

MILDURA VINTAGE VEHICLES CLUB INC.

# THE BULBHORN



**AUGUST 2021**

Circulated to MVVC members and reciprocating clubs.

Not for Sale.

The Official Monthly Newsletter of M.V.V.C. Inc.

Volume 55, Issue 7



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2020 – 2021**

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**THE BULBHORN**

Official Newsletter of the MVVC

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<https://www.milduravintagevehiclesclubinc.com.au>



**CLUB MEETINGS**

Held on the first  
Friday of each month,  
**except January.**  
Start Time: 8.00pm  
Wilkinson Hall,  
Cnr William Street &  
Burns Street,  
Gol Gol N.S.W.



**ON THE COVER**

*Farina Station Owners,  
Kevin and Anne Dawes, with  
grandson Max in their 1933  
Plymouth, outside the Trans  
Continental Hotel ruins at  
Farina, Historic Township,  
Outback South Australia.  
(more information, page 9)*



**Editorial Time Constraints!**

*Could all members please note.*

*All contributions towards each Bulbhorn  
publication, including advertisements and  
committee reports are to be on the editors  
desk no later than the 20th of the month prior  
to the next general meeting.*

*Editor.*

M.V.V.C. Inc is a proud member of "Federation (Victoria)" &  
The New South Wales Southern Motoring Association Inc.



*For information of members and guests:  
alcohol is not for sale prior to or during meetings.*

*Committee / licensee*

*Click on the links below to view the Federation and SMA websites*

<http://www.federation.asn.au>

<http://southernmotoring.com/>

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# Club Events

**ALL EVENTS AND MEETINGS CANCELLED UNTIL FURTHER NOTICE**

**DUE TO COVID RESTRICTIONS**

**August 2021**

Friday 6<sup>th</sup>      **A.G.M. and Club Meeting CANCELLED**

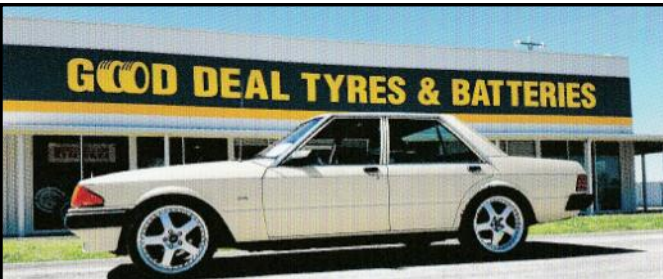
Saturday 14<sup>th</sup> and Sunday 15<sup>th</sup>      Almond Blossom Festival. **CANCELLED**

**FROM THE TREASURER**

Member's membership cards for 2020 - 2021  
will be available for collection from  
(Shane Downes) Sunraysia Garage Doors,  
Scott Crescent, Mildura, from Tuesday September 1st.


The views and or comments expressed in this publication are those of the individual contributor and are not necessarily endorsed by the Club or the current Committee of the Club.

Whilst every care is taken to determine the safety of any technical information provided and the accuracy of the information supplied for inclusion in this newsletter, it is printed in good faith and neither the Committee nor the Club accept any responsibility for any inaccuracy, loss or injury incurred by any application of such Information.



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# AN INFAMOUS 1928 CADILLAC



President Franklin D. Roosevelt was to give his Day of Infamy speech to Congress on Monday, and although the trip from the White House to Capitol Hill was short, agents weren't sure how to transport him safely.

At the time, Federal Law prohibited buying any cars that cost more than \$750, so they would have to get clearance from Congress to do that, and nobody had time for that.

One of the Secret Service members, however, discovered that the US

Treasury had seized the bulletproof car that mobster Al Capone owned when he was sent to jail in 1931.

They cleaned it, made sure it was running perfectly and had it ready for the President the next day.

Al Capone's 1928 Cadillac V8 Town Sedan became the President's Limo in December 1941 .

Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief.

And run properly it did. It had been painted black and green to look identical to Chicago's police cars at the



time.

To top it off, the gangster's 1928 Cadillac Town Sedan had 3,000 pounds of armour and one inch thick bulletproof windows.

It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio.





**The car sold at  
auction in 2012 for  
\$341,000.00**

*Sent in by Leonie Lyttleton*



*The poem below appeared in the Bulbhorn magazine in June of 1972.  
It is yet another work by our late life member Ralph Thomas under the Non De Plume of J.B. Valentyne.*

BULB HORN - JUNE 1972

TENNIS IN THE "T".

As a lad we travelled to tennis,  
Each week in our old Model T,  
And now as I turn back the pages  
Brings many a fond memory.

The travelling was usually quite pleasant,  
We'd get there with hardly a hitch.  
But odd times we'd meet up with trouble,  
Like a mudguard held on with a twitch.

And the day the left front wheel busted,  
As the captain said "Blimey that's fine".  
We travelled on a wheel from a combine,  
And still got to the tennis on time.

Then a knocking one day in the motor,  
Big enf number three had the thumps,  
But one again quickly got mobile,  
With the tongues from Dans' dancing pumps.

There were troubles as well with the spark plugs,  
The trembler coils sometimes got damp,  
And one day we rolled in kero,  
Drained from an old hurricane lamp.

But the day I will always remember,  
Although many years have passed,  
The day our team had to forfeit,  
Though our score in the campt it was last.

And it wasn't because of our numbers,  
Being present to answer the calls,  
But because one tube valve was all busted,  
One tyre held our three dozen balls.

J. B. VALENTYNE.

**IMPORTANT NOTICE**

Members with vehicles on the Club Permit Scheme must remember to produce their vehicle log book (for the previous year) to the Club Permit Officer / Registrar when requesting club verification for the following permit period.

**If the log book is not produced, the permit renewal will not be signed!**

## A ROAD TEST.

by  
Our Motoring Correspondent.

A few weeks ago, as 'Impact's' automotive expert, I was requested to road test a 1938 Chevrolet sedan owned by one of our associates. The course was from the College at Ultimo, along Parramatta rd. to Grace Bros., and return by tram. Time taken, six hours.

The Styling of the car is good, the replacement of the chrome-work by rust being particularly impressive. The bodywork is still in original condition, with four tones of colour - green, grey, red and an unusually pre-dominant rust shade. The interior is lavish, giving one the impression that it is the exterior looked at from the other side, there being no trim. Instruments are easy to read, as they are always at zero. Passenger comfort is first class, if the passengers are of small stature, and don't mind standing in a confined space.

This unit is fitted with automatic gearbox; the gears automatically jump out on overdrive. Power steering is another functional extra. You would be surprised at the amount of human power required to turn the steering wheel.

The motor is easy to start by cranking when the correct pair of wires are located under the dash and tied together. The other 394 wires are useless. To save the cost of fuel pump, it is necessary to fill the carburettor from a tin every 100 yards. The sump will hold a gallon of S.A.E. 90 hypoid gear oil - every 50 miles. Apart from piston slap, valve bounce, tappet knock, gudgeon rattle, big end and main bearing play, only a few odd mechanical noises can be heard. In any case these are inaudible when the car is in motion owing to the whine of the transmission.

The braking system is of the conventional brick type. In this particular car it is a trifle exhausting as the only exit is through the boot. When the braking order is given, the brake man has to pick up his brick, jump out of the boot, chase the car and drop the brick under the wheel. This system is prone to fade.

The butter box on which the driver sits does not go with the car. It is an extra.

J. WHEELER.

*This article was sent in by Mr Don Wilson of Seymour, Victoria.*

# 2021 FEDERATION, GOLDEN OLDIES TOUR



## 2021 Federation Golden Oldies Tour



1919 – 1930 Vehicles only  
29 August-5 September 2021

The *Federation Golden Oldies Tour* is only open to Vintage vehicles (1919-1930). This Tour will travel through North-Central Victoria and will cover 1100km/680mile taking in Echuca/Moama, Deniliquin, Rushworth, Avenel, Seymour, Mitchelstown, Nagambie, Heathcote, Kyneton, Castlemaine, Maldon, Dunolly, Wedderburn and Bendigo. This is an opportunity to renew friendships with fellow Golden Oldies and visit museums, private collections and enjoy fun evenings and beautiful scenery.

At this time, we are seeking an **Expression of Interest** for people who would like to attend the Tour – please only complete the below if you are genuinely planning to attend the Tour. The decision to go ahead with the Tour will be subject to obtaining a sponsor and COVID-19 restrictions, and if there is a risk to aggregate 120 people, offer accommodation or travel into NSW we reserve the right to alter, amend or cancel the Tour. **We will confirm on 2 April 2021** or advise everyone of a new date.

ENTRY FEE is planned as \$240per vehicle (depending on sponsorship) and **will be payable with the Entry Form (when the tour is confirmed)** Entry will include 2 adults for lunch at Marong, the final dinner and breakfast in Bendigo, some entertainment, tour numberplate and assorted memorabilia. For only 1 adult a discount of \$75 will apply. **Key dates – Confirm event 2/4/2021** Entry opens 2/4/2021, Entry closes 30/6/2021. Meal Orders close 18/7/2021 (meal costs will not be refunded once meals are confirmed). Entry fee is payable when entry is confirmed. Cancellation fee after 1 July 2021 will be \$50.

Once we are able to confirm the Tour, we will recommend accommodation so anticipate this will be booked between April and June 2021 (discounts will be arranged and the motels will hold rooms for this period). Booking accommodation ahead is not recommended as some venues are not refunding deposits.

POSTPONED UNTIL 12TH MARCH 2022

Itinerary (see approx route to the right):

Day	Travel
Sunday, 29 August 2021	Marong-Echuca/Moama
Monday, 30 August 2021	Echuca/Moama & surrounds
Tuesday, 31 August 2021	Echuca/Moama - Nagambie
Wednesday, 1 September 2021	Nagambie & surrounds
Thursday, 2 September 2021	Nagambie-Castlemaine
Friday, 3 September 2021	Castlemaine - Bendigo
Saturday, 4 September 2021	Bendigo
Sunday, 5 September 2021	Bendigo



EMAIL Expression of Interest to [GoldenOldies-Tour@outlook.com.au](mailto:GoldenOldies-Tour@outlook.com.au)  
or MAIL To: **Golden Oldies Tour**, 41 Faradale Drive, Faraday, 3451  
Questions? Call/text Anne on 0412848797 or Glenda on 0418345499

### **Golden Oldies Tour: 29 August – 5 September 2021 Expression of Interest (EOI)**

I/We wish to take part in the 2021 Federation Vintage *Golden Oldies Tour*

Information collected for the EOI will only be used for the purposes for which it is being collected: (i) planning the Golden Oldies Tour 2021; (ii) processing and managing your registration and associated administration (such as hospitality, events and accommodation) including correspondence with you; and (iii) analysis of attendance statistics for Golden Oldies Tour evaluation purposes.

Drivers Name	_____	Club	_____
Passenger/s	_____	Vehicle Make	_____
Address	_____	Year	_____ Colour _____
Suburb/Postcode	_____	Reg No	_____
Mobile	_____	Model	_____
Email address	_____		



# EDITOR'S REPORT

This edition of the Bulbhorn will be my last as Editor. I took over the reigns from my wife Carolyn in April 2014. Carolyn was elected into the Editor's role in August 2009. For those keen on doing the maths, that is 12 years and 132 issues between us.

The role of Editor is a varied one, and a very important one. The membership must be kept informed regularly of activities and happenings within the Club and across the Vintage, Veteran and Classic Vehicle movement.

Over my time as Editor, the Club has moved from producing a printed "Bulbhorn" each month and mailing it out to members. This has in the past been quite an expensive exercise for the Club. Now the Bulbhorn is emailed out (monthly) to approximately 150 club members and 49 reciprocal clubs.

The Bulbhorn (every issue) is also uploaded to the National Library in Canberra. This is one of our Club's legal requirements. I have thoroughly enjoyed my time as Editor, and look forward to having a bit of spare time to devote to some of my many other hobbies.

I will not be nominating for the Editor's position at the Annual General Meeting this month. I wish the Club and the incoming Editor all the very best for the following year.

Brent Gowers

## FARINA (Post Code 5731)

**FARINA**  
STATION  
via Lyndhurst, South Australia  
SHEEP, CATTLE & TOURISM

In early July, Carolyn and I along with fellow club members, Graeme Skinner, Leonie Lyttleton and Bob Fleiner travelled to the historic township of Farina, in the South Australian outback. We were there to volunteer with the Farina Restoration Group Inc. The program is run by volunteers, who come from around Australia, from mid May to mid July each year, to assist in preserving the historic township.

The volunteers run a bakery, led by a qualified baker, using a circa 1880

underground oven. The oven was part of the bakery in the once thriving township. Other volunteer workers repair and stabilise the fragile building ruins. Farina was once the rail head of the original Ghan railway. Sir Sidney Kidman once used Farina as the destination to which he would drive cattle down from the north to freight them by rail to Adelaide. The rail head later moved to Marree, causing the fall of Farina, from a bustling town to a ghost town. Farina, in its heyday, was a rail town, with two hotels, shops, a police station, blacksmiths shop, post office and two churches. The last resident left Farina in about 1960. For more information on the Farina Restoration Group Inc and the Farina township go to: <https://farinarestoration.com>



Farina Post Office ruins after restoration by the restoration group.

**"Farina, no longer a ghost town, now a historic inland township".**

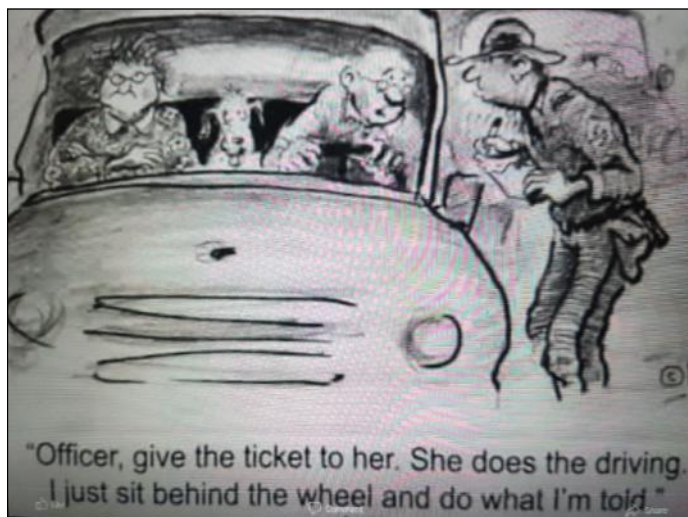
## Important Information

Due to covid restrictions, the Bendigo Swap Meeting, which was to be held in November 2021, has now been cancelled.

Ken Andrews, MVVC Federation Representative

There are no minutes of the July meeting to be issued in the Bulbhorn, as that meeting was not held due to NSW covid rules.

46 Commercial St, Merbein VIC 3505 Ph 0407 092 687





## CLUB PERMIT OFFICER'S REPORT



### *New Members and their old vehicles!*

*Victoria :*                      *Greg Hawke*                      *1924 TT Model Ford Truck*  
   *Warren Blackwood*                      *1930 Studebaker Sedan*

*New South Wales:*    *Nil*

### *Interesting Things To Watch On The Tube!*

**Parking a Packard in 1934:**    <https://www.youtube.com/watch?v=fJrGKHMxIVU>    *sent in by Rod Gleeson*

## **RIG'S TIPS**

Until the advent of modern front wheel drive vehicles, the majority of cars had leaf spring rear spring suspension. Earlier models also used the same setup at the front, with either half or quarter elliptic springs until independent front suspension was adopted. (Remember the old knee action suspension?)

If you have a vehicle with leaf springs, you will at some time, need to carry out maintenance on the shackles that fix the ends of the springs to the body. The most common job is replacing the pins, bushes and/or side plates which make up the components at the rear (usually) of the springs. The most common setup is a bush in the eye of the spring, with a pin through it. There will be a similar fitting on the body, and the assembly is supported by plates at each side. There may be a bolt through the middle of the plates, or the pins themselves may be threaded at the end and a nut fitted. It's all pretty simple to replace, requiring the use of a jack and stands. Jack the vehicle up until the wheel is off the ground, place a stand under the body and remove the wheel to give yourself some room. Now place the jack under the axle and take some load off the spring. Undo the nuts & drive out the old pins and bushes and replace with the new items You will soon see if you need to lift or drop the jack so that everything lines up. Tighten it all up, grease where required (there will be a grease nipple somewhere), replace the wheel and remove the stand and jack. A simple task for owners to do themselves. The important bit is taking the load off the spring before disassembly.

Rig

# President's Report

Well, it looks like we are back to square one again, and with some states locked down and travel curtailed, there will be no runs for a while. It has also thrown a spanner in the works for our AGM, which we will postpone for however long we need. Due to the continued restrictions on numbers in NSW, we may have to find a suitable venue in Victoria. Members will be kept informed of developments via email or text message.

During this time of 'stay at home', it is a good opportunity to get some jobs done on the vehicle or around the house. Unfortunately, it isn't as easy to pick up parts or materials but places like Bunnings, Repco and others, have an "order and pickup" facility. I have recently used this service and found it handy. Some garages and specialist repair establishments remain open, so check them out if you require something along those lines.

"Shop Local" is the catchcry used often and I am a great believer in using locals where possible. I have recently used the services of Ken Philp at Carline to fabricate a new exhaust system on the Chev. I am really pleased with the result and was pleasantly surprised with the cost. Having had previous experience with them, I can recommend these people for exhaust work.

Once again, I appeal to some of our younger members to seriously consider putting their hand up at the AGM and volunteering their services in assisting to manage the club affairs. Think about it.

Rig

## Club Permit

# CH 1966

## Victoria

### Could All Members Please Note!

Whilst the Covid19 pandemic rules are in force, you must ensure that your club permit/s are current. They are easily overlooked, especially if the vehicles are not being used.

**NO SMOKING  
IN THE CLUB ROOMS  
OR ON THE GROUNDS  
TO COMPLY WITH REGULATIONS  
SET BY THE WENTWORTH SHIRE**

If you are able to provide transport for those members unable to drive themselves to meetings, or are a member who is unable to attend a meeting and would like other members to assist with transport, please contact Jan Collins on the Monday prior to the meeting.

## THE UNCLASSIFIED COLUMN

Bulbhorn Advertisements for Sale/Purchase of Vehicles or Parts will attract a \$15.00 fee for non members for three issues only Members Ads are free and will be advertised for 3 Issues then removed, unless resubmitted.

Please note: Government legislation requires that we publish the **registration number** or the **engine/chassis number** and **cash price** of any vehicles that are offered for sale in this publication.

Please Inform the editor if you sell or acquire what you have advertised in the Bulbhorn. Check your shed. Are there any unwanted spare parts? Help others restore their vehicles and advertise in this space.

**Disclaimer:** Readers are advised that the views and opinions expressed in the Bulbhorn are solely the views and opinions of the contributors, and are not necessarily the views and opinions of the members of the M.V.V.C Inc.

### FOR SALE



#### For Sale: Make Me An Offer!

Radiator and Bonnet to suit approximately 1928 Vauxhall  
Both items are in poor condition but may be of some use as spares  
or the subjects of a restoration project.

Contact Brent: 0417 300 914



## Club Items Available From The Property Officer

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### Change of Postal or Email Address

Any members wishing to update either their postal address or email address, are asked to email the Club Secretary at

[secretary.mvvc@gmail.com](mailto:secretary.mvvc@gmail.com)

If any difficulty is experienced receiving the Bulbhorn, please email the Secretary so your correct address can be recorded in club records.

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