

ISSUE 789



FEB 2024

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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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:

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

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 & amp;
Edith Stevenson, Garry Jewell,
Holly Schwind, Adam Francis and
Doug Sterry.

Members Meeting

Friday 23rd February 2024

Guest Speaker

Our member David West will be the speaker for our February meeting. He will present information about the history of Victorian Number Plates along with a visual presentation and display of historic plates.

A very interesting topic come along and enjoy it and at the same time enjoy fellowship with your fellow members.

Meeting starts at 8:00pm

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 2024

January	21st	Sunday	Festival of Motoring Cruden Farm
	27th	Friday	Club Meeting & BBQ
February	23rd	Friday	Club Meeting
	24th	Saturday	Night Trial
March	9th	Saturday	Yarra Glen Pre Swap Run
	10th	Sunday	Yarra Glen Swap Meet
	22nd	Friday	Club Meeting
	23rd	Saturday	Eddington Sprints
	23rd	Saturday	Display at Belgrave Primary School
	24th	Sunday	Kalorama Rally
	29th	Friday	Hot Cross Bun Run
April	13th	Saturday	Coffee & Chat
	17th	Wednesday	Mid Week Run
	19th -28th	Fri to Sun	Spirit of The Twenties
	26th -28th	Fri to Sun	Florence Thomson Tour
	26th	Friday	Members Meeting

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New Members

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

Daniel Zampatti	1925 Morris Cowley ex Stephen Hands
David & Bev Mason	1929 Ford Model A Sedan, 1936 Austin Sports Roadster
Wayne & Irene Green	1934 Ford, 1958 Ford Customline
Michael Lambert & Michelle Scurr	1928 Austin Seven Chummy
Colin & Anne Maginnity	1927 Amilcar Coupe

We hope you enjoy being members of our Club.

Front Cover:



Dayle Couacaud's 1927 Chevrolet Woody Wagon, 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 March magazine is:

Tuesday 27th February 2024

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

We are already into our second month; they say time flies when you are having fun. From what I can see our club is certainly having fun!

Our first members meeting happened to fall on Australia Day. It was great to see one of our members come up with the idea of getting as many cars to the club meeting as possible on this day. The day was promoted by a video and emails to members. What an outstanding success! Over 50 cars (I believe) showed up for a 4.00 pm start to our meeting. Big thanks to the Emmerson and Emmerson team and our events team for what I would say was a fantastic day. The enthusiasm for the day was contagious thanks to all members who made the effort to decorate their cars and themselves.

Our club has grown to 533 members with partners 914, we are keeping our membership coordinator busy with new members each month. Our Executive committee and events team can only do so much, it is you, the members, who really make the club what it is.

Yarra Glen Swap is coming up so please give us a couple of hours of your time to make this one as successful as the last. Some clubs make it a condition of their membership that you volunteer a certain number of hours each year. We have not gone down that track but are trusting members to

come forward on a voluntary basis. Two hours of your time can help other members not having to give 5-6 hours of their time: Let's share the load.

The Executive would like to welcome Melissa Sterry to the team. We look forward to the next 12 months with Melissa on board.

On a more strategic note, early last year, the Federal Government called for submissions in relation to a forthcoming review of vehicle emissions and the standards that will be applicable in the future with the rise of electric vehicles. At the prompting of this club, AOMC made a submission to raise the concerns of the old vehicle movement and the impact the new regulations might have on our cars. There is no doubt new regulations will be more stringent than any before them. How many times have you read or heard the quote "Drive these cars while you still can." Your Executive committee will be following developments.

Safe and Happy Vintage Motoring.

Glenda Chivers

From the Editors Desk

Welcome to the February edition of The Vintage Driver. It has been a busy time for the editorial team with car shows scheduled in quick succession and the never ending editorial cut off dates. Our club year has got off to a successful start with a great show of our vehicles at Festival of Motoring and a large role up of club cars and members at our Australia Day members meeting.

This month we are featuring an article about a member whose father restored and rebodied a Chevrolet in the early eighties. The son felt it was imperative that he track down the vehicle and bring it home. Having found it and re-purchased it, he undertook another full restoration, and the car has recently been back on the road.

Also, news from Great Britain where a small company has started supplying environmentally sustainable fuel for our older vehicles. In fact, a couple of London to Brighton runners used environmentally sustainable fuel in last year's event.

E fuels are slated to eventually be produced in Australia, but it is doubtful that suitable fuel for our pioneer low compression engines will be included.

Talking about change in earlier times along with our club, the comfortable home for vintage vehicles were the country and regional clubs. From my observation this has changed with vehicles in these clubs now predominately much younger, with vintage being the exception. Now I see this as an opportunity for our club to become "The Club" for vehicles of the twenties. Welcoming vintage owners from the regions as well as the city.

Keep those self-written articles rolling in your contribution for our magazine is appreciated and you could win an award at the end of the year.

Iain R

Vale - Lindsay Jones

Our member Lindsay Jones passed away on 21st January 2024

Lindsay was a long term member of our club having joined in 1978, he was a country member in the earlier period. Best known to members for his work in retirement on the club library where his talent for quiet persistence and accuracy came to the fore. Most may not be aware that he was an Agricultural Scientist and worked for the State Rivers and Water Supply Commission in Mildura, Swan Hill (near where he found his Fiat 501 tourer project) and Shepparton. He specialised in irrigation and drainage, with particular reference to salinity where relevant. After privatisation he became a consultant and thanks to a

Conference Paper, he presented was requested by the UN to undertake work for various countries including nearly two years in Pakistan.

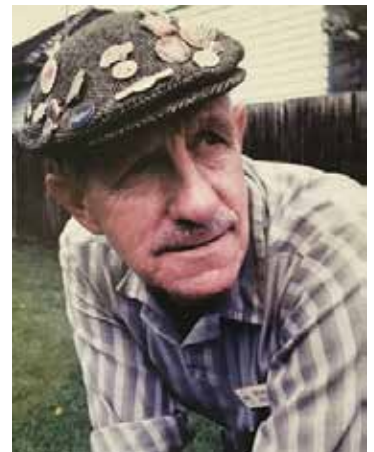
Later as a Rotarian he did voluntary work in East Timor. He suffered from dementia for the last couple of years which meant his Fiat project which was well progressed but not completed. His son Paul is to take over the Fiat project. Our condolences to the family for the loss of the epitome of a family man who will be sorely missed by Bev, his wife of fifty-nine years, their four children and ten grandchildren. Information kindly provided by Richard Unkles

Vale - Brian Noel Leslie

Former member Brian passed away on 23rd December 2023

Brian joined the club in 1970 when the club were based in Pascoe Vale. He was a fireman at the Keilor fire station, later operating a sandwich bar in Reservoir and later still Big J Motors in Box Hill. Finally a wrecking yard in Bayswater. He apparently repaired many early club members cars during this time. Seems that Brian had a Packard and Erskine during his involvement with the club. His sons developed an interest in vintage and classic cars. Later on, moving to the Mornington Peninsula where he became involved in the local club. His funeral was well attended by people from the movement.

Information kindly provided by Frank Braden and Kevin Stack



Looking after each other

The Club is not just a group of people who collect cars. It reaches into the homes and families of members as well. It is a community. When people are unwell or struggling, the club can be a source of support and friendship. However, if the committee is unaware that there are problems, we cannot enable that support. If you are aware of someone who is seriously ill or incapacitated, please let us know so that we can find out whether they need assistance.

If you know of a member or their partner, who has passed away it would be appreciated if this information could be forwarded to the editor for acknowledgement in the newsletter.

MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

January 26th, 2024

MEETING CHAIRED BY: President, Glenda Chivers.

Glenda welcomed everyone and thanked all those that attended for our Australia Day BBQ / Meeting. Glenda thanked Scott and Craig Emmerson for all their efforts in putting together our Australia Day U Tube Video.

MEMBERS PRESENT: There were 96 members present and 7 Visitors.

NEW MEMBERS PRESENT: Daniel Zampatti

APOLOGIES: Doug & Melissa Sterry, Frank Braden.

VISITORS PRESENT: A good friend of Scott and Craig Emmerson – Glenn R from Cairns

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

RESTORED VEHICLES: Colin Wilson was kind enough to bring along his 1952 Mercedes Diesel Ute.

AWARD PRESENTATION: As Doug and Edith Stevenson were absent from our annual Christmas Luncheon, Stuart presented them with the Observation Award.

TREASURERS REPORT: Maureen Ross presented her report with figures given for the period of November 14th, 2023, to January 15th, 2024. The major expense for this period was the presentation luncheon. Expenses for this period also included the usual monthly magazine costs, monthly club room expenses such as cleaning and telephone, keeping in mind that this was for a 2-month period.

The income for the club included the Clubrooms rental, entry fees to the 2024 Spirit of the 20's, payments received for Yarra Glenn Swap meet sites and some spare parts sold.

NEW MEMBERS REPORT: Doug gave the following report-
Wayne Goldsmith and son Eamon – rejoining – 1924 Dodge Tourer and a 1992 Volvo Sedan.

Charlie Wilkinson – Rilen and Erica Kovacs – rejoining – 1928 Chevrolet Tourer.

Daniel Zampatti – 1925 Morris Cowley, ex Stephen Hands.

David and Bev Mason - 1929 Ford Model A Sedan, 1936 Austin Sports Roadster.

Wayne and Irene Green – 1934 Ford, 1958 Ford Customline.

Michael Lambert and Michelle Scurr - 1928 Austin Seven Chummy.

A very big welcome to all our new and returning members.

GEARBOX REPORT: Nothing to report.

EVENTS REPORT:

Stuart McCorkelle presented his Events Report for the month.

PAST EVENTS:

NOVEMBER / DECEMBER-

26.11.2023 - Christmas & Presentation Luncheon which was held at the Chirnside Country Club. Once again, a well-attended day and much enjoyed event.

02.12.2023 – Christmas Picnic which was back at Como Gardens. Unfortunately, this was a wash out but some members still braved the elements and went along. Thanks to George and Pat Hetrel who were very accommodating given the weather.

09.12.2023 - Christmas Coffee and Chat – A Christmas themed coffee and chat which was enjoyed by many.

10.12.2023 – Two Wheel Brake Rally- VSCC for all two wheel braked cars. Great day out with approximately 20 cars attending the start. Some challenging driving but the usual great fun that this event is known for.

JANUARY- 2024

01.01.2024 – New Years Day Picnic – was held at Muckleford and well attended with a good array of cars.

13.01.2024 – Coffee & Chat- this month's Coffee & Chat was held at Stuart's factory with a tour and BBQ. Approximately 60 were in attendance and was enjoyed by all.

17.01.2024 – Mid-Week Run – Bayside Scatter Run which started with Dinner at the Sandringham Hotel before a short 1-hour long scatter run around the surrounding area. Bringing back the Bob McKenzie memorial trophy for the treasure hunt. Everyone enjoyed a good evening with perfect weather with a few who decided to kick onto a near by Bar afterwards for refreshments. Hugh Venables taking the honors in controversial circumstances.

21.01.2024 - Festival of Motoring - An AOMC event which was held at Cruden Farm. A huge attendance with fantastic representation by the VDC. A lot of early cars on display which was great to see.

COMING EVENTS -

FEBRUARY-

Coffee & Chat – 10.02.2024 – Back to normal at Norcal Road.

Mid-Week Run – 14.02.2024 – Evening Picnic at Westerfolds Park. Details will be published in the magazine and on the website.

Club Meeting – 23.02.2024 - at the Clubrooms.

MINUTES OF THE VINTAGE DRIVERS CLUB MEETING

Night Trial – 24.02.2024 – VDC's turn to organize the Night Trial for a combined event with the VSCC. Departing from Yarra Bend Park and finishing at the VDC Clubrooms. There will be a Pub dinner on route. Entry forms available on the website.

MARCH-

Yarra Glen Pre-Swap Run – 09.03.2024 – Details on the website. Daniel Zampatti organizing.

Yarra Glen Swap – 10.03.2024 – Yarra Glen Swap sub committee. We are still in need of more volunteers. Club Meeting – 22.03.2024.

Edington Sprints – 23.03.2024 – Fantastic old fashioned country motorsports day, done the way it should be done. The Bendigo Car Club are organizing.

Kalorama Rally – 24.03.2024 - Kalorama committee. Featuring cars of the 1920's. VDC won the award last year, can we do it again?

Hot Cross Bun Run – 29.03.2024 – Organized this year by the VCCA (Vic). Details still to come.

PRESIDENTS REPORT:

Glenda thanked everyone who helped with the setup and smooth running of the meeting. From the guys who helped with the BBQ to the ladies who helped with the clean-up. Your help is greatly appreciated.

There will be 2 (two) new awards this year with the first being the Best Newsletter Article Award which Iain Ross picking the best one at the end of the year. The other new award is the Vintage Cars Attendance Award at Members Meetings. All pre / post War cars that attend will go into the running. The more you show up in your pre / post War cars the more chances you have of taking this award out.

Glenda also thanked the Events Committee for all their incredible hard work with 58 Events so far this year. There is no excuse that there's nothing to suit our members to attend.

GENERAL BUSINESS:

AOMC REPORT / MYSTERY CAR:

Iain mentioned that we have the best club while other clubs seem to be in decline we are going from strength to strength.

The mystery vehicle for this period was a Volvo 1927 – 1929.

Events coming up –

British European Vintage Car – 18.02.2024 – Yarra Glen Racecourse. If you have a British or European Car, we would love to see you.

Yarra Glen Swap Meet – 10.03.2024 – Iain will be sending out application forms for vendor sites for those that have booked previously.

Kalorama Rally – 24.03.2024 – Roaring twenties theme with funds going to the CFA. This will be the 56th running

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of this event.

Florence Thompson Tour – 26.04.2024 >28.04.2023 will be held in the Gippsland area with bookings already being taken. A big call out to all ladies who would love to attend.

MAGAZINE:

Iain mentioned how important it is for our members to come forward with all their interesting stories for our magazine. All self-written articles are very welcome.

AWARDS:

Scott and Craig Emmerson presented the Awards for the Evening with the following winners –

David Stott won a \$50 Gift Voucher for his Fiat with a special mention going to his wife Jenny for all her decorations.

Arnold and Glenda Chivers won a \$50 Gift Voucher for being the "favorite decorated car" complete with Koala's and Gum leaves. A perfect Australia Day decoration.

Jeremy was awarded a prize for effort with the Tattoo.

Euan and Katrina McDonald also received an award for Effort.

Pat Sinclair also won for effort and decoration.

CARS / PARTS FOR SALE OR WANTED:

WANTED:

Garry Jewell has asked if anyone has had headlight covers professionally made. If you know of someone, please contact Garry directly.

WHAT IS IT:

We were lucky to have Ken Johns present his 'What Is It' this month. Ken made the object in question which was an anchorage point for the back of his EH Ute.

Thank you, Ken, for providing us with such an unusual What is it.

RAFFLE:

Once again, the raffle was up for grabs with the assistance of John Johnsons lovely Granddaughter. There were the usual culprits and some new winning some great prizes.

The meeting closed at 9.20 pm followed by supper.

COMING EVENTS

Doc's Dodge – our club car is available for use by members to attend any of the events.
Booking form on our website or contact club car manager – Dave Jenkins 0413 901 734

Members Meeting Friday 23rd February

Display Car: Katrina McDonald's 1930 Ford Model A Speedster



Speaker: Member David West
The history of Victorian Number plates along with a screen presentation and plate display.

Night Trial Saturday 24th February

Combined event with Vintage Sports Car Club. Meet at Yarra Bend Park, Fairfield at 5pm before undertaking a gruelling trip around Melbourne after dark. Dinner will be at a suitable pub en-route and supper will be provided at the end at the VDC Clubrooms.

Enter by the 20th of February via the following link:
<https://forms.gle/695KCX73ihmDwP229>

NIGHT TRIAL
February 24th. 5pm
Meet at Yarra Bend Park, Fairfield, before undertaking a gruelling trip around Melbourne after dark. Dinner will be at a suitable pub en-route and supper will be provided at the end at the VDC Clubrooms.

Please enter by the 20th of February to enable dinner booking. Scan the QR below to enter or email: events@vdc.org.au

**Yarra Valley
Run Around & Swap Meet
Camping**
Yarra Glen Racecourse
9 March 2024

Yarra Valley Run Around:
Meet outside the front gates of the racecourse at 4pm for a leisurely drive around the beautiful Yarra Valley, before dinner at the Yarra Valley Grand Hotel.

Camping:
Available at Yarra Glen Racecourse for Swap Meet Volunteers.
Setup from 2pm. Gates close at 10pm.
Campers must be self sufficient (toilets are available).

RSVP Wednesday 6th March
Enquiries / Bookings:
Holly Schwind
0412 055 258
schwindfamily4@gmail.com

**Yarra Glen
2024
Swap Meet**

**Vintage Cars
Parts & Accessories**
Garagenalia - Collectibles
Show & Shine
Vintage and Pre-War Cars

Sunday 10 March 2024

Yarra Glen Racecourse – Armstrong Grove, Yarra Glen Vic
Gates Open
Sellers 6:30am - Buyers 7:30am - Show n Shine 8:00am
Site Fees – from \$25
Entry – \$10 (children u12 free)
Site Bookings & Enquires - yarraglen.swap@vdc.org.au or Iain 0473 832 277

COMING EVENTS

Doc's Dodge – our club car is available for use by members to attend any of the events. Booking form on our website or contact club car manager – Dave Jenkins 0413 901 734

Eddington Sprints Saturday 23rd March

Details of event & possible entry will be on the club web site.

Belgrave Primary School Fete

Saturday 23rd March Holly Schwind is looking for 10-15 cars to be on display at the Belgrave Primary School "Staxafun Fete" between 12-2pm. For further details contact Holly on schwindfamily4@gmail.com



RACV Sunday 24th March 2024
66th KALORAMA RALLY
Featuring Cars of the Roaring 20's

• One of Melbourne's pioneering Motoring Events. Running since 1956.
• Vehicles prior to 1990 eligible for Mystery tour and display on the oval.
• Mystery Tour commencing at the Manhattan Hotel 9.00 am for a 9.30 start.

Kalorama Memorial Reserve
Mt Dandenong Tourist Road
All Proceeds to The Kalorama CFA

General Public Welcome
Opens: @ 10am.
Entry: \$10.00 per Person
Programs: \$2.00
Children Under 16 Free

For Further Information:
Iain Ross: 0409 027 392
John Lakeland: 0429 101 166

www.vintagedriversclub.com.au/KaloramaRally

Members are encouraged to attend as this year's Kalorama is Featuring Cars of the Roaring 20's.

Hot Cross Bun Run Good Friday 29th March

Once again, the annual Hot Cross Bun run is on at Braeside Park. This year's event is being organised by The Veteran Car Club. Always a popular relaxing day and a chance to catch up with fellow members & friends from the other invited clubs.

Charity Event: Donations to Children's Hospital Good Friday Appeal.

Free Hot Cross Buns, tea and coffee will be provided, along with scintillating conversation.

When Time. 10.00am till 1:30pm. **Where** Rosella Oval / Picnic Area – Braeside Park Lower Dandenong Road, Braeside. Melway Map: 88 E8

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

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

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



Past Events

Coffee & Chat – Saturday 13th January 2024

At Stuart McCorkelle's works.

Our first Coffee and Chat for the year was held at Stuart McCorkelle's pattern making business in Tullamarine, this included a tour of the factory and a BBQ lunch. On arrival we were treated to coffee and biscuits. Throughout the morning Stuart generously shared his extensive knowledge of pattern making and answered all questions from members. Stuart took us on a tour of his works. He explained what the different machines did and what was involved in making a pattern.

I thought being a pattern maker was quite involved but I had no idea it involved many other trades, carpentry, toolmaking and the ability to think back to front, upside down and inside out, not to mention the maths skills involved also.

Stuart also demonstrated a 3D printer which is used for some client jobs. As well as the various machines, Stuart had managed to find and salvage to use in his business, there was a forklift in the corner that was powered by a Fergie engine. The BBQ lunch was both delicious and generous. And the car park, as usual, contained many cars worth looking at.

When you see the attention to detail required to make a pattern you understand why it is a very specialist field that not a lot of people would have the patience or the problem solving ability to do it. Stuart you certainly have a

most interesting job. He showed us car parts that he was making that would be sent overseas.

Everyone really enjoyed the day. Lots of questions were asked and Stuart answered them all. I think everyone there learnt a lot. We then had a lovely barbecue lunch as always well organised by Arnold and John.

On a sadder note, John Rhodes burnt himself with some hot water and was taken to hospital in an ambulance. He fortunately is recovering well.

Thanks to Stuart for hosting us at his business and for those members who assisted with catering and to those who came along.

Report by Annette Moodie and Judy House.



Past Events

Club Scatter Run - Wednesday 17 January

My family and I had just gotten back from two weeks camping up at a friend's farm near Dargo without any phone reception (fantastic) so I thought I should check my emails.

I was glad I did for I had received an invitation to the Scatter run organised by the one and only Stuart McCorkelle.

It was a mid-week run (Wednesday) starting at the Mentone RSL.

6pm for dinner then a short run to find and photograph several places for different amounts of points in one hour. The winner being the one with the most points.

Dad had left Simon the Austin 7 chummy at Moorabbin, so I sent an email to enter.

My nephew Harry was at my work so I asked if he would like to navigate for me. He said yes so that was it, we were booked in for an adventure.

I rechecked my email to find out the booking at the Mentone RSL had been cancelled. Some quick rearrangement by Stuart had a new starting venue at the Sandringham pub.

I had last driven the Austin 7 for a Santa run for our local little athletics club in Seaford. Unfortunately, Santa broke the passenger side seat mount. Fat Santa!

Good excuse to get it fixed, so I fabricated a new bracket and got it all back together.

Next job was to check over the Austin to make sure everything was still working as it should.

Oil good, water good, tyre pressures good.

Time to start him up after a months rest, ignition on, choke out and push the starter button.

Barely two rotations and she fired up.

Signed the logbook and a quick run around the block and it was all good.

Wednesday morning the weather looked awful, but I had faith in the gods and at about 4pm the rain stopped, and the sun came out. Harry arrived at work and he and I headed off to the start with dad following in his modern to have dinner and watch the start.

There was a good turnout of cars including Austin, Chevrolet, Ford, Oakland and Vauxhall.

Dinner was pleasant and we met some new and old friends.

At about 7:20pm, Stuart gave us all the instructions for the scatter run with the places and the points each was worth. He then told us where the finish was.

Like a herd of impatient teenagers, we waited to be told for the finish times, every minute late was ten points off.

8:44pm we were off and running all pushing and shoving for an advantage laughing all the way.

Harry and I had the 50th edition Melway out to plot our route and off we went.

First stop, get a photo at Sandy yacht club, check. Next stop, get a photo of Hampton railway pedestrian bridge, check. Next get a photo at the Brighton beach boxes - check.

There were a few questions and then down to station pier for another photo, passing and being re-passed by a Model A.

The finish was under the smile at Luna Park which a few cars had arrived before us. Large bollards surrounded the front, but they didn't count on Austin 7's, so I skilfully drove through the gap and parked right underneath the famous landmark much to the surprise of the locals. Much fun was had for a very short and sweet run.

The VSCC was represented by Daniel Zampatti and Holly in the thirsty98 and me.

Ben Needham

An Austin Seven owner and a member of the VSCC.



Past Events

Festival of Motoring Cruden Farm Sunday 21st January

Perfect summer weather saw a great turn out of display vehicles attend and a very large crowd of spectators came along to view them in the very pleasant surrounds of this historic property.

The display of vehicles from our club and others catering for pre second world war vehicles was very impressive. The immediate surrounds of this historic homestead was a great backdrop for our vehicles.

Doug and Edith Stevenson took off the trophy for the best pre 1930 vehicle.

The event raised approximately \$20,000 for the Beyond Blue Charity.



Past Events

Festival of Motoring Cruden Farm Sunday 21st January



Past Events

Members Meeting 26th January Australia Day

Australia Day 2024 presented a unique opportunity to celebrate Country & Cars. The event was scheduled to kick off at 4pm with the VDC Club rooms playing host to an amazing event that saw cars rolling in from 3:15pm and filled both sides of the car park.

The enthusiasm was evident with 50 plus cars and 150 members. Many accepted the invitation to show their patriotism and decorated themselves and their cars in flags and Australian themed green & gold.

Apart from catching up with old friends it was also a great opportunity to meet new ones. It was also great seeing many cars not seen in quite a while. The BBQ was fired up and manned by several chefs, the smell of sausages and onion filled the sun-drenched afternoon. A line soon formed and snaked right throughout the clubrooms. I

can't recall how many sausages and hamburgers were served but I'm sure the number was staggering. There was certainly no shortage and there was plenty to go round. But there were no leftovers.

At 7:30 the January meeting was held, and the room was filled with members. Our president was true to her word and the meeting was a quick one. At conclusion the Emmerson brothers awarded the best dressed and best decorated cars – not an easy decision and luckily, they were several prizes to present to worthy winners. Desert was served and there was an amazing spread including a tray of 60 mini pavlovas that were snapped up in no time.

No one seemed to be in a rush to leave with most continuing talking and looking over cars well past 8:30pm. This event was enthusiastically embraced by the club and was an amazing way to start the year off. Thanks to the Scott and Craig Emmerson, our events committee, and our members for making this a great day out for the club.



Past Events

Members Meeting 26th January Australia Day



Above Left: Doug & Edith receive their trophy for Observation Trial Winners.
Above Right: Our editor gets in the swing of Australia Day

Members Car – Dayle Couacaud's 1927 Chevrolet Woody Wagon

Tale one.

Back in 1984 our parents John and Patricia Couacaud purchased a 1927 Chevrolet tourer from a family friend in Nunawading the car required a full restoration.

Dad struggled to find a rear tub to build the car as a tourer again, so his love for trucks and his passion for unique cars changed his mind and following a single photo of the early Chevrolet history poster in his garage in Ferntree Gully.

He then started building our little Chev woody wagon.

The car was stripped down to a bare chassis and restored along with all running gear.

From antique tyres, dad got a little excited when writing out the cheque for the first purchase for the Chev, he ended up writing out the cheque all wrong, so he later found out, all good in the end he got his tyres.

Then came the design for the timber body with lots of measurements trial and error dad and mum settled on their design.

We all must have been a lot smaller in the 80's, the car is a tight squeeze.



The first engine was then rebuilt it was a late model engine. That little engine went too well and developed a bearing knock, so it was removed, and another engine was built that is still in the car today. So, after many late night and long weekends the little woody wagon was finished around 1986.

After a few rallies and outings with the Chev woody wagon, dad and mum made the hard decision to sell the Chev in 1988. To build the family beach house at Venus Bay.

Dad advertised the Chev for sale in the old trading post and had three people come out and have a look at it.

When dad first met them, he said you are not vintage people, and they were not. They were directors and film assistance from the ABC looking for a vehicle for a TV show series called "Sugar and Spice", that aired on TV in 1988-1989.

It was a 20 episode series.

It was story about two young schoolgirls from the bush moving to the city to live with their grandmother and attend a private school set in the late 1920s.

This was the last and only time



we got to see the Chev woody wagon after it was sold. We never saw it again.

Tale two, the amazing tale

In the early 2000's I made some inquiries to Chevrolet club via this new thing called Facebook if anyone had ever seen the Chev woody wagon but to no avail.

So, we thought the car was long gone or overseas.

Then in March 2021 I was on nightshift at work looking on market place the new trading post and to my amazement the Chev woody wagon was on there for sale.

I knew straight away it was our Chev woody wagon because it was a one off body dad had built. I sent a message to the lady who had it for sale telling her who I was and the connection to the car.

She replied to me that it was owned by her friend the co producer of the "sugar and spice series".

Members Car - Dayle Couacaud's 1927 Chevrolet Woody Wagon

I was informed that the Chev woody wagon had been stored in one of ABC buildings for a very long time, that helped save it from deterioration. Then later moved to a private residence being the director's property. I was trying to arrange to go and look at the Chev, amazingly it was in Yarra Glen, only half an hour from our home in Doreen.

But unfortunately, I was told the car had been sold that week and was heading to Western Australia. This was heart breaking.

Then a week later the car came up again for sale after that deal had fallen through. I spoke with my neighbour Derek Proietto from Northern Automotive Restorations in Doreen, asking if he could purchase the vehicle on my behalf and he was more than happy to do so.

Then my mate Tony Dipierro assisted me with the purchase of the Chev woody wagon. So, on the 26th of March 2021 we went to Yarra Glen to pick up the Chev. I got to see the old Chev woody wagon again for the first time in over 30 years. Absolutely amazing and very emotional.

The restoration started within a week of getting the car home. Firstly, I looked over the Chev to see what condition it was in and what was needed. Amazingly there was only two door handles, and the fuel jerry can on the running board that were missing.

I had spare door handles at home among all the Chevrolet parts I had kept from dad and found another fuel jerry can. We were told the engine would not start so I went through the process of finding out why.

The engine had three frozen valves so I removed the cylinder head and went into my garage to find dad's valve spring compressor to remove the valves and amazingly it was still set up for the Chev motor. I removed all the valves cleaned and then hand lapped the valves back in. Cylinder bores still had signs of hone marks from when dad rebuilt the engine. I then had the starter motor rebuilt, thanks to George.

So, with the cylinder head finished I put it back on the engine, re-built the carb, put starter motor back on, connected fuel lines and worked on getting the engine running. Then on the 24th of June 2021 the engine fired up for the first time.

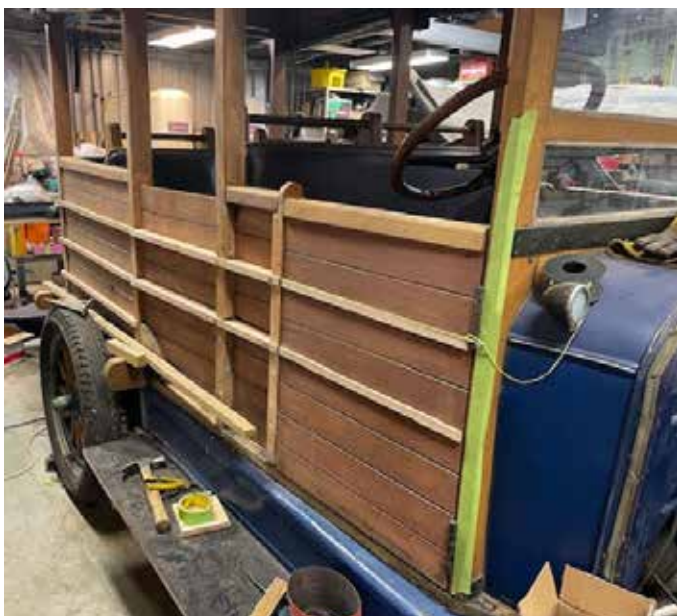


A little bit of smoke from the old exhaust but the car was up and running again "yippee".

July 2021:

Then came the timber body work, as a qualified cabinet maker this was my domain. I wanted to save as much of the original timber as possible. It had some timber rot on the bottom rails of the body that was repairable. The horizontal timber quad on the driver's side had been broken off, I had kept some timber from mum and dad's old house in Ferntree Gully, so I machined this timber to replace all the timber quad. Fully sanded back the timber body and applied new lacquer, that part of the body was finished.

The interior we were very lucky no damage other than wear on the front seat.



Members Car - Dayle Couacaud's 1927 Chevrolet Woody Wagon

So, with help from the kids Thomas and Jasmyn they cleaned the inside, and it came up perfect.

August 2021:

Now on to the steel body works. I was hoping not to repaint the panels, but I had too many rust repairs. So, I made myself a brake press, brought a bead roller and a tig welder. We started cutting and making new replacement panels.

The front guards were repaired first, there was only small section to be replaced. The front apron was a different story. I had to make a new one from scratch, this was first time I had attempted this type of panel making. However, I had a very good teacher growing up and loved helping my dad in the garage.

In a few hours we had made a new front apron with help from my wife Katherine on the handle for the bead roller. The side bonnet panels were next, just the lower sections were remade and welded in place.



I remade the lower section of the radiator surround; I painted the surround myself as the cost of re-chroming was far too expensive. I had to replace the radiator core to a new type for better cooling.



February 2022:

Next the body panels to paint. I bought myself a cheap gazebo on eBay and made a spray booth at home. With the help from Eastern Auto Paints in Bayswater they were able to mix a paint to match the original colour dad had painted the Chev, and they called it 'Chev Woody Blue'.

I was very happy with the end result, considering I had not painted any automotive panels for a very long time. We are getting closer to the finish.

The wheels came next, sitting in my garage on the same old tractor seat that dad had sat on all those years ago in

his garage.

I restored all the timber spoke wheels back to their original glory, plenty of patience and sanding. The original outer steel split rims were rusted through, so I contacted Steve Hood from Vintage Rims in Queensland and ordered new ones, well worth it they are fantastic.

Before dad and mum sold the Chev woody, they took off the decorative radiator cap and the family kookaburra emblem, I was given them after their passing in 2014, so these parts went back on the Chev woody wagon where they belonged. Unfortunately, they never got to see the Chev woody wagon again, but I know they were watching over me during the restoration.

So came the 19th March 2022

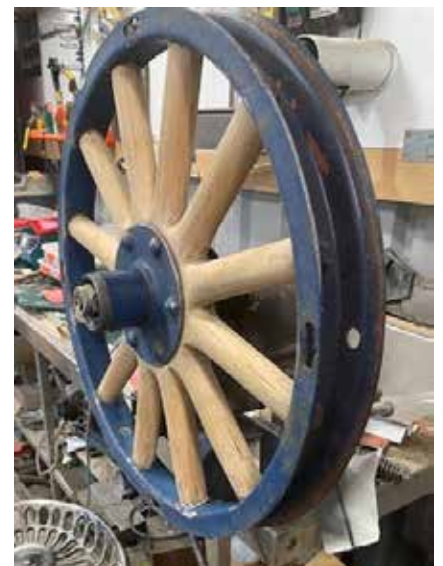
We had finished the restoration other than the new tyres, thanks to that thing called covid.

The only good thing to come out of covid it took 12 months to restore the little Chev woody wagon.

Now we wait for the tyres and we wait and wait and we wait, ... bloody covid....

Finally got the new tyres in November 2022.

Katherine and I became members of "The Vintage Drivers Club" and I was given dads membership number, very honoured to be given this.



Members Car - Dayle Coucaud's 1927 Chevrolet Woody Wagon

So, on the 8th of December 2022

We had our first drive of the Chev woody wagon in 34 years absolutely fantastic.

Amazing to have the Chev woody wagon back in the Coucaud family again.

Thank you to family and friends for your help over the restoration.

Dayle & Katherine Coucaud



Like father like son



Environmentally Friendly Fuel for Classic and Historic Vehicles.

We have all heard about the phasing out of internal combustion engines and the ongoing threats to the classic and heritage vehicle movement.

In England a company has started to provide synthetic fuel manufactured specifically for use in older vehicles, Known as Sustain Classic it was featured in a recent edition of *The Automobile*.

In England there is another threat to suitable fuel supply that being that their fuel lately has been heavily laced with Ethanol. This can have damaging effects to our older engines. Additives are now available there to attempt to minimize the damaging effects of ethanol on fuel lines engine seals etc.

The internal-combustion engine's journey from hero to supposed villain has been a curious saga. Once a symbol of freedom and modernity, it's now seen by some as wasteful and environmentally irresponsible. The future, we're told, is electric.

This, of course, is a gross oversimplification. For a start, the problem has very little to do with the internal-combustion engine itself, and largely comes down to what we put in it. Sustainable alternatives to fossil fuels could potentially cancel out CO2 emissions completely. But even ignoring the environmental aspect, there's a sound argument for switching to specialist fuels for older engines.

In most respects, modern pump fuels are vastly superior to the glass jars of 'motor spirit' that pioneer motorists would have procured from local chemists. Over the years, however, pump fuels have acquired some less desirable traits, such as the addition of ethanol, which can attack materials in the fuel system, increase corrosion and upset carburation. Things get a little confusing here, as ethanol generally plays a key part in the production of sustainable fuels. However, when it comes to the drop-in fuels we're talking about here, it's only an intermediate step in the process. The finished product is ethanol-free, and kinder to Vintage fuel systems as a result he finished product is ethanol-free, and kinder to Vintage fuel systems as a result.

Just as important as what's left out of the fuel is what's put in. The vast toolbox of additives available to fuel suppliers these days includes metal deactivators to inhibit corrosion, oxidation stability improvers to stop the fuel going off, detergents to clean the engine gently and even biocides to prevent microbial growth during storage. All this helps to improve the quality and storability of the fuel, but it can reduce the build-up of deposits and sludge within the engine, too. Specialist suppliers can tailor these additive packs to the specific needs of historic engines.

Sustainable fuels are gathering momentum. Last year, a 1904 single-cylinder 6. S hp Covert completed the London to Brighton Run using 100 per cent sustainable fuel from the German company PI Fuels. The same

outfit powered no fewer than six entries in this year's Mille Miglia Storica, including a Mercedes SSK, an Alfa Romeo 6C 'Gasogene' and a 4½ Litre Bentley.

Earlier this year, Essex-based Coryton Fuels - fresh from a podium finish on the Dakar Rally - became the first company to make a range of sustainable fuels for the historic-vehicle market commercially available in the UK. Launched under the Sustain banner, three fuels are offered ranging from 33 to 80 per cent sustainable content, developed specifically with historic cars in mind. Coryton has also supplied sustainable fuels to a number of events and organisations, including t11e Rally for The Ages and the Starter Motor charity.

Coryton's business development director, David Richardson, and Motor Spirit's managing director Guy Lachlan indicate that the task of finding a practical and economically viable alternative to fossil fuels isn't to be underestimated, explains David: "We've spent 150 years refining oil, and we've got to a stage where we can do it very cheaply. Currently, there are only really two alternatives, which are bio-derived fuels and e-fuels." In a nutshell, both these processes start by capturing carbon and hydrogen, which are then transformed into the building blocks of petrol.

There is nothing new in this world!

Neither are strictly new ideas. In 1925, Henry Ford told *The New York Times* that bioethanol would be the fuel of the future, declaring that 'there is fuel in every bit of vegetable matter that can be fermented'. Nearly 30 years, earlier, he had run his first design, the Ford Quadricycle, on bioethanol and there's some suggestion the Model T was designed to do so as well.

Ford grew up on a farm in Michigan and was no doubt aware of the potential for corn to be fermented into ethanol (and indeed moonshine) long before he started experimenting with automobiles.

While Ford was busy growing his automotive empire in the 1920s, a pair of German chemists named Franz Fischer and Hans Tropsch were developing a process that would allow synthetic petrol to be produced from carbon monoxide and hydrogen. Originally, the gasification of coal was used to provide these raw materials, and the Fischer-Tropsch process went on to be used on a vast scale. During the Second World War, with crude oil in short supply, it provided more than half of Germany's fuel, including the J2 blend used in the Messerschmitt Me 262 fighter. South Africa also used the Fischer-Tropsch process to create its own synthetic fuel while under sanctions during Apartheid. The grim political history of synthetic fuel belies a fantastic invention. The process that's used to create modern e-fuel is not strictly the same as Fischer-Tropsch, but it follows a similar concept. Instead of coal gasification, the carbon monoxide is typically taken from carbon dioxide obtained from industrial sources or captured direct from

Environmentally Friendly Fuel for Classic and Historic Vehicles.

the atmosphere.

Other alternatives that have been developed recently include the gasification of biomass to provide the carbon, as well as a new variation on the process that can work direct from carbon dioxide instead of carbon monoxide.

The hydrogen, meanwhile, can be obtained through the electrolysis of water (including desalinated seawater) using renewable energy.

The big issue at the moment is cost. At the time of writing, the average price of a litre of unleaded pump petrol in the UK is £1.43. Coryton's Super 80 comes in at £4.65 per litre.

The bottom line is that sustainable fuel is extremely unlikely ever to reach price parity with conventional fossil fuels - oil is simply too easy to extract and process.

However, the Likes of Coryton's Super 80 already undercut a lot of specialist race fuels, which is perhaps a fairer comparison given the bespoke tailoring that goes into them.

Even if the components are all 100 per cent sustainable, there are still details to consider, such as the energy sources used to power the production process and the transport of the raw materials. Once all of this has been taken into account, Coryton says that its 80 per cent sustainable blend results in a total CO2 saving of more than 65 per cent. Others have claimed more, with a prediction that savings of more than 90 per cent will be possible with fully sustainable blends.

Cutting to the chase how do our type of vehicles run on this fuel? The fuel has been tested in more than 100 vehicles ranging from Edwardians to modern classics. Most drivers could pick no difference in the performance of their vehicle whilst using this fuel. The fuel can emit a sweet tang particularly around the filling station faintly reminiscent of brandy!

So why do it? This is an opportunity for car enthusiasts to demonstrate we can be part of the solution rather than part of the problem. Plus, carefully-engineered formulations that go into specialist fuels promise to deliver the best possible care for historic engines, ensuring they will be preserved for

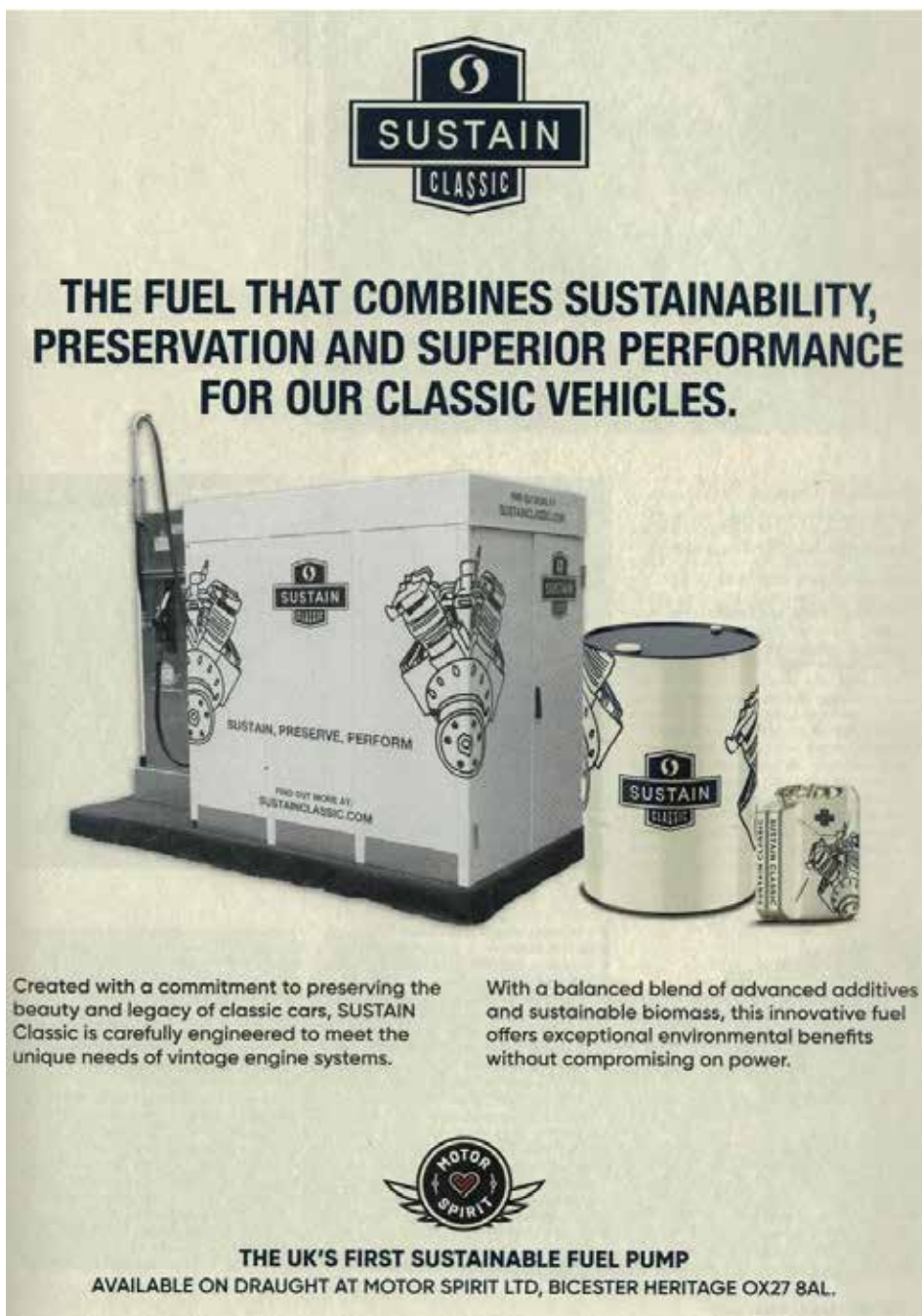
future generations to enjoy.

Locally it is thought plans to produce synthetic fuel have been mooted possibly located in Tasmania to take advantage of environmentally friendly hydro-electricity for the process.

But we have a long way to go it would seem!

Our British friends and their car movement are well ahead of us in this regard.

This information was sourced from The Automobile September 2023.



SUSTAIN CLASSIC

THE FUEL THAT COMBINES SUSTAINABILITY, PRESERVATION AND SUPERIOR PERFORMANCE FOR OUR CLASSIC VEHICLES.

SUSTAIN, PRESERVE, PERFORM

CREATED WITH A COMMITMENT TO PRESERVING THE BEAUTY AND LEGACY OF CLASSIC CARS, SUSTAIN CLASSIC IS CAREFULLY ENGINEERED TO MEET THE UNIQUE NEEDS OF VINTAGE ENGINE SYSTEMS.

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GREAT 8 ELEGANCE

Hudson's 1930 Model T Coupe helped strengthen the company's reputation for building quality cars.

Hudson, it seemed, was destined for success right from its 1909 inception. With ample backing by department store magnate Joseph Hudson, the creative minds behind the initial 1910 Model 20's visual design, mechanical engineering and advertising prowess were Roy Chapin, Howar Coffin, George Dunham and Roscoe Jackson, all of whom were former employees of widely heralded Oldsmobile.

Based in Detroit, Hudson offered two Roadsters and a single Touring body style, each on a 100-inch-wheelbase chassis motivated by a spritely 20hp, 198.8cu.in. four-cylinder engine. Bolstered by headlines hyping a fastest-lap record at the 10-lap

Massepequa Cup race (the October 1909 preliminary to the Vanderbilt Cup), and a victory in a 24-hour contest held in Seattle, Washington – bolstering performance and durability assets – first-year production surpassed 8,000 units.

It was quite an auspicious start for the fledgling automaker, which continued to improve its car line in the years that followed. By 1929, Hudson, as a company, supported by the broadly triumphant Essex companion make, was a force to be reckoned with, sitting third in the industry with a combined output of nearly 299,000 vehicles. Specific to Hudson, both the entry-level Model R and the upscale Model L were referred to as the “Greater Hudsons” in sales literature, each powered by a venerable 92hp F-head straight-six engine, complemented by outstanding styling and cabin appointments.

Changes were already in place for the new series of Hudsons when the stock market suffered its epic collapse, beginning with a new advertising slogan: “There is a new type in motordom! Hudson's Great 8.” It was a direct reference to the unveiling of an in-house designed 213.8cu.in. L-head straight-eight engine. Rated for 80hp at 3,600 RPM, it was the corporation's first venture into the eight-cylinder market, and it was available in both the Model T and Model U (which replaced the previous Model R and L, respectively). To be fair, the engine was a “stretched” version of the 1929 Essex Super Six. Obviously more powerful than the Hudson Super Six of 1929, it was also lighter.

Cradling the new engine, and a three-speed manual transmission, were a pair of redesigned chassis. In terms of the Model T, its wheelbase measured 119 inches; a reduction of 3.50 inches over the previous chassis. A then-contemporary semi-elliptic leaf sprung suspension supported both the solid front axle and semi-floating rear differential, along with four-wheel mechanical drum brakes.

Fitted to the new chassis were revised bodies that, at first blush, were similar in appearance to those from the previous year. Look close and it's easy to spot the altered beltline moulding, hood – featuring five doors rather than louvres –

and radiator shell. Likewise, the fenders were widened to match the exterior proportions. Even with its optional dual side-mounted spare wheels and trunk, the Model T Coupe tipped the scales at 3,060 pounds, making the two/four passenger car one of the sportier models in Hudson's 1930 model-year lineup. In spite of the improvements, the Depression depleted sales throughout Detroit; Hudson managed to build just 36,674 cars collectively.



General Motors and the V 8 engine. And a great piece of Automobile History



Ford are generally spoken of when the V8 engine configuration is discussed.

But when Ford were producing the four cylinder Model T and Model A for the masses General Motors had already produced V8 engine versions of their products.

This stands to reason as one of the companies Durant bought in 1909 was the Northway Motor and Manufacturing Company founded by Ralph Northway who had previously supplied engines to Buick, Oakland, Cartercar and other 1900s manufacturers, including V8 engines to Oldsmobile, Oakland and Cadillac when they were independent companies. When Durant bought companies that became part of GM, Northway continued to supply engines to his former clients and added Cadillac, GMC and Oldsmobile to the list, then Northway Motors became the Northway Motor and Manufacturing Division in 1925 and became part of the GM Intercompany Parts Group

Now Cadillac and V8's seem to be natural partners but even Chevrolet produced a V8 version the mystical Model D! But this is all about the discovery of a barn find 1916 Oakland Model 50

Charles Nash, as head of the Oakland Division while serving as President of General Motors, specifically mandated and authorized Oakland to design and build a VB to compete with Cadillac in 1915 within his own company.

This was a very special barn find discovery. It was a one owner car, at least as far as registration is concerned, until about two months ago. This car has 16,062 original miles. Until we got it running, it slumbered eighty years. The original owner family, the Gapps have some of the original paperwork and have the sales brochure, owner's manual, and an unbelievably detailed parts book. There is no rust out and minimal surface rust underneath. It has the original exhaust. The leather tuft and button seats cleaned up to almost like new condition and this is a comfortable car to sit in. Transmission PTO outdrive air compressors were an option on many cars of that era. This car's main competition, Cadillac, also offered it as an option. It is standard equipment on this car! This car has never been on a paved road! The engine, trans, and rear end have never been apart. It has the original clutch and brakes. All gauges and electrical items work.

General Motors and the V 8 engine. And a great piece of Automobile History

This car sits on a 127-inch wheelbase and measures 196 inches long from front tip of fender the rear of the folded down top. It was priced at \$1587 dollars F.O.B. Detroit in 1916. That was a lot of money especially when you could buy a Model T for about a third of that price. The car weighed in at an astounding 4100 pounds.

Cubic inches were 365 and horsepower was rated at 50, hence the Model 50 designation. Although later tests would prove the horse power was over 70, again, an astounding amount for 1916.

It seems the original purchasers never drove and the car was purchased for their eldest child upon turning old enough to drive.

In 1934 when they were too old to get into the back seat, they ordered that the car be parked in the barn. The car ownership passed through the owners uncles all the time remaining parked in the barn. The barn was eventually replaced, and the car was stored in a crate to protect it as it was stored in its new home. When it was finally released from its slumber it was found the steering worked fine, the seats were in good condition, the paint was all original, no peeling or chips! The engine was free to turn over, and the brakes operated. And nothing seemed to be missing from this car! Talk about a time warp!

The tyres had been flat for so long pushing it out of the garage was a major task.

But it was soon ensconced in its new home adjacent to a similar model but only with six cylinder power. After careful preparation the engine was started and soon it was running smoothly

Tyres were replaced. The only casualty was the hood and a sympathetic local upholsterer using as much as possible of the original hood, made a great job of it.

Truly this vehicle is a fine piece of motoring history it is doubtful that such an original example will ever be discovered.

Thanks to Hugh Venables for this article.



And General Motors Other Early V8 Powered Cars



Cadillac L Head



Chevrolet D Series



Viking V8



Oakland V8

Last Month's Mystery Vehicle

Last month the vehicle was a Volvo OB4 made from 1927-29

Despite our efforts to photoshop out the familiar frontal emblem, at least one of you were not to be tricked.

The redoubtable Robert Coney was onto it as was Brenden Wolfe but otherwise it was quiet.

The Volvo ÖV 4 was the first car built by Volvo. The designation ÖV 4 stands for "Öppen Vagn 4 cylindrar" in Swedish, which means Open Carriage, 4 cylinders. The model ÖV 4 has later often been referred to as "Jakob" but

that was just a name for one of the ten pre-series ÖV 4 that was ready on 25 July 1926, Jakob's name day. All ten prototypes were assembled in Stockholm at the company AB Galco, Hälsingegatan 41 where Gustaf Larson worked at that time. Only one of the ten pre-series cars manufactured during 1926 was saved for posterity and is housed at the Volvo Museum in Gothenburg, Sweden.



The engine was designed by Gustav Larson and its main chassis components by Jan G. Smith, a designer who had worked many years in the American automobile industry and returned to Sweden in 1924. Many of Jan G. Smith's original drawings for the ÖV4 and other technical papers that he collected in America are saved in the archive of the National Museum of Science and Technology in Stockholm, Sweden

When the first series produced ÖV4 was about to drive out of the factory and engineer Eric Carlberg put it into first gear, the car went backwards, where the car was actually in reverse gear. The explanation was that the differential gear in the rear axle had been fitted incorrectly. This mistake delayed the introduction by one day and the official introduction day for the ÖV4 was then adjusted to 14 April 1927, the day AB Volvo officially says the automobile company Volvo was "born"— this is from a marketing point of view. The company as an automobile company was born as a subsidiary company to SKF on 10 August 1926.

The cabriolet was not very successful in the Swedish climate; the covered version, PV 4, was introduced in the summer of 1927. This had a Weymann body and the original design was rather ungainly. Helmer MasOlle, who had been inspired by his personal Voisin C5 when he designed the original ÖV 4, was reportedly furious about the PV 4 and would not be associated with it. By 1928 a more balanced design was introduced, with a longer bonnet and thinner pillars. The oval rear window of the original PV 4 was gradually replaced by a rectangular unit.

Between 1927 and 1929 a total of 996 cars were manufactured. Of these 694 were PV 4 and 302 ÖV 4. 251 of the covered cars were of the "PV 4 Special" model. The ÖV 4 production includes 27 chassis and 70 small pickup trucks (ÖV 4 TV) developed for Telegrafverket, the royal telecommunications company. Some of these light trucks were sold to other customers. The TV model has a small convertible top mounted just behind the front seats, with a cargo area behind.

Technical Specification

- Engine: 4-cylinder side-valve, volume 1944 cc
- Power output: 28 hp (21 kW) at 2000 rpm
- Max. output torque: 100 N.m (74 lb.ft)
- Gearbox: 3 forward, 1 reverse
- Max speed: recommended 60 km/h (37 miles/h), top speed 90 km/h (56 mph)
- Weight: 1,170 kg (2,579 lb)

Last Month's Mystery Vehicle

Beginning in 1928, four-wheel brakes became optional fitment. Interesting

It is interesting to wonder how this small Swedish start up eventually became a major player in the European market and across the world including Australia.

I wonder if any early examples make it to our shores? We were the destination for many unusual makes who would know?

This Month's Mystery Vehicle

This month back to America with a twist??

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




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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

Chrysler Head Gaskets and Manifold gaskets.

For models 65,66, and some 70 models.

If you know of others using the same profile, please let us know.

We have had samples made and the profile set up by an Australian family company.

Contact Frank if you wish to check its suitability for your model!

Head Gaskets Tanged Graphite (not Asbestos) copper jacketed, 3 mm thick.

Manifold gaskets Tanged Graphite not copper jacketed.

We hope to organise a bulk order to reduce cost.

Payment will be required up front prior to placing a bulk order.

Kevin Stack and I will be happy to answer any questions.

I will be able to give cost details based on the quantity that we order.

Contact Frank Braden 0401 275 545

FOR SALE

17" wood-rimmed steering wheel, probably American or English, slightly weathered but solid and in near perfect condition for its age.

\$400 or best offer.

Contact Graeme
Mob: 0401 204 947 for full details and more pics. Do you know what car it's from?



WANTED

A good Tillotson JR-2 or JR-4 updraught carburettor.
Contact Ross Ansell email: hupp26@icloud.com

FOR SALE

Beautifully restored 'Eversure' Horn complete with bulb etc \$750-00 ono

Contact Brian Hussey 0418 561 910
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FOR SALE

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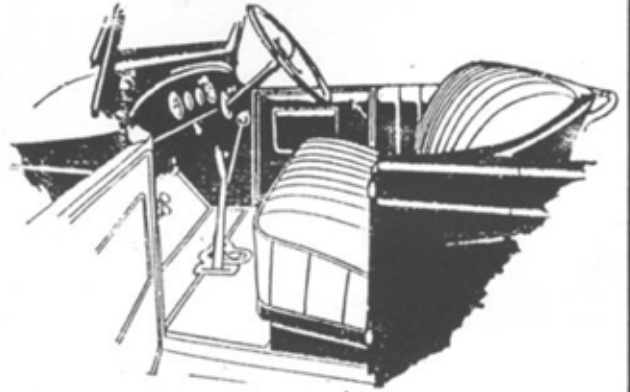
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