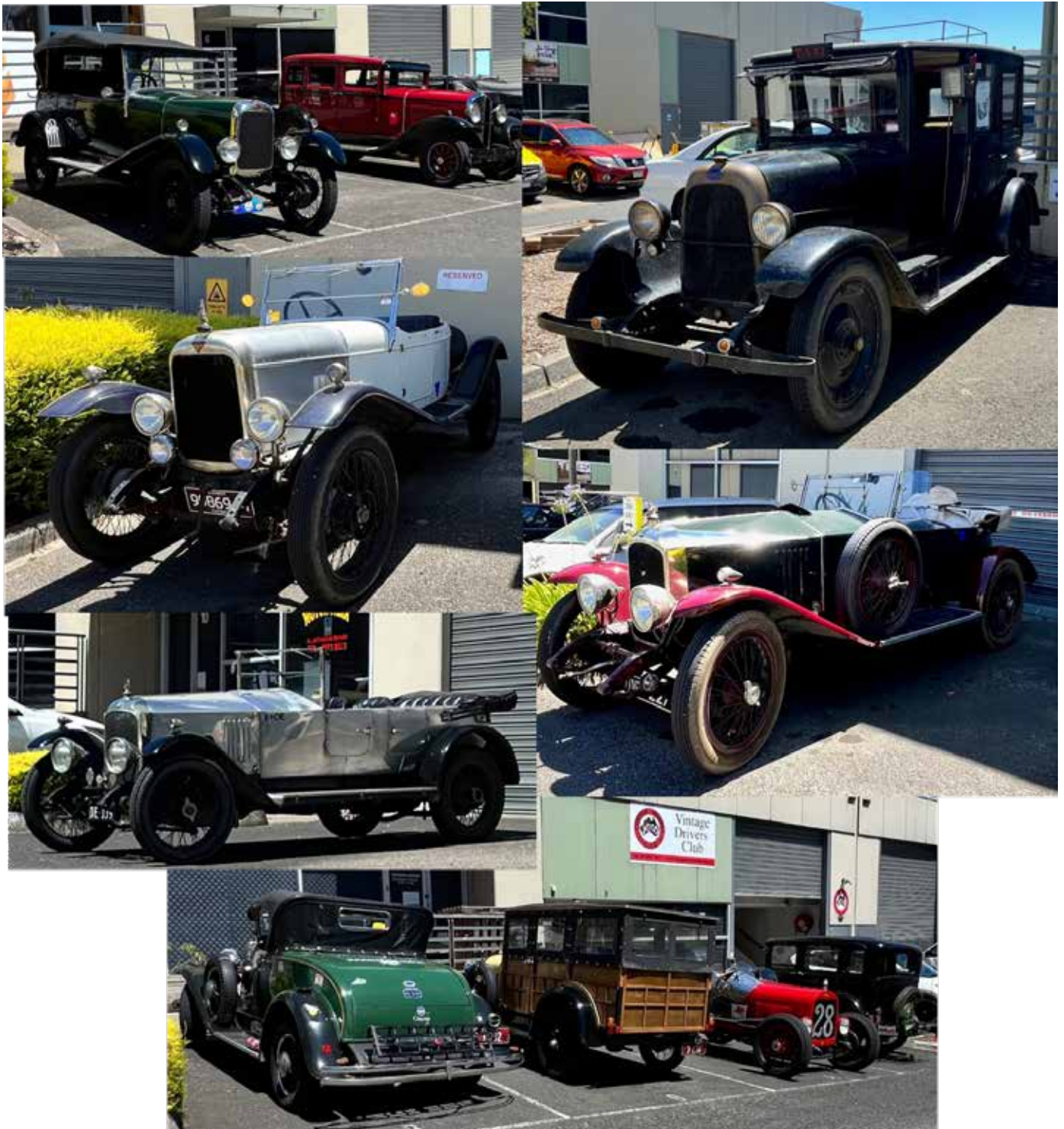
Sunday was a perfect day for motoring with the top down, not a cloud in the sky.

It was great to see and speak to everyone involved, hearing stories from some of the participants on how they were managing the day's runs, from sunup to sundown. Sounds like they all had a ball.

I have never seen the clubrooms so full of people chatting, drinking and eating the delicious finger food that was catered and served up for us.

Well done to all concerned on this most prestigious event.

M Rhodes



# Defending the Defendable

First a sincere thank you to all those who assisted in making the RACV Alpine Trial Centenary a resounding success.

At the get together at the Clubrooms a comment was made to me that this person thought the Fiat 501 "taxi" performed somewhat better than expected. In fact, a reasonable comment at first glance, bearing in mind we are talking of a 98-year-old car that has never (and I hope that continues) been restored. Perhaps it is not as worn out as its appearance would let you believe. True, I have reconditioned the engine and now it has four aluminium pistons instead of three aluminium and one cast iron. But is still running its original valves and standard bores but the big ends have had a slight lick and new bearings cast and machined. The speedo has stopped at 25,000 miles. My estimate is that it has maybe done about 45,000 miles since new when it left the factory for New York on 24th March 1924.

On the Centennial it ran faultlessly, started first time every day, climbed Mount Buffalo in third gear all the way, even on the switchback bends. Yes, it was the slowest car with only 1460cc to cart around over a tonne of car and it was mostly last car in each day. But we did not miss anything of interest along the way, and maybe not the first cab out of the ranks each day. To make an exception on the last day it was first away and eleventh in at Creswick and we did not skip lunch. The rain made any unnecessary stopping unwelcome.

However, this is the time to look at its heritage. In 1921 the Fiat 501 came second and beaten by a point. It would have won but for a strict interpretation of the rules as it lost 25 points for body damage due to another car running into the back of it. Was that the fault of the driver or the car? Likely not though rules are rules no matter how poorly written. So why did a proven slow car almost win? The answer will partly lie in the driver and also in the natural reliability of the car. Fiat 501 cars have a reputation for reliability (except for aged diffs that are mal treated) and many were sold new to ladies who liked the easy gear change and light steering, to say nothing of the rare need to attend to mechanical failures. So, I contend that the comment on its performance being surprising is unwarranted.

For readers who do not know the history of the car it was modified in Los Angeles in 1942 to look like a taxi for use as a film prop. Thanks to a series of completely unpredictable events (similar to chance of winning Tattsлото) I bought it in 2011 from Oregon and shipped it here, so taking it from a country with almost no Tipo 501 to the country that has the most by far. The wood rot in the roof was repaired by David Stott assisted by myself. The transmission remains untouched besides a change of oil. Shabby yes, but it remains my favourite car, and no, I will not replace the upholstery so my wife will be prepared to sit in it.

Richard Unkles, Fiat Car Club of Victoria Inc.





# The History of John Cox's Oakland 654 1925 and A.E.Head Motors of Yarram Victoria.

Whilst researching AE Head Motors, the earliest reference I found was the Manufacture in Yarram of the "Clyst" Motor Cycle in 1914. (Recorded in the James Flood Book of Motor Cycling) one example apparently remains.

Then in 1916 The "Gippsland Standard" carried an article of an Ambulance built for Yarram by A.E. Head Motors. It was built on a TT Ford commercial chassis.

Moving on to 1924 we find an entry in the open section of the RACV Alpine Reliability Trial by A.E.Head and E.T.Head of an Oakland. (1952 Car Racing News. Reprint of 1924 report. Courtesy RACV archives).

In 1926 Ted again entered the Alpine Reliability Trial this time in a 1925 Oakland 654 Registration number 76495. (Our car). Ted attained second place but protests by Melbourne entrants saw the car being scrutineered again, where it was disqualified because the original vacuum tank had been replaced with a Stewart. The Stewart Vac tank is still supplying the Oakland's fuel. An excellent write up of the 1926 event with photos can be found in the Australian Motorist (copy in VDC Library).

Little is recorded of the Oaklands history from then until 1971 when Ted joined the Vintage Drivers Club with his now restored Oakland.

The Oakland passed to Bill Straus and then Elaine Holden in the late 1970's. David and Elaine covered some 65,000 miles in the car, including Vintage Drivers Club Events:

Rally West 1979 to Perth

National Rally 1981 to Tasmania

Rock 82 1982 to Ayres Rock

Spirit of the Twenties 1983 to Adelaide

Flinders Ranges 1984 to Broken Hill

Bicentennial 1988 Around Australia 18,000 miles

Bright to Cape York 1990 and return 7,000 miles

Marg and I purchased the car in 1990 on it's return from Cape York.

We carried out a major overhaul. I did all mechanical and upholstery work, and the coach work was done by Eric Nichol who was then in his seventies, Eric is now approaching his 102nd birthday. Notably the only timber Eric had to replace were the A pillars the rest remains original.



Marg and I have now covered 120,000 miles in the Oakland including: two VDC "Spirit of the Twenties", "The Five State Challenge" run by Bill Eldridge, many of the "Bush Camper" alpine camping trips run by Russell Mee. Competed with moderate success in the "Vintage Motor Sport Weekends" at Camperdown.

Since joining the VSCC we have competed the Oakland in many night navigation exercises, several 24 hour team trials and the 2010 Alpine Trial which we won amid hails of protests. (History repeating?)

In 2012 Marg and I did a circumnavigation of Australia in the Oakland towing a tent trailer. Commencing with a run to Broken Hill to meet the single cylinder cars re-enacting the Francis Birtles run from Sydney to Perth. We then travelled north through Innamincka to Birdsville then Boulia where we turned east to meet the coast at Mackay.

From Mackay our path took us north to Cooktown and then “across the top” via the “Savanah Way” to Borroloola then Darwin and on to Broome.

From here the navigation was easy, follow the coast via Perth and Adelaide to Goolwa for the wooden boat festival. The Murray provided a good course to Mildura crossing all the ferry installations, then on to Canberra to meet the Morris people for the 100th celebrations of the Morris.

On arriving home, the prospect of an Oakland Register in Brisbane just seemed like a short run, so off we went. The round Australia trip clocked up 22,000 miles, then Brisbane and return.

The Oakland has proved itself not only to be a very good ‘Vintage’ car but just a good useable car. At one time in the late 1990’s I used it for work when my modern was out of service.

John Cox

With thanks to Ian McCorkelle who used to work for Ted Head and David Holden for information supplied when we bought the car.

## The Braithwaite Sisters – Pioneer Women Motorists

In 1921 Miss Braithwaite completed the difficult 1000-mile Alpine Trail organised by the RACV in one of the first Citroens to arrive in Australia

Not only did the Braithwaite Sisters and their little Citroen complete the entire Rally, Miss Braithwaite scored very well in the two Hill Climb Events



### **Mount St Bernard Hill Climb:**

First – M. Shmith, Fiat  
Second – A Hoette, Itala  
Third – Miss Braithwaite, Citroen

### **Whitfield Hill Climb:**

First – M Shmith, Fiat  
Second – Miss Braithwaite, Citroen  
Third – H T Curtis, Citroen  
Car No. 28 - Citroen -  
Katherine Braithwaite with  
sister and co-driver Bertha  
Braithwaite



# Members Car - John Rhodes 1925 Rugby Delivery Van

About eight years ago Val Bugeja phoned and advised me that there was a Rugby Van available at Wattle Glen, but it was a failed, feral restoration, but mostly complete.

The owner of the van was having to go into a retirement unit and the Rugby could be had for a reasonable price before it went to the tip. A talk with the owner and the Rugby was mine, sight unseen.

I told Marion that I was going to pick up some Rugby parts and asked my son if he could get a tandem trailer and tow, it behind his 4WD, and away we went to get it.

I received the usual hostile reaction when we off loaded it into the garage "You didn't tell me you were buying another car!" "We don't need more rubbish!" "When are you going to find the time and money to rebuild it?" "We don't need another Rugby, look at the trouble you have had with the car!"

The price I paid was justifiable just to wreck it for parts, but I couldn't see me needing them as the car had been an ongoing saga of major mechanical failures of worn-out components, patched up to go just that little bit further.

After a few dummy spits, I had seen over time, an evolution, of modern replacements as an affordable solution. So, it sat in the corner of the shed until we sold the house at Ringwood and moved to Upwey, where it was trailered to a corner of another shed.

After a few months of reorganizing cars, spares, junk I finally pulled it down and started to restore it properly. Most of the mechanical bits had been renewed or of very low mileage. The body of the van was undamaged. All the panels had been pop- rivet patched and bogged smooth, looked better than they really were. Nothing difficult to do.

Then Covid hit us. With lockdowns, I couldn't get to work or even bring work home, so Marion pointed out to me "there is a Rugby van sitting in a corner, now's the time to work on it." So, I had six -eight weeks of making a lot of noise and to pollute the neighborhood with dust and paint.

New front body timbers and floor, new body panels and changed the cabin to a C cab configuration just because I think it suits it.



Dropped the sump and head and did a quick check of the engine which appeared to have been fully rebuilt, but the bearings were set much too tight, and the rods were ground all over in odd places, well out of balance.



More grinding to be done and now they are within a gram of each other. I had the crankshaft and another flywheel balanced as Rugby's are terribly out of balance. Splashed out on leather for the seats as it was originally.

I set out on it's maiden run to only go two kms up the road when the van locked up solid. I had fitted a cheap temperature gauge which only worked after maximum boilings. A rope tow back home, and I found I had no brakes left for the last drop down the hill to our place, so ran straight into the back of our son's 4WD and managed to reshape the guards. No damage to the 4WD.

Later on, I found the water jacket had not been cleaned out of rust, this comes from not checking someone else's work. A rebore and the almost new pistons from the old car motor that had been discarded when the camshaft broke on a Spirit Rally in SA. I borrowed the diff to keep the car going for the June Rally to Echuca, but this was too noisy to

consider reusing in the van, also the van brakes were of an experimental design and no amount of coaxing could make them work, even a little bit.

A modern axle transplant was instigated for the car and worked so well that I did similar to the van with 10" hydraulic brakes and a power booster, now I have brakes that really work!!

It is still a Rugby with components failing. The starter just works, and the generator is up for a total rewind.

It goes quite well, handles smoothly, and stops very well.

How long I keep it? Who knows. It's slowly growing on me, not bad for a parts car.

John Rhodes





# The Final Solution for Our 1929 Model A Ford Radiator

In May 2020 we purchased our first Vintage Vehicle that being a 1929 Ford Model A, having vintage and classic motorcycles a vintage car was new to us. We selected this particular vehicle due to spare parts generally readily available and being motorcyclists, we still wanted the wind in our face and the lovely smells and sometimes not so lovely road kill smells hence a Tourer Body was selected. Our other requirement was for a vintage vehicle that was not concours so we could tow a caravan through and around Australia and not particularly worry about any damage to the looks of the vehicle due to bush traveling.

it raised by 4 inches to give better ground clearance whilst travelling outback Australia.



*Image of the vehicle as purchased*



*Image of the vehicle once we had set it up*

Whilst setting the vehicle up for our requirements we thought the caravan most suitable for towing would be a Avan Sportsliner, due to it having no canvas when erected and reasonably light for towing. This van is quite low to the ground in standard form, so we had

*Images of Model A and Avan ready for an adventure!*

Our first adventure towing was to Doctors Creek campground up past Mansfield, it was a reasonably hot day, but we got there watching the radiator temperature for it was showing on the hot side.

On our return home 3 days later within 4 kilometres from home the temperature shot up and it boiled with steam bellowing out of the engine bay we pulled over; our understanding was that the cooling system was not pressurised so thought the radiator cap could be opened with reasonable safety. How wrong can you be? Extremely wrong, it was pressurised due to the overflow vent tube being blocked. Hence on opening the cap boiling water and steam with great pressure shot up in the air with it going over the top of the vehicle, Avan and Sharyn who was getting out of the passenger seat with some landing of the road behind the vehicle.

# The Final Solution for Our 1929 Model A Ford Radiator

I jumped back immediately on hearing the eruption taking place and landed on the road, I did get burnt a little but it could have been much worse. After this took place, I got up off the road and a lady came running across the road and kept saying I will be your witness, at that point we did not understand what she was on about. On reflection the lady had thought I had been run over by the A Model and was prepared to be a witness to the event, but in fact I was the driver and was only lying on the road in the attempt not to get hurt by the boiling radiator eruption.

After letting it all cool down, we were able to nurse the vehicle and Avon back home and start to investigate what the problem was that caused the overheating. We found that the vent overflow tube at the top of the radiator was totally blocked with brown mud looking substance and what was left in the radiator on draining it appeared to be the same brown mud looking substance.

A thermostat was fitted in the return hose back to the radiator this was also checked for operation and proved on the bench to work correctly but once pushed up in the upper hose return to the radiator I had my doubts.

The process we took was to flush the engine and radiator out to the best of our abilities and then reconnect hoses and filled the radiator with vinegar and water and ran then it for a couple of weeks, then dropped to coolant and once again just thick with the same substance. Next process was to fill the radiator with water and add two dish washer detergent capsules and once again run the vehicle for a couple of weeks and drop the coolant, this time the coolant was better but not good enough. Repeated the last process of two dish washer detergent capsules and found on dropping the coolant once again it was better but not good enough.

The next step was to order from Liquid Intelligence 239 Engine Cooling Systems Cleaner which is a two part process Part A is the Engine Cooling Systems Cleaner that removes rust & calcium scale from the engine block and radiator and Part B is the Engine Cooling Systems Conditioner that neutralises pH & inhibits corrosion in the engine block and radiator. We could not believe what came out of the engine block and

radiator even after the processes taking prior to this step.

It was time to fill radiator up again and give the vehicle a good run to establish if we had improved the cooling system and the test proved we had very much improved the cooling system and we would say all fixed.

Still not being happy with the thermostat being inserted up the outlet hose to the top of the radiator we sourced a casting that fitted on the outlet of the water pump casting to the top radiator hose that had the provision for a thermostat within the casting and had two small casting cut aways around the thermostat so there would always be a small flow through the cooling system even if the thermostat was closed, this improved the stability of the coolant temperature.

We found the temperature to be stable at 72 degrees C and thought yes finally fixed with the original engine that came with the vehicle, no worries.

We purchased a Burtz 5 Main Bearing Engine Block Kit Number 3 off the casting production line, this engine was built with a 6 to 1 Head, modified A camshaft etc and finally was fitted into the vehicle.

Temperature problems occurred immediately with a new engine with all its tolerances to spec if produced more heat than the poor original engine.

This was found by taking the vehicle for a run up through Yarra Glen and up the Slide, we found the temperature rose from 72 up to 90 degree's C on any slight incline and up to boiling on a medium hill.

Back to the drawing board, our initial thoughts were that the thermostat or water pump may not be working correctly, establish water pump was circulation coolant then decided to remove the thermostat and take the same route via Yarra Glen to find it made no difference. We decided the radiator must be removed and taken to a specialist to be evaluated, their recommendation was to take the top and bottom tanks off and determine the actual condition of the radiator. Both top and bottom tanks were removed and found the radiator even after all our previous attempts to clean it was 70% block and starting to leak under the top tank.



# The Final Solution for Our 1929 Model A Ford Radiator

We made the decision to invest in a new heavy-duty core with 4 tubes and many more fins, this core was manufactured in South Australia and after 3 weeks we received the call to come and pick our radiator up.

The rebuilt radiator was substantially heavier than the original and visually looked much more efficient due to the tubes and the number of fins.

Just for interest the original radiator was original and had never been disassembled.

The re-cored radiator was refitted back into the vehicle and taken on the same test drive via Yarra Glen, keep

in mind a high flow thermostat set to 72 degrees C is installed in the casting above the water pump. The temperature now sits between 68 to 70 degree's under all driving conditions and it has been driven hard on other long test drives.

Money well spent and now we can look at towing the Avan with the Model A.

Chris & Sharyn Wells.



*Genuine Original Core that had never been opened for nearly of 95 years*



*Comparison of the Original Core and Re-Cored Radiator, chalk & cheese*

# A Lifetime Of Oakland V8 Adventures by Hugh Venables

## - Part Five

In 2008 I was having a bit of trouble with an incompetent and argumentative colleague and needed a break. John pointed out that the Oakland chapter of the Pontiac-Oakland club in the US was planning a centenary celebration of Oakland and suggested we attend. It was just what I needed. The timing was such that we could also plan to attend Hershey and Carlisle swap meets. A little later he rang me again to tell me about a 1930 Oakland coupe for sale in the US that he thought would be nice for us to drive to the centenary. The car had only done 45,000 miles and was original having had almost no use for 20 or 30 years.

John bought it and arranged for John Armstrong, the president of the Oakland chapter, to collect it with his trailer, take it to his home in Lancaster Ohio and for John and me to stay with him and prepare the car for the centenary. I took a few special tools and spares with me, and John and Candy Armstrong collected us from the airport. They have a lovely home with a self contained flat in which we stayed. His workshop in the US is called his "shop" and is enormous. It is divided into three sections. The largest section is mainly for car storage and could probably contain about a dozen cars. Two smaller sections are a very well equipped woodwork shop and a mechanical workshop combined as a spray painting room. We had the mechanical workshop which was probably as big as a double car garage.

It soon became apparent that this was a tired old car that needed more work than we had anticipated. Prices for cars in the US were quite a bit less than we had realised so the car had been a bit expensive. John had sourced a rebuilt fuel pump from New Zealand, so we fitted that. I stripped the original Marvel downdraft carburettor to find it in better condition than I had expected except that the original cork float had been replaced by a ping pong ball. The ball had been glued to the float arm and had come unglued but was still able to press up on the arm and actually still worked OK. It did shatter when it dropped on the floor, and I had taken an original cork one with me. The headlight switch was almost seized so I uncrimped it, lubricated it and crimped it back together. The original Mechanics Split-ring universal joints had been grease filled and needed to be stripped, cleaned out, reassembled with o-ring seals and oil filled. The speedo was almost seized with dried out grease and needed dismantling and freeing up. The brake cables needed to be freed up and the brakes properly adjusted.

There was a slight knock in the engine which sounded like a small end. After a couple of days, we went for a run. We were quite some distance from the house when there was a very loud rattling from the front of the engine. It really could only be the timing chain but had started and become loud so quickly we arranged a tow truck to take the car back to the house. It was the timing chain and luckily the car had come with a new spare chain. The sump bolts to the bottom of the timing case so I removed it to make a new gasket. That enabled me to look up into the engine and see one small end bush had become loose. At this stage I decided that it would not be a problem for what we wanted to do and replaced the chain and reassembled the engine.

We went for another run, this time a bit further in the late afternoon with John A. and Candy who wanted to take us to a restaurant in a culturally different location. The meal was fine, and we started back in the dark but soon smelled a very hot smell from the engine. A concentration of rust had formed behind a Welch plug and pushed it out of the engine, causing all the water to escape. The engine was seriously overheated. This turned into a bit of an adventure as we were in the middle of no-where with no phone and no torch. There was very little traffic. John and John walked a long way down the road to find a bikie bar but while they were there a guy stopped in a pickup and offered to tow us to his place nearby and then drive us home. We could return the next day to fit a new Welch plug. He was very helpful and had recently helped a friend of his restore a Model A Ford.

Back in the shop, in the larger section John A. was helping his friend Ralph with his 1926 Oakland that had stopped running on the last event they had done and been stored in John's shop to be tuned up in time to take to the centenary. John F and I were amused to hear the occasional backfire and a bit of swearing repeated several times and eventually went in to see how they were going. Ralph was trying to start it again and I put my hand over the carburettor mouth to try a bit of choke and felt more air coming out than going in. The chain driven generator was swung out to the chain adjustment limit and Ralph offered that he had been surprised at how far he had to rotate the distributor to correct the ignition timing. Fortunately, John A had a spare NOS timing chain for it so they set to work to replace it.



# A Lifetime Of Oakland V8 Adventures by Hugh Venables - Part Five

Time was getting away from us a bit and I was wondering how I could let John down gently as I still wasn't happy with the state of the car. I did a short road test up the road and came back and was talking to John through the driver's window when the engine stopped and wouldn't restart. This was the day before we had to leave for Detroit. John Armstrong's immaculate 1924 Oakland was still needing the body bolts fitted so it was obvious we were going to have to make the trip without the V8. We hadn't been able to register it either and had planned to drive it unregistered to Detroit with a borrowed number plate.

The centenary was extraordinarily well done. As we approached the hotel we were greeted by Dwight and Nancy and their 1926 Pontiac. They were both dressed in 1920 clothes and had a wind up gramophone playing 1920s music. Dwight insisted in starting up the Pontiac for all new comers so they could hear the sound from the original muffler. He had some tables set up with period tools. For 30 odd years I had been reading the Pontiac Oakland magazine and the Oakland chapter's newsletter. I recognized a guy I had read a lot about asking Dwight if he had a pair of Steeldraulic adjusting pliers like the ones in the sketch he had that he had been looking for, for those 30 odd years. Dwight walked over to one of his tables and said, "do you mean like these?", handed them over and wouldn't take anything for them. We were made very welcome.

The biggest problem with the event was that most cars arrived in enclosed trailers and were hardly driven at all. There was a convoy a short distance to Greenfield Village, Henry Ford's Museum and a couple of parade laps around the grounds. One member called me over to his partly restored 1929 Oakland to ask why he was having trouble getting it into gear. The poor guy was so nervous about driving the car he was pressing the starter pedal instead of the clutch pedal. I was able to help another earlier Oakland owner with a carburettor problem. Greenfield Village was a perfect place for the centenary and an amazing place in its own right. We were there for most of two days and didn't see all of it although we were somewhat tied to the Oakland centenary.

While we were there Dave Blair tried to convince us, we should go to the pre-war hill climb in Newport, Indiana. It clashed with Carlisle swap meet so we declined until someone pointed out that Carlisle is not

really a vintage swap, so Newport looked interesting. We returned to John A's to do some more work on the Oakland. I decided if we were going to drive it to the hill climb and compete I should Loctite the small end bush back into the centre of the con rod. I was very concerned to find that the big end of the rod had almost no babbitt left in it. I pulled all the other caps off, pushed the rods up a bit and found two others that also had almost no babbitt. The crankshaft was still OK. There is a guy in Pennsylvania who only works on Oaklands. I phoned him and he sent us three con rods with good babbitt in them which we fitted. It was a bit of a patch up as I had to use the old rings and head gaskets.

The problem that had stopped the engine was that the reconditioned fuel pump we had fitted had been put together with petrol soluble sealant that had held the valves open and was easily fixed. Finally, I was happy with the car, and we set off very early one Friday morning for the 300 mile drive to Newport. The drive was mostly uneventful except that at one stage we were on an interstate highway with a speed limit of 70 MPH. The Oakland had a 4.7 rear axle so was really pushing it at 50 MPH. I was driving and watching the trucks come up behind us in the mirror. Some would pull out into the passing lane well before they got to us, but others would get too close and have to slow down.

After a while a Police car came up behind us and turned on the flashing lights, so I pulled over. They were reasonably friendly, but they had heard the truckies complaining about us on their radios and suggested firmly to us that we should move to the state highway that only had a speed limit of 60 MPH. They perhaps hadn't noticed but didn't comment on the oil smoke haze that the car was leaving behind it. It was certainly using a lot of oil. Our detour worked out extremely well as it took us through Indianapolis instead of around it and we saw some signs to the Speedway and dropped in at the Speedway Museum, another amazing place.

We stayed the night in a lovely old but immaculate house and drove to Newport the next morning. We were greeted by an amazing spectacle. The population of about 550 swells to about 100,000 each year for the annual hill climb run by the Lions Club. The paddocks around the town are filled with motor homes and tents. The streets are packed with pre-war cars. The entire town seems to embrace the event. Newport is situated

# A Lifetime Of Oakland V8 Adventures by Hugh Venables - Part Five

at the bottom of quite a small but steep hill surrounded by flat country. The hill climb has a very long history and starts in the main street outside the courthouse. The first part is a flat run up of maybe 100 yards and then the hill starts gently and gets steeper and steeper for another 500 yards until just over the top is the finish line. The Oakland made it up in top gear. There is timed practice on Saturday and the competition takes place on Sunday. Cars can practice as many times as they can get in the queue but on Sunday each car can only ascend the hill once.

There is no scrutineering, no clothing requirements and passengers are allowed. The only check that is done is to see that each car is insured. A vintage truck with pots and pans tied all over it and half a dozen passengers on the tray was no problem. Our class, 8-16 cylinder cars from 1926-1933 had only 5 entries and our tired Oakland picked up third place in class. Results were determined by multiplying the time in seconds by the cubic inch capacity of the engine.

There were very few international visitors and the announcers made quite a fuss of us. John let out that the Oakland might be for sale and got a few offers. The highest offer was a bit less than he had paid for it but in those days of a volatile dollar his short investment in US dollars made a profit in Aussie dollars. Part of the deal was for John and I to drive it back to John A's home from where the new owner would collect it. Our drive back was relatively uneventful except for some tree felling on a very quiet back road where our side of the road was closed for some distance. Quite some distance after the road closure had finished John casually suggested that we could move back to our side of the road and I agreed that might be a good idea.



*The 1930 coupe that John bought and I got to drive up Newport hillclimb.*



## Last Month's Mystery Photo



The Westcott was advertised as "the car with the longer life". Westcott's were powered by Continental engines, and rode at least two wheelbases, 125 in (3,175 mm) and 118 in (2,997 mm). In 1923, the company released a model named the Closure, which was a touring car with hard panels that could be removed from the sides of the car during the summer months. According to the company, the average lifespan of a Westcott car was ten years, which was three and a half years higher than the national average.

Models produced included.

1920 Lighter six - 118 inch wheelbase - two-seat roadster, three-seat coupe, five-passenger touring car, and a five-passenger sedan

1920 Larger six - 125 inch wheelbase a five- or seven-seat touring car, and a seven-seat limousine.

1923 five-passenger standard touring, sport touring, and

It was a 1918 Westcott tourer, it stumped you all but for the indomitable Jason Palmer who was right onto it, he has an image of one in his rare vehicle folder.

Burton J Westcott was an able businessman who had been building carriages in Richmond Ohio since 1896. He formed the Westcott Motor Car Company in 1910. An experimental auto buggy was built in 1909 but from 1910 they produced a conventional forty horsepower four cylinder car. The firm catered to the upper middle class and specialised in manufacturing cars using bought in components.

Georgano's complete encyclopedia of motorcars indicates that the company lasted until 1925 And surprisingly for a small company several thousand cars were produced. Sales unlike with so many tiny pioneering production companies were not restricted to the neighbourhood but apparently sales were widespread, and the cars were said to be finished to a high standard and



sedan priced from \$1,690 to \$2,690

1923 seven-passenger standard touring, sedan, and limousine priced from \$1,890 to \$3,090.

Burton Westcott did not survive his car company by much passing in 1926 he was a prominent local citizen, being mayor of Springfield.

The Westcott is powered by the traditional Continental 9N six cylinder engine with a bore of 3.5 inches and a stroke of 5.25 inches rated at 29 horsepower and developing fifty two horsepower at 1800 rpm. It had a non-detachable head. Gearbox was a Warner, axles Timken, universals Spicer and Gemmer steering. It used a Rayfield carburettor and Delco electrics. Lubrication was by oil cups and the maker bragged that there was not one grease cap on the car???? So, it really was your typical assembled car using readily available components.

The example featured has spent its life in New Zealand and is original rather than restored.

subsequently sold at a high price.

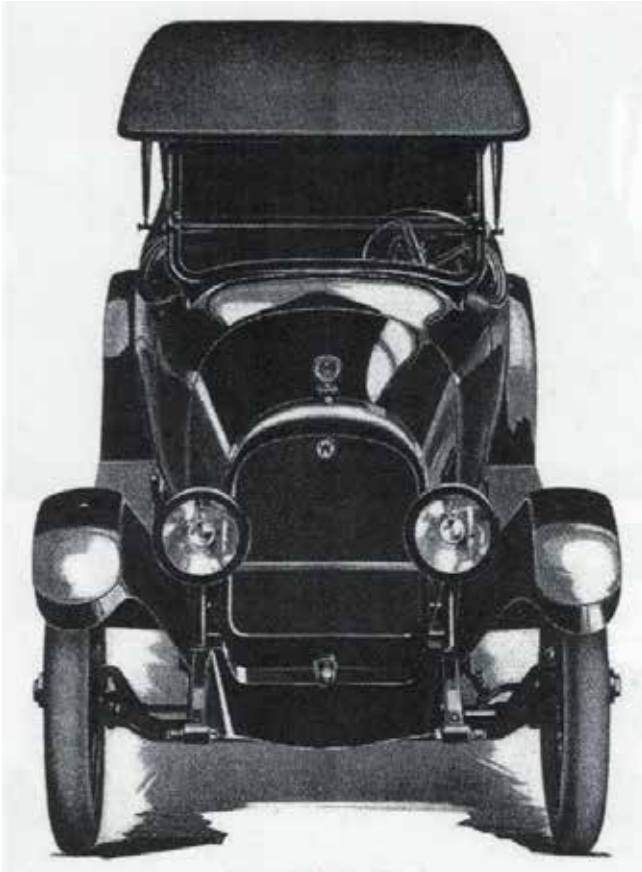
The engine except for the radiator is very original, as is the paint and interior. The hood is similarly original with only replacement rear side curtains, and it does not get folded!

Given its high price competing with the larger manufacturers was never going to be easy and for 1925 the company included four wheel brakes and balloon tyres as standard equipment

But despite these efforts and a high-quality vehicle it was all over by 1925.

Victorian records indicate that no Westcotts have been registered here but given one made it to New Zealand there could have been one in the other states. A vehicle with similar features to so many of the Automotive start ups of the twenties it is extremely rare if a little similar to most of its rivals' productions.

Information sourced from Beaded Wheels New Zealand And various web sources.



## This Month's Mystery Vehicle

This British marque did not survive into the twenties, but its design was used as a basis for their vehicles by a more well-known manufacturer in the early twenties?

What is it?

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





# 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



### WANTED

1 x Door handle  
 2 x External handles  
 4 x Door handle dress rings  
 3 sets Anti-rattle catches  
 ACE is stamped on one latch, could be on many different makes.  
 My 1923 Hudson Charabanc could have been bodied in Australia.  
 Contact Andy Avard 0418 315 425



### 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 from the collection of the late Neil Grierson**

1925 Armstrong Siddeley 14hp Mark II Tourer (4 wheel brakes)

Chassis AS 18791. Restored & ready for road use, a fine car for an owner looking for a vintage Armstrong Siddeley ready for active involvement in Club runs, or to be trailered to Annual Concours events more than 100 kilometres distant from the new owners' home base. Fitted with twin S.U. Carburettors, restored over a long period of time by three recent owners, last restorer was a qualified and experienced engineer. Rewired as part of rebuild. On non-transferable Victorian Club registration. \$30,000 ONO.



1947 Armstrong Siddeley Typhoon R.H. Preselector Chassis C164416. 16hp model, fitted with 18hp engine & radiator. Significant

work carried out in 2011 including brakes, front suspension, rear springs, fitted with rebuilt water pump and with low ratio(4.09:1 Sapphire 346) rear axle. New period wiring loom fitted, loom manufactured by Vintage Wiring Harness of Ringwood Victoria, including wipers, boot light and fog lights. Roof structure rebuilt, fabric and interior roof lining replaced by well-known Victorian Vintage & Classic Trimmer Grant White of Viewbank. Excellent tyres and new tubes fitted.



Driven to ASCC Federal Rallies at Bendigo 2013, and Forbes/Parkes 2017. Engine overhauled in the 2000s by Nello Mafodda.

No spares. Very good overall condition. \$35,000 ONO.

1930 Armstrong Siddeley 20hp

Preselector 4 door saloon Chassis AS 44444. Body identical to A.P. Caro's Ruskin bodied saloon. Partially restored, significant funds expended on radiator, engine & bodywork. Radiator completely rebuilt in U.K.; engine disassembled & machined by Egge Engineering of Dookie, Victoria. Gearbox overhauled. Many spares available, including springs, steering column & possibly axles. Unregistered. \$14,750 ONO.



1926 Morris Cowley 'Flatnose' Tourer

This is a very early 'flatnose' bodied in South Australia by Holden. It has been extensively restored by Morris registered member Tony Healy and Jim Kilkenny. The car is mechanically sound and boasts an exceptional body, hood, side curtains and Connolly leather interior. The car is currently registered. From the collection of the late Neil Grierson. \$15,000 ONO.



**The cars are in Melbourne. Contact: Chris Grierson 0403 601 450 email: [cjgrierson@optusnet.com.au](mailto:cjgrierson@optusnet.com.au)**

**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



**WANTED**

I have purchased a 1948 Jaguar MK 4, 3.5 litre. car and is missing some parts especially the Jaguar Mk 4 Jack. I would also consider any other parts suitable for this model. Contact Ray Nunn Mob: 0417 300 713

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

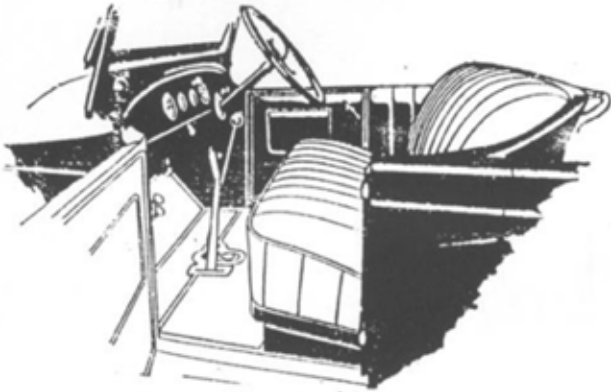


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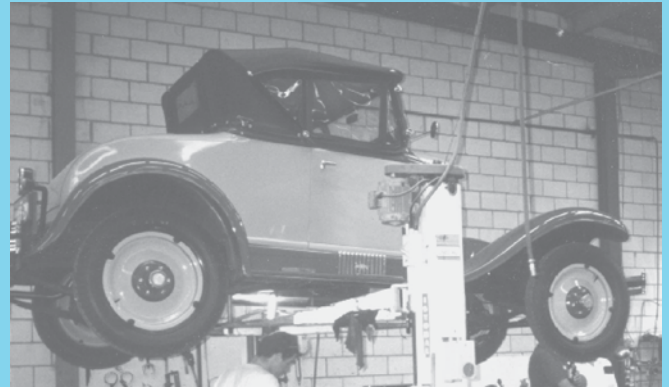
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