



HAMILTON & DISTRICT

V. V. C. DRIVERS CLUB
Veteran Vintage Classic (Incorporated)
A0009798L

The Secretary,
P.O. Box 174
HAMILTON, Vic. 3300

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*Please check emails for
upcoming events.*

Facebook [@handdvcdc](#)

Please email all club correspondence
to handdvcdc@gmail.com

Newsletter items and reports

editorhanddvcdc@gmail.com

Return Address

P O Box 174

Hamilton Vic 3300



NEWSLETTER APRIL 2024

Club Runs:

- Wednesday 10th— Lavender Farm
- Sunday 21st— Around the Garages

See page 3 for details



This month's guest speaker is **Trevor Boyd**.

He will be sharing his tales and experiences on selling
Ford cars in America.

Committee 2023/24

Position	Contact	Position	Contact
PRESIDENT: Pam Pollock	0419 145 452 pampollock135@gmail.com	VICE PRESIDENT vacant	
SECRETARY PUBLIC OFFICER Graeme Ralph	0418 344 390 handdvcdc@gmail.com	ASSISTANT SECRETARY Vacant	
TREASURER Peter Dowdle	peterdowdle@aussiebroadband.com.au 0428 574 296	ASSISTANT TREASURER Vacant	
CLUB EVENT COORDINATORS	Pam Pollock	NEWSLETTER EDITOR Bianca Higgins	0435 973 839 editorhanddvcdc@gmail.com
COMMITTEE MEMBERS Rod Potter Robert Brody Denis Polack Andrew Anson Rodger Garland	0427 507 693 0458 252 226 0429 402 904; 55723284 0407 566 863 0407 720 809	FEDERATION REPS Graeme Ralph	0418 344 390
BUILDING COMMITTEE Denis Polack (Chairman) Graeme Ralph Ern Polack Russell Ward Robert Brody	55723284 0418 344 390 0428 352 538 0412 407 893 0458 252 226	PERMIT RENEWALS Richard Neaves Rod Potter Graeme Ralph Pam Pollock	0488 231 835 0427 507 693 0418 344 390 0419 145 452 <i>Phone for an appointment</i>
SUPPER COORDINATOR Betty Ralph	0428 030 075		
WELFARE OFFICERS	Please contact if you know of an illness, death or any special occasion.	CLUB LIBRARIAN Caroline Belcher	(03) 55734517
NEW MEMBER CONTACT	President/Secretary/ Treasurer		

2024 CLUB CALENDAR

Meetings, club runs and events

**Clubrooms are situated at the Pastoral Museum in Hiller Lane Hamilton
Meetings 3rd Thursday of the month@7:30pm Bring some supper to share.
Club runs are held on the SECOND WEDNESDAY and then the FOURTH SUNDAY of each month.**

Wednesday 10th April	CHANGE OF VENUE. Meet at the club rooms at 12.30 for a 1pm departure to the Narrawong Lavender Farm. There is no cost for entry but there will be products for sale if you wish to purchase some. Please bring your own afternoon tea.
Thursday 18th April	GENERAL MEETING. Our guest speaker this month is Trevor Boyd, he will be talking about selling cars in America.
Sunday 21st April	Around The Garages. Hosted by the Warrnambool District Historic Vehicles Club. Meet at the clubrooms at 7am for a 7.30am departure to the Allansford clubrooms (134 Ziegler Parade Allansford); to arrive by 8.3-0—9am. \$10 per head for the day. Let Pam know if you are coming one week prior on 0419 145 452. For the program look in the newsletter below.
Thursday 25th April	ANZAC Day. We usually provide a couple of cars for the ANZAC parade, to give veterans unable to march the opportunity to still be involved.
Sunday 28th March	Bring your cars along to this years Club Gathering; where you can show off your driving skills with activities organised by Denis and Rod. The day will begin at 10am; sausages will be supplied for lunch; please bring a salad and sweet to share. Activities will continue after the meal.
Wednesday 8th May	Poker Run. \$10 entry fee per person. There will be prizes. The day will begin at the club rooms at 10am; please bring something to share for lunch. Details will be available on the day; or ring Pam.
Thursday 16th May	General Meeting. The guest speaker will be Rob Brody, he will be talking about the restoration of horse drawn vehicles and there will be a demonstration.
Saturday & Sunday 18th-19th May	Pastoral Museum Open Days. Please bring your cars along for display, some volunteers will be required to help on the gate and to man our club room for viewing and public relations.
Sunday 19th May	National Motoring Heritage Day
Sunday 26th May	Meet at the club rooms at 9.30am for a 10am departure. Travelling to Coleraine to visit Geoff Waters auto collection on the main street at 11am. BYO lunch to have at the park; followed by a visit to John Kane's blacksmith shop at 1pm (also on the main street). For those interested and if time allows we can visit the old Merino garage (Meldrum's Garage) on the main street of Merino. The drive from Coleraine to Merino is very picturesque. Thank you to Jo Reid for putting this day together for us.

Around the Garages

Proposed program:

- 8:00 am. Clubrooms open. Start at clubrooms with cuppa/biscuits.
- 8:30 to 9:00 am. Attendees arrive clubrooms
- 9:00 am. Welcome and orientation
- 9:30 am. Split to 2 groups and leave for Wally's or Harry's sheds.
45 minutes each then swap.
- 12.00 pm - 1.00 pm. Lunch at Clubrooms
- 1:00 pm Leave for Sharon/Bruce's,
First stop from 1:30 to 2:15 pm. 15 minutes travel.
Second stop Peter/ Karen's 2.30pm – 3.15pm
- 3:00 pm Afternoon tea at Woolsthorpe hall.

WDHVC members attending around the garages please let president or Karen know for catering purposes. By 14/4/24 It is very hard to cater for a function with unknow numbers.



Pictured:

Austin 8 1938/1940

No rust and body pretty straight

Motor reconditioned but needs assembly

Quite a few spare parts

Free to good home

Phone Chris 0428506926

President's Report

Pam Pollock

I trust you have all enjoyed a great easter break and haven't over indulged on the chocolates.

My family and I, along with some friends, went "bush" for five wonderful days; enjoying a lovely bush setting alongside Rocklands Reservoir.

There were up to 27 of us at one time and a fishing comp was organised for the children. I think the adults had more fun getting it all together. There were team colours, prizes, trophies and a whole heap of laughter and fun.

17 fish were caught (three were edible size) and 2 turtles. Best thing was the very sketchy phone service; so my phone was allowed to go flat.



As for club events. They have been well supported and I hope this trend continues for the rest of the year.

Don't forget to register for the Plains Rally coming up quickly.

To all those who are not well, know that we are thinking of you and hope you are feeling better soon.

Cheers

Health, Wellbeing & Welfare

To all members, families and friends we hope you are doing well during this time. Please remember to reach out to anyone of us if you are struggling or need an ear to listen.

This Month is:



Safe Travels to everyone. May your rubber stay on the road.

General Minutes 14.3.2024

Meeting	7:35 p.m.
Members Attend-	Pam Pollock (in the chair) Graeme Ralph, Colin Warfe, Bob Martin, Robert Fraser, Brian Simkin, Rod Potter, Geoff Roberts, Denis Polack, Ern Polack, Noel Schneider, Merv Walker, Helen Walker, Bob Mulley, Andrew Anson, Jenny Corcoran, Andrew Huf, Wal Brinkmann, Eunice Brinkmann, Richard Neaves.
Apolo-	Betty Ralph, Peter Dowdle, Geoff Sharrock, Roger Moodie. Accepted on the motion of Denis Polack seconded
Minutes of Previous	Moved: Jenny Corcoran, Seconded Andrew Anson, that the minutes of the General Meeting held on Thursday 15 th February as published in the March 2024 newsletter be confirmed. Carried
Business	Nil
Treasurers Report	In the absence of Peter Dowdle President Pam presented an overview of the financial position of the club. It was moved Pam Pollock, seconded Bob Martin that the Treasurer's report be accepted. Carried.
New Membership Applications	Andrew Huf
Correspondence	<p>IN: Newsletters.</p> <p>Federation: Receipt for Benigo Swap site No 16 renewal for 2024.</p> <p>Thank You card from Carol Baudinette and Terry Mansbridge, Grampians Club Ararat "Show us Your Wheels" flyer</p> <p>Bendigo Swap receipt for site 16 booking for 2024 Swap.</p> <p>OUT: Hocking family Thanks for library books.,</p> <p>Peter and Margaret Lyon thanks for Gordon Lyon's A Grade Automotive Engineers A Grade Certificate etc,</p> <p>Bob Martin: Thanks for book shelves and organising books from Hocking family (Verbal thanks also to Denis Polack for assistance given to Bob.)</p> <p>VicRoads: Regarding Peter Steer and Peter Sambell transferring Club Permits from "fictitious" Hamilton club. By email to Bendigo Swap rebooking club site No 16 for 2024</p>

Club Captains Report	<p>Past Events: Sunday 25th Feb. Russell Altman’s collection and engineering workshop: A relaxing lunch in a pleasant environment and a fascinating tour of the establishment.</p> <p>Wednesday 13th March Mercer’s “Springwood’ property; Led by Rob Brody over a variety of Highways and Byways. A most impressive beef production operation at the end of the journey so well explained by the owner.</p> <p>Coming events: (full details to be in the Newsletter at the appropriate time)</p> <p>Sunday 24th March 2024. 20th Annual Mortlake Picnic,</p> <p>Sunday 7th April Hamilton Aero Club with BSA Club (to be confirmed)</p> <p>Wednesday 10th April Providore Poultry Farm Narrawong.</p> <p>Sunday 21st April Around the Garages Warrnambool</p> <p>April 25th ANZAC Day cars to RSL Hall for assistance as per past years</p> <p>Sunday 28th April: Family Fun Day at Clubrooms. Denis Polack and Rod Potter are organising</p>
Building Committee	<p>Denis Polack has a working bee scheduled for Saturday 23rd March to continue installing lining boards on rear wall of workshop.</p>
Federation Report	<p>Graeme Ralph: Report as per February newsletter.</p>
Newsletter Report	<p>Members urged to send in more articles for publication.</p>
Rally	<p>“Plains Rally” update: Entry forms have been distributed and several entries are in already.</p>
Welfare Officer	<p>Get Well Cards to: Betty Gravestocks</p> <p>Sue Mason</p> <p>Terry Mansbridge</p> <p>Lorraine Wilson</p> <p>Arthur Hole</p> <p>Sympathy Cards To: Phil Porter</p> <p>Chris and Polly Porter</p> <p>Norm Gravestocks, Geoff Gravestocks, Jane Gravestocks and families</p>

General Business	<p># Doug Palmer Celebration of Life: Afternoon tea expenditure and policy should similar situations arise in future. Pam explained the circumstances regarding costs associated with providing afternoon tea and sought the opinion of the meeting regarding the committee recommendation that the club cover the costs.</p> <p>It was also recommended that, should a similar situation arise in future, it be assessed in its merit. Pam pollock moved and Graeme Ralph seconded that both recommendations be accepted. The meeting, by show of hands, gave unanimous support to both recommendations.</p> <p># Social Fridays: Various members have expressed concern that our clubrooms are under-utilised and proposed that we open them on a regular basis to enable members access to the library and the opportunity for social interaction. Dennis Dawson is prepared to open the rooms on the second and fourth Fridays of each month. It is envisaged that some entertainment such as appropriate DVD's and perhaps an occasional short outing, particularly suited to Veteran and Vintage cars.</p> <p># Air Conditioners: In response to a query from Ern Polack, Pam Pollock advised that both air conditioners in the clubrooms had been repaired by Fox Refrigeration and were performing satisfactorily.</p>
Meeting	8;10 p.m.
Next	Thursday 18 th April. Trevor Boyd: "Selling cars in America"
Guest Speaker	THURSDAY 14 th March 2024. Guest Speaker Brian Jenkins, Chairman Hamilton Cemetery Trust. Brian outlined the role of the cemetery trust in administering the Hamilton General Cemetery and the Lawn Cemetery. His address was most informative and included some fascinating historical details.

SMALL REQUEST

Is anyone available to help out for a couple of hours to print and envelope the newsletter for those who get a printed copy?

Instructions for use of the printer will be given to any volunteers.

Please contact Pam if you can help



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FREE BEER & A MATINEE

I trust that I have now gained your attention!!

As you know we are opening our much under utilised Clubrooms from 10.30 to 2 pm on the second and fourth Friday of each month. Our next gathering there will be on Friday the 12th April.

The fridges are full of left over beer from the last Rally and it needs to be disposed of as it has reached it's use by date. We are not allowed to sell it and you are not allowed to drink too much but it will be there for those who wish to partake in a relatively parsimonious fashion complementing your BYO lunch.

I have secured a number of motoring "fillums" for exhibition and one of these will be shown. I am not 100 per cent sure which it will be but I guarantee it will be of interest to anyone who has an interest in the evolution of motoring, particularly of a sporting nature.

This day is particularly aimed at those with older cars, looking for short short distances and those who are looking for more social time in a "men's" (trying to be diplomatic here as is required in these times) shed type atmosphere.

Come along and enjoy the opportunity to access the library and socialise freely. No meetings, No agendas. Just a convivial gathering.

DENNIS DAWSON

Club Runs

13.3.2024 Springwood

Thank you to Rob Brody for organising our visit to Mercer's Springwood property at the Wannan; where we were able to get an insight into the workings of a feed lot. This was a very interesting outing. We were then shown a small cottage that was being renovated in the property; we then proceeded to the Wannan Reserve where we had a picnic lunch.



20.3.2024 The Targa Classica

The Targa Classica came through Warrnambool on its way around the Western District and Pam was able to watch as they were sent on their way to their next stop, which was Torquay. Registrations included many European sports cars including Ferrari, Bugatti, Alfa Romeo and even a McLaren. There were however a few of our Aussie icons such as a Torana and the statesman.



The Targa Classic is a four day festival, driving Victorian roads, that mirrors Italy's Grand Event. This is an event allowing competitors to showcase their cars and driving skills built on over 100 years of European classic driving history. The competitors have to show their skills of strategy, driving and teamwork to complete the four day event; while spectators watch on from vantage points around the state; everyone celebrating automotive history together

24.3.24 Federation Mortlake Picnic

This was well attended by members of Hamilton DVVDC; there were approximately 14 cars who travelled to Mortlake and enjoyed a leisurely day of catching up, meeting new people with similar interests and enjoying viewing others pride and joys. Our club flags were brought out for the first time and blew proudly in the wind. Several of our members were lucky to win a gate prize with Dennis Polack winning the big raffle!



6.4.24 Smokey River Rally

One of our members went to this event and said it was well worth the trip down to Hotspur to have a look.



7.4.2024 Airport

17 members joined the BSA club and members of the Aero Club for Sunday brunch before having the honour and pleasure of seeing the two fire bombers fly over and drop 3000 litres of water over the airport. The weather stayed perfectly fine for the morning and for the fly over. Each plane we were told is worth around six million dollars each; the pilots travel around the world following the fire seasons. The planes weigh four tonnes and carries three tonnes of water and fire retardant; one drop of fire retardant costs around \$6000.



Top left is pictured the 3 presidents (HDVVCDC, Aero Club and the BSA Club). Left we have our photographer Colin; right we have our organizer of the day John Wilken.



Well March Madness has passed, now we are staring at the beginning of April. I have just spent the last week (March) sorting through Dad's research in multiple folders and 1000's of photographs. Most members would be aware of Dad (Doug's) research on local area garages and the huge information files he had compiled over so many years. This also extended to old Hamilton history and occupants of each shop in the CBD since the 1800's. Dad had always intended to produce a book on the garages of Hamilton and surrounding districts but upon reviewing his material I can now see why the volunteers who were to type up the volumes handed them back to Dad. I estimate it would take at least three books (very thick volumes) to properly present the information he collected. So over the next months (probably years), I will reproduce his research in these pages. I believe this will be a great legacy for him.

I would also like to pass on a belated Happy International Womens Day to all our members. It is fair to say that it has been only in the past 10 years or so that the massive contribution of women to motoring history and indeed all metropolitan and regional car clubs especially over the years has become more recognised. It is so great to see Pam and Glenda Chivers (VDC) leading their respective clubs.



Well, as I mentioned March Madness has passed for another year and it seems that all events I attended ended up having a common marquee theme in some way, which was not readily initially apparent.

Yarra Valley Swap Meet was first off the rank. 30 degrees at 0700 in the morning probably kept a lot of vendors away. The swap was definitely down in numbers compared to the previous year and down in quality and quantity of pre-war/early bits and pieces. One item that did really catch my eye was a very large brass carburettor sitting upside down in a crate. Secretly hoping the bowl had the words Berliet on top, it turned out to my surprise and slight disappointment to be from a De Dion Bouton - obviously a very large De Dion Bouton. The collector in me wanted to take it home but strangely the common sense side won - "Why would I need that for?" I did spend the remainder of the day thinking about what model it would have come from, maybe one of the early teens V8's? I think I got the answer to my question several weeks later as we will see.

I think it is safe to assume most members would be aware of the history of De Dion Bouton and that makes' massive contribution to early motoring in Australia and around the world. In fact the first recorded appearance of a motor vehicle in Hamilton is believed to have been a 1898 (or earlier) De Dion Tricycle, reported on 3 December 1898, as being in the charge of Mr Nichols, the manager of Hamilton Sports Depot who gave a series of exhibitions of its power. It can make a pace of 22 miles per hour. Mr Nichols made several trial runs in a satisfactory manner, one of them being up Church Hill. Over the early years several models of De Dion have been pictured in Hamilton and surrounding districts.



(ABOVE: Taken outside of a Thompson Street business c1905, Mr R.G Drummond, Victoria Hotel (driver), Mr R McLuckie (baker) and Mr A Rowe (jeweller)

Leaving my “not required” carby in situ - the following week it was off to Echuca for the Veteran Car Club’s 1 & 2 cylinder rally. Amongst the 70+ entries were several beautiful examples of De Dion’s ranging from 1899 to 1910. Unfortunately not all made the 4 days out with several hitting the trailers. I was lucky to be able to watch my nephew Callum Walsh being instructed in the driving of a 1904 example by its owner John Prentice. You will see on the next page why it is generally believed that you really need 4 hands and three feet to drive a De Dion. Callum successfully chugged away with his passenger and co-driver (Fiona Lane) and I later passed them motoring along as a passenger in a lovely c1910 Brush.

I believe I had the right idea for most of the rally in the heat, as co-pilot in air conditioned comfort of a Land Rover Discovery as tail-end-charlie. (Thanks to Callum for below illustration.)



1. Handbrake lever
2. Horn
3. Reverse gear lever
4. Gear selector; push forward for Low (with pedal depressed) and Top, pull back for 2nd gear
5. Pedal to engage low gear
6. Timing lever (advance/retard)
7. Air-fuel mixture lever
- 8 & 9. Governor pedal & lever, manages the engine revs when full speed isn't desired
10. Manual hand pump for the total loss oiling system.

Last but not least was Sunday's 66th Kalorama Rally. In 'this time' perfect driving conditions of around 19 degrees, again total numbers were quite down on the previous year but still a lovely array of cars arrived for the display around Kalorama Oval. Towards midday when the line of cars entering had well and truly come to a stop out of the corner of my eye I spotted 2 cars driving around the outside of the oval. One being a 3 litre Bentley, the other a very large two tone blue torpedo of unknown make. I immediately started moving that way and found that the unknown car was a c1923-24 De Dion Bouton Model JK bodied in a Torpedo style. Well, I must admit for me love at first sight. Post WW1 De Dions are a very rare bird indeed. De Dion was one of the few famous early car manufacturers that did not fare well during or after WW1. By the early 1930's the production of road going cars had wound up. I had an opportunity about 5 years ago to purchase a 1924 Australian bodied Roadster but unfortunately the timing wasn't right or the space or something - too many projects!!

Observing the owner of the De Dion crawl out of drivers seat and walk like I do after driving the Chenard, we had a laugh about the merits (or lack of) right hand inside body gear changes. Apparently this was the first outing of the car in 15 years. Originally fitted with a touring body, this monster of a car had been re-bodied in a beautiful torpedo style similar to Labourdette or Kellner. Listed in French as 22CV the engine bay containing a 4 liter, 4 cylinder that dwarfs the Chenard's 3 litre.



So I think I got my answer to where the De Dion carburettor came from. So I dedicate March to De Dion Bouton. Happy Motoring. Jason

ANZAC Day



The ANZACs were formed on the 25th April 1915, setting off for Gallipoli; by the end of 1915 over 8,000 Australian soldiers were killed.

The 25th of April 1916 was officially named Anzac Day and we have celebrated in remembrance every year since.

The meaning of ANZAC Day today includes the remembrance of all Australians killed in military operations.

Remembrance for the fallen

Respect for our ex-service men and women

Pride for those who serve today

Note from the Editor:

Thank you for supporting the newsletter; I hope you all are receiving it in the format that you wish. If your or anyone you know are not receiving the newsletter; please let me know and I'll get that fixed up. Also for anyone going on the club runs, could you please send through any photos I could use, that would be greatly appreciated.

Thank you

Bianca Higgins

Winchester

CHALLENGERS TO the traditional London taxi, made in Coventry by an organization called London Taxis International, are few and far between, so the city's cabbies were naturally curious when Winchester Automobiles (West End) Ltd unveiled this slab-sided creation in 1963 for their appraisal.

'It boasted one innovation: a single-piece plastic body.'

Winty launch day for the Winchester taxi, notable for its plastic bodywork, recessed light in the door sill, and conspicuous unpopularity among London's cabbies.



Although the Winchester was slow, heavy at 1380kg (3042lb) and underpowered with only a 1.6-litre diesel engine, it boasted one innovation: a single-piece plastic body. Made of Cellobond, as its manufacturer announced proudly.

If your Winchester was struck a blow by another vehicle, its Cellobond body could be repaired in four hours using

nothing more, it was claimed, than 'glass fibre mat, resin, catalyst, accelerator, Sellotape and tin foil'.

Other novelties included an illuminated step for the rear passenger doors, and a sign that read 'Taxi For Hire' instead of just plain 'Taxi'.

But none of it endeared the Winchester to London's sceptical taxi drivers, and nor did a later switch to Ford

Cortina petrol engines to tempt the provincial driver. This choice of powerplant did make the Winchester popular with film location and prop men, though – diesel engines interfered badly with contemporary sound equipment.

In almost 10 years of production, Winchester managed to sell just one cab a fortnight. The next new taxi, the Metrocab, didn't arrive until 1987.

John and Horace Dodge were skilled machinists who supplied many components to Henry Ford and at one stage held a 10% share of the Ford Motor Company. However, by 1914 the Dodge brothers had severed the relationship with Ford and decided to build their own automobile.

So highly were the Dodge Brothers regarded in the American automotive industry, they received over 20,000 applications for dealerships before they produced their first car.

The first Dodge Brothers car appeared in November 1914. The robust vehicle featured a four- cylinder side valve motor of 24 HP, three speed transmission, multiple plate disc clutch, single unit starter/ generator, option of magneto or coil ignition and an all- steel body rather than the more conventional, wooden framed coach- built bodies of the era.



The Dodge Brothers in their first car 1914



My first encounter with a Dodge Brothers car was around 1955 when accepting a ride to school at Faraday, in a 1936 Dodge Brothers sedan, with two men who worked at a nearby granite quarry. This car was smooth, comfortable, and quiet and a much- preferred mode of transport to trudging through mud or dust on the gravel road that wound from home at Golden Point through the bush past the Expedition Pass Reservoir to our little country school at Faraday.

The next Dodge in my memory was a 1926 model which my older brother, Colin, acquired off a Mr Ramage of Moonlight Flat near Castlemaine. This had been converted from a tourer to a utility with a well fitted canvas hood over the front seat and a neat little wooden tray on the back. It was around 1959 and no one in the family had a driver's licence. We were living then on

the outskirts of the town of Chewton with easy access to State Forests roads and a convenient wood lot that we had been allocated. The Dodge was put to work carting in the firewood and could cope with about half a ton per load.

Unfortunately, the Dodge suffered several indignities at the hands of my older brother and his mates who regularly went on spotlighting and bush-bashing expeditions. Before long the Dodge had lost its front mudguards, had a badly leaking radiator and the engine had developed an alarming loud knock. In this forlorn state, it was abandoned in a gully behind our house and Colin “upgraded” to a 1926 four- cylinder Chevrolet tourer.

By default, I became the owner of a rather sad looking “hand-me-down” vehicle! By chance, my Uncle Arnold had a discarded Dodge motor laying under a tree in his back paddock and it turned out to be the same year as “my” vehicle. Five pounds change hands and with the assistance of jacks and a crowbar I set about doing an engine transplant. This was a challenge for a fifteen- year- old lad, but with perseverance and the help of a borrowed “Dykes” encyclopaedia I got the job done. I repaired the radiator using a product called “cold solder” to seal off several damaged tubes in the core. With the timing set and oil and water added, a swing of the crank handle brought the engine back to life!

By 1926, Dodge had replaced the single unit starter/generator with separate starter and generator units and had coil ignition only. My Dodge had a weak old battery and to conserve that, I always started the car with the crank handle. With the spark retarded, this was a safe enough procedure, but with the spark advanced, there was every chance that the crank handle would be spun backwards, giving the operator a nasty jolt to the wrist (some cases of broken bones were recorded!)

With the vehicle mobile again it was put to work carting firewood from the nearby state forest.

The wood from our wood lot was in five- foot lengths and was sawn into one-foot lengths using a large circular saw driven by a “Novo” stationary engine. When the “Novo” ran a big end bearing, the Dodge was used to drive the saw bench with a belt running off one rear wheel.

Between saw benching duties, I spent many hours exploring the maze of tracks through the State Forest between Chewton, Fryerstown, and Taradale. Great fun!!

When I left Chewton in 1963, I sold the Dodge to a friend for **Two Dollars!** I suspect he got his money’s worth!

I have no photos of my 1926 Dodge and it wasn’t until 1972 that another Dodge Four came into our lives. By this time, we were members of Hamilton and District V. V. C. Drivers Club and had been gathering Model A Ford parts, including a partially dismantled 1928 genuine utility. Our Club Treasurer, Ron Gay, owned a 1925 Dodge tourer which had a low mileage and was in very good condition, having been extensively refurbished by a previous owner in Dimboola.

Ron and Marg moved to Ballarat and the Dodge was put up for sale and we became the proud owners of this Dodge, and drove it home with the assistance of John and Jenny Corcoran.



1925 Dodge Tourer

At about 35 to 38 miles per hour the car would vibrate rather alarmingly, but by trial and error I found that the vibration could be “driven through” thus attaining a “smooth” cruising speed of about 42 miles per hour. One shortcoming was a rather badly fitting set of side curtains and on cold wet days our back seat passengers (children) complained bitterly as they snuggled under travel, rugs to try to keep warm.

In 1975 we were visited by several Vintage enthusiasts from the Vintage Drivers Club, one being Dodge/Chrysler enthusiast Peter Gabe. Peter told us of a very original 1924 Dodge sedan that was for sale in Melbourne. The owner was Keith Mason of

Ashburton. Peter Gabe drove a burgundy 1926 Dodge Brothers sedan and he and Keith had participated in a variety of events with their Dodges. A trip to the big smoke and some negotiation, the 1924 Dodge Brothers Business Sedan was ours!



Then around 1977 I became aware of a Veteran Dodge that Club member Ron McKenzie had for sale. This was reputed to be a 1916 model. Ron had obtained it from Gordon Lyon and although it was partially dismantled and the body was in a rather sad state, it was mechanically complete. The car had been bought new by Mr Fraser, of "Brisbane Hill" property at Byaduk North. So, we gathered up all the bits and pieces and another Dodge joined the family. Included in the deal was part of a roadster body and an early 20's utility for "spare parts". After some research I was a little disappointed to find that the chassis number had been partly obscured and when an additional digit was found under the grime, the car proved to be a 1918 model, but a

Veteran, nevertheless!



1918 Dodge Tourer



1917 Dodge Roadster (body)



1922 Dodge Utility



Also among the odds and ends that came with this 1918 tourer was part of a 1917 Dodge Brothers roadster body. This was sold to Chris White and became part of the roadster that he meticulously restored over many years and eventually sold to Roger Warburton. Roger, in turn, sold it to a member of the Dodge Brothers Club, Nigel Wooster and it became a regular attendee at Dodge Club rallies around Australia.

The 1918 Tourer was almost complete. It had all the mechanical parts and most of the body panels. There were no tyre, the upholstery was non-existent and the entire hood was missing. All the body panels were rusty from years of exposure to the elements. Reluctantly I

concluded that I could not justify the time and money necessary to do the vehicle justice. In 1982 it went to a new home in Clare South Australia. I believe it remains there and still presents a challenge to its new owner!

So we reverted to owning only one Dodge Brothers car: **the 1924 Business Sedan**, that has now been a member of our family for nearly 50 years. The story of this vehicle has been told in detail in earlier newsletters. It has just clocked up 64,000 miles and remains in basically original unrestored condition. As far as we can determine from production figures, it came off the Detroit assembly line on 16th April 1924. It was Imported to Australia by a Melbourne businessman Mr William Greenwood arriving in July 1924. Mr Greenwood passed away around 1938 and his son Arthur Greenwood took possession of the Dodge and in 1940 it was re-registered with number plate CA 176.

When Arthur Greenwood passed away his daughter Jean became the custodian of the Dodge, but never drove it. Her father felt that the “upside down” gear configuration would be too confusing and dangerous. The car was put up for sale through the Vintage Drivers Club and young Keith Mason who had admired the car for many years became its custodian.



Keith Mason and Arthur Greenwood

In 2013 we were fortunate to meet Jean Greenwood Who told a few stories of the 1924 Dodge and reminded us that she was a year older than the car. We visited Jean on her 90th birthday, Sadly she passed away a few months later.



With Jean Greenwood on her 90th birthday

The 1924 Dodge Brothers Business Sedan has been a member of our family for nearly 50 years. It turns 100 in April 2024 and we will have a special celebration in conjunction with the “Family Fun Day” at our Clubrooms in Hiller Lane on 28th April 2024.

Graeme and Betty Ralph

DODGE BROTHERS BUSINESS SEDAN

Exceptional interest has been aroused by the practical arrangement of the interior.

The entire rear compartment furnishings—seat, seat cushions, back cushions, seat frame, foot rest, carpet and all—can be removed from the car in a few moments.

The front seat is then tilted forward, giving a gross clearance of twenty-two inches through the rear doors.

In this way, a space of sixty-four cubic feet in the rear compartment is made available for loading.

When the rear seat fixtures are back in place, the interior is complete and attractive in appearance. Its convertibility is not apparent to the eye.

Business men, farmers, salesmen, campers, tourists and everyone who has occasion, at times, to carry bulky articles or luggage, will readily appreciate the great utility of this construction.

The Price is \$1195 f.o.b. Detroit



Patents Pending

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