

ISSUE 784



AUGUST 2023

THE VINTAGE DRIVER

The official magazine of the Vintage Drivers Club

Patron: Brian Tanti



THE VINTAGE DRIVERS' CLUB INC

Established 1958 Reg No. A0110905M ABN 30 004 426 528

'Catering for those who own or appreciate Vintage Vehicles'

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Committee: Arnold Chivers



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Committee: Kirk Gardiner



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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 0418 998 520

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,
Garry Jewell, Holly & Devron
Schwind and Adam Francis.

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

August	25th	Friday	Members Meeting
Sept.	4th -17th	Mon/Sun	Where the Rivers Run Tour
	9th	Saturday	Coffee & Chat
	13th	Wednesday	Mid Week Run
	22nd	Friday	AGM and Members Meeting
	29/9-1/10	Fri/Sun	Grand Final Camping Weekend
October	7th	Saturday	Observation Run
	14th	Saturday	Coffee & Chat
	18th	Wednesday	Mid Week Run
	27th	Friday	Members Meeting

New Members

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

Garry & Desa McMillan	1928 Bentley Tourer,
	1965 & 1992 Bentley Saloons.
Richard & Elsa Unkles	1923 Fiat 501 Sedan, 1924 Fiat 501 Taxi,
	1930 Austin Seven Ambulance.
Rob & Marysia Poynter	1923 Fiat 501C Roadster,
	1925 Fiat 501C Tourer, 1920 Fiat 501.
Katrina & Euan McDonald	1930 Ford Model A Speedster.

We hope you enjoy being members of our Club.

Magazine Closing Date

Closing date for contributions for the September magazine is:

Wednesday 30th August

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Front Cover:



Charlie Grima's 1929 Ford Model A Sport Coupe, 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

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

Hello again for another month, I would like to wish our members who have been a little under the weather recently a speedy recovery and best wishes from the club.

New members day was held on Sunday 30th July and was a very successful day. We had six club cars in attendance that had turned 100 years old and the owners received their commemorative certificate. It was pleasing to see so many new members attend, there were well over sixty members cars in attendance. As usual, our hard-working events team did a great job and provided us with a sausage sizzle under somewhat trying conditions.

It is time for members to think about putting their hands up for nomination to the Executive Committee, I haven't

heard of any vacancies but remember we all step down and anyone can step up to make your contribution to the future of the club. The Annual General Meeting will be held on September 22nd and a notice has been published in this magazine. Nomination and proxy forms are included in this magazine or as attachments on your emailed copy. The current committee is always ready to support others who may like to put their hand up, I know we say that every year, but we are always looking for new members to help out.

Safe Motoring
Glenda Chivers

From the Editors Desk

Welcome to the August edition of The Vintage Driver.

The last few months have seen the club life become busy after the disruptions of the recent past with lots of events for our members to attend and exercise their club vehicles and partake of good old club socialising.

Our recent Sunday members meeting seemed to be really well accepted with a great turn out of participants and lots of friendly banter taking place over a pizza lunch. I am sure this will be repeated in the future.

Coffee and chats continue to be well supported and I suggest any member who has not come along, will be welcomed.

As usual there is a good variety of events for you, if you are into longer distance touring, short half day events or just social get togethers.

At the recent AOMC Restoration seminar our member Matt Weeks and his beautifully restored Dodge starred, His presentation outlining his skills and his early traffic accident in the newly restored Dodge were of great interest to the large crowd present.

The information provided on the day clearly demonstrated that whilst it is still possible to find craftsmen skilled in the dying trades required to keep our historic vehicles on the road, unless the movement takes action, people to repair components such as carburettors, radiators etc will be difficult to find in the not too distant future.

Now I am always on the lookout for articles from our members, and that includes new members.

I am sure we are delighted to read about how you got involved in the vintage motoring scene. As we are to read about your early motoring experiences. Thanks to those who have answered my call for content it is appreciated.

If you have a vintage vehicle that has not been featured on the cover and you have an interesting story about it, I will be delighted to hear from you.

Finally, if there is something that you would like to see in the magazine, please let me know!

Enjoy the read!
Iain R

Vale - Frank Ahearn

The club was recently advised of the passing of Frank Ahearn in late December 2022. Frank joined the club in 2003 and had several classic vehicles. Our condolences to his family

MINUTES OF THE VINTAGE DRIVERS CLUB MAY MEETING

July 28th, 2023

MEETING CHAIRED BY: President, Glenda Chivers.

Glenda welcomed and thanked everyone for attending the meeting.

MEMBERS PRESENT: There were 57 members present with 7 Zoom members.

APOLOGIES: David & Pam Jenkins, Holly Schwind, Nick Scarffe, Bill and Sally Carson, Graeme Moody.

NEW MEMBERS PRESENT: Eric Richardson, Richard Uncles and Rob Pointer.

MINUTES OF THE LAST MEETING: The previous minutes were accepted by Iain Ross, seconded by Trevor Barby. Carried.

TREASURERS REPORT: Maureen presented her report with figures given for the period of 13th June to 16th July 2023. Maureen mentioned that there were some major expenses for the period being for events including the Kings Birthday Bash and All the Rivers Run. Other expenses included magazine costs and the usual Club room expenses such as cleaning, telephone etc. The Clubs income included membership payments, Rivers Run payments and Clubrooms rentals. Maureen reminded members that memberships are due and to organize payments as soon as possible.

Of note – Glenda reminded members that if you have a Club permit it will not be signed until all outstanding fees have been paid. If payment is not received Vic Roads will be notified that those members are no longer financial members of the club.

NEW MEMBERS:

Doug welcomed those new members that attended the meeting.

Robert & Betty Taylor from Eltham with a 1955 MG TF
Lloyd & Jill Holyoak from Kangaroo Ground with their 1939 Buick sedan and 1952 Hudson Business Coupe
Gary & Desa McMillan from Pantan Hill with their 1928 Bentley Tourer, 1965 Bentley Saloon and 1992 Bentley Saloon.

Doug made note that over the last financial year we have had 53 new memberships and with their partners makes a total of 87 new members.

A big welcome to all our new members.

GEARBOX REPORT: Garry Jewell gave his usual entertaining report of the current previously loved t shirts available with special mention given to the size “s” shirts which Garry commented was for sexy. He also mentioned that the Club has stickers available for Registration reminders.

EVENTS REPORT:

PAST EVENTS:

Coffee & Chat – as per usual a good turn out by members and proving still to be popular.

Mid-Week Run as organized by Garry Jewell to the Penrite collection. Approximately 60 members attended and by all accounts had a great day.

UPCOMING EVENTS:

30th July – New Members Day being held at Scoresby Steam Centre with a BBQ for members.

12th August – Coffee and Chat

13th August- Rob Roy VSCC Event has been cancelled.

16th August – Mid Week Run organized by Anne and Lyall

Drysdale meeting at the Standford Hotel on Stud Road.

25th August – Club Meeting

27th August – Hurstbridge Wattle Festival – further details to follow.

4th – 17th September – Where the Rivers Run Tour

9th September – Coffee and Chat

13th September – Mid Week Run further details will be in the magazine.

22nd September – AGM and Members Meeting

29th September – 1st October - Grand Final Camping Weekend

PRESIDENTS REPORT:

Glenda mentioned that the pedestrian front door had been fixed and painted, the lift has been serviced and compliant. Grant Lane is repairing and servicing the zip hot water heater. Lindsay has mulched and cleaned up the garden. As there is always maintenance to our clubrooms not just for our members but our tenants as well it is good to see where all the money is being spent.

Glenda reminded members that the New Members Day was this weekend and that if members could attend to welcome them it should be a great day.

More volunteers are needed to speak about their lives, experiences etc. Please speak with Glenda.

GENERAL BUSINESS:

Franke Braden spoke about using Doc's Dodge and that as many members as possible should take advantage of using it.

MYSTERY CAR:

The mystery vehicle for July was a 1920's Benz.

MAGAZINE:

As per usual we need content for our magazine so please if you have anything of interest to our members, please contact Iain. As soon as one magazine has finished the next one is started so if you can offer a story, it would be appreciated.

AOMC REPORT:

The next AOMC delegates meeting is in Ballarat with Nick Scarff attending as guest speaker talking about his life as a young enthusiast and he is also a member of this Club.

WHAT IS IT? This months What is It was supplied by Frank Braden who bought in his Grandfathers antique watch stand which he would hang his fob watch on each night.

CARS / PARTS FOR SALE OR WANTED:

Wanted – Frank Braden is looking for parts for a 1977 Chrysler starter motor. If you can help, please contact Frank.
For Sale - Malcolm Savage has 2 x Steel Framed vintage Windscreen in good order. Photographs will be included in the magazine.

Wanted – Jim Watson from the Hobsons Bay Men's Club are looking for a new project so if you have a car that needs restoring that you are happy to sell or donate, please contact Jim Watson for further information.

RAFFLE:

The raffle was run with the usual goodies to choose from with the usual suspects winning a prize.

The president's prize this month was won by Kurt Schulz.

The meeting closed at 8.50pm followed by supper and conversation.

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of The Vintage Drivers' Club Inc Registered No. A0110905M will be held before the Members Monthly Meeting on Friday 22nd September 2023 where the following business will be conducted.

- To confirm the Minutes of the previous annual general meeting held on 23rd September 2022.
- To receive and consider the Annual Reports of the Committee on the activities of the Club during the preceding financial year.
- To receive and consider the Financial Statement of the Club as at 30th June 2023.

NOTE: Details and Minutes of the 2022 AGM were printed in the October 2022 issue of "The Vintage Driver" magazine.

Nomination and proxy forms for the following positions on the Executive Committee of The Vintage Drivers' Club Inc for 2023/2024, are included with this magazine.

President, Vice President, Secretary, Treasurer and 6 Executive Committee Positions

THANK YOU

The Club would like to acknowledge and thank the following people for their kind donations made to the Club in the 2022-23 financial year.

Rod Adler, Ross Ansell, Fred Ates, Andy Avard, Paul Barber, Carl Barnard, Glenn Bennett, Mark Blackman, Frank Braden, Clinton Breeze, Simon Brownscombe, Kristopher Cunningham, Trevor Davey, Neville Finch, Kirk Gardiner, Angela Giannuzzi, Kevin Hall, Peter Hammet, Colin Handasyde, John Holtham, Garry Jewell, Thomas Kent, Jim Kilkenny, John King, Jim Lambert, Grant Lane, Les Lee, Malcolm Loudon, John McEwen, Fred Menke, Ron Pearce, Clem Peeler, Darren Phelan, Anne Phillips, Nico Polato, Will Renshaw, Iain Ross, Peter Schoner, David Smith, Gwen Swingler, Peter Taylor, Anne Tyers, Garry Weatherley and John Zakula.

Letter of Thanks

I would like to thank the club for sending me my forty year membership badge! Is it really that long since I joined the club? I joined the club before I ever had any idea that I would one day own a vintage car, just because I was interested in old cars! My car has been in our family since December 1935 and was unexpectedly left to me by my great aunt when she passed away in October 1983. It was her daily driver. It is a Ford Model A deluxe roadster that was first registered in April 1931.

Bruce Williams. Member number 3070



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

Members Meeting Friday 25th August

Hurstbridge Wattle Festival Sunday 27th August 2023



Invitation Event - Hurstbridge Wattle Festival - Car Display
Bring your car of interest.
Hurstbridge station car park
Cars in before 10am.
Further details call Doug Sterry
0407 358 145
Details of Festival: www.wattlefestival.org.au

Marong Picnic Sunday 27th August 2023



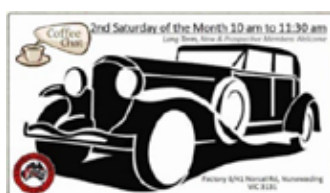
VETERAN VINTAGE & CLASSIC CARS,
ENGINE DISPLAY & TRACTOR TREK



Held at "Malone Park" 41 Marong Park Rd.
Marong
Show your Club Newsletter mentioning the
Marong Picnic for free entry into the oval.
No vehicle movement on the oval between
10.30am to 1 pm. Catering by Rotary
Enquires Neil Athorn 0408 033 839

Where The Rivers Run Tour Mon 4th to Sun 17th September Entries closed.

Coffee & Chat Saturday 9th September 10.00 am at our Clubrooms.



Mid-Week Run Wednesday 13th September.

"Going Back In Time"

Meet at 9.45 am at
Waverley Antique
Bazaar

88 Garden Road Clayton.
(to ensure the best possible
parking for your vintage car)

The Bazaar opens at 10.00 am.
WAB is the largest antique & collectables
complex in Melbourne: approx 1 acre -all
undercover. There are some 400 stalls,
occupied by 200 plus stallholders selling all
things ANTIQUE & COLLECTABLE.

A myriad of treasures to satisfy everyone's
passion. Sue & I will be there to welcome you
with a map of the Bazaar & Instructions for
lunch. Don't forget your Senior's Card for a
discount at lunch.

Any questions, please don't hesitate to give
me a call. Kurt - 0402 117 788



Grand Final Camping Weekend

Friday 29th September to Sunday 1st October.

See details on flyer in this magazine.

Contact Devron Schwind 0411 042 521

Email bobedazzla@gmail.com

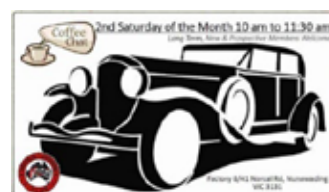
Observation Run

Saturday 7th October

Will leave 10.00am
from BP Outward
Bound at Calder
Park. Further details
will be on club website and in September
magazine.



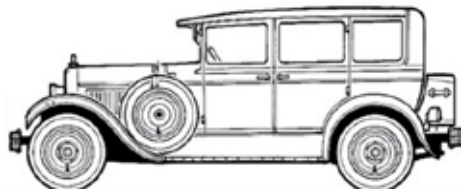
Coffee & Chat Saturday 14th October 10.00 am at our Clubrooms.



COMING EVENTS

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

Mid-Week Run Wednesday 18th October



This event is being organised by "Clan Hupmobile" but is open to all members & all vehicles. Meet at Macca's Diamond Creek. Melway 12A6 (if anyone still uses them!) Arrival time, 9:30am for coffee and/or breakfast, departure at 10:00 am. After a scenic run on a variety of surfaces, we shall be dining at The Bridge Inn Hotel Mernda. Could those wishing to partake please advise Noel Keogh 0430 528 651 or Ross Ansell 0429 173 223 email hupp26@icloud.com by 14th October.

Christmas & Presentation Luncheon Sun. 26th November.

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

Spirit of the Twenties 19th to 28th April 2024



Our clubs major touring event restricted to VDC members and pre-1931 cars. Expression of interest forms have been emailed and included with June magazine



Bendigo National Swap Meet

Featuring:

- 4 Wheel Drive Display
- Barn Finds & Survivor Car Display
- Die-cast Models & Toys
- Over 1700 Sites

11th & 12th November 2023



Entry Prices

Saturday Only \$15
Sunday Only \$5
Children 15 and under Free
(if accompanied by an adult)

Gates Open to the Public

Saturday 6am
Sunday 7am
Sheds Open 7am



www.bendigowap.com.au
Site Bookings 0427 446 660
General Enquiries 0434 730 822
info@bendigowap.com.au



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

Rushworth 2023

Grand Final Weekend

29 Sep – 1 Oct 2023



Camping - Greens Campground Greens Rd Whroo

7km South of Rushworth

Nagambie – Rushworth Rd onto Reedy Lake Rd – onto Greens Rd

This is a no-fuss weekend to get out and go camping in your vintage cars.

BYO Everything

Camper will need to be self-sufficient (there are toilets at the campsite).

Historic Rushworth - Fishing in Waranga Basin

- Fri 29 Sep – Setup Camp
Dinner at the pub (must be pre-booked with Devron)
- Sat 30 Sep – A drive around the basin and a look around Rushworth
Dinner will be a BYO affair although there will be a campfire to sit around.
- Sun 1 Oct – A short observation run after breakfast and then pack up camp and head home at your leisure.



The Vintage Drivers Club

www.vintagedriversclub.com.au

Enquiries / Bookings – Devron Schwind 0411 042 521

bobedazzla@gmail.com

(Complaints will be forwarded to the President)

Mid-Week Event Report – Wednesday 12th July 2023

This mid-week event was to the Penrite Motor Vehicle Collection at Lane 88 Auto Museum located in Wantirna South, this is a private collection of vehicles established by John (JD) and Margret Diamond. This collection has been accumulated over many years and was inspired by JD's own mechanical interest, and his love of classic cars and historic motor racing.

Please note some of the information contained within this report has been source from Lane 88 Auto Museum Web Site.

During the years the Dymond family grew the business into the market leader it is today, the kids often spent weekends selling oil at the track, helping JD and Margaret at various product club talks and car club outings, or dragging JD away from old car bookstores.

JD and Margaret bought many cars over the years, but always had a soft spot for Vauxhalls and European touring cars. As such, the collection features cars from Mercedes Benz, BMW, Bugatti, and Riley, alongside several historic racing cars. In addition, we are lucky to have several short-term loan vehicles to compliment the collection.

Although JD is no longer with us, Margaret and the family still enjoy and actively participate in motoring events across Australia and New Zealand.

JD's wishes that "old cars need to be driven" is a directive of the museum and you will often see these vehicles gracing the open roads, appearing at car shows or on the track.

Once again keeping the mid-week event to about a 4-hour duration saw 60 members attending with many arriving in Vintage vehicles and some in modern, but it does not matter how you get there, most importantly you enjoy the time with like-minded members.



Some of the VDC Members Vehicles

Arrival time was 10.15am, some of our members parked within the museum and others in the large carpark that was opened for us. Whilst waiting for the presentation by Brendon of Penrite many members enjoyed a cuppa provided by Penrite and wondered around looking at the vehicles on display in the large rear area of the museum.



Brendon from Penrite invited us all to join him in the front section of the museum where Brendon welcomed us to the museum and enlightened us that this museum complex was their head office and blending facility prior to their move to Dandenong, his presentation included the history of Penrite from a St Kilda house where the first oil was blended on a kitchen oven and delivered in a wheel borrow and then through the years with different owners to its present-day operation throughout Australia.



Brendon also enlightened us of oils ain't oils and how to identify the appropriate oils for our engines, gearboxes, and differentials etc, his presentation was enhanced with a slide presentation that was laced with VDC members vehicles he had obtain from our website. Brendon also spoke of the cars and motorcycles on display at the museum and gave a brief history on many vehicles on display. On completion of the presentation by Brendon, VDC event organiser Garry thanked Brendon and Penrite for the presentation and making us very welcomed to the museum.



This 1936 Mercedes Benz 540K car was delivered by Mercedes Benz Munich and first used by Dr Ernst Heinkel the German aircraft designer and manufacturer. A left-hand drive Cabriolet B fitted with a 4 speed gearbox. Engine is 5401cc (329.6 Cubic Inch) twin pressurized updraft carburetors Producing 115hp (86kw) fitted with a Roots supercharger that increased power to 180hp (130kw) giving a top speed of 170 kmh (110 miles per hour).



This 1924 Vauxhall OE 30/98 was the 1st Vauxhall to do 100MPH it has a 4224cc – 4-cylinder overhead camshaft 115BHP with 4 speed transmission. The “big/lightweight car” formula has been repeated to good effect many times throughout history of the sporting motor car, Vauxhall’s famous 30-98 was one of its earliest successful applications. The 30-98 was in its day the fastest catalogued production car in Great Britain.

Mid-Week Event Report – Wednesday 12th July 2023



BMW built 462 of the 1938 Type 328 cars between 1936 – 1939. It showcased many advanced features for its time, such as a tubular space frame, independent suspension, a hemispherical combustion chamber engine and even a cigar lighter. Engine is 1791cc BMW six cylinder with triple Solex carburetion 85BHP @ 5000 RPM, 4 speed Gear Box with a top speed of 103MPH.

It was much praised at the time for its performance and handling, proving to be suitable not only for the BMW factory drivers, but also perfect for everyday motoring.

These cars dominated sports car racing up to the mid 1950's including wins at the RAC Rally in 1939, a class winner in the 1938 Mille Miglia and came in fifth overall (first in its class) in the 1939 Le Mans 24 hours.

Around 240 cars still exist, this one being one of only two in Australia



Here are a few additional images of some of the vehicles at the Penrite Motor Vehicle Collection at Lane 88, if you become aware of a group booking you would not be disappointed to attend with that group.

After completing our museum visit, we then travelled a short distance to the Knox Club for lunch, the club had 4 large tables booked. The Knox Club was well prepared for our visit and took lunch orders from our tables and then actually came to the tables after lunch so we could make our individual payment.



This was a very interesting and informative mid-week event that concluded with a social lunch. Garry thank you for organising this mid-week event.

Chris & Sharyn Wells

Coffee & Chat - Saturday 8th July

Our coffee and chat at the clubrooms was well attended with forty eight members coming along for an enjoyable Saturday morning with their fellow members. You are most welcome to attend our regular event with your partner or a friend.



New Members Day - Sunday 30th July

New members day was held at The Melbourne Steam Traction Engine Club grounds in Scoresby. The event was very well attended with new members from the last twelve months being welcomed by many members of our club. Last year we introduced a club award recognising members with 100 year old cars. All members with a listed vehicle for 1923 were contacted and those that confirmed their 1923 vehicle details will receive a certificate of recognition. This year we had 6 vehicles in attendance:

- 1923 Chevrolet Tourer - Warwick Bayley
- 1923 Rolls Royce Tourer - Alan Maden
- 1923 Itala Tourer - Pete Whitfield (Driven by Leigh Whitfield)
- 1923 Ford Model T - Paul Woodman
- 1923 Ford Model T Truck - Brian Smith
- 1923 Fiat 501 Roadster - Rob Poynter

A special thanks to all the members who assisted on the day with erecting of club marquees, directing members at the entrance gate, parking of cars and especially the crew who manned the free club Sausage Sizzle that proved very popular.



Top left to right: Our volunteers busy cooking our lunch, Alan Maden after receiving his certificate, Paul Woodman receives his certificate, Rob Poynter's 1920 Fiat 501, Warwick Bayley receives his certificate and Leigh Whitfield with his brother certificate for the Itala.

New Members Day - Sunday 30th July



Insure with Victoria's first car enthusiasts.

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

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

RACV Vintage, Veteran & Classic Vehicle Insurance:
For a quote call 1800 646 605 or visit www.racv.com.au



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

Members Car - Charlie Grima's - 1929 Ford Model A Sports Coupe

Our cover car this month is a 1929 Ford Model A Sports Coupe.

Owned for twenty eight years by member Robert Schembri it is believed to have been restored in Shepparton.

It last graced the cover of our magazine in 1999

Recently purchased by Charlie Grima a long time Ford fanatic, it joins his stable that includes a 1931 two door Phaeton and a 1930 Cabriolet.

Charlie indicates that sixteen years ago he sold Robert the motor that is now in this car, so he now again owns the motor, but now within the lovely sports coupe.

Ford Model A production commenced in late 1927 and by March 1932 4.8 plus million units had been produced.

There were approximately nine body styles available, the sports coupe was a popular version.



A FORGOTTEN ROYAL TOUR?

With the historic coronation of King Charles on the 6th of May, I thought it would be suitable to re-visit a probably mostly forgotten Royal Tour throughout Australia in 1920. 2023 was definitely my first coronation, but I am sure the second for some of our 'Senior Members' of the club. My only complaint was that King Charles made no attempt to contact me to seek permission to hold his ceremony on my Birthday, poor form all round I say.

So what does a Royal Visit have to do with the VDC? 3 cars were supplied especially for the tour by Crossley Motors. The Crossley's were described as R.A.F models. During WW1, Crossley was very well known as a major supplier of Staff Cars & Light Utility vehicles (Tenders) mainly to the Royal Flying Corps and the later named Royal Air Force when in April 1918 both the RFC & RNAS (Royal Naval Air Service) were combined into one service.



(Original Postcard Photo, Jason PALMER Collection)

Due to the supply of vehicles during the war, Crossley came out after the Armistice in a solid Financial Position. A problem for the War Department, RAF and other services was how to dispose of excess vehicles now they were no longer required. For example, in 1919 the American Army had accumulated 150,000 excess vehicles that had seen war service. A large auction was organised in France where a vast majority of the vehicles were disposed of.

In late 1918 when manufacturers turned their minds back to Civilian production, Crossley Motors had a large surplus of 20/25 military chassis. When civilian sales started in earnest in early February 1919, Crossley had to decide how to update the appearance of these long serving 20/25 models. Model 20/25 & later introduced 25/30 models were updated with a higher bonnet and smoother scuttle line. In view of the vehicles having served in WW1 they were referred as RAF models. One company that took on the updating of the Crossley vehicles was one A.V ROE who had manufactured the Avro 504K amongst others during the war and of course later achieved immortality as the designer and manufactures of the Avro Lancaster bomber during WW2. Another was British Motor Trading Corporation in St James London. **(Below Advertisements, Jason PALMER collection).**

A FORGOTTEN ROYAL TOUR?

THE KING'S HIGHWAY

APRIL, 1920

IMMEDIATE DELIVERY
OF THE
Crossley

AS the largest wholesale purchasers of the famous 25-30 H.P. R.F.C. Model we are in the favourable position to offer immediate delivery of either car or chassis through any B.M.T. dealer (name of nearest sent on application).

Model can be viewed at our Showrooms at the address below.

BRITISH MOTOR TRADING CORPORATION LTD

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Telephone: ... General 588.
Telegrams: ... Admiralty, Charles, London.
AND AT BIRMINGHAM, MANCHESTER, NEWCASTLE AND GLASGOW.

St. James's 19



The Crossley 25-30 H.P. R.F.C. Model "Manchester" Touring Car.

Already having Royal Patronage, Crossley Motors were chosen to supply 3 vehicles to the Prince Of Wales Royal Tour of Australasia and later India.

In 1918, King George V organised a tour of the Dominions by his oldest son, Edward as a thank you to those who served and sacrificed in WW1. Edward had served during WW1, earning the Military Cross. Edward was popular with the Australian Troops due to his familiar, relaxed attitude. He had a great affection for A.I.F servicemen and was affectionately called "The Digger Prince". The Prince Of Wales arrived in Australia

in April 1920 aboard the HMS Renown. Prior to his arrival the 3 supplied Crossley vehicles were shipped to Victoria on 27 April 1920, being unloaded the next day for full suitability testing. The 3 Crossley's being described as a Speedy Limousine, large Touring car and Runabout. The cars were accompanied by Crossley mechanics to maintain them. H.R.H spent 9 days in Victoria, 11 in New South Wales four in Tasmania, 11 in Western Australia, 6 in South Australia and 8 in Queensland. He visited 110 Cities & Towns across Australia. From The Herald, Mon 24 May 1920:

Three 1920 Crossley cars, which will be used by the Prince and his party during their stay in Australia, were given their final test last week in the Ferntree Gully Road, and amongst those who witness the trial was Major General Sir C.B.B White. The three vehicles were shipped complete from England and are of 25.6 h.p similar to the models used by the Royal Air Force in France. A feature of the cars is the particularly high ground clearance – nearly a foot – which enables the roughest country to be negotiated without risk of the undergear striking objects on the road. Detachable wire wheels are fitted to all the cars. Two of the vehicles are fitted with roomy touring bodies the colour being a shade of mole. The third car which is for

SEPTEMBER, 1920

THE KING'S HIGHWAY



Crossley Cars for the Prince of Wales :: in Australia ::

TWO Crossley 25/30 h.p. R.F.C. Model Touring Cars and one Limousine Land-aulette have been supplied for the use of H.R.H. The Prince of Wales and suite during the Australian Tour.

The cars for the use of the Prince had to be of an exceptionally high standard. The vastness of the country to be covered—the unusual road conditions—the necessity for absolute reliability, for comfort and safety, all had to be considered.

That the Crossley 25/30 h.p. R.F.C. Model was chosen is not only a signal honour to the manufacturers, but is an indication of the high esteem in which the car is held.

Full particulars and interesting literature concerning the Crossley 25/30 h.p. R.F.C. Model will be furnished on application.

CROSSLEY MOTORS LTD., MANCHESTER
Builders of Quality Cars.

Crossley

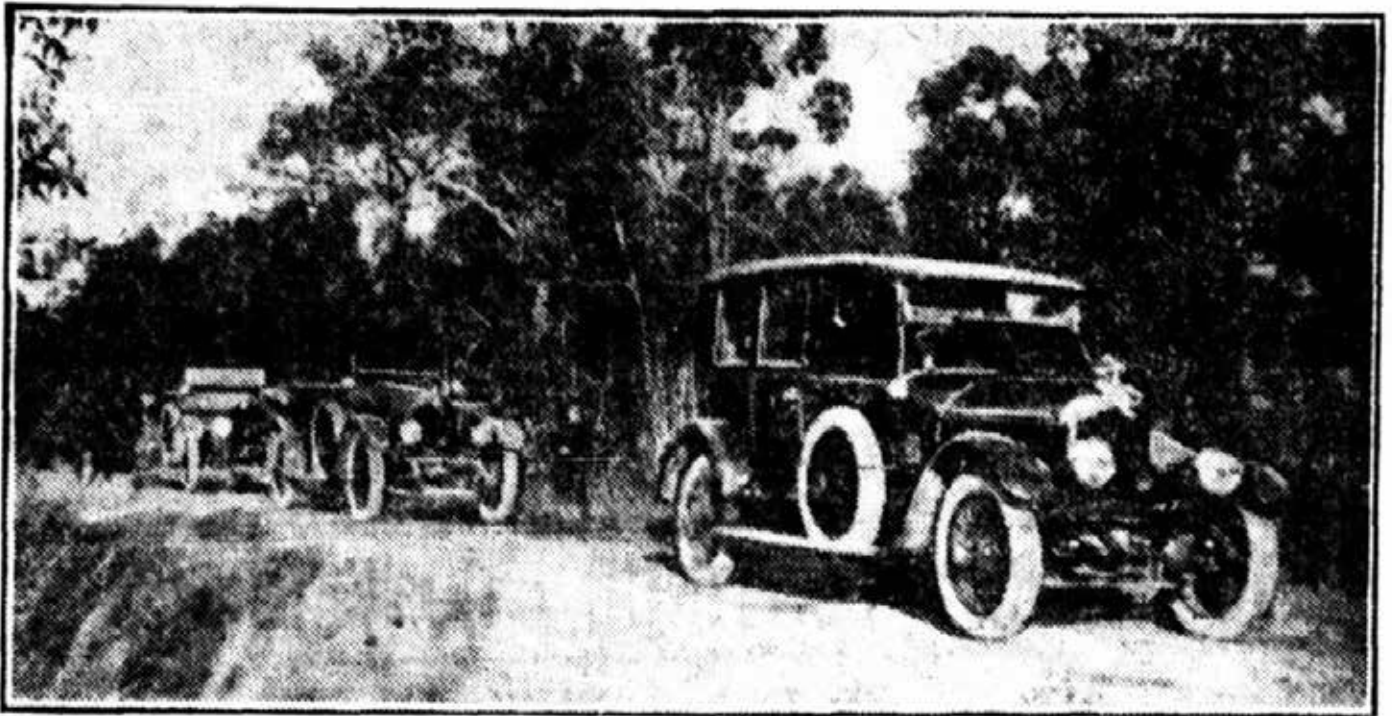


When writing please mention The King's Highway

A FORGOTTEN ROYAL TOUR?

city use and night work is a limousine that seats six. It is painted dark blue with black facings, while the interior is finished off in grey Bedford cord. All fittings for the comfort of the passengers, including electric light are provided. Three experts have been sent from England to look after the cars and one of them, Mr F.J Small will act for most of the time as the Prince's driver.

The Prince's Cars Have Trial Outing



Halt in the Test on Ferntree Gully Road

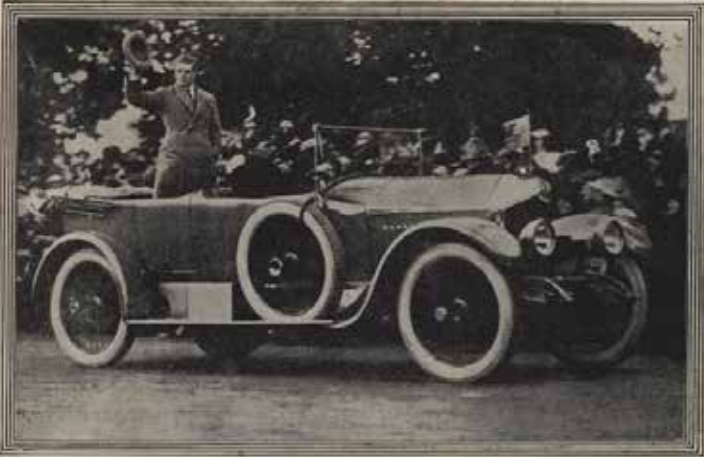


(Un-published Private Photo of H.R.H's Motorcade – Jason PALMER Collection)

A FORGOTTEN ROYAL TOUR?

OCTOBER, 1920

THE KING'S HIGHWAY



H.R.H. The Prince of Wales visiting Caulfield Hospital, Melbourne, in one of the Crossley Cars he is using in Australia.

TWO CROSSLEY 25/30
H.P. R.F.C. Model Touring Cars and one Limousine Landaulets have been supplied for the use of H.R.H. The Prince of Wales and suite during the Australian Tour.


The Prince of Wales in Australia

That Crossley cars were supplied for the use of the Prince of Wales during his tour in Australia is a tribute to their reputation for efficiency and endurance.

Long distances over all sorts of roads had to be covered; comfort and safety were essentials. Time, too, was a factor of importance, and only a thoroughly reliable car could give satisfaction.

Crossley cars are built to give the highest degree of service. This they are attaining in every part of the world.

Write for interesting literature to
CROSSLEY MOTORS LTD.
GORTON, MANCHESTER
Builds the Quality Cars.
London Office and Showrooms—
48, CONDUIT ST., LONDON, W.1.



When writing please mention THE KING'S HIGHWAY.

Apart from attending official engagements, in a rare morning off, Edward attended the Melbourne Club for a hearty game of Squash, an indoor recreation he is especially fond of. The Herald May 29 1920: The handsome grey Crossley car attracted considerable attention in the city streets, and as soon as the passengers were recognised, there was a dash of pedestrians to the kerb and a greeting waved as he passed.

After an exhausting tour of Australia, where his likeness was used to sell just about every product from suits down to Hay Balers, Edward left our shores in August 1920, seemingly along with the Crossley cars. It was said H.R.H. was privately "well over" Australia before the tour actually finished. One company I am sure appreciated the huge free publicity was Jas A. Munroe & Co, Elizabeth Street, Melbourne then Victorian agents for Crossley cars. It seems that the 25/30 chassis found a number of buyers in Australia and so it should of, everyone must agree it is a particularly good looking motor vehicle.

H.R.H. pledged to re-visit Australia and serve his Dominions for the remainder of his life but never returned to Australia.

Serving as The Price Of Wales until 1936 he was known for his love of Aviation and Motor Racing and was hoped to bring forth a Modern Monarchy. As we know, King Edward VIII abdicated several months after being crowned, moving to France and later having an unfortunate positive relationship with one Herr Adolf Hitler.

Crossley once again supplied 12 cars for the Royal Visit of the Duke & Dutchess of York in 1927. Unlike 1920 at the conclusion of the tour the cars were returned to Australian agents for re-sale. One survives in the collection of the National Museum of Australia.

Happy Motoring,
Jason PALMER.

Sources:

Jason PALMER Collection

Trove Archive

www.nma.gov.au

www.crossley-motors.org.uk (Malcolm Asquith)

museum.rba.gov.au

Any Historical Inaccuracies are the responsibility of the author, not the Vintage Drivers Club, Victoria.

1925 Gwynne 8 Super Sports (Replica Brooklands body). Engine No. D/732/2



My earliest recollection of becoming involved in vintage car restoration was as a result of a conversation at a gathering at my younger brother's house, probably mid 1966. As with most Aussie parties, the blokes got together in a group with a beer and talked cars. I mentioned to a friend (who owned a Lorraine Dietrich and a Diatto, both unrestored) that I would like to restore an Austin 7, a desire I had from my school days. He said he knew of a Gwynne 8 for sale, which was much better than an Austin 7, and suggested I follow it up.

As a consequence, I purchased the remains of 3 Gwynnes from a member of the VSCC of Victoria in September 1968 for 40 pounds (before we changed to decimal currency) and brought them back to our house on a trailer behind the Sunbeam Rapier we had at the time. Lesley was horrified. "Did you pay all that money for that pile of junk" Not knowing anything about the Gwynne car, I frequented bookshops and the Melbourne Library in search of information. I bought a copy of Bill Boddy's "Sports Car Pocketbook" which was the only book on sale with any reference to a Gwynne. The library had bound copies of "Autocar", which had some references to the model.

Gwynne cars were manufactured by Gwynnes Engineering Company based in Chiswick, London. They were a long established company specialising in centrifugal water pumps and heavy engineering. During WW1, the company manufactured Clerget rotary aircraft engines under license. After the war, many companies went into car manufacture to utilize the skills and equipment gained during the war years. Gwynnes were no exception, in 1919 Gwynnes entered into an arrangement to manufacture Albert cars with Adam, Grimaldi & Company. The Gwynne 8 was introduced in 1922. The engine is believed to have been designed by a Spanish firm, Elizalde. Gwynne reportedly obtained the manufacturing rights from the Spanish car manufacturer Talleres Franco-Espanoles who made the Victoria car.

The engine (Figure 1) has clean lines, utilizes an aluminium sump and crankcase with a cast iron block and head. It has a capacity of 950 cc, 4 cylinders with a bore of 55mm and stroke 100mm. It has an overhead valve 'cross flow' head. A single updraft SU carburetor was used. A leather lined cone clutch connects via a lay shaft to a three speed gearbox (Figure 6). Final drive is via a torque tube to a spiral bevel differential (Figure 4). The chassis (Figure 3) is conventional with semi elliptic front and rear springs with rear brakes only.

Gwynnes were distributed in Australia through Walter Turner in Adelaide and E W Brown & McClelland in Melbourne.

I selected the best item from the pile of bits and commenced the rebuilding and restoration of one car. I recall visiting a shop called "Vanguard Co." in Elizabeth St, Melbourne. This was the place to get all those odd bits and pieces. They had been there for years. I asked the old bloke behind the counter if he had a head gasket for a Gwynne. He replied, "eight or ten horsepower". I replied, in amazement, "eight", and he walked to a rack on the wall and with a long stick retrieved one off a peg. I still have the receipt, \$7.15 including tax.

I had the springs reset and some new leaves made at "Henderson's Federal Spring Works" in Kensington. I spoke to the shop foreman in a little dark office in a corner of the factory. He pulled out a book and was able to find the specifications for the springs for a Gwynne 8. Total cost for the work including rebushing was \$23.64.

1925 Gwynne 8 Super Sports (Replica Brooklands body). Engine No. D/732/2

The next task was to decide on a body style. None of the bodies that came with the cars were suitable for restoration. I recall they were probably Australian made, as they were not like any of the styles on the English cars. My preference was for a 2 seater sports but the only picture I had was in Bill Boddy's book and a sketch in the "Autocar". I wrote to the VSCC in England and was given David Woodburn's name as a possible contact. I wrote to David in 1967 and his reply in January 1968 included not only some valuable information but also more importantly, some photographs. I made a drawing, scaling from the photographs and using known dimensions, for example wheels and radiator. The car plan was then drawn on the garage floor and timber laminated to shape to form the body frame. The frame was then fitted to the rolling chassis.

THE GWYNNE 8

EXPERIENCE THE KEEN SATISFACTION OF GETTING WHAT YOU PAY FOR

There is here a car which will return for you full money's worth—all that you want is SERVICEL.

ROAD PERFORMANCE AND ECONOMY.

A car so low is fast, and in turning and stopping, and for an economical response in performance.

The Gwynne 8 is an attractive, sturdy, long, close, low, and a carefully chosen body complete now. It has a full length chassis, as against the half length of other light runabouts in the market of its price—fully strength and sleek lines.

It has ample power for its job—and will take half without a mole, and might make one willing to it.

The Gwynne 8 has a guaranteed speed of 60 miles per hour.

It has a completely new and improved steering system. In the R.A.C. Trials in England last season, the Gwynne 8 was the only car that did not bog down on the steep hills of Wales. It came through the trials with the same speed for continuous performance as on the flats.

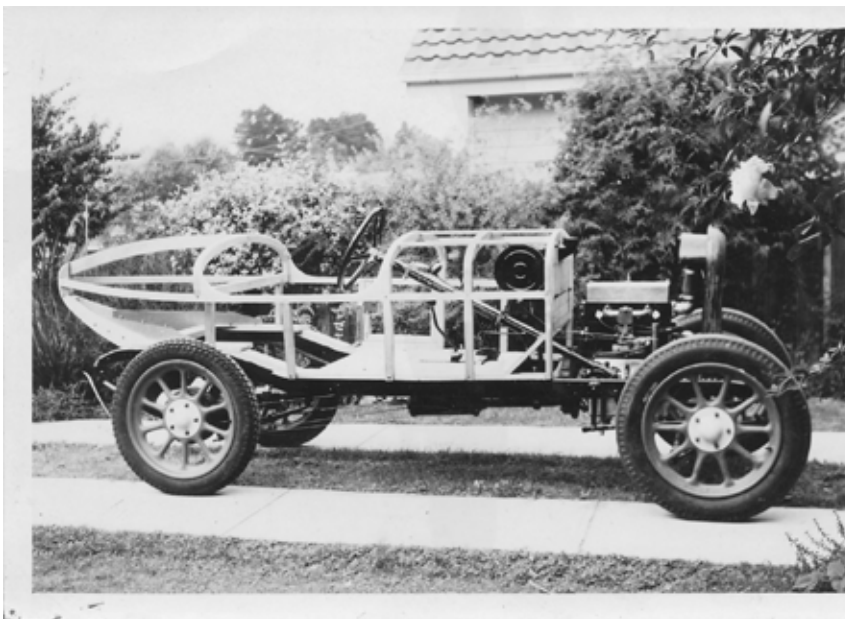
The economy of the Gwynne 8 is due to its unique design, which is the basis of its speed.

You can buy the Gwynne 8, with its knowledge that its future performance will be as good, if not better, than its price—and its price, indeed, is one of the most profitable investments.

Call us and see us in the Gwynne 8.

From £255 in Easy Terms

E. W. BROWN & McCLELLAND PTY. LTD.
482 ELIZABETH STREET, MELBOURNE



It remained in this state for quite a while as there were other priorities for our spare cash and our first child arrived in August 1968. Eventually we saved enough to proceed with skinning the body. I obtained a quote from Sid Ward who was one of the best body builders around, Alvis was his specialty, but his price was too much for our budget. I decided to have Sid do the rear portion, which required the

wheeling and welding, and I would do the front section and bonnet, which had minimal compound curves. The body was completed in 1970, the car painted yellow with black guards and registered in February 1971.



1925 Gwynne 8 Super Sports (Replica Brooklands body). Engine No. D/732/2

Engine

R.A.C. rating: 7.5 HP

BHP: 20 @ 3000rpm

4 Cylinder in-line. Cast iron monobloc, aluminium crankcase and sump, cast iron detachable head

Bore: 55mm

Stroke: 100mm

Displacement: 950cc

Valves: 8, overhead, pushrod activation

Compression ratio:

Crankshaft: 3 bearing, white metal, 1 3/4" diameter journal

Lubrication: Pressure fed main and big ends from pump external to sump

Cooling: Thermo-syphon

Carburation: Updraft SU or Claudel-Hobson

Fuel supply: Gravity from scuttle mounted tank, 4 gallons capacity

Ignition: HT magneto

Propeller shaft: Torque tube

Final drive: Straight bevel

Brakes

Type: Mechanical drum

• Hand: twin shoes rear hubs

• Foot: twin shoes rear hubs

Operation: Cable

Chassis

Deep section cross braced channel.

Half-elliptic springs front and rear.

Three-point suspension for engine

Steering

Worm and wheel

Wheels and tyres

3.50 x 19" well-base Dunlop 'Sankey' wheels.

Transmission

Clutch: Internal leather faced cone

Gearbox: 3 speed. Ratios

• 1st 14.25:1, 2nd 9.2:1, Top 4.83:1,

Reverse 14.25:1

Dimensions and weight

Wheelbase: 7' 3"

Track: 3' 6"

Turning circle:

Weight 12 cwt

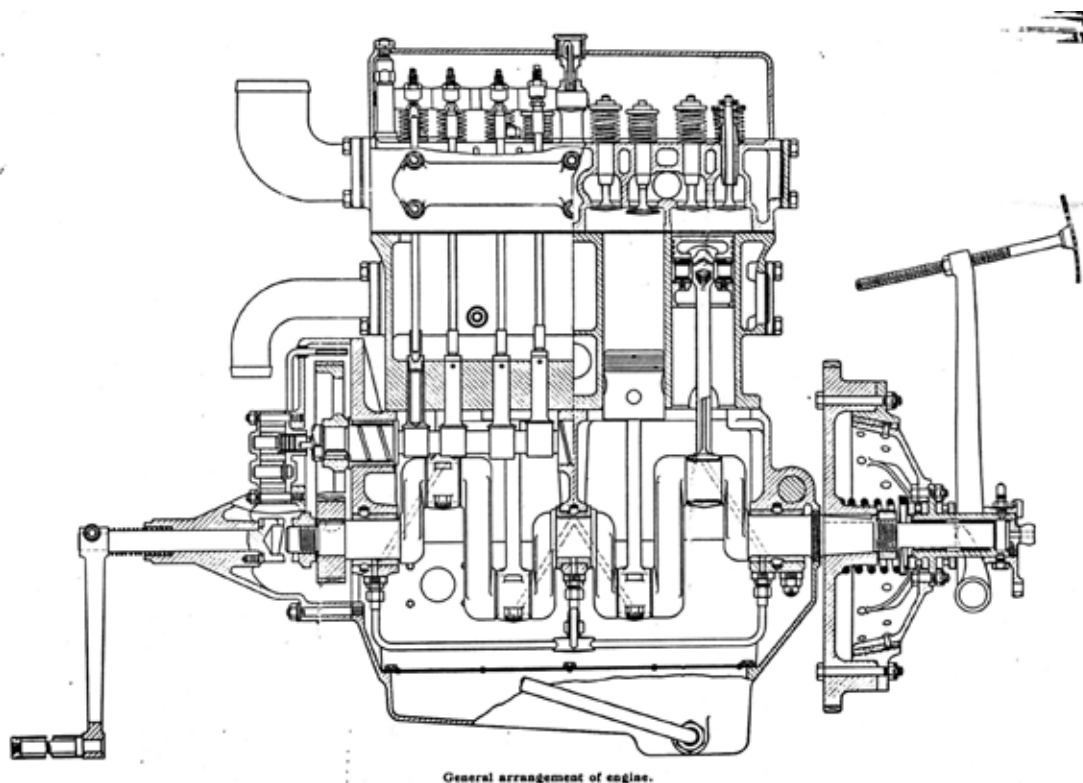


Figure 1, General arrangement of engine

1925 Gwynne 8 Super Sports (Replica Brooklands body). Engine No. D/732/2

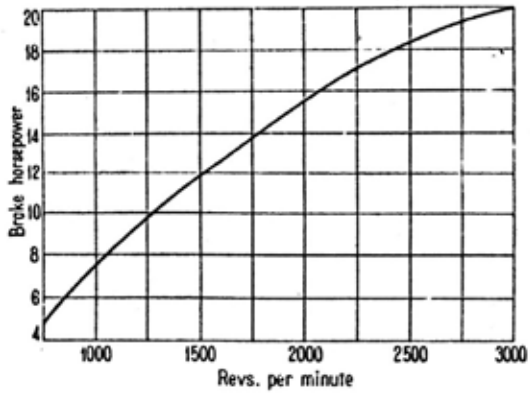
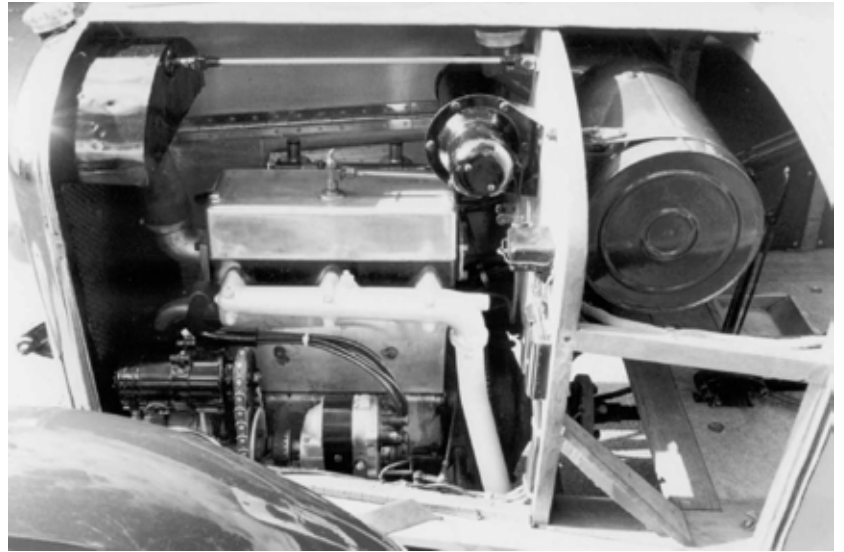


Figure 2, Engine power curve



The clean lines of the engine

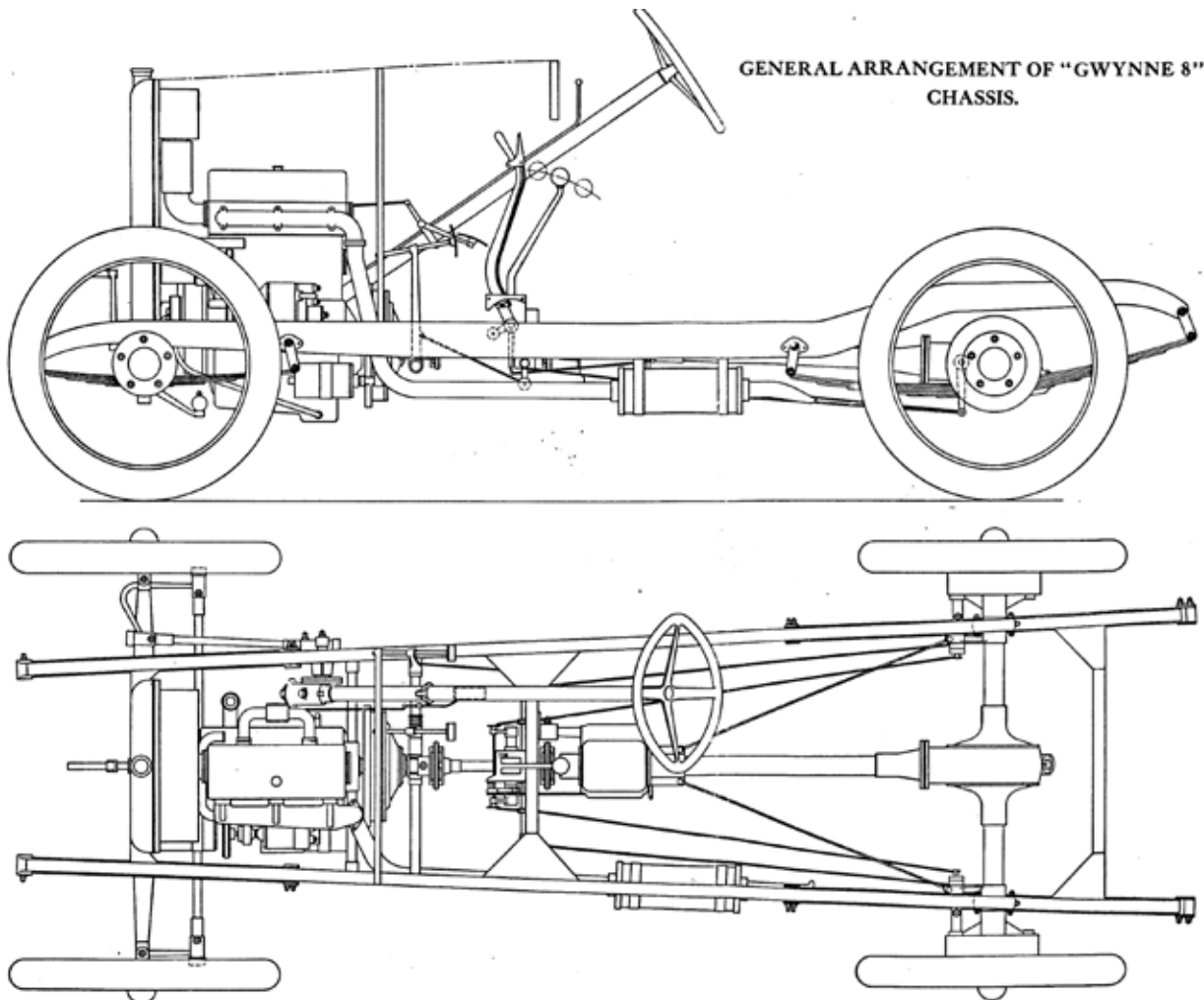


Figure 4, Chassis

1925 Gwynne 8 Super Sports (Replica Brooklands body). Engine No. D/732/2

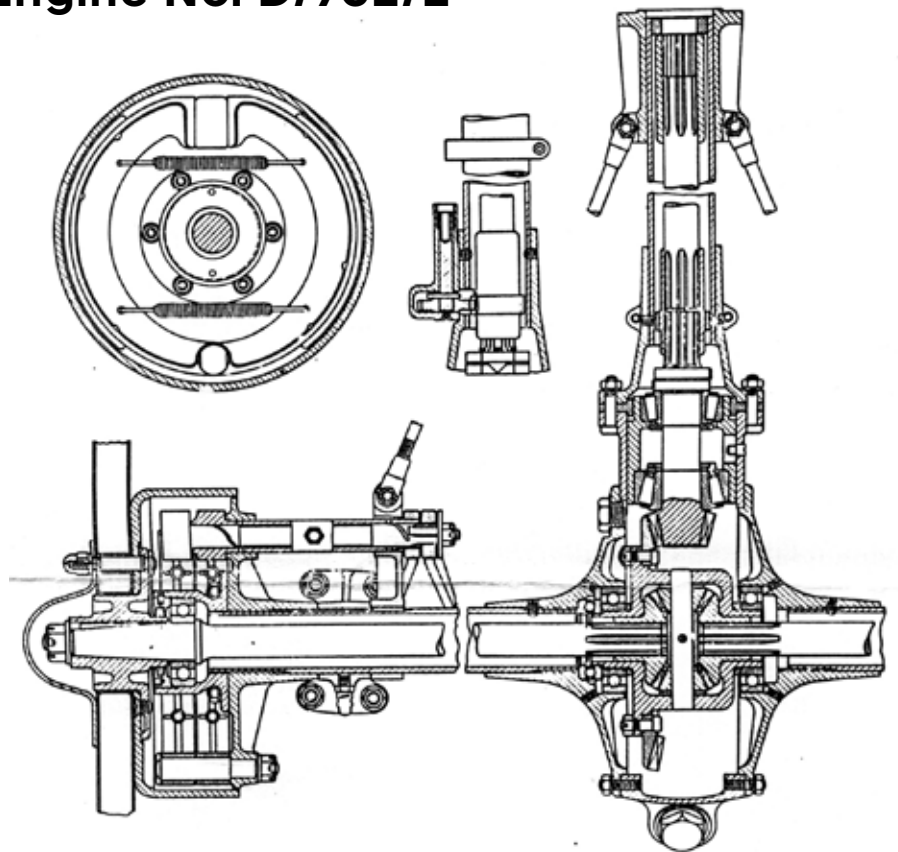


Figure 3, Rear axle arrangement

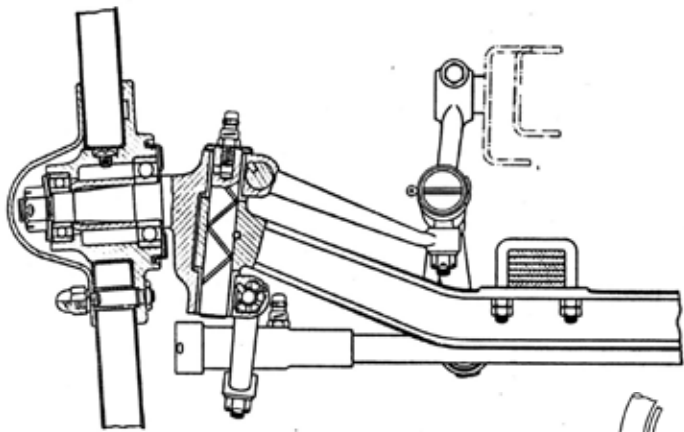


Figure 6, Front axle swivel

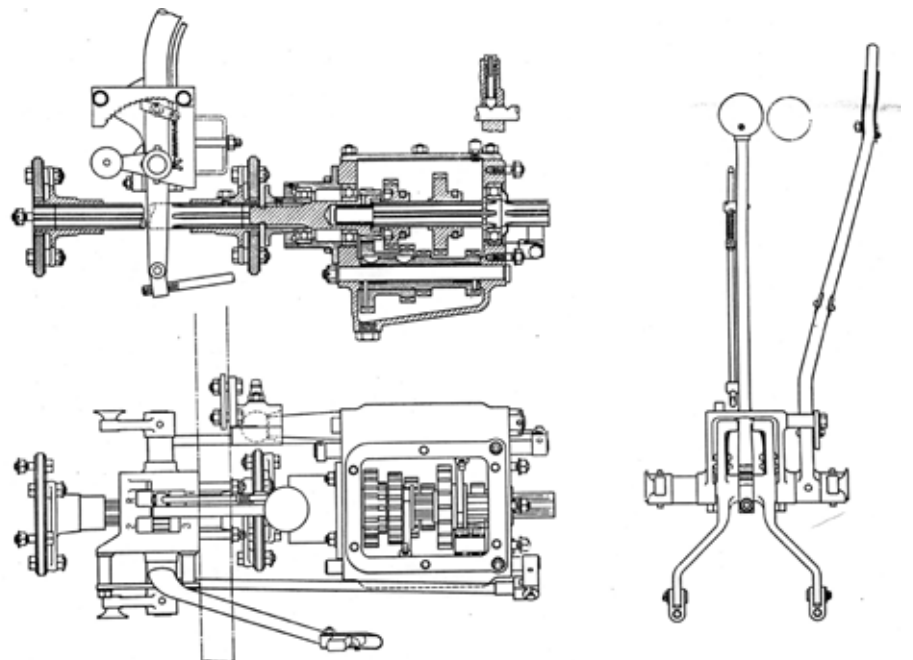


Figure 5, Gearbox and shift arrange-

The Gwynne 8, 100 Year Anniversary. Ian McConville

100 years ago, the Gwynne 8 was released to the motoring public. This is how "The Automobile Engineer" covered the release.

"The design and performance of the 8 HP Gwynne are both decidedly good. The performance, however, taken in conjunction with the engine dimensions, becomes sufficiently unusual to be described as the outstanding feature in conjunction with the chassis."

In general layout, orthodox practice is followed, and while the drawing office work is good, nothing particularly new is displayed in this direction. The performance, however, is decidedly an achievement and comes as a pleasant surprise. That a standard four-cylinder light car of 7.5 R.A.C. rating should be capable of speeds verging upon sixty miles per hour and at the same time take the majority of main-road hills on top gear is something in excess of what might reasonably be anticipated from an engine of this size. Moreover, the performance seems to have been secured without sacrifice of any other quality, the car being docile and manageable and having no outstanding vices."



There is no firm evidence as to the source of the design of the 950 cc OHV engine, but it may well have come from the Spanish firm at which Adam Elizalde was a designer. He designed a 15 HP engine with similar layout to the Gwynne.

Production of the Gwynne ceased in 1925 with the demise of Gwynne Engineering Company, but some chassis were assembled until 1927 using parts already manufactured. The car had become more difficult to sell in the face of competition from the cheaper Austin 7, which had the additional virtue of four-wheel 'brakes' and mechanical simplicity.

Most sales of the Gwynne 8 were in England but quite a few were exported to Australia and sold in both Victoria and South Australia. I have owned my car since 1965, purchased as a trailer load of parts and restored over several years. It was a very competitive car in the early 1970's winning many VDC events. It has come back to life again with my son using it regularly for school pickups! It can outpace the Austin 7 and Austin 10 on the 'test hill' and holds its own with the Riley 9 and Wolseley Hornet. Not bad for a car 100 years old!

**Will you accept a trial run in the
GWYNNE EIGHT?
You will not be pressed to purchase.**

The "GWYNNE EIGHT"
was
1ST
in the Junior Car Club's
Spring Handicap at
Brooklands—
1 Litre
finishing at over 70 m.p.h.

Other recent successes are—
London-Exeter-London - GOLD MEDAL
Worcester Spring Trial - GOLD MEDAL
Colmore Cup - SILVER MEDAL
Economy Trial - GOLD MEDAL
Victory Cup - GOLD MEDAL
London-Land's End - BRONZE MEDAL
Edinburgh 1-Day Trial - GOLD MEDAL
London-Holyhead Reliability Trial - GOLD MEDAL
Saltersford Hill Climb - GOLD MEDAL
General Efficiency Trial (Junior Car Club) BEAT ALL COMERS of the four-cylinder water-cooled class.

We invite you to take a trial run with your local agent. He will not press you to buy. The whole of the Technical Press—all Owners—and over 300 practical and experienced Motor Engineers throughout the Country are enthusiastic about it. May we send you the name of our nearest Agent, and a copy of our descriptive catalogue "N"?

**The
GWYNNE EIGHT**
(Made by Gwynnes)
4-Cylinder water-cooled 2 or 2/3 Seater
costs only **198 Gns.** complete

The *Albert*
"The Car with a Personality"
(Made by Gwynnes)
from **300 Gns.** Complete.

Sole Concessionaires:
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94, Great Portland Street, London, W.1.
And 300 Agents throughout the Country.
Telephone: Mayfair 3028.
Telegrams: "Serantoc, Phone, London."

From the Archives

Gulf to Gulf 1999

As a group of club members will be setting out on a long distance tour entitled Where the Rivers Run in their vintage vehicles It was thought appropriate to feature a long distance tour from the past entitled Gulf to Gulf and described by Bill Eldridge and Lindsay Truman in 1999. Some eleven-club vintage and classic vehicles made this trip.

Bills contribution.

Where do I start? What a great trip. Tibbie and I left Melbourne on Friday 9th July and went to Mildura - very cold - new motor - fuel economy only 14 - 15 mpg not the 20 we had been getting on around Australia but hope it will improve. From Mildura to Burra and arriving in Port Augusta Sunday morning, by this time everyone had arrived and set up - 18 cars in all. Said our goodbyes to family and friends and left in heavy fog and drizzle. After an hour heading North the sun came out - we didn't see a cloud for the next three weeks - shorts and thongs all day - every day.

Woomera morning tea and visit a great museum. Lunch at Roxby Downs - this was my biggest surprise of our trip, I couldn't believe the size and layout of this modern mining town, in the middle of the desert. On to Andamooka - no surprise, not a tree, white chalk heaps with two dozen levels for a caravan park, in the dust.



Next day a tour of the towns, heritage houses in the main street, houses underground with mine behind. New opal fields are still being opened up. Visited a hut out on the field where the locals raised \$300 thousand for the Royal Flying Doctors, from the sale of beer.

After lunch a local "Irish Paddy" took us to his plant where he runs the early mullock heaps through an old caravan on conveyor belt under ultraviolet light where we all found some opal to keep.

Next day, Lake Eyre South for lunch, no water but white salt as far as you could see.

Oodnadatta track. The start of our tyre troubles. Met up with Dennis Robertshaw, Ralph Quaine at Maree, stocked up on a couple of drinks and up the Birdsville track 100m for our first bush camp. Great company and yarns around the fire.



From the Archives

Gulf to Gulf 1999

Early start for Birdsville 500km - very rough stony roads, playing havoc with water tanks and trailer tyres. Patches not taking to the new tubes so repairing same puncture up to three times. Tread throwing off camper tyres, arrived about 5pm. Pub booked for dinner where we had our menus on the table welcoming the Vintage Drivers Club. This is where I had to change direction and go North to Boulia instead of East to Windorah as the fuel shop had closed down, no fuel for 300 miles, no tyres, no water, and very rough roads.

Some visited the great museum at Birdsville while others did repairs. Birdsville had sold out of tyres, as the Queensland school holidays have just finished. We managed to get a second hand tyre for the camper then tried to catch up with the group. We had a great bush camp North of Bedourie. Next morning, we split into two groups as we had 700km to do today, to be on track with our booking for caravan parks (caravan parks booked out for weeks in advance) seven cars went on to Mt Isa and eleven to Longreach, arriving at 6.30pm. Spent the day visiting the Stockman Hall of Fame and Qantas Museum. Next day Winton where the Waltzing Matilda Museum is a must. Next day route 66 to Mt Isa, visited the famous Blue Heeler Hotel at Kynuna, Crocodile Dundee's Pub at McKinlay, Cloncurry and Mt Isa for three days.

Tour of the mine was a highlight, more than 1km down in about four minutes with three stops to the bottom. We travelled in a Toyota 4 wheel drive to other levels on a spiral centre road with roads running off in all directions. There are 950 odd km's of road and 340km of rail line in the mine: a great half day tour. Leaving Mt Isa toward Camooweal for 120km of sealed road then North to Riversleigh, extremely rough 20 to 30 mph for 200kms. I had booked a tour of the Riversleigh fossil site - we only saw a sample of the area but well worthwhile, on to Lawn Hill for two nights. Lawn Hill was another highlight. We canoed up the three sections of gorge with its abundant water and lush tropical vegetation, millions of years old. Saw our first freshwater crocodile here. The area around is dry grassland plains.

We say good-bye to four of our vehicles here as they only have four weeks. fourteen vehicles head to Burketown for lunch and bush camp at Leichardt Falls. Next day on leaving I had to turn in heavy sand, we heard a loud axle crack. After 20 miles and two stops looking for a strange noise in the rear, we saw the wheel about to fall off, the axle had broken on the taper about an inch in from the nut - 20 minutes and going again on very, very rough road to Normanton. Five days rest and relaxation here after reaching the Gulf in 16 days from Melbourne. Days run to Karumba for a plane flight over the channel system.

Next day to Karumba for a days fishing on a 'drive yourself BBQ boat' eight of us had a great day - plenty of big fish, of all kinds; a long day and plenty of sunburn even though we had been under cover all day. Thursday saw us travel to Croydon on the Gulflander, staying overnight and returning the next day. Heading on to Croydon Gold Mining area which we explored then on to George Town for two nights, a very old gold mining town. Then travelled out to Cobbold Gorge.

Undara is our next highlight, the huge lava tubes and surrounds were wonderful. Next day trip to lunch was dry savannah land and the climb up into the mountains - and then it rained but we saw waterfalls, huge fig and forest trees lakes and dams.

Down to the coast to Cairns, picked up Margaret from the airport and on to Mossman for a week. Sunday a run to Daintree village with the local club, back to Mossman where the local club put on a BBQ for us. Monday a day run to Cape Tribulation in the Daintree National Park - what a beautiful area, rainforest, board walks, huge sandy beaches. Wednesday to Cooktown - three vehicles, Bill Eldridge, Wayne Henry and Jim Bury went via the coast road the rest went via the inland road. We had all sorts of reports about the road with extremely steep mountains and deep-water crossings. (Well, the hills were very steep, but the water was only up to the running boards, the road was also very, very rough 10 - 15 mph for 3 hours)

Cooktown had a river cruise, climbed Captain Cooks lookout and went through the Cook Museum. A walk through the 120 year old botanical gardens then back to Mossman.

Tibbie left us after we arrived at Mossman. Tibbie and I have travelled a lot of miles around Australia together and I missed his company.

From the Archives

Gulf to Gulf 1999

Lindsay's contribution!

We left Melbourne on Wednesday the 17th July heading for Port Augusta to the start of the Gulf to Gulf rally. First night we stayed at Bordertown then to Birdwood Museum where it was teaming rain, then on to Adelaide to stay the night. Day 3 we left Adelaide then to Glenelg and Wallaroo. On passing through Port Wakefield, we noticed a Model A Ford in the driveway at 6 John St, which is my address in Blackburn. On to Port Augusta and wait in CV Park for the others to arrive, we left Port Augusta on Monday 12 July, visiting Woomera, Roxby Down then Andamooka opal fields and did some noodling in the mullock heaps. From Andamooka we went up the Bore field track to Lake Eyre south then Maree where Dennis Robertshaw and Ralph Quaine met us for the trip up the Birdsville track, we had our first bush camp on the track. A big log fire at night and a million stars. Next day on to Birdsville and a few beers in the pub and dinner at night.

Another bush camp on the way to Bedourie then we had a big day's drive to Longreach about 700km, arriving at dusk and hitting a roo on the way. We saw the Stockman's Hall of Fame and Qantas hanger then to Winton and the Waltzing Matilda Museum. Winton to Mt Isa for a few days, did the below ground tour and dinner in the Irish club. Mt Isa to Lawn Hill via Riversleigh fossil site, the roads were very rough and corrugated in places.



On the side of the road, we found two wrecked trucks, one of which was an AA Ford. Two nights at Lawn Hill, we did a three hour canoe trip on the gorge, this is a must see place if you like bush walking and beautiful scenery.

Lawn Hill to Burketown for lunch then a bush camp to Leichardt Falls, it was very dry, and the station owner asked us not to light fires, I tried fishing in a water hole with no luck, being very aware as we are now in crocodile country. On to Karumba for a days fishing and croc spotting. Dinner in the local pub in Normanton, at Croydon we met a fellow called Dan Connelly who has a collection of utility trucks and acres of junk, and we also went to see a Nash Quad lying derelict in a yard, this was spotted by Bill & Tibbie, then onto George Town. Scenery very dry, we looked at a large wrecking yard of trucks and cars. George Town to Undara larva tubes which were very interesting, at night we fed two small Rufus bettongs in the camp area. Then to Malanda in the Atherton tablelands where it rained for the three days we were there, but we still did the tourist things, like the Big Cedar Tree, Lake Eacham, Curtain Fig Tree, Malanda Falls then we headed for Mossman and the humidity of the coast. This was where we left our camp before we drove to Cook town, some cars went up the Bloomfield Road, which is very rough and mountainous, we went the inland road which still has about 80km of dirt with some very rough patches, on arrival in Cooktown we met a fellow called Eddie Ratcliffe who was driving a Jewett and had the remains of a Paige car at home.

We also met a fellow with a Ford A. We toured the Endeavour River and lookout on the return trip we had minor wheel trouble, just a bit of cracking of the centre. Back at Mossman I met a fellow with a DeSoto coupe and a Buick and on entering his shed he said BE CAREFUL when looking at the cars as there are pythons living in here, so I was very careful. In the Mossman area we also saw Cape Tribulation and Daintree Village; onto Cairns and another car collection including 23 Cadillac, A & T Fords, DA Dodge, and a swim at Trinity beach. We did the train trip to Kuranda and returned via the sky rail from which the scenery was breath taking. Next day to Townsville, had dinner at Rod Hokin's place and looked at his Chryslers also visited the Omnimax theatre and aquarium. Townsville to Charles Town, this is a very historical town with many restored buildings. Visited another car collection of Alan Pina. Townsville to Airlie Beach where we went on a cruise and I did a scuba dive in the canal, at night we were feeding a possum and

From the Archives

Gulf to Gulf 1999

baby in the camp kitchen. Airlie Beach to Mackay to see the sugar cane mill, we met Ray & Hazel Smith and had dinner at their place one night. We fitted a new manifold gasket to the A Ford as it was leaking a bit then onto Rockhampton for a trip to the Ridges Resort just for a look, on to Hervey Bay where George Rae and the Henry's went whale watching and I laid on the beach.

Next stop Caloundra where we had the misfortune of having some of our cars broken into and some things stolen. Near Caloundra we looked at a car collection belonging to two brothers which would be the longest collection I have ever seen, mostly 30 to 60 cars but some very original with low mileage and many trucks. Still heading South through Gold Coast and down to NSW through Sydney to Kiama, Tathra and then - DRAMA !!. Many of our cars had oil under the mudguards and it turned out that Bill Eldridge had major gearbox problems, and dropped oil on the road and the others following picked it up on their tyres. On inspection of Bill's gearbox, he found the bottom of the case missing and no second gear so off to the pub to think about it, on returning with plenty of verbal advice and people getting in the way he patched it up with grey tape and body filler, new oil and next day to Lakes Entrance and HOME.

After nine weeks and Twelve thousand Five hundred kilometres, all the cars returned home under their own steam and all were very reliable, the Ford A that I accompanied George Rae in only needed minor attention at times and not even a puncture.

Thanks to Bill Eldridge for organizing a terrific trip.



COOKTOWN LOCAL NEWS 19-8-99

VINTAGE DRIVE TO COOKTOWN

A dozen beautiful vintage and classic cars motored into Cooktown late last week on the last leg of a marathon trip which has seen them travel from Spencer Gulf to the Gulf of Carpentaria on the way to Cairns and, eventually, back home to Melbourne.

Members of the Vintage Drivers Club of Melbourne departed Port August, South Australia, on July 12th taking a trip to Central Australia from Spencer Gulf to the Gulf of Carpentaria across the top to Cairns and to Cooktown via the Coast Road.

The convoy travelled through Woomera, Roxby Downs, Andamooka, Maree, Birdsville via the Birdsville track, Wondorah, Longreach, Winton, Mt. Isa, Lawn Hill, Normanton, Croydon, Cairns, Mossman to Cooktown.

The total round trip will take eight weeks and the travellers are supported by a number of more up to date cars.

The eight vintage cars (to classify as a vintage car the vehicle must be built between 1918 and 1930) included a 1924 Chrysler and a 1928 Chevrolet. The four classic cars included a 1936 Dodge and a 1938 Plymouth.

Many people, when hearing of the old cars gruelling route wonder how it they cope with the poor road conditions.

However, Bill Eldridge, from the Vintage Drivers Club pointed out that these cars were actually built when almost all roads were in poor condition!

"In fact," Bill said, "it must be remembered that it was vehicles like these, which opened up the outback areas of Australia and the roads were not as good then as they are now."

The Vintage Drivers Club has organized a number of majority rallies since 1962, in 1988 the route took them right around Australia over six months.

The cars, and their drivers, enjoyed a brief stopover in Cooktown and then headed off to Cairns via the Bloomfield Track.



Last Month's Mystery Car

Last month's mystery vehicle really was a bit of a mystery? Thought to be a Benz of the twenties.

It came from a collection of photos provided by a senior member. It is marked Benz Sorrento Christmas 1949! Now as well I checked with the AOMC registration records and sure enough this registration came back as being fitted to a Benz.

Now I have doubts about this vehicle's providence, and this is backed up by Jason Palmer's extensive knowledge of German marques. We do not believe the radiator badge, or the shape of the radiator are typical of either Benz or Mercedes Benz?

Further it is noted the poor fit of panels and hood and different sized tyres at the front are of interest. The best we can come up with is that it might be a Bitzer constructed on a Benz chassis.

More details as they come to hand.



Our Mystery



The Real Thing

This Month's Mystery Car

This month a short-lived American luxury brand with a General Motors connection.

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

Contact: Iain Ross Mob: 0409 027 392

Email: imgross@bigpond.com



Classifieds

FOR SALE AND WANTED

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

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

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

For Sale

1927 Dodge Business Sedan

This vehicle was purchased by my grandfather in 1934 from a car yard in Keilor Road North Essendon. It was restored in 1994 in time for the National Rally Cootamundra 1994. It has the original number plate. It has all Steel Budd body.

Sale Price \$22,500.00 Macedon Victoria
Contact: Andrew Urie 0414 301 572



FOR SALE

Fully restored one only brass Dietz majestic acetylene H/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

1925 Bean 12,
Complete rolling chassis, on good wheels,
Some bonnet panels.
\$2,500.00 Ono.
1925 Arrol Johnston,
Complete rolling chassis, rusty front scuttle, some other parts available.
\$3,000.00 Ono.
1930 Sunbeam 16.9, Saloon,
lovely original barn find car, running before put in shed,
\$18,000.00 Ono.
Contact Brian Mob: 0417 569 873 Email: Brianhead@gmail.com

WANTED

Urgently Need Step-Starter Motor for 77 Chrysler
Contact Ray Smith 0419 597 055

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1927 Chrysler Roadster

Body by Holden
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The car is located in Emerald Queensland
The owner can be contacted at lynettejames@westnet.com.au or phone 0400 205 129.



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1939 DODGE:
2 wheels in good condition – \$50 the pair, ONO.
1 original crank handle – Make an offer.
2 headlight glasses, one slightly damaged – Make an offer.
All parts located in Beechworth Vic.
CONTACT: David Boyd
0421 064 689



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Hupmobile 6 cyl. 1926-38. One size fits all \$220 each
Packard 6cyl. & 8 cyl. Price on application
Contact : David Dewar Ph : 0418 555 914 or 0419 371 441



For Sale

1928 Rugby Tourer

This vehicle was purchased by my father in unrestored condition and after completing panel beating and spray painting courses, restoration was completed in 2002. In the 2003 Macedon Ranges Grand Tour it was driven by Peter Brock from the starting point in Gisborne to the top of Mount Macedon.
Sale Price \$19,500.00 Macedon Victoria Contact: Andrew Urie 0414 301 572



For Sale

1926 Jewett Club Sedan

The car is fully restored and currently on NSW Limited Registration (Club Plates).
Located in Cootamundra NSW. Price \$25,000. ONO

Contact: Ian Brown email ian.brown@falam.net phone 02 69422283. Mobile 0409155942



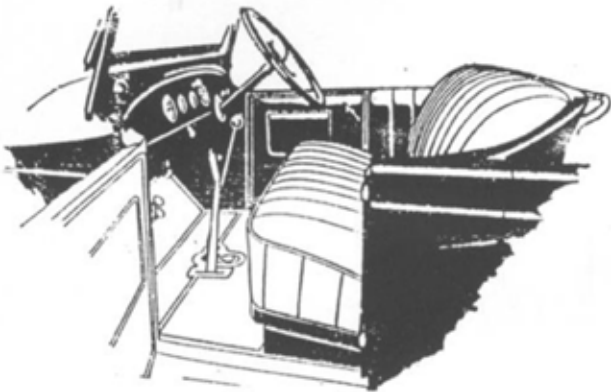
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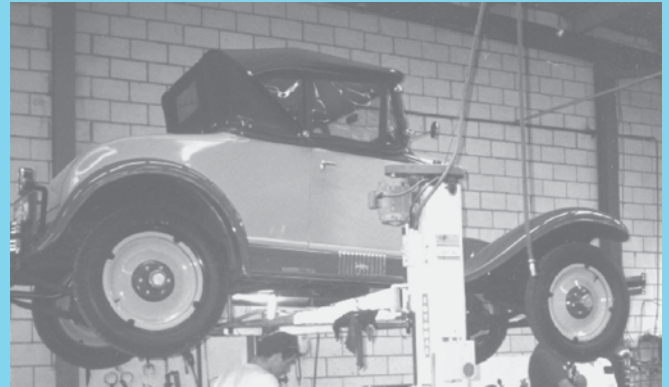
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