

# *RECOLLECTIONS*

**Official Newsletter of the Werribee and District  
Collectable Vehicle Club (Inc.)**

**PO Box 841 Werribee 3030**

**Inc. Reg. No. A0024084P**

**ABN 575 840 445 12**

**[www.wdcvc.org.au](http://www.wdcvc.org.au) (E-Mail: - [wdcvc@hotmail.com](mailto:wdcvc@hotmail.com))**

**AUGUST 2023 EDITION**



**Members Rides**

**Ray & Sharna's 1990 Suzuki Bike**

**GENERAL MEETING & AGM Wednesday 23rd August 2023 (7.30pm)**

## The Werribee and District Collectable Vehicle Club (Inc.)

Was formed in June 1991 to foster and advance interest in History, Restoration, Care and Preservation of Classic and Historic Motor Vehicles. It provides an avenue for sharing of information by owners of those vehicles. The Club is a not-for-profit organisation. We welcome as members all those interested in preservation of our motoring history.

Club regularly conducts events, monthly runs for its members and assists community organisations with attendance at community events, retirement homes, parades and car shows.

The Club's recently constructed Club Room caters for a range of activities such as Club gatherings, meetings and is often our starting point for runs.

Generally our members come from those who own vehicles over 25 years old, but this is not a prerequisite for membership, anyone is welcome.



**HAPPY BIRTHDAY TO ALL MEMBERS HAVING A BIRTHDAY THIS MONTH**

*Colin Pierce, Daniel Smith, Margaret Pengelly, Linda Galea,  
Linda Ho, Elisha Kaio, Les Turner, Paul Ellis, Phil Darburn,  
Kevin Watt & John Kirkbride,*

If you would also like to receive a birthday shout out, email our editor Jenny ([magoos\\_4@bigpond.com](mailto:magoos_4@bigpond.com))  
advising birthday month for yourself and your better half)

**GET WELL SOON!**

**Our best wishes to the following members. We wish you all a speedy recovery.**

- Margaret Pengelly recovering from a bout of COVID 19
- Les Turner recovering from a bout of the Flu and bronchitis
- Lyn Cook also almost fully back to good health after a bout of the flu

**GET WELL WISHES ALSO TO ANY CLUB MEMBER WHO MAY CURRENTLY BE FEELING POORLY**



## WDCVC Life Members

Gil Taylor (Dec)  
John Agosta (Jnr)

Sandy Taylor (Dec)  
Charmaine Agosta

Les Turner  
Elio Massari



Hi Members,

Please see below message Club received from Neil Athorn President of Federation of Vintage, Veteran and Classic Car Clubs Inc.

Re: Money collected for the Cancer Council.

*Hello Colin and I hope you are well.*

*I think I have the right tin number being 35.*

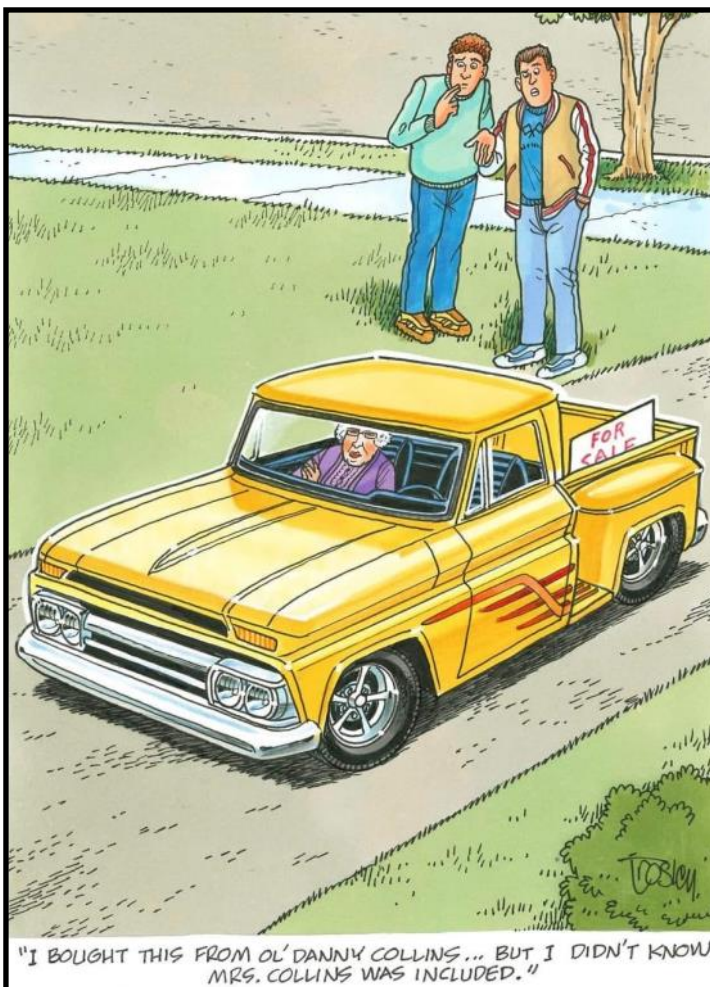
*It's been signed out yourself to WDCVC.*

*If so the amount was **\$401.10**.*

*That is a terrific amount.*

*Please thank your members for us.*

Neil



"I BOUGHT THIS FROM OL' DANNY COLLINS ... BUT I DIDN'T KNOW MRS. COLLINS WAS INCLUDED."

## A COUPLE OF FUNNIES



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### VICROADS CONTACTS and CLUB BANKING DETAILS

**VicRoads Melbourne:**

Switchboard 1800 816 727,

Club Permit Scheme (CPS): 9854 2674

Web Site: [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au)

**W.D.C.V.C. CLUB BANKING DETAILS:** (For Direct Deposits) GREAT SOUTHERN BANK: BSB# 814282 ACC# 10495827

ACC Name: Werribee & District Collectable Vehicle Club



# WDCVC *Mystery 'Club Car' Run*

## Sunday 1<sup>st</sup> October 2023

From Werribee we're heading "South West"  
Its round about a 45-minute drive after morning tea.

- Terrain suitable for all our Club Vehicles.
- Meeting Point BP S/S main Hwy near Little River.
- Stop off along the way to visit a collection.
- Lunch booked at an eclectic Café **(Allergies catered for)**.
- Chance to purchase art objects or stroll through gardens, even an opportunity to perhaps pick up another "Project vehicle".

### Meeting Location and Time

9:30am for Morning tea/coffee at BP SS near Little River.

Departing BP S/S at 10:30am sharp.

**Bookings not essential, just rock-up look for Colin at S/S**



Colin came across this letter written in 1995 by Sandy Taylor, wife of our clubs founder Gil Taylor and thought it would be nice to share Clubs history with current membership.



***A BRIEF HISTORY OF THE 'WERRIBEE & DISTRICT  
COLLECTABLE VEHICLE CLUB'  
1991 TO 1995***

By Sandy Taylor

After listening to Gil, John (Ryan) and Tommy (O'Farrell) discuss, debate, and expound the need for a Club in Werribee - I decided action was needed. An advertisement was put in 'The Banner' inviting interested persons to attend a meeting with the aim of forming a Car Club to promote the ownership, restoration and enjoyment of Collectable Vehicles.

So on a *freezing* cold night - 21st June, 1991 - some 22 people turned up to a meeting in our garage - and the **WERRIBEE & DISTRICT COLLECTABLE VEHICLE CLUB** - was born.

Membership is open to anyone who owns or is interested in vehicles of the Veteran, Vintage and Classic eras, in fact any **unmodified** vehicle over 25 years of age.

The Club is family orientated and children enjoy a range of activities, including a Xmas Party, complete with Santa. We welcome younger members whether they have a collectable vehicle or not, as they are future members who one day will value and enjoy all the Club has to offer.

Our yearly Calendar covers a wide range of Events, including- treasure hunts, economy runs, festivals, parades and weekend rallies. Even 'Swap Meets' are listed. Together with social to cater for everyone. Suggestions for events and runs are most welcome.

The Club BBQ trailer, which was built by a group of dedicated members is a beauty! It is available on most rallies with the urn boiling for a 'cuppa'. A monthly general meeting and natter night is great way to get to know members, pick up hints and parts needed. Our Newsletter "Recollections" is posted to all financial members.

# Werribee & District Collectable Vehicle Club (Inc.)

Registration Number A0024084P ABN 575 840 445 12

CONTACTS for WDCVC COMMITTEE January 2023 to June 2023

Mail to P.O. Box 841 Werribee 3030

Club E-MAIL: wdcvc@hotmail.com

Name	E-Mail	Phone
<b>Executive Committee</b>		
<u>President</u> Colin Pierce (Shirley)	colin@colshirl.com	9741 4085 0413 884 234
<u>Vice President</u> Daniel Smith (Amanda)	Djs84@outlook.com.au	0408 328 028
<u>Secretary/Public Officer</u> Carmel Calleja (Nick)	wdcvcsecretary@gmail.com	0424 305 721
<u>Treasurer</u> Jenny Matthews (Rod)	magoos_4@bigpond.com	0422 699 361
<b>General Committee</b>		
Heather O'Brien	hethaob@bigpond.net.au	0411 239 446
Connie Mallia (Ronnie)	c.m.62@hotmail.com	0439 619 083
<b>Office Bearers</b>		
<u>Club Captain</u> John Marks (Linda)	captnitrojm@gmail.com	0407 546 235
<u>Editor &amp; Publisher</u> Jenny Matthews (Rod)	magoos_4@bigpond.com	0422 699 361
<u>Mid-Week Run Captain</u> Les Turner (Lorraine)		9741 6657
<u>Safety Officers</u> Elio Massari (Nancy) Charlie Cook (Lyn)		9741 6103 9741 3328
<u>Club Permit Officer/s</u> Yves Schieseck (Sandra) Wayne Rodgers (Jen) Colin Pierce (Scrutineer)	breton29@aussiebroadband.com.au waynerodgers.61@gmail.com colin@colshirl.com	9749 3376 0405 380 005 0413 884 234
<u>Regalia Officer</u> Len Mallia (Carmen)	lencar6@bigpond.com.au	0412 529 801
<u>Librarian</u> Peter Kime (Patricia)	pjkime@hotmail.com	0409 798641
<u>Web &amp; Face Book Monitor</u> Daniel Smith (Amanda)	DJS84@outlook.com.au	0408 328 028
<u>Welfare Officer</u> Rose Ravaneschi	sirbas53@hotmail.com	0412 456 892
<u>Social Secretary</u> Connie Mallia (Ronnie)	c.m.62@hotmail.com	0439 619 083
<u>Federation Representatives</u> Colin Pierce (Shirley) Michael Galea (Linda)	colin@colshirl.com mgal6416@gmail.com	0413 884 234 0421 670 304
<u>Council Representative</u> Colin Pierce (Shirley)	colin@colshirl.com	0413 884 234



# Calendar of W.D.C.V.C's Upcoming Events



W.D.C.V.C Extends an Invitation to Members of any Registered Club to attend any run or event organized by our club.

EVENT	Date	Time	Coordinator
<b>AUGUST</b>			
Club's Presentation Dinner. Chirnsides on the River Function Room. Werribee Football Ground Pavilion.	Saturday 19th	6pm	Connie 0439 619 083 Colin 0413 884 234
Club General Meeting and Club's AGM (Club Rooms)	Wednesday 23rd	7.30pm	Colin 0413 884 234
Casual Sunday Meeting, Cherry Street Car Park 9am-12pm	Sunday 27th	From 9:00am	John 0407 546 235
<b>SEPTEMBER</b>			
Committee Meeting 7.30pm	Monday 4th	7:30pm	Colin 0413 884 234
Coffee Morning. WYNDHAM CACHE CAFÉ. 243 K Rd, Werribee South. Meet at Restaurant from 9:30am. Co-ordinator is Daniel	Sunday 10th	From 9.30am	Daniel Smith 0408 328 028
Club 3 Day Trip to Gippsland. Depart Werribee Friday 22nd. Staying at Moe Motel.	Friday 22nd to Sunday 24th	Depart 9.30am	Colin 0413 884 234
Casual Sunday Meeting, Cherry Street Car Park 9am-12pm	Sunday 24th	From 9:00am	John 0407 546 235
Club General Meeting (Club Rooms)	Wednesday 27th	7.30pm	Colin 0413 884 234
<b>OCTOBER</b>			
Coffee Morning Combined with a CLUB CAR MYSTERY Run. Meet at BP SS on Geelong Highway near Little River. See flyer on page 4. Co-ordinator is Colin 0413 884 234	Sunday 1st	9.30am	Colin 0413 884 234
Committee Meeting 7.30pm	Monday 2nd	7:30pm	Colin 0413 884 234
MID-WEEK RUN & LUNCH. Venue yet to be decided so more details to follow. Contact Les 0408 014 358 to book.	Wednesday 11th	10am	Les Turner 0408 014 358
Club General Meeting (Club Rooms)	Wednesday 25th	7.30pm	Colin 0413 884 234
Casual Sunday Meeting, Cherry Street Car Park 9am-12pm	Sunday 29th	From 9:00am	John 0407 546 235

The above events are in accordance with the WDCVC & Vic roads Club Permit Scheme. If you wish to use your red plate vehicle, a reminder that you will need to correctly fill in your red plate permit scheme log book and be a financial member. At the time of printing the above information was correct. The Committee may change the information at their discretion. Any changes will be published in the Newsletter / Website / Facebook.  
Symbols of events are Club Runs in ***Bold***, and all other runs organised by Vic roads or other clubs will be in normal font.



## WDCVC minutes of General Meeting held: 26<sup>th</sup> July 2023

**Chairman:** Colin Pierce    **Vice President:** Daniel Smith

**Meeting opened:** 07:34pm    **Meeting closed:** 08:16pm

**Apologies:** Peter Spiteri, Charlie Cook, Reno Polidano, Rod Matthews, Jenny Matthews, Sam Pernice, Elio Massari, Maria Turner, Denis O'Brian, Andrew Babbage and Mitch Jones,

**Visitors:** Lachlan Duncan

**Speaker:** Nil

**Minutes read by Carmel for Committee meeting held on:** 3<sup>rd</sup> July, 2023.

**Moved & Accepted:** 1<sup>st</sup> Dennis Cassar- 2<sup>nd</sup> Ronnie Mallia    **Comments/Questions:** Nil

**Correspondence:** Post office statement, A thank you card to the Club from Helen Taylor  
Committee nomination forms: Rose Ravaneschi – Welfare officer and Len Malia – Regalia officer

**Treasurers June Report: Read by Colin**    **Moved & Accepted:** 1<sup>st</sup> Shaun - Kerry

**Comments/Questions:** Jenny has not been well and apologizes for the treasurer's report. Get better soon

### **President's ramblings Colin Pierce:**

Club permits are not to be used as commercial vehicles or for personal gain as per VicRoads website more info on <https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/car-club-permits>

"The Club Permit Scheme allows conditional use of classic and historic vehicles for recreation purposes. Vehicles operating on Club Permit **must not be used for a commercial purpose.**

Where VicRoads can determine that a vehicle is being used in breach of the general conditions, Club Permit will be suspended and cancelled"

Club rooms update are as follows as per correspondence sent to Colin from Council

**We are just waiting to get some quotes still in regards to what you were hoping to happen at the dog club (oven, air con) before looking to get both clubs together. We are still very interested in pushing for this outcome as I believe it would be a great outcome for WDCVC, and allow a lot more use and autonomy, working with the dog club of course. In the end if you are keen to push ahead, we can look at meeting with both clubs and pushing forward with an agreement, but I just thought it would be good information to have before a meeting.**

Presentation night tickets still up for grabs

**Mid-week Club captain's report:**    **Les Turner**

9<sup>th</sup> August Mt Macedon 10:00am, please ring Les for catering purposes 0408 014 358

**Club captain's report:**    **John Marks**

Sunday 30<sup>th</sup> July Casual Sunday, The Views 6th September 9:30am, mystery run- emails sent for 1st October

**Social secretary's report:**    **Connie Malia**

Please collect your tickets before the presentation night, and remember to bring your tickets on the night, to go into the draw for the door prizes.

**Editors Report:**    **Jenny Mathews- absent**

**New Member/s:**    n/a

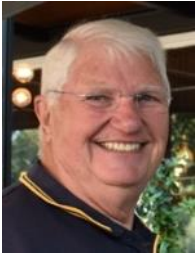
**General/New Business:**    Ian Cameron ZD Fairlane, wheel arch trims required.

**Raffle Draw Winners:** 1<sup>st</sup> Dennis Cassar    2<sup>nd</sup> Mick Galea    3<sup>rd</sup> Barry Dellar

Thanks for reading Club Secretary-Carmel



# President's Report



**Hello fellow members,**

This Saturday night is your Club Presentation Dinner.

Based on the hard work of our Social Secretary Connie I'm aware of along with all her helpers I'm very sure you are in for a good night, see you there, you never know you might be inline a for a trophy or recipient of a the great Raffle prizes.

Our club AGM is planned for the following Wednesday 23<sup>rd</sup> August come along and throw your support behind new committee members slated to be voted in.

There will be a very nice supper of hot snacks, etc. provided after the meeting, just for this alone it's worth making an appearance.

**I would like to welcome 2 new members into the Club.**

- **Lachlan Duncan #504**
- **John Bonetti #505**

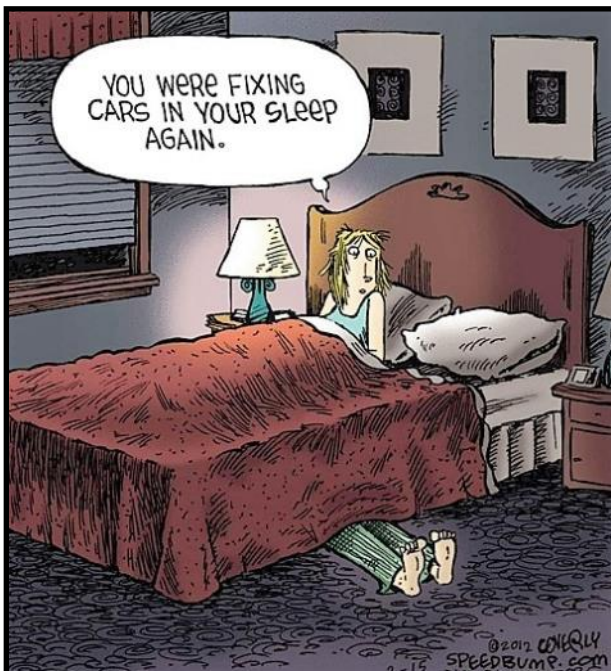
This maybe my last report as President and I would like to thank everyone for their support over the past number of years, especially the committee members I've had the privilege to work alongside guiding this Car Club we all love.

Finally, to each member of committee a very big thank you for all your work for this club, if only all the members could be flies on the wall seeing how hard you all work and the commitment you show to ensuring this Club is successful they would also applaud you all.

I'm look forward with relish to the coming Club year whether I'm part of committee of the Club or an ordinary member.

Be safe and keep the shiny side up...

Col



# BIG DAY OUT... CSM JULY 30<sup>TH</sup> 2023

The weather gods were smiling on the last (5<sup>th</sup>) Sunday in July. Rain was forecast, but we didn't feel a drop until late afternoon. A lovely morning with a steady breeze.

Members and visitors came out "en masse" to Cherry Street, and it seemed impossible to get all the people and cars onto the sign-in book. For sure we missed many, but the pages in the book were full. Heather and Mark were flat stick on the BBQ, and Rose and Connie G were run off their feet taking orders and making coffee.

Those attending were treated to some very excellent machines from members and visitors, some seen for the first time. New members Tibor and Vicki Miskolczi showed their outstanding '57 Chev 2 door, "Tilly". Actually, they agreed that she is Vicki's car, perfectly presented and dark red metallic, and completed after a lot of effort from themselves and some good assistance. Under the hood, a crate 350ci motor replaced the 289 V8, and a "billet" radiator is mounted in front of the bulkhead to provide extra room.

Mark Reilly brought along his latest, a magnificent 1940 Packard sedan, with perfection inside and out, including "suicide" rear doors and a stunning duco job in red. Not one but two spares are set into the front 'guards. Could have been a US president's car, except they probably would have chosen black? Neil Jensen's Twin Spinner and Andrew Gidman's Single Spinner (Fords), Phil Sapurmas' black and white '57 Dodge Custom Royal and Braeden Harris' Chev Nova were other interesting entrants, with so many other great member cars.

Visitor Bill Xuereb has a two-tone red and white '57 Ford Skyliner also seen on Sunday. Its like the first Fairlane (single headlights) but stretched 7" to accommodate the hi-tech hardtop which folds neatly and automatically into the trunk. (Pardon the US terms). Then 30cm longer again to mount the spare, in its fancy cover. With no tape measure, I'm betting 6 metres. Connie Di Mineo with husband Joe showed a '76 Fiat Spider and Gerry Stornebrink brought along a HSV Club Sport. Visitors all say that they enjoy the format, mix of cars and the friendly members.

Trevor Ryan's "car of the year 2022" chocolate brown Monaro is on the market. Be quick!

Over-all an outstanding day, with thanks to all members and visitors, especially to the dedicated team who set up and run the show, and to Meredith who ran errands to top up the supplies.











## *Club's Mid-Week Run to Mt Macedon Wednesday 9<sup>th</sup> August*

Bright sunny morning welcomed us to Club's Les and Lorraine's planned August mid-week run, everyone arrived safely at BP service station on Western Highway for our traditional morning tea before heading off the final destination.

Les planned the run but unfortunately a couple of days before the run he was struck down with "**The dreaded lurgi**" and was unable to run the event.

Not only Les missed out due to being off colour, but Margaret Pengelly came down with COVID, and Lyn Cook also suffering from the Flu preventing them from joining us.

Never mind we are a very flexible lot and the fact Les wasn't able to guide us we still charged on.

Everyone was ready to head off after finishing their morning Coffee Fix, but due to being last to arrive due to his Monaro not starting due to carby flooding, Les and Carmen missed their morning tea but remained happy to go as planned.

It was good to see members Andy Gidman in his lovely powder Blue Ford Tudor, Barry Deller with his co-pilot Werner Bernhardt in Barry's great looking Pale Yellow 1966 Ford Thunderbird.

Despite some nervous apprehension due to just coming out of service Jenny drove her Holden Statesman (Named Petal) with navigator Rose Ravaneschi.

Good to see Ian Cameron with his lady friend Dianne attend, its amazing how a little bit of sun bring us out to play.

Convoy headed off from the SS on a route that was arranged at the last minute due to Les's absence and it was hoped members enjoyed the drive through some great countryside. A couple of faux pas happened along the route the first being a gravel road we needed to travel on a for a few kilometres, then the leader (me) doesn't know his Left from Right, consequently a 'U' turn was required before getting back on track.

Our group arrived all together on time at Mt. Macedon Hotel where the very lovely Matilda welcomed us and explained the ropes for ordering lunch.

Lunch as per normal at this Hotel was filling and no one was looking for dessert.

After lunch a number of members headed to the top of Mt. Macedon and other went off to visit some of the famous gardens around town before heading home.

Thanks to Les for arranging everything and hope you are fit to run our next Mid-Week Event.







NAME	VEHICLE	NAME	VEHICLE
Colin Pierce	1984 Statesman Deville	Lindsay Coghill	XJ6 Jaguar
Barry Deller	1966 Ford Thunderbird	Andrew Gidman	Ford Tudor
Werner Bernhardt		Ian Cameron	Modern
Bob and Pauline	1980 SLE Commodore	Dianne Abbs	Modern
Pat and Peter	Modern	Kerry and Janet	
Gavin and Peta	VC Valiant Regal	Rob and Annette	BMW
Jenny Matthews	Holden Statesman (Petal)	Len and Carmen	VK Commodore
Rose Ravaneschi			



# Coffee Morning at Views Restaurant Werribee South Sunday 6<sup>th</sup> August

A much smaller group of our members attended the Coffee morning at the Views.

This location we normally pack out a few tables it might have been too many things happening for members on this particular weekend.

Everyone that did attend had a good old chat over our Coffee and breakfast, sometimes having a smaller group gives us better opportunity to talk and find out what we've all been up to.

Restaurant staff was very attentive to our group and time between ordering and receiving our meals was extremely short despite another larger group behind us enjoying a big family breakfast.

We all wish Alex Casha good luck as he is one of the judges at 2023 World Skills Australia National Championships being held in Jeff's Shed in Melbourne.

NAME	VEHICLE	NAME	VEHICLE
Colin and Shirley	Modern	Alex and Margaret	Porsche
Lindsay Coghill	XJ6 Jaguar	Rod and Jenny	66 Mustang
Ronnie and Connie	Modern		





## 1946/7 FORD SUPER DELUX. WDCVC CLUB REGISTERED M PLATE.



**Above: Ford wire wheels**

Nothing against real '46 Fords, just this isn't one. Later I acquired some old 15-inch chrome spoke wheels suitable for the car, and all I needed to do was transfer my MAX white wall tyres over. I liked the result, and I think it suits the car. It also has the added benefit of deterring that interested onlooker for the "flat head" motor.

All was fine until I drove to Moama to visit my elderly father, he likes the old Ford and I enjoy driving up there. On the way through some twisties near Heathcote I started to get a mild vibration, as I drove a little further it got worse. I pulled over to check my wheel nuts, but I found nothing wrong... perhaps a wheel balance issue, wheel bearing or tail shaft?? I need to sort this out when I get there so I continued, but it got bad at the top of the new bridge over the river Murray. I had to stop and investigate, I found my front wheel at an odd angle with broken spokes the cause, about half of them. A quick change with the spare wheel in the boot and I was on my way with three chromed spoked wheels and one hubcapped wheel.

I drove home without incident. But now I have a problem, I need ONE new spoked wheel or a new set of something else. I think chrome or chrome spoke will suit. Hence the article. I am putting it out there if someone has a suitable wheel in the shed or knows where I can get one or four, or perhaps the old wheel repaired I would be grateful. The wheels are **15-inch x 6.5 or 7-inch multifit** to suit 215/75R15 tyres.

In the meantime, I guess it's back to the old steel wheels. Graham 0418546192



**Above: wire wheel**

**Below: wire hub**





## The Bird Scarer...

Some year or three BC (that's Before Covid), the club toured to Caribbean Gardens in Scoresby for an All-Chrysler day. A huge market was operating, which along with food stalls, BBQ's, a lake (remember the water ski shows) and extensive playgrounds, all to keep the family happy.

Incidentally Russell and Judy's '50 Dodge Coronet won a "best in category" that day, but this story relates to an exhibit in the commercial section. In the line-up was an early '60's Dodge 700 single axle prime mover, powered by a 6V:53 Detroit diesel, and coupled to a 10 speed Fuller Road Ranger transmission. Restored and on club plates, it had been driven up from Mt Gambier for the show.

These trucks have become an iconic collector item, partly because the little Detroit makes music to many ears, sometimes very loudly depending on the level of silencing. An ex-Detroit mechanic and scuba diver Alan "Yogi" Brunton had an ear for the 6-cylinder two stroke diesels, which could be mistaken for a V12 Ferrari. The engine was known by the truckies as a "Screaming Jimmy" or a "bird scarer", as it was so noisy that flocks of birds flew up out of the paddocks as the semi drove by.

Recreational diving company Dive Experience had a Randall 40 boat powered by a 6V:92 Detroit. On the way back from the dive site Alan would stand at the back of the boat, just listening to the big Jimmy. There was no muffler, just a somewhat water dampened 6" exhaust. Yogi's quote was "who needs sex when you've got a Detroit?"

Since owning a couple of these Jimmys and seeing the Dodge 700, I have always fancied the idea of restoring one of these trucks, but I may have left my run too late, as they can be hard to find, and maybe I'm getting too old for a heavy job? Visiting my cousin Bruce in Hamilton in the F100, he took me around to show the Ford to his diesel mechanic. Joe queried my choice for another resto and I mentioned the Dodge. "If I see one of those, I won't be telling YOU about it", was his reply.

At a recent CSM, visitor Ang Meracis and I were chatting, and the subject of the Dodge 700 came up. I knew Ang was from Werribee South, and he reckoned there was one of these trucks in a shed behind a house on one of the farms. Being in the area last Friday, I knocked on a few doors. Soon I was greeted by a young woman who admitted that her grandfather, who had recently passed away, had owned such a Dodge. We walked to a nearby shed, and sure enough here was the iconic item, covered in dust and obviously not having been moved for decades. Could it be for sale? Absolutely not, was the emphatic response. "Even if my dad agreed to sell, I would personally intervene. We will never sell this truck".

Well, that was it. On the way back to the house, my eyes strayed to another shed. There lurking in the gloom was a huge early '60's Pontiac, apparently restored or maybe a very low KM "barn find." "What about this one?" Again: "Absolutely not".

There's so many properties at Werribee South, all of which which have been established for generations. Just imagine how many classic "barn finds" are awaiting discovery right on our doorstep.

John Marks, member #335.





## The case of the Runaway Radiator Cap.

### Taken from Australian Motor Life Museum's Newsletter. By Restoration Jane

It's a bit of a thing around our household to keep old trade skills alive, and while Evan works diligently on our car/s, I have taken on the challenge of doing bits and pieces for others as a way to share our hobby.

Not unlike people who have a passion about rescuing animals, we have a real sense of the importance of rescuing cars and parts on the brink of being lost to history.

The theme around here is that we will have a go at anything and there is nothing that can't be fixed, rebuilt, or remanufactured. We have always loved a challenge!

Recently, one of our members lost the radiator cap off their MG which fortunately was retrieved thanks to a Good Samaritan. Unfortunately, during its escape, the cap had hit the road hard before sliding along the bitumen (butter side down of course!) and then apparently been run over by another vehicle.

This had caused deep gouges in the face side of the cap and a significant depression in the top meaning the end result was quite distorted. The depth of the gouges and dent meant that simply machining it back to flat was out of the question – see picture attached.

Reproduction caps are available, but rescuing original parts is way more fun in this household.



So, the battered and bruised cap ended up in Restoration Jane's Garage for a makeover.

The existing chrome plating was removed by submersion in a secret formula (don't even ask!), bringing the cap back to its original brass base.

To remove the deep depression in the top of the cap, it required softening so that pressing it back into shape would not split or crack the brass especially after 70 odd years of use.

The whole cap was heated evenly to just over 400 degrees which, while not reaching a normal annealing temperature, was sufficient enough to make pressing it more malleable.

Instead of stressing the cap with the normal quenching process, it was pressed back into shape while still hot using a purpose made hardwood dolly – quite a visually exciting process as the hardwood liked to smoke and spontaneously combust!

Once the correct physical shape was achieved, the gouges in the top were built up with a 45% silver brazing rod at around 650 degrees.

Once sufficient material was deposited, the cap was put in the lathe and machined back to exact specifications using our own MG cap as the template. After general polishing, a flash coat of copper was electroplated on to allow for final polishing to remove any minor scratches and blemishes.

Then it was ready to be shipped off to the electroplater for chrome. Chroming is a dangerous process in terms of chemicals and fumes, so this is not something that is done in house!



It is really quite exciting for me to see the finished cap resurrected and now back on the original car where it belongs.

What is more exciting is that yet another original part is rescued and now has its own adventure story to tell!

**Happy motoring 'til next time,**

**Restoration Jane.**

**\*\*\* The idiot MG owner (me) who left the cap on the bonnet before going for a drive is eternally grateful for the outstanding work Restoration Jane's Garage did to save the original cap.**

**Steven Koster**





## The Essex brand of automobile originally produced by the Essex Motor Company.

Manufactured between 1918 and 1922.

Then manufactured by Hudson Motor Car Company of Detroit, Michigan between 1922 and 1933.



1919 ESSEX



ESSEX Race Cars in Salt Lake City 1920



1930 ESSEX Supper 6 Model E 4 Door Sedan



1931 ESSEX Boattail

## Corporate strategy

During its production run, the Essex was considered a small car and was affordably priced. The Essex is generally credited with starting a trend away from open touring cars design toward enclosed passenger compartments.

Originally, the Essex was to be a product of the "Essex Motor Company," which was a wholly owned entity of Hudson. Essex enjoyed immediate popularity following its 1919 introduction. Essex Motors went so far as to lease the Studebaker auto factory in Detroit for the production of the car. More than 1.13 million Essex automobiles were sold by the time the Essex name was retired in 1932 and replaced by the Terraplane. That year the Essex Motor Company was dissolved and the cars officially became a product of Hudson.

## Essex cars

Essex cars were designed to be moderately priced cars which would be affordable to the average family. Proving durable, their capabilities were checked upon and confirmed by AAA and the United States Post Office. In 1919, an Essex completed a 50-hour, 3,037.4 miles (4,888.2 km) endurance test in Cincinnati, Ohio, at an average speed of 60.75 miles per hour (97.77 km/h). The early Essex cars also captured many hill climb records. In a special Essex race car, Glen Shultz won the 1923 Pikes Peak Hill Climb. It had a 108.5-inch (2,760 mm) wheelbase.

Initially, Essex marketed a line of touring cars (open four-door cars with canvas tops), which was the most popular body style of cars in production at the time. While Essex added an enclosed sedan in 1920, it was the introduction of the 1922 closed coach, priced at **\$1,495 (US\$26,137 in 2022 dollars, \$300** above that of the touring car. By 1925, the coach was priced below the touring car. While Henry Ford is credited with inventing the affordable car, it was Essex that made the enclosed car affordable.

In 1928, the big news was the use of four-wheel mechanical brakes. Essex boasted "piano hinge doors" which were exceptionally strong. An advertisement shows a man fully supported by an open door to demonstrate the strength of the hinge.

## 1926 Specs

Wheelbase = 110.5 in (2,807 mm), Length = 14 ft 6 in (4,420 mm), Turning Radius = 23 ft (7.0 m),

Road Clearance = 8.75 in (222 mm), Brakes = 14 in (356 mm) drums,

By 1929, the Essex was third in U.S. sales, behind Ford and Chevrolet.

Essex sales remained strong into 1931 before sales began to trend downward. For 1932 a redesigned Essex debuted and was named the Essex-Terraplane, a play on the word aeroplane. For 1934 the Essex name was dropped and the car was marketed as the Terraplane.

The instrument panel of the 1932 Hudson and Essex automobiles featured the first use of "warning lights" instead of gauges.

## Essex Coach specifications (1926 data)

- Colour – Body and wheels, blue; running gear, black
- Seating Capacity – Four or five
- Wheelbase – 110½ inches
- Wheels - Wood
- Tires - 30" × 4.95" balloon
- Service Brakes - contracting on rear
- Emergency Brakes - expanding on rear
- Engine - Six cylinder, vertical, cast en bloc, 2-11/16 × 4¼ inches; head removable; valves in side; H.P. 17.32 N.A.C.C. rating
- Lubrication – Splash, with circulating pump
- Crankshaft - Three bearing
- Radiator – Cellular
- Cooling – Thermo-syphon
- Ignition – Storage Battery
- Starting System – Two Unit
- Voltage – Six
- Wiring System – Single
- Gasoline System – Vacuum
- Clutch – Multiple disc in oil
- Transmission – Selective sliding
- Gear Changes – 3 forward, 1 reverse
- Drive – Spiral bevel
- Rear Springs – Semi-elliptic
- Rear Axle – Semi-floating
- Steering Gear – Worm and full worm wheel

## International production

Essex motor vehicles were either exported as complete cars or locally built from knock-down kits in many countries, making the Essex marque well known internationally as well as domestically. Essex vehicles were locally built in Canada, the United Kingdom, Germany, Australia, New Zealand, and South Africa.

Thanks to WIKIPEDIA for information and images





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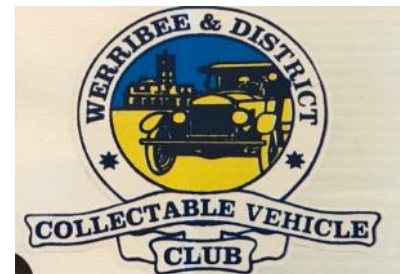
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