

ISSUE 780



APRIL 2023

THE VINTAGE DRIVER

The official magazine of the Vintage Drivers Club

Patron: Brian Tanti



THE VINTAGE DRIVERS' CLUB INC

Established 1958 Reg No. A0110905M ABN 30 004 426 528

'Catering for those who own or appreciate Vintage Vehicles'

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

Club Mailing Address:
PO Box 3414
Nunawading Vic 3131

Web Site Address:
www.vintagedriversclub.com.au
Email: vdc@vdc.org.au

President: Glenda Chivers



Mobile 0431 709 248
Email: president@vdc.org.au

Vice President: Iain Ross



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

Secretary: Judy Weeks



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

Treasurer: Maureen Ross



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

Committee: Stuart McCorkelle



Events Co Ordinator
Mobile 0423 939 053
Email: events@vdc.org.au

Committee: Doug Stevenson



Membership
Mobile 0419 319 977
Email: membership@vdc.org.au

Committee: Arnold Chivers



Club Permits
Mobile 0432 096 208
Email: clubpermits@vdc.org.au

Committee: Kirk Gardiner



Mobile 0417 523 691
Email: committee1@vdc.org.au

Committee: Richard Badham



Room Bookings
Mobile 0423 979 014
Email: bookings@vdc.org.au

Committee: Trevor Barby



Mobile 0422 740 310
Email: committee2@vdc.org.au

Safety Check Officers

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

Bill Eldridge 03 9798 8636

John Rhodes 03 9798 8636

John Davis 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

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

April	18th-22nd	Tues-Sat.	Autumn Amblings Hub Rally
	26th	Wednesday	Mid Week Run
	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
June	9th- 12th	Fri-Mon	Kings Birthday Bash
	10th	Saturday	Coffee & Chat
	14th	Wednesday	Mid Week Run TBC
	23rd	Friday	Members Meeting

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New Members

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

Naomi & Nick Gruzevskis	1939 Jensen H Type Roadster
Brian & Susie Mills	1929 Delage D8 & 1939 Delage D6.
Jeff & Viv Falcone	1925 Dodge Tourer.

We hope you enjoy being members of our Club.

Front Cover:



Dave Jenkins 1925 Crossley 15/30 Tourer, read more inside this issue.

Membership Enquiries

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

Magazine Closing Date

Closing date for contributions for the May magazine is:

Tuesday 2nd May

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

Well, another month has passed us by, and the Yarra Glen Swap Meet is over. What a huge success this was due to more people through the gate and more sites sold. It was obvious people wanted to attend a swap after several meets had been cancelled or rained out. Our good fortune due to others bad luck. I would like to thank the group of around 50 volunteers who worked so hard on the day and the months before (for committee) to make this such a success, it can't happen without the help of our members. Let's aim for 70 volunteers next year which would mean people not having to do up to 5 hours plus for their shift on the day.

We still have many events coming up and hope you will all enjoy those. It has been suggested that we hold a member's meeting in the daytime, perhaps on a Sunday. We will give this a try in Winter and hope that our members

who don't like to drive at night will be able to attend.

Hopefully many of you have enjoyed the Hot Cross Bun run and we have raised some funds for the Royal Childrens Hospital and had a good day as well.

The end of March saw John Byrden finish as our club secretary, I would like to thank John for his efforts in the last few years and wish him well. Our new secretary takes over on the first of April and I would like to welcome Judy Weeks into this position. I'm sure Judy will do an amazing job. Until next month.

Glenda Chivers

From the Editors Desk

Welcome to the April edition of Vintage Driver and firstly thanks to all those members who have provided content for our magazine.

It has been somewhat busy in the editorial office what with a couple of car shows and the swap meet all in the first quarter of the year. Now after the Florence Thomson rally which is just about on us we can spend a little more time on our editing task.

The mystery vehicle article always seems to throw up interesting information and February's Westcott a very obscure short lived American make is no different. Ross Ansell has come across a period publication produced by the Westcott company. A colourful document it is a guide for use by used car dealers, it is entitled Used car Handbook! It outlines how a successful trader should go about his business in great detail! Now if this had been produced by a larger more well-established maker vehicle manufacturer it would be understandable. But for this tiny start up! what were they thinking Such topics as analysing your territory, have well dressed salesmen, advertise locally, use bill boards. And on it goes. To top it off in the final pages we are

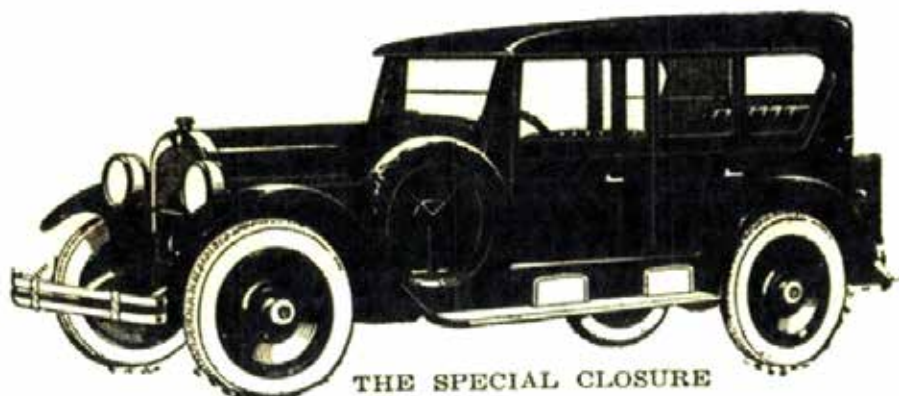
advised that Westcott will now concentrate on closed cars only! Equipped with disappearing side glass windows!

The twenties were indeed interesting times for the automobile industry.

So, let's get out there and enjoy our vintage motoring whilst we can.

For times are a changing at a rapid pace.

Iain R



MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

24th March 2023

MEETING OPENED: 8:04pm.

MEETING CHAIRED BY: President, Glenda Chivers.

Glenda welcomed everyone stating that it is a smaller meeting tonight as a lot of young members are on the B40 rally and as the old members are to run the IT tonight, please be patient and as a result zoom will not be operating.

MEMBERS PRESENT: There were 53 members present. No zoom for this meeting, some members were on the B40 rally

VISITOR: Andrew Taplin

New Member Present: Lindsay Wheeler spoke of his vintage bikes and cars including 29 DA Dodge and 35 Austin 7.

APOLOGIES: Stuart McCorkelle, Holly and Devron Schwind, Marion and John Rhodes, Richard Badham, Michael and Judy House, Diane Davey, Kevin and Julie Wilby and Kerris Aickin.

Change of Secretary

Glenda thanked John for all the work he has done in the past and while he is stepping down, he still will be helping with various roles. The new secretary, Judy Weeks was welcomed.

Display Car: Matt Weeks spoke to his Victory six Dodge Sports Roadster with a very informative slide show of the journey from the very rough converted ute into the high quality restoration he has achieved.

Glenda thanked Matt for a very interesting presentation mentioning the unforgettable experience when the car was rear ended on its second trip.

MINUTES OF THE LAST MEETING

The previous minutes were accepted by Grant Lane, seconded by Judy Weeks and carried.

Treasurers Report:

Maureen presented her report of the monthly financial income and expenditure figures. Maureen spoke of the figures being high due to the Yarra Glen Swap. A profit this year from the swap well up from last year. Well done effort by all concerned.

New Members: Doug Stevenson reported.

Lindsay and Leone Wheeler from Ascot Vale. They have a 1929 Dodge Sedan and a 1937 Austin Seven Ruby.

Cooper Evans from Gheringhap with a 1928 Morris Cowley. Allyson Walton (Daughter of well know former member Frank Walton) from Lilydale with a 1924 Clyno.

Ross & Rosalyn Fisher from Brighton with a 1928 Ford Model A Phaeton.

Paul & Angela Woodman from Brighton with 1923 Ford Model T Tourer, 1925 Ford Model T Tourer, 1929 Ford Model A Sports Roadster.

Brian & Susie Mills from Eltham with 1929 Delage D8 and 1939 Delage D6.

Jeff and Viv Falcone from Kialla West with a restored 1925 Dodge Tourer.

Events Report –Doug Stevenson

Past Events:

26th Feb Tenants picnic at Hanging Rock, 25 cars attending. Kalorama great, video done of the pre 30's cars, picked up four new members.

30 people on Yarra Glen pre swap run, about 12 camped. Yarra Glen Swap meet, as discussed, and currently happening, the B40 Rally.

Coming Events

26th March, Federation Picnic at National Steam Centre, Scoresby.

Hot Cross Bun Run, 7th April for Childrens Hospital, managed by CHACA

No Coffee and Chat, April due to Easter.

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

26th April, mid week, to Yarra Glen Primary School and then to Alowyn Gardens, Dixons Creek.

May Mid week.

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

June, Kings Birthday Bash, around Erica.

4th to 15th Sept, Where the Rivers Run trip, 3 spots available.

Gearbox, Garry Jewell

Spoke about clothing that needs to be moved on and free magazines.

Yarra Glen Swap slide show provided by Holly and Devron Schwind, presented by Glenda. See report in April's Magazine.

Mystery Car: Iain Ross

Mystery car was a Perry with one correct answer from Jason Palmer.

Magazine

As always, after more articles. Would a member like to provide an article on my first car or one on your classic car.

General Business

Glenda stated that the club members should be really proud of themselves due to the success of Yarra Glen Swap.

David Jenkins spoke of the success of his first session on carburettors with more programmed to suit demand. Another will be programmed in a couple of months.

Glenda advised another display is programmed at Bunnings Nunawading on 30th March. With 4 cars required, offers were gratefully accepted from Lindsay Truman, John Johnson, Matt Weeks and Jim Lambert.

John Johnson advised of an Austin 7 bag with service sheet he had for any Austin 7 owner.

Cars and Parts

(Would assume any details listed below will be on the club site for members to view)

5 No 20" and 21" wheels available and an Austin 7 windscreen surround.

Raffle: The raffle was run with the normal range of prizes. Of note Stephen Chaplin won three prizes but did not accept them all.

President's prize went to Graeme Barnden.

The meeting closed at 9:20pm followed by the usual supper and chat.

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

Autumn Amblings Hub Rally

Tuesday 18th – Saturday 22nd April 2023

Exploring Northern Victoria Based in Wangaratta
Entrants have all received details of the Rally.
Enquiries to:
Annette Newell Email lilachill.nette@gmail.com

**Mid Week Run
Wednesday
26th April -10am**



As an extension of the bake sale at Yarra Glen Swap Meet, Yarra Glen Primary school would like to host a morning for you to show your stunning cars to the school community and to say thank you.

There will be a morning tea provided and opportunities for the students to ask questions. Please let me know of dietary requirements.



Then lunch is set for Yarra Valley Alowyn Gardens in Dixons Creek.

We have planned a grazing box, tea or coffee including entry into the gardens at \$31 per person. We require a minimum of 15 people for the booking so please get in touch with Amy to book your place. Amy_handasyde@yahoo.com or 0434 580 131

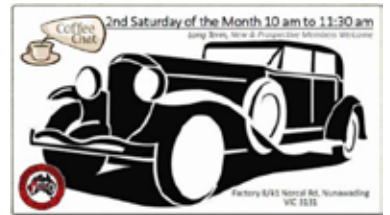
Note This event is being organised by one of our new members please give them your support.

Florence Thomson Tour

**Friday 28th – Sunday 30th April
Entries are now closed**

Coffee & Chat Saturday 13th May

Coffee & Chat 10.00 am at the Clubrooms.



Mid-Week Run Wednesday 17th May.



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

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



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

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

Contact Chris Wells if you have any queries, would like a detailed flyer or attend the event.
Email: chris@wells.net.au
Mobile: 0408 343 497

COMING EVENTS

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 Booking form on our website or contact club car manager - Judy Weeks 0419 506 387

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

The most diverse machinery display in the Southern hemisphere

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

IN MEMORY OF MO

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: northvichevc@gmail.com
 CONTACTS: Bookings for Camping - Broovy: 0419 874 762
 Saturday Night Dinner Function - Janine: 0402 715 302

46th HISTORIC WINTON
27th and 28th May 2023

www.historicwinton.org
 Winton Motor raceway, Benalla, Victoria

WHERE THE RIVERS RUN TOUR - SEPT. 4TH -17TH 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

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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

Entries now open, please scan QR Code or visit the website:

https://veterancarclub.org.au/?page_id=6771



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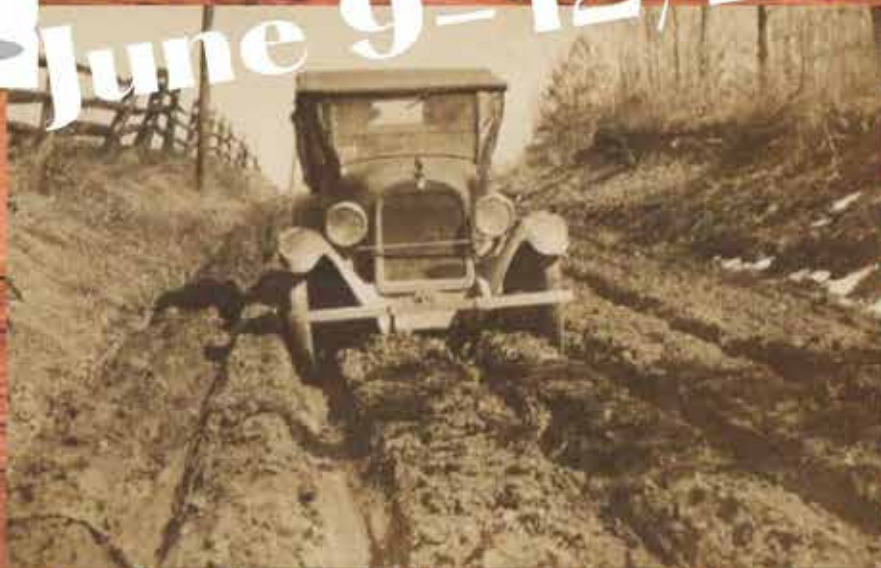
COMING EVENTS

Doc's Dodge – our club car is available for use by members to attend any of the events.
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**YOU SAW WHAT HAPPENED LAST
YEAR ON THE QUEEN'S FINAL B'DAY
BASH – WELL BRACE YOURSELVES
FOR THIS YEAR'S FIRST**



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



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



PAST EVENT

Yarra Glen Swap Meet Report by Holly and Devron Schwind

The Yarra Glen Swap Meet was held on Sunday 12 March 2023 at the Yarra Glen Racecourse. It is run almost entirely by volunteers from the club. It is a significant fund raiser for the club and takes a year of planning.



SATURDAY



As you may know, the Saturday before the Yarra Glen Swap Meet involves preparing the Yarra Glen Racecourse for a large swap meet and car display.

This paddock will be filled with cars at about 6:00am on Sunday.

Marking out the sites within the racecourse takes a crack team about 3 or 4 hours after which, Maureen gets the crew some pies from the local bakery.

This year we tried something a bit different and organized camping at the racecourse and a short drive around the Yarra Valley before having dinner at the Yarra Valley Grand Hotel.

About 30 people attended the dinner and then most headed back to the racecourse for an early night.

Camping at the racecourse allowed people to bring their vintage cars to the swap rather than having to drive there in the early hours of Sunday.

Given the success of the Yarra Valley Run-A-Round, we are looking to do this again next year.

YARRA VALLEY RUN-A-ROUND



Sunday morning started very early for a whole bunch of people. Volunteers who travelled to Yarra Glen for a 6:00am start were out of bed well before the birds and some who camped at the racecourse started the day even earlier.

There aren't many photos of the amazing sights that occur before the swap meet is officially open. This is because the volunteers are too busy trying to get the hundreds of cars off the roads and into the paddock to be 'processed' and sorted.

For those that have never seen it, all vendors (sellers) are directed into a large paddock (as seen on the first slide) and then sorted into two groups – those that had pre-booked a site and those that were paying on the day. Money is collected and, when the light permits, they are sent up the road to the swap meet site where they are then directed onto their sites by a different group of volunteers.

Shortly after this all happens, the buying public and display cars start to arrive. Although the gates for the public don't open until about an hour after the site holders are let in, it feels like about 5 minutes as site holders continue to arrive.

A group of about 45 volunteers had signed up to undertake the wide range of tasks needed to run the swap meet.

PEOPLE



PAST EVENT



CARS



The magnificent volunteers ushered the huge number of people through the many gates and kept smiling the whole day. At about 9:30, the public carpark was starting to look VERY full and there was a bit of concern about where to fit the seemingly never ending line of cars coming down the road.

Thankfully, just as the carpark seemed full, a few of the early arrivals started to leave and by about 10:00 the carpark became self-controlled.

Some of the volunteers are truly inspirational and an article will appear in this magazine. If you have ever

wanted to know what is involved, please reach out to a member who helped out this year (or speak with Holly Schwind) as we will be looking to greatly increase the number of volunteers next year. This should make everyone's day much easier (hopefully reducing the length of the shifts) and will allow the volunteers to see as much of the swap as they want.

A key feature to the Yarra Glen Swap Meet is the display cars that we attract, and this year was no different. We invited a wide range of car clubs and allocated space for them to park together.

We had over 110 people arrive in display cars (we don't count the cars, just the people) and it appears that the quality of cars is increasing each year. Here we have Holly's mum's new to her MG on its first outing.



LOTS OF CARS



SO MANY CARS

Behind the silver Buick is a VG Valiant station wagon that was for sale. It had very straight panels and an excellent paint job with some pinstriping.

Each year we seem to get a couple of cars and bikes for sale.

Anecdotally, it seems that there were far more pre-war cars on display this year so the committee's decision to aim the swap at vintage cars appears to be working.

Here we have our favourite Crossley and a lovely 1927 Chev that has recently been put back on the road by Bill Eldridge.

Naturally, the main purpose of the swap meet is to buy and sell stuff. The owner of this hot rod did it in style, loading up the roadster with everything to bring to Yarra Glen.

The top paddock was full with site holders – more than 200 of them selling all manner of items (even though we attempt to keep it car related). There was a further 165 site holders who had pre-booked sites.



STALLS, SITES & BARGAINS



RUSTY BARGAINS

If anyone suggests that there were no bargains at the swap, they either weren't looking or have a very different idea of the meaning of bargain.

We had over 2000 people attend the event (in addition to the hundreds of site holders and display car owners) and, even though some people left empty handed, the general consensus was that the swap was a huge success.

PAST EVENT

As mentioned earlier, the Yarra Glen Swap Meet is a significant fund raiser for the club and this year was a tremendous success, more than double the outcome from last year.

With Ballarat and Bendigo both being cancelled in 2022, We were lucky to have some great weather and are looking to continue to build on our success next year.

One of the big changes that needs to be made is we need to significantly increase the number of club members who volunteer to help the swap. This year the

50 or so volunteers worked extremely hard and left the day exhausted and smiling. This is because it is a bit of fun talking to people and helping them enjoy their day. With double the number of volunteers, the time required by each will significantly drop which simply makes the day more fun for everyone.

The Vintage Drivers Club



I would encourage any VDC members that volunteered this year and had a good time to go and tell three or four other VDC members about it and encourage them to come along next year.

As the sun has now set on the most successful Yarra Glen Swap Meet on record, the committee is happy to hear any feedback the club members may have about how to improve the swap.

Without naming all of the volunteers, we extend our gratitude to each and every one of them - Thank you for your hard work.

END



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For a quote call 1800 646 605 or visit www.racv.com.au



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PAST EVENT

B40 Goes to Hamilton

The B40 is an annual event for drivers under 40 years of age driving cars that were made prior to 1940. This year the club teamed up with Vintage Sports Car Club of Victoria (VSSC) and the Veteran Car Club of Australia (Vic) (VCC) and headed off to Hamilton in Victoria's west.

A large group met up in Ballarat for a group drive to Hamilton. This drive was supposed to be gentle start to the weekend but, as can happen when you run your own business, phone calls come in and navigation goes astray. The small detour wasn't such a big deal but at least one car was running low on fuel which necessitated a generous donation to keep the banger on the road.

By late afternoon almost everyone had arrived in Hamilton with the Hamilton and District Veteran, Vintage & Classic Drivers Club generously opening the gates to allow cars and trailers to be stored at the Hamilton Pastoral Museum for the weekend.

An amazing range of cars assembled at the local public hotel for dinner followed by possibly the world's shortest observation run – just over 10 miles – to a different public hotel for a nightcap. Bailey Schwind (Holly's son) was taking his first drive in Charlie the 1927 Chev and for reasons unknown, it was decided that night driving for the young L-Plater was appropriate. It was subsequently decided that he wouldn't be driving home from pub number two, so we all had a refreshing beverage.

By Saturday morning, the full complement of "Befortians" had assembled which included a 1907 Cadillac Model M; our favourite 30/98 Vauxhall OE 227 Wensum; a 1911 Hotchkiss Type Z; a 1912 Cadillac; a 1922 Chenard Walcker Type U; a couple of 1929 Model A Fords (one Tudor and one Tourer); the hard working 1926 Willys Overland Model 96; the famous yellow 1925 Dodge Tourer; a fantastic 1923 Fiat 501; a "rat rod" Fiat 521 Ute; an original condition 1925 Buick Standard Tourer; the green 1929 Chrysler 65; the 1933 Dodge DP and the 1927 Chev Tourer. It was great to see the commitment from some people driving their vintage cars from great distances just to get to the starting point. A DIS Delage made the trip up from Geelong just for the start and a 1923 Vauxhall made its way from Echuca on Sunday for a flying visit.

After breakfast, the gang headed off on a leisurely drive around the district which was a good opportunity for the youngsters to become more comfortable with their car. The ladies in the 1925 Buick showed the rest of us how it should be done bringing along some great costumes including wonderful smiles for the whole weekend. Lunch was at a pub in Coleraine and then we were given some very confusing instructions for a team 'scatter run'. To be fair to the organisers, had the "Befortians" actually read

the instructions that were handed to them, it was fairly simple. Once all food was consumed, we were off in any and all directions with a two-hour time limit to collect our 'proofs' and return to Hamilton. The drives were really pleasant, and the weather was perfect, so we were in no particular rush.

Afternoon tea was set up in the Hamilton Botanical Gardens and the veteran and vintage cars lined the street. Snacks and drinks were consumed while we waited for everyone to arrive, and points were deducted for arriving after the cut-off. Quite unfairly, one team was allocated the gentlemen in the 1912 Cadillac who had made the decision to ditch the scatter run and go and look at yet another Cadillac to buy. When they arrived some 20 minutes late, significant points were deducted from their team. It was probably lucky that the organiser didn't notice the photoshopping that had occurred on their 'proof'.

Saturday night was a simple affair with most people heading to the local public bar for dinner and dancing the night away. As far as we know, there were no problems, dramas or anyone getting drunk, and everyone was in bed early.

Sunday morning started slowly with most people heading into town for a café breakfast after which there was another great drive around the district before arriving at a private property in Macarthur for some fun driving. The paddock was (mostly) flat, mowed and, by the time everyone had arrived, the sheep had been moved on. We are told that the four planned driving events spelled out the letters to a car club, but this can't be verified due to the organiser's complete disinterest in drone technology.

The magnificent view of veteran and vintage cars kicking up dust and dirt ducking and weaving around hay bales and traffic cones was a sight to behold. As the owner is also a keen motorcyclist, he has made a dirt flat track in the paddock and most people had to do a lap or two before leaving. Watching the yellow Dodge drift around the long right-hander was a sight to witness as was watching the 1907 Cadillac take the same path (with less drifting). Sadly, the driving events had to end and with everyone smiling, lunch was served. Some people departed from there while the rest headed back to Hamilton for a final chat and awards to be presented.

The B40 is the perfect excuse to pass on the enjoyment of driving an old banger to a new generation. The organiser is happy for the under 40 driver to drive as much or as little as they are comfortable with. Frank Braden and Ray Newel both had their grandchildren chauffeuring them around all weekend and it is clearly a great way to spend time with the family.

PAST EVENT

B40 Goes to Hamilton

Many thanks to the organisers, Callum Walsh (VCC), Daniel Zampatti (VSSC) and Stuart McCorkelle (VDC) for a great weekend and also to Lachlan Hill who allowed us to tear up his paddock / track for a few hours. If success is measured in smiles, then I think this B40 was the best – so far.

Devron Schwind



PAST EVENT

Adventures of our Club Car

Doc's Dodge visits the Warrandyte Festival by Doug Seymour. For many years my 1929 DA Dodge coupe has been a part of the Warrandyte Festival, but Doc's DA Dodge tourer now offered something new - our gleaming open tourer Club Car would be ideal for the gig.

Judy took the booking and John Johnson helped me swap the coupe for Doc's Dodge on Sunday March 19. Lining the two DA's up in front of the Club Rooms created an entrance display for Swap-Meet volunteers as they gathered for a post-event light lunch.

Driving Doc's car out to Warrandyte bought back memories of our generous member Doc Doherty. Doc gave me a clutch plate when I was restoring the coupe and later gifted me a replica detailed manual during a visit to talk Dodge business at his home in Mount Waverly. The manual was a big surprise and the work in producing it must have kept him back at the office of his printing business. Fond memories of tea with Paula.



For the second year in a row The Festival Committee had to cancel the opening event – the exuberant Saturday Parade down the main street. Last year because of COVID and this year due to the last-minute declaration of a Total Fire Ban. A late Friday call indicated I may be able to offer the car for static display on Sunday but there was a fair bit of confusion as the organisers cranked up the Sunday program to give performing artists a substitute appearance. I turned up at the Stiggants Reserve and talked my way into a prize location – right at the busy main entrance near the main stage and facing Yarra Street.

As I set up the young families started dropping in to the learn about heritage cars. A busy two and a half hours with questions and photo opportunities from just about every

one of the 30-odd groups stopping by. Most read the information board. A third of the families were multicultural – they loved photographing their young children sitting up in Doc's car. "No seat belts! Awesome!"

Then the young blokes from the Big Bash car (Valiant) on display on the Riverbank turned up. No laughter here as they compared notes about the outback capability of Dodges and Chryslers and interrogated me about the plumbing of the vacuum tank.

A drive with Catherine Watts.

Monday dawned with me checking over the car's appearance and fuel in readiness for a morning tea run with local legend and one-time VDC member Catherine Watts. Peter, who was blind, passed away last year but was part of many trips in their blue 1929 National Chev tourer.

A sunny, mild Autumn Day for our run to St Andrews through rolling rural scenery and small towns with front curtains off. Catherine and Peter had many enjoyable runs with the club, most notably their participation in the 1993 Five State Challenge captained by Bill Eldridge. They towed a small Jayco camper and have great memories of the companionship, especially when their camp was flood-bound for a week. The local publican brought supplies in by boat and would not accept payment.



During coffee and cake on the terrace of the Smith Gully store Catherine reminded me Peter had been a member of Lions and helped organise a car driving day for blind people. He always appreciated our Club being part of the day by bringing cars to the Phillip Island circuit.

Catherine was impressed by the car and thanks members for "bringing back memories".

Next Year Surely

The car continued to drive well on Tuesday as I headed back to the Club Carpark. Not the same drive as my coupe but isn't that what we like about our cars? Unlike modern cars they are an individual experience. I hope to return to the original plan and book it for the fabulous Festival Parade next year as it would be ideal transport of dignitaries.

PAST EVENT

March Members Meeting

At this month's members meeting Matt Weeks gave us a very interesting, illustrated talk about the restoration of his Dodge Victory Six Sports Sedan. This is a small sample of the 41 slides showing his process.



PAST EVENT

Federation Scoresby Picnic Sunday March 26th 2023

On Sunday a number of our club members and cars attended the Federation Scoresby Picnic hosted by the Dandenong Valley Car Club.

The day was fine and mild with a magnificent line up of veteran, vintage and classic cars. Many I had not seen before. We wandered around, admiring the cars and chatting to their owners and passengers.

After all that exercise, it was time to sit down and break out the coffee and nibbles. Whilst meeting some more enthusiasts and hearing about their old car acquisitions, restorations, problems etc, it was time for something tasty from the hot food stalls. Soon after, it was 1pm and time for the awards and raffle.

Dandenong Valley Club President Ian Clark began presenting awards and congratulating owners of vehicles in the various classifications. Our Club entrants certainly

left their mark. George Cox and his Vauxhall were awarded Best Vintage. I was most honoured to receive the President's Choice Award with the "Grey Ghost" my 1929 Hupmobile sedan, as there were so many excellent cars on display from which to choose award winners.

It was a very enjoyable day out for everyone. On behalf of the VDC, I extend our thanks to Federation and the Dandenong Valley club members for a very well managed event.

Club members George Cox (Vauxhall), Jim Lambert (Chrysler Imperial), Ray Nichol and Ross Ansell ('39 Pontiac), Andrew Rees (Cadillac) to name a few. My thanks also to Club member Kerris Aickin, who took many excellent photos.

Trevor Barby



Swap Meet Volunteers

The Yarra Glen Swap Meet 2023 has been run and done and I would like to take some time to focus on the extraordinary effort of the volunteers who made it such a success.

Although the organising committee MUST be acknowledged for the amazingly mammoth task that is running a swap meet, I witnessed some astonishing things throughout the day that need to be shared. I am almost certain that those of whom I speak are so humble that they won't want their name mentioned so I won't. I will also point out that I was not everywhere all day (it just felt like it to me) so I am not able to give an account of every volunteer even though I am sure that the examples below are reflective of the wider volunteer group.

Firstly, it is a big commitment to agree to give up a long-weekend and turn up in Yarra Glen well before the crack of dawn to herd people and cars around for a few hectic hours. This is only my second year of volunteering and, obviously, I enjoyed the day so much that I agreed to do it again. Then there are those that agreed to give up two days to help set up the site on the Saturday and get things ready for the big day, as well as volunteering on Sunday. Although the Saturday set up is not very taxing or stressful, it still requires a commitment to travel to Yarra Glen which can be a bit of a hike. As a sleepover for club members was 'organised', it was great to see a bunch of people arrive in their vintage cars with camping gear. Generally, the set up involves marking out the sites, placing various witches' hats around obstacles and putting signs and flags out. This is followed by a pie from the local bakery which always go down a treat.



For some, Sunday starts in the middle of the night, although those that camped the night got to have a little bit more (soon to be much-needed) sleep. By 5:30am, there were a heap of vendors (the official measurement) lining the street wanting to get in and set up. One of the new volunteers who has only been in the club for a few months was amazing in his enthusiasm and can-do attitude. Although I am sure he wasn't given anywhere



near enough instruction (by me), he wasn't fazed at all and did what was needed (getting the vendors off the street and into the paddock for 'processing') with a smile on his face. This particular volunteer was also there on Saturday and had brought his young family down for the weekend. I didn't get to meet the family but they must be very understanding as he was one of the first to arrive and didn't leave until he was sure that the job was finished.

Swap Meet Volunteers



Another volunteer arrived bright and early and went to her designated location. By the time I saw her (which was probably an hour into her shift), I saw that she was limping quite badly. When asked if she was okay, the response I got was 'sure, I'll be right. Now, where do you want me?' Again, she didn't leave until the job was done and I later found out that she needed some medical attention because of a fall that had occurred earlier in the day when she was preparing to bring the delicious chocolate cake and other treats that she had made for the volunteers' room.

As I am sure is the case for all the volunteers, it was a hectic few hours on Sunday morning dealing with hundreds of vendors, thousands of people and a whole heap of other things as and when they popped up. A few particular volunteers that I am aware of simply knuckled down and got the job done. I suspect this is a quality that they have carried throughout their lives and there is always a pleasant manner to these individuals.

As you may know, the club has a site at the swap for selling things and signing up new members. The site has to be packed up at the end of

the day and two of these particular volunteers, who were there on Saturday and had been working tirelessly since 5:30am with their assigned duties, were eager to help with the pack up. I felt the need to send both of them home as they each still had significant distances to travel, basically I had to chase them out the gate.

Then there are all of the other volunteers that I haven't mentioned, the ones that get out of bed on a Sunday morning in the middle of the night to be at Yarra Glen before the mayhem. They do it with a smile on their face and are happy to give up their time to ensure that the swap meet is a success – you succeeded beyond expectations.

I would like to include a fancy quote from T. S. Eliot or D. H. Lawrence but I am not a well-read person so all I can say is thank you and well done.



Letters

Good Afternoon Ladies,

Firstly Holly, Kurt and I are thrilled to accept the Club's most generous invitation to attend the luncheon next Sunday – thank you very much.

Now - and this is just from me and are my thoughts - as you all no doubt realise, I was a virgin volunteer yesterday, in so far as the VDC is concerned. I had a ball and felt very privileged to be given the responsibility of sharing the public entrance gate at opening time. The whole experience gave me a new perspective, and appreciation, of the running and organisation of such an event.

I have always been on the other side of the fence, so to speak, a vendor: I get myself organised, rock up on the day, set up my stand, hopefully sell some merchandise, pack up and go home. Yes, there's stuff I have to prepare ahead of time, and unpack when I get home.

I have always been impressed by those volunteers who are there before the crack of dawn – I know how early I've had to get out of bed to be there at the designated time – some of the volunteers are there before we arrive. I have seen people around the Swap with "Official" clothing, but if I am honest, I could not say whether they were in fluoro clothing or not in the past so clearly, I was more focused on what I was doing, than what was going on, for my benefit, around me. I realise there wouldn't be a Swap Meeting without vendors.

My very small involvement yesterday allowed me a small insight into the enormous amount of time, organisation and dedication required to run such an event. My huge congratulations to all the officials – wow, an amazing effort by all concerned.

The provision of the volunteers' room is a lovely touch and the fact that the Club gave us lunch vouchers was, in my opinion, thanks enough for giving up a few hours – there was coffee, soft drinks & cakes available which was amazing. And to think that you are putting on a lunch next Sunday – that is just so generous.

Thank you, again & congratulations, to all. I will certainly be volunteering to help out in the future, if and when required.

Kind regards

Sue Schultz



35 SYMONDS STREET

YARRA GLEN 3775

Phone: 9730 1254

Email:

yarra.glen.ps@education.vic.gov.au

Web: ygps@vic.edu.au

Principal: Mr Jeffrey DeVilla

Dear Glenda,

Yarra Glen Primary School would like to thank the Vintage Drivers Club for inviting the school to hold a bake sale fundraiser at the Yarra Glen Swap Meet.

Your kindness in donating the site to us for the day allowed the school to raise a total of \$737.00 which will be used to improve facilities and equipment within the school for our students.

The school look forward to connecting with the Vintage Drivers Club in the near future.

Kind regards

April Shortis and The Fundraising Team

Members Car - David Jenkins, 1925 Crossley 15/30 tourer

I purchased this car in 2018 from the family of the restorer who lived in the Brisbane area. At that time the car had not been used for some years and had been in storage where rats had taken up residence inside the back seat and had caused some damage to the trim. Apart from that car was in pretty good order, having been restored in time for the 1988 Centennial Rally.

After agreeing a price, I was allowed by the family to take custody of the car and arranged transport to Melbourne. Once in my shed I carried out a fairly thorough service and replaced most of the rubber components including tyres and inner tubes. Much to the surprise of my family members I had the car prepared and registered within weeks – not the years that one son predicted when I removed the wheels!

Up till now I have had no luck finding the early history of this car. The previous owner bought the car, in August 1978 from a crash repair shop in Brisbane's Fortitude Valley and then undertook a 10-year complete restoration. The bodywork was built by Properts of Sydney and is, I believe, the only remaining example in Australia of a Properts 15/30. Bodies after 1925 appear to have been mostly built by Holden. Enquiries with the Brisbane Vintage Car Club and NSW state archives have yielded no results on previous registration data or information about the Properts company beyond the corporate structure.

I have found that Properts moved from coachbuilding to caravan construction and eventually the manufacture of kitchen appliances and I have been lucky enough to find a Properts 'Swift Whip' eggbeater.

The car cruises well at 35-40mph, at speeds above that handling and vibration make for an uncomfortable ride. Braking, although 4-wheel, is not up to modern standards and has given me some interesting experiences which I would be happy not to repeat! The braking system is a Perrot system of easily accessible adjustable rods with the handbrake operating on the rear of the gearbox.



Members Car - David Jenkins, 1925 Crossley 15/30 tourer

Spare parts are difficult to find, although I did recently buy a new, old stock, float for the Solex carburettor. Ignition is supplied by a ML magneto, driven through the Rotax dynamo connected by a Simms coupling. The remaining electrical equipment is Rotax although CAV equipment was also available. The clock was bought locally and coincidentally was used by the vendor's grandfather in a Crossley car.

Work that I have undertaken to date has included the fitting of modern, self-lubricating, plastic bushings in the brake system with the aim of keeping oil from the brake shoes. The rear hubs have also been modified to accept modern oil seals, again to keep oil from the brakes.

New cylinder head studs were made to replace the rusted old parts, some of which had failed completely allowing the cylinder head gasket to leak. While the studs were being replaced, I had the radiator rebuilt to correct some earlier repairs which were starting to leak.

A manual windscreen wiper was found at an auction and fitted to replace the electrical unit which had failed. The tourer was not offered with wipers when new.

Future projects will include replacement of the Lucas sidelights with Rotax units and gradually repainting the car as some of the paint is a little tired over thirty years since being applied.



My first New Car - Kurt Schulz

I cut my teeth on various cars that were dumped at the back of our property in Oakleigh by the local City Council who were cleaning up the streets of derelict and abandoned cars of the 20s and 30s, some as late as 1940 and dumping them at the back of our property. This was around 1955 in a cleaning up operation in preparation for the 1956 Olympics. I, as a 14 year old, and a couple of friends, one who was 16 and had a mechanic father so some skills had rubbed off on him. We managed to get a couple of cars going and drove them around the back paddocks of what is now known as part of Chadstone. My first driving experience!

We pooled our money, purchasing a can of petrol at a time, and getting free sump oil from his father. This enabled us to have what we called FUN. I recall that there were Fords, Chevs, Oldsmobiles, Pontiacs, Austins, Morris, Wolseley, etc, and even a BSA 4 wheeler, which is now under the Monash Freeway, having been run into a Quicksand Pond. There would have been close to a thousand cars from time to time behind our property all which ended up as land fill or taken to Sims for scrap. Many were buried what is now known as the Oakleigh Public Golf Course. This was around 1955 to 1959.

Yes, this is where I got the Motoring Bug which has never left me. For no reason at the time, I took a fancy to many of the car mascots, instruments, head and side lights, radios, the odd radiator or shell and anything else that was chrome plated - excluding bumper bars which were too cumbersome and heavy to store or dismantle. I stacked my spoils into wooden crates and stored them under my parent's house. I regularly did this after getting home from work as there was nothing else to do, not having public transport at our disposal. Where we lived it was boring. Going shopping or to the pictures on Saturday night, or even catching the train was at least a 20 minute walk. At the end of 1959, when I turned 18, I went for my licence and passed, with the reversing test being conducted at the back of the Oakleigh Police Station where there was not even enough room to swing a cat. But, to my surprise, I did pass.

I started to look for a suitable second hand car at the many car yards in and around Oakleigh and ended up spotting a very nice Mercury Convertible for £350, which I thought to be a steal. Racing home to get my parents approval was all in vain as, being a son of a German immigrant family, you had to toe the

line. Which in this case was: YOU WILL NOT BUY ANYTHING THAT IS SECOND HAND. It's new or not at all. Mum, who was the Chief Warden of finances, to whom I had to hand in my pay envelope each week, delivered me the bad news that I only had £150 deposit, not even enough for a VW or Morris. So, the only new car on such a low deposit was to be a Renault 750, and nothing like the Mercury V8 that I wanted. The Renault could almost fit into the boot. Not by choice, but with my parents guaranteeing the loan, I reluctantly signed up and took delivery in 1960. Much to my disappointment, the car was so underpowered compared to the old clunkers that I drove around the paddocks. I expected a lot more from the Renault than the car was able to give, but I had wheels. The end and demise of the little Renault came when I was crossing the intersection of Glenhuntly Rd and Hawthorn Rd Caulfield with the lights in my favour when out of nowhere a Standard Vanguard Space Master towing a tandem trailer full of bricks drove into my left side, pushing the little Renault into the path of an oncoming car. The impact was so great that the Renault somersaulted into the air and landed on top of a Fire Hydrant. I crashed through the windscreen and passed out. When I came to both left doors were almost totally torn off, the front was smashed in, and there was countless other damage, making it a write off. Back to SHANK'S PONY for the next couple of years and a lot of hitch hiking until I came across a 1951 Riley that I could afford. This started my lifelong passion for Riley cars and car club activities.

I lived at home until 1964/5 when I was to get married and found suitable accommodation to move into after our honeymoon. On announcing my marriage intentions to my parents, I was told that if I was moving out I would have to get rid of all my junk from under their house before going on my honeymoon, or else keep paying board until it was all removed. Actually, I thought that my car bits were all that was stopping the house from collapsing. Anyhow, with my mates, we moved all the boxes into a rental garage. Later I started to dispose of my treasures at the first Bendigo Swap Meet, when I towed up a tandem trailer behind my Land Cruiser full to the hilt with parts. I recall that, when pack up time came around, it looked as if very little of my bits were sold, but my wallet was just on \$10,000 better off. It took me at least 5 Bendigo Swap Meets to eventually get rid of my spoils from the Oakleigh Council Dump Yard.

The Modern Ford Model A

Henry Ford as a pioneer automotive producer can rightly said to have been the force behind the general public's love affair with the car. His Model T in production for eighteen years sold approximately 15 million vehicles. Production of the model T was carried out at a variety of locations including France Germany and England.

Its unique pedal controlled transmission was seen as an inhibiting factor by the time the model's production had ceased.

By 1927 Ford had lost its dominance of the marketplace to the more modern Chevrolet four, this was compounded by the General Motors policy of multiple makes covering most market sectors, Chevrolet being the economy version.

It seems that Henry Ford's attachment to his Model T saw production carry on for longer than it should have with the more advanced Model A being announced in October 1927. For around six months the plant produced no vehicles as it tooled up for the production of the Model A.

Upon release in December 1927, it was clear that the new model for its time had stylish lines which were attributed to Fords takeover of Lincoln in 1922. This was seen in the sweeping fenders, elegant radiator shell and lower windshield. Many models featured body surrounds, often picked out in an alternative colour. As well the transmission was now conventional the Model T's planetary transmission was replaced with a three-speed sliding gear unit. The engines design was also conventional with side valve four cylinders and 3.3 litre capacity. It had a water pump fitted, and had twice the power of the model T. It produced 40 horsepower at 2200 rpm

and 128 LB-ft of torque.

The Model A boasted four wheel mechanical brakes and retained the semi elliptic front and rear springs as per the Model T. There were five body types available initially. The Model A saw the introduction of safety glass for the windscreen a pioneer in this field.

Whilst many industry observers recognised the passing of the Model T as the end of an era, there was equal appreciation for the extraordinary value represented by the Model A, it quickly was dubbed Henry's lady.

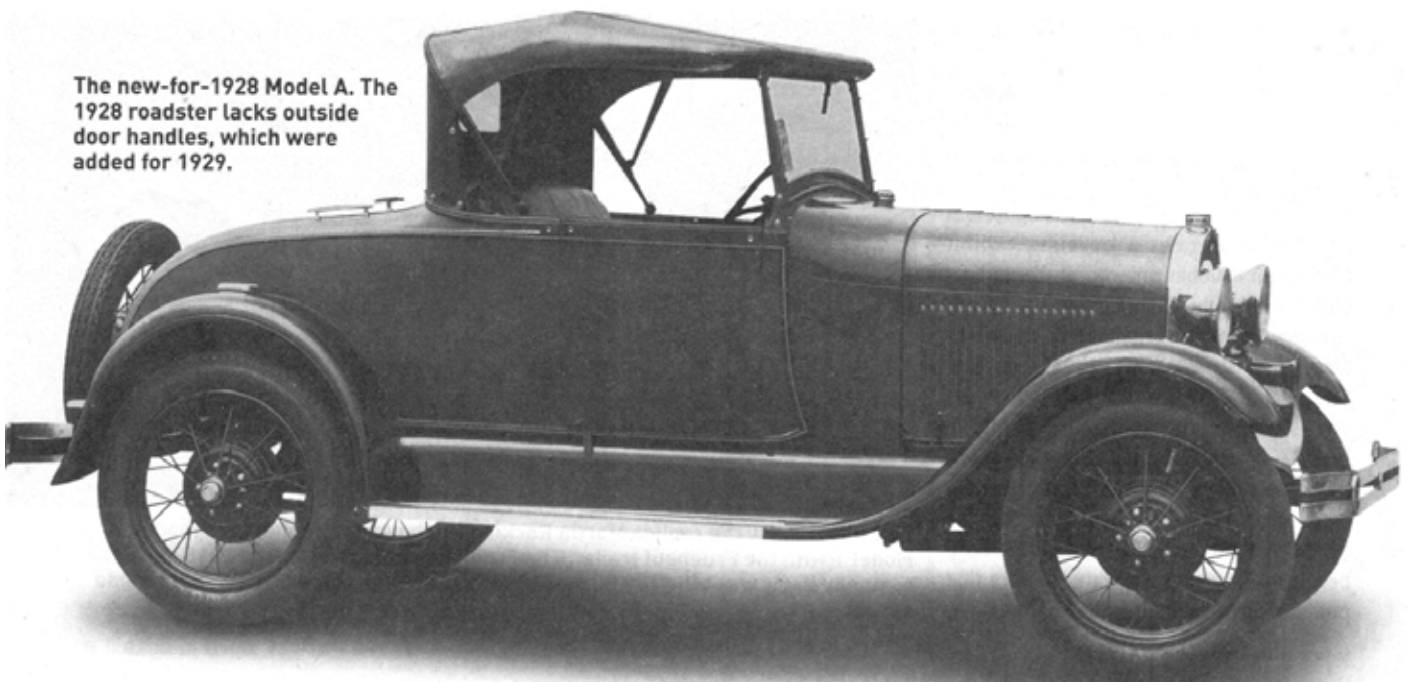
Up to 1928 Ford sales languished. But by 1929 this changed with Ford again topping sales charts. In later years, the Model A became a mainstay of the classic vehicle movement, its large numbers and reasonable cost saw many Model A's being restored and used in the burgeoning car movement.

As well, unlike many makes there is a well-developed industry that can supply most parts required to restore and keep your Model A on the road. There are clubs catering for Model A's throughout Australia and our club has a large collection of Model A owners within its membership.

The Model A is able to keep up with modern traffic, has reasonable stopping power and in the writers, opinion makes a great entry vehicle for younger people who may be considering purchasing a vintage vehicle.

This feature was based on an article authored by John Gunnell in Old Cars Weekly 2019 and web sources.

The new-for-1928 Model A. The 1928 roadster lacks outside door handles, which were added for 1929.



A Lifetime of Oakland V8 Adventures

by Hugh Venables - Part Six

Hershey swap started on the Wednesday after the hill climb, and our host had left us his pickup to drive there. The drive there was spectacular with the autumn colours in the trees. Hershey swap was amazing. In two days of reasonably determined moving around I didn't get to see it all. There was very little Oakland stuff there but a lot of vintage parts. On the last day, there was a car display that was absolutely amazing too. Where else could you see Cord L29s and 810/812s, V8, V12 and V16 Cadillacs, Auburn V12s, Duesenberg J and SJ, and many other very rare cars, most immaculately restored but a few original.

After Hershey we visited the Oakland repair guy to give him the 3 con rods out of the Oakland. For several years I had been trying to get him to see if he had a 3.9 rear axle among his collection. He took John and me to his storage, a barn on a farm a few miles away from his home. We rode there in his original 1930 Oakland roadster. The first rear axle centre I tripped over in the gloom among the cow pats was a 3.9 which he sold me. We took him and his wife out to dinner and stayed the night, leaving very early the next morning.

Back at John A's there was a new project to contemplate. He was determined to build a replica of the 1930 Oakland V8 Indianapolis 500 entry. He had bought a complete but dismantled 1930 2 door sedan that probably hadn't done many miles and sold the body. He had done an extremely thorough job of researching the original car and collected the few photos that existed at the Indianapolis Speedway Museum. He had been able to work out exactly where the chassis had been shortened and by how much.

An Oakland V8 chassis is typical of the period, narrower at the front to permit the front wheels to steer. John and the local blacksmith had cut the middle out of the chassis but not realised that the back section on the original Indy car had been narrowed to keep the sides straight when the two halves were joined back together and had made a bit of a mess of it. We delayed our return trip by two weeks and got to work. John A was amazed at what could be done with a bit of heat. He had a lot of equipment including oxy-acetylene torch, arc welder and a small press but did not have a scribe or a centre punch. He wasn't really a metal worker.

We were extremely fortunate to still have the 1930 Coupe as I was fairly sure the engine in the Indy car had been moved back. We were able to use perspective to find the exact spot where a $\frac{3}{4}$ front photo had been taken of the original Indy car and compare the bare chassis with the complete car to determine with certainty that the radiator had been moved back 4 $\frac{1}{2}$ ". This required moving the radiator cross member, engine mounts and gear box cross member back in the chassis, complicated as the chassis rails got deeper where the radiator cross member had to move to and the chassis was wider further back. The rear suspension was more difficult as there was only a very fuzzy picture of the rear of the car taken from a long way away. I had a bit of a guess as to how I thought it might have been done and set about it. The day I finished welding it I took off my overalls, got in their car, Candy handed me a plate of sandwiches and we were driven to the airport.

I had acquired some treasures to bring back with me. There were the special tools and spares I had taken with me, the 3.9 rear axle centre that I had stripped to just the crown wheel and its carrier and the pinion and a few bits and pieces I had found at Hershey. I had bought a pair of weighing scales with me to weigh the two cardboard boxes and our cases for check in. The cardboard boxes were fine and would check in as John's and mine and John's case was OK. My case was very close to the limit but not over it. My backpack was overweight, but they didn't seem to check them.

When we got to the check in counter a grumpy lady was unloading on a family whose cases were overweight and explaining that the airline was in difficulty and the employees had all taken a pay cut to keep it going. We were next and I was very concerned when she declared my case to be overweight. I was able to move a Dykes encyclopaedia across to my backpack with some difficulty as it was very full. We proceeded to security where my so carefully packed backpack raised the alarm and I had to unpack it. I guess the wind-up alarm clock, the capillary temperature gauge with reinforcing wire wound around the capillary and the block of marble in one shoe might have looked a bit suspicious on the x-ray. It was very difficult to pack it all back quickly.

A Lifetime of Oakland V8 Adventures

by Hugh Venables - Part Six

John and I were then ushered into a clear glass box with a locked door in front of us, and an armed security guard stepped in behind us and announced we had been selected for a pat down. Apparently, a postponed flight is one thing that prompts that special treatment. When we got to Melbourne there was no sign of our luggage, and we were called to the baggage desk where we were told that it had all missed one of the flight transfers but its whereabouts was known and where would we like it to be delivered to. I was even able to get them to agree to deliver both the cardboard boxes and my case to my home and John's case to him. They turned up the next day in good condition. I checked my weighing scales, and they were correct.

In 2010 I exchanged a lot of emails with Tim Dye. Tim almost certainly owns the world's largest collection of Oakland and Pontiac memorabilia. He is also a printer by trade and an author. I had met Tim at Greenfield Village where he had displayed a lot of his collection as part of the Oakland centenary. He was intrigued to observe me in technical conversation with a stranger for an hour or so about the Oakland Pontiac V8. Tim was preparing an article about the 1930 and 31 Oaklands and the 1932 Pontiac V8 and had a few questions. He had been fed the myth that 1932 Pontiac V8s were just 1932 Pontiacs fitted with left over Oakland V8 engines. There are a number of reasons why this is incorrect but Tim had a tight timeline, and I couldn't disprove the myth in time so his article promoted the myth.

The best way to disprove the myth was to compare the front of an Oakland engine block with one from a Pontiac. As it happened, John Felder had tracked down a 1932 Pontiac V8 engine some years earlier. He still had the phone number, and I was able to buy the extremely rusty, incomplete engine and have it shipped to Tim. It did prove the point. Since then, Tim has opened the Pontiac Oakland museum in Pontiac Illinois. He got a local car club to clean up and paint the engine and it is on display in the front window. He has published a correction to his article.

John and Candy came and stayed with us and Fred and Marilyn Lewis stayed with John F. later in 2010. John and I had decided that we wanted to show them that vintage cars could be used for long trips in contrast to the American trailer problem. I took

John and Candy in my sedan and John took Fred and Marilyn in his roadster to Adelaide via the Great Ocean Road and took part in the Bay to Birdwood. To add to the adventure, I managed to run out of petrol, and we knocked on a farmer's door. We put them on a plane to Wollongong so they could join another Oakland convoy to Camperdown in Victoria for that year's annual meeting. We think they got the point.

In 2011 I went back to do some more on the Indy car project. It was time to visit Newport Hillclimb and Hershey swap again too. One of my connecting flights was delayed and I missed the next one and spent the night on a bench in Chicago airport which shuts down overnight. The goal for this trip was to get to a rolling driveable chassis ready for the body to be built. John A. had had the engine reconditioned by an aircraft mechanic that his friend Ralph had recommended. It looked very pretty but John was disappointed that it didn't look very period correct. I was initially surprised that the clutch fork was tight against one end of the slot in the bell housing, until I realised that it had been assembled into the bell housing backwards. I took the lid off the gearbox to find that although it was very nicely painted on the outside, the inside had not even been cleaned out.

After a week or so of progress we hopped in John's GMC motor home and headed off to Newport. Interestingly, the GMC was powered by the front of an Oldsmobile Toronado with 455 cu.in V8 and front wheel drive. We visited Tim Dye's Pontiac Oakland Museum and I got to see my 1932 Pontiac V8 engine on display in the front window. We arrived at Dave Blair's place a couple of days before the hill climb. As well as his 1930 coupe kept for the hillclimb, Dave had a 1928 Oakland coupe that John A had restored but which had a mysterious fault that caused it to stop occasionally. Dave offered it to me for the hillclimb if I could solve the problem but I soon realised that it had a blown head gasket as well so Dave offered me the 1930 instead. While we were there John Felder and John Shorland turned up in a 1929 Pontiac sedan that John had bought to drive across the US. The Pontiac was a bit too slow on the highways and he was looking for something else. I borrowed the Pontiac to drive to the nearest railway station to collect my son Scott who was back packing around the US. It was a very nice car.

A Lifetime of Oakland V8 Adventures

by Hugh Venables - Part Six

We drove to Newport, and I drove the hillclimb for the second time. I tried hard but failed to beat Larry Shepherd in his 1932 Pontiac V8, Dave's great rival for many years. But on Saturday morning our ears pricked up at the sound of something special approaching. Probably 8 cylinders in an advanced state of tune with some engine speed gear noise. It was a 1932 Alfa Romeo 8C 2300 short chassis 2 seat Spyder by Touring. Gordon Barrett had restored the car over 12 years so well that it scored 100 out of 100 at the Pebble Beach Concours in 2005 plus an extra half point "for elegance". Gordon had driven the car about 100 miles to Newport from Indianapolis. Scott, an Alfa owner and enthusiast was entranced. John Felder went one better and chatted Gordon up, asking if he had a passenger for the hill climb. He did, but they hadn't shown up yet. They didn't and Scott got a lift up the hill in this extraordinary car. The rest of us just got to listen and watch and that was enough. Incredibly the event commentators had no idea how special the car was.

We then drove to Hershey and stayed for the 5 days, driving on to Harrisburg airport to collect Di who had flown in. The five of us then drove to Niagara Falls and then toured around Amish country which was very interesting. We returned to John and Candy's home for some more work on the Indy car and did get the engine running but too late on the night before Di, Scott and I were to leave to drive it up the driveway. We had an emotional farewell to Scott at

the train station to continue his back packing as they took us to the airport. We flew to New York for a few days sight-seeing before flying home.

In 2014 Heath Squires contacted me to ask some questions about the 1932 Pontiac V8 sedan he had purchased in the US and shipped to Australia. It was in good condition and running well but someone had removed the engine synchronizer lever and arm and made a cover for the hole in the timing case. I was a bit conflicted as it just so happened that I did own a 1932 Pontiac V8 engine on display at the Pontiac Oakland Museum in Pontiac Illinois and I knew the synchronizer lever was with the engine. The lever on the Pontiac is a mirror image of the Oakland's because the mechanism was moved to the other side of the engine. Very few of the 6,281 Pontiac V8s remain and a spare lever would be hard to find. Tim sent me the lever from the US, and I sent it to Heath with a spare 1930 lever I had and he cut up the 1930 lever and welded it back together as a mirror image for the display engine in the US. At our annual Oakland Register meeting in Bendigo, I couldn't take our Oakland and Heath took Di and I as his passengers in the Pontiac. It is a very nice car.

Carburettor Class

The next carburettor class will be run on Saturday the 13th May.

Those interested in participating email me your details and anything in particular you would like to cover.

Limited places so be quick.

Regards

David JENKINS

Email: davidjenkins1959@gmail.com

Last Month's Mystery Photo

Last month's mystery vehicle was a Perry of 1914.



A very typical light car of the period, the company can trace its roots back to 1824 with James and Stephen Perry making pens in a workshop in London, later moving to Birmingham and building bicycles. By the late 1890s they were having financial problems and were bought by James William Bayliss, part owner of the Bayliss-Thomas car making company.

Their first car, a three-wheeler, was made in 1899 followed by a forecar in 1903. Cecil Bayliss, the son of the new owner, built a cyclecar in 1911 with an 800 cc Fafnir engine, and this was developed into the first Perry car to reach production.

The engine for the car was built in-house and was a twin-cylinder vertical water cooled unit, with 72 mm (2.83 in) bore and 108 mm (4.25 in) stroke, unusual in that both pistons rose and fell at the same time. Drive was

to the rear wheels through a 3-speed gearbox with reverse and worm-driven axle and spur differential. The rear springing was unusual in that the long semi-elliptic leaf springs were supplemented by coil springs. It was fitted with Sankey detachable wheels and Dunlop tyres.

The basic body was an open two-seater, but a long-wheelbase version allowing a dicky seat was also available.

About 700 were made. The Perry Company was absorbed in 1919 by A Harper and Sons and Bean and the four cylinder Perry became the basis of the 11.9 horse power Bean!!

It seems a Perry came to Adelaide; it was written up in the local newspaper of 1913. Thanks to Trove!! Now amazingly Jason Palmer was the only entry received this month. He had just returned from the Veteran Car Club's annual Two Cylinder Rally where he tells me a Perry took part! So we know one of these rarities made it to Australia. Thanks Jason.



This Month's Mystery Vehicle

This month, American, big, and glitzy and rare in this country?

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



New Victorian Road Rules 2023



New road rules are being introduced regulating the use of a range of portable, wearable and inbuilt devices while driving a vehicle or riding a motorbike. The rules expand and clarify a number of rules already in place for mobile phones and take effect on 31 March 2023.

The rules reflect the significant increase of in-vehicle technologies and other technologies capable of distracting a driver and are designed to help keep people safe on our roads.

The rules are expanded from mobile phones and visual display units to cover:

- **Portable devices** (unmounted mobile phones, tablets);
- **Wearable devices** (smartwatches, wearable heads-up display);
- **Inbuilt devices** (Information, navigation, and entertainment systems, heads-up display that is an inbuilt part of the vehicle);
- **Mounted devices** (Heads-up display, tablet, mobile phone, media player etc, if securely mounted in or on a vehicle); and
- **Motor bike helmet devices.**

Rules for L and P platers are different to those for fully licensed drivers Go to link below for full details.

<https://www.vicroads.vic.gov.au/safety-and-road-rules/new-vic-road-rules-2023>

Spirit of the Twenties 2024

Proposed for April next year.

More details in next month's magazine

AOMC Carbon Offset Program

The AOMC is working together with Greenfleet to offer motoring enthusiasts the opportunity to support the environment through a carbon offset scheme. This program enables you to demonstrate a commitment to both the environment and to the preservation of our motoring heritage. It also allows the AOMC to highlight to our stakeholders that the environment and our heritage fleet can exist in harmony. This will, amongst other benefits, help us to support the current Club Permit system.



The annual tax deductible carbon offset fee for a collectable car is very cheap (\$18 for 3000 km/year and \$36 for 6000 km/year) recognising that our historic cars produce very little greenhouse gas per year.



Why should you purchase Carbon Offsets?

As an enthusiast you probably have a favourite type of car. You also understand that other people like different cars. Some may like old army jeeps, while others like sleek sports cars. And then there are those who like old trucks or even old Triumphs (your parents or grandparents may have owned one as you were growing up). But there are other people who see old cars as just being out of date, unsafe and unnecessary users of petrol.

We understand that big SUV's produce a lot more greenhouse gas than many of our collectable cars, especially as our collectable cars are only driven occasionally. The AOMC scheme through Greenfleet enables us to show to stakeholders and the general community that we are committed to both the environment and the preservation of our motoring heritage.



Greenfleet

Why buy offsets from Greenfleet? This is a widely recognised not for profit organisation that, since 1997, has planted over 10 million trees and created and is maintaining over 500 biodiverse forests. It is also recognised by the Government as registered charity and deductible gift recipient and able to provide tax deductible receipts.



For more information, including how to purchase carbon offsets, go to the AOMC website:
www.aomc.asn.au/carbon-offset



Meeting Notes of the AOMC Delegates Meeting

Monday March 6th, 2023 at 7.30pm

There were 70 delegates in attendance representing 62 clubs.

Guest Speaker: Leigh Booth – ‘Tyre Failure can Be Fatal’.

Leigh has had a background of 37 years with VicPolice, 28 years in the crash investigation/major collision unit. He has been involved in approximately 2,000 vehicle and machinery inspections at accident sites, including vehicles as diverse as mobile cranes, trams and a road roller. He then went through a power point presentation relating to various tyre failures that led to major accidents.

Run Flat Failure – tread separation. The tread separates from the casing due to loss of adhesion. This is caused by age (deteriorates over time), underlying previous damage (ingress of moisture), and the biggest enemy excessive heat (underinflation, high ambient temperature). Deterioration can be caused by exposure to UV, oxidation, deflection cycles, heating/cooling cycles.

Why is tread separation an issue? Rapid deflation with flexing of the sidewall and loss of traction. Front tyre failure causes the vehicle to pull to the side of the deflation. Rear tyre failure causes oversteer. Under inflated tyres can cause the same reaction.

Leigh then showed various images of vehicle incidents following tyre failure, and went through the process he used to determine if a tyre failed before a crash, including road markings, markings on the vehicle from tyre damage and damage around the rim.

Treasurers Report. Mark Fenton reported that the AOMC finances are currently in a healthy position and as of the end of February 2023 the AOMC Cash at Bank is \$ **324,886**.

AOMC Events.

Florence Thomson Tour 28th to 30th April. This event has been fully booked with 80 participants.

Festival of Motoring – Cruden Farm Sunday January 29th. Iain Ross reported that approximately 400 vehicles attended the event. \$15,000 was raised on the day which all goes to Beyond Blue.

British & European Show Sunday February 28th. Iain also reported that this event, the first held at Events Central (formerly Caribbean Gardens) attracted 997 cars and 17 motorbikes. The MG car club held their annual concours at the event. Iain thanked the clubs involved for supporting the day.

Engine Number Records: Philip Johnstone reported that there were a variety of vehicles covered in his search requests the last few months. These included Alvis, Amilcar, Austin, Buckingham, Jaguar, E Type Jag, Land Rover, MG, Mustang, Pontiac, Riley, Holdens and Ford GTs.

AOMC Carbon Offset Scheme. Keith Mortimer reported that the reason the AOMC embarked on this program was to change the impression the general public has of the classic vehicle movement. We are proud preservers of Australia’s moveable cultural heritage. International experience is that most peak bodies in other countries are going down the same path with carbon offsets. AOMC has negotiated a scheme geared for historic vehicles recognising their low impact due to low mileage with an associated low cost to participate. It is important to take the information we provide back to your club to give your members the opportunity to participate if they so wish.

Survey Of Historic Vehicle Movement. This is being organised by a group called the Australian Motoring Heritage Foundation based at Eastern Creek. AOMC have been invited to participate and are considering joining in as it is very important to gather data.

Question from the floor: There has been concern at our club about the six dot points in the Presidents report in the February newsletter, particularly VIN plates, Annual Roadworthy for Heritage vehicles, Heritage Plates, Economic Value of Historic Motoring and Environmental and Fuel considerations. Our members were concerned that: AOMC were pushing for annual RWC, what is the survey going to survey?, and with the CPS fleet of only 200,000 on permit compared to 5.7 million vehicles in Victoria our environmental impact is minimal.

Keith responded that delegates raised last year that a single voice for the Victorian movement was needed. To this end, we have been meeting with representatives from VicFed to get a joint position to take to Dept of Transport and VicRoads.. The six dot points that were listed in his report are the areas that were seen as a concern. Keith apologised for not providing any follow up information that has caused confusion.

Chairman Keith Mortimer declared the meeting closed at 9.20pm

If you wish to read the full minutes go to www.aomc.asn.au

Classifieds

FOR SALE AND WANTED

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

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

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

FOR SALE

1926 Dodge Brothers Tourer.

Good solid grounds for restoration or oily rag.

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

Car located in Hawthorn East. \$6,500

Contact Carey on 0403 024 064



FOR SALE

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

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

Price \$200

Contact Geoff Mob: 0419 506 388



FOR SALE

23 Chevrolet Tourer
Present owner 45 years
Fully restored approx 15 years ago
All original car, 6 volt
Extra's, Indicators, Stop lights, Steering damper,
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registered Engine no V3858P Many rallies, Great
performer, Very reliable Car located in Somerville,
Victoria
Price \$20,000.00 ONO
Contact Warwick on Mob: 0467 050 224



FOR SALE

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



FOR SALE

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



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

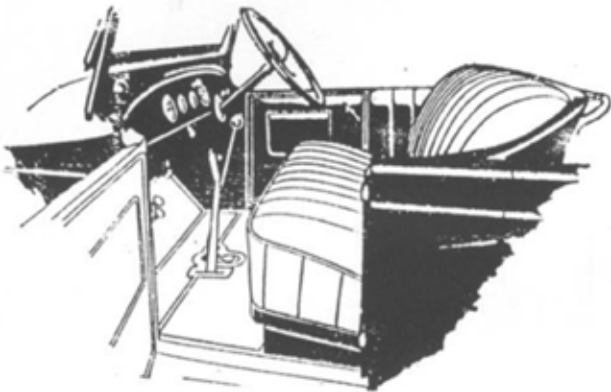
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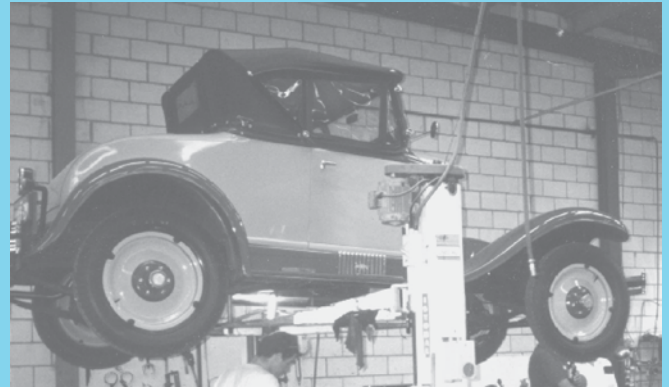
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The logo for 'Antique Tyres' is an oval with the name in a cursive font. Below it, the contact information for Ben McKinnon, Business Manager, is listed. To the left of the text is a close-up image of a red and white spoked wheel.

Ben McKinnon
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134 McEwan Rd
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