



























The Best of Chevroletter.

Official Publication of the Chevrolet Club of WA Inc.

Stories drawn from editions of the Chevroletter

from 2010 to 2025

Compiled by Hugh Morison.

THE CHEVROLET CLUB OF WESTERN AUSTRALIA

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Official Publication of the Chevrolet Club of WA Inc.

Stories and articles have been drawn from editions of the Chevroletter, the official magazine of the Chevrolet Club of WA, from 2010 up until 2025. This continues the very comprehensive history “Tall Tales or True”, compiled by Peter Taylor. As the retiring Chevrolet Editor, I have access to most of the issues, though some years are missing. They are not in any particular order, and many photographs have been added from my library and from the Internet.

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Compiled by

Hugh Morison



Leman's Tour of North America

American and Canadian coastlines are well serviced with bridges, many mighty ones that rise up in a hump, sophisticated tilt bridges that lift up to allow vehicles to pass underneath, massive bridges that span wide crevasses and yet they still require ferry services, and these are also spectacular. To leave Prince Edward Island we chose not to go back across the terrifying bridge but to use the PEI/Nova Scotia ferry service, run by Canadian Ferries. This entails buying a ticket for yourself and your RV, waiting in the queue wondering how all these trucks, RVs and cars could possibly fit on such a small vessel and then very efficiently being directed onto the vessel and leaving port within about 15 minutes of the vessel's arrival. Canadian ferries are like cruise ships with wonderful cafeterias, this one had a lounge with performing singer/guitar player and others have rangers on board who discuss the local wildlife, all for around CAN$130, a very pleasant 1.15-hour trip to a new Province - ferry just how Anne left PEI.

19/6/2010: Nova Scotia is a relatively poor province, and the roads show the state of disrepair. Nova Scotia or "New Scotland" has many ties to the old country of its founders. We are not big town/city people, so we love the wilderness of Canada. We come across Balmoral Grist Mill and have a personal tour and demonstration on how flour was made a hundred years ago, and a small output is still made today, the cookies were wonderful. This very pretty site had a lovely picnic area just up the hill from the river, so we spent a wonderful night just our van and the stars for company.

We leave the Atlantic Coast for good this trip and head west back through New Brunswick where we come across the Mantostat Indian Reserve complete with Tepee, sweat lodge and Indian woman only too willing to share her nation's history, not pretty. They get moved on and on till now they run two petrol stations to try to support the surviving native inhabitants. We pass through Hartland and the World's Longest covered bridge until arriving in Quebec Province and the wonderful Quebec City. We have now been away from Australia 40 days and yes, it is wonderful, but we are a little homesick at times. Quebec City 30C temperatures, glorious sunshine days and fantastic history, buildings and atmosphere help lift our spirits. All signs are in French, the people speak French, in fact it is rare to find an English speaking person in the shops or on the street unless they are an overseas tourist. The Citadel is the centre of this 400 year old city and a tour is a must. As you walk up the steep curving roads towards the Citadel there are heaps of cannons and fantastic views from the wooden boardwalk across the river of a very busy port with very large vessels traveling up and down the river. You pass the Fairmont Hotel, which to an Australian is a castle, where you can wonder and view how the rich live. Once at the highest point of the city you pay CAN$20 each for a very good tour of an active army barracks parading on the quadrangle, where the Canadian Governor General stays from time to time and get a really good history lesson about the Plains of Abraham battle.

No trip to Quebec City is complete without a CAN$2 ride on the Funicular lift, which believe me does save a very steep climb or strolling through the very old shopping precinct. To top off this great location we had the best accommodation, costing around CAN$50 per night we stayed in the marina car park right on the water's edge with spectacular daytime and nighttime views of the City. Many other Canadian travellers joined us here and though most could not speak much English we managed to have a few interesting chats. We noticed that Americans have very large RVs whereas most Canadians had vehicles smaller than ours and seemed to have a more conservative way of approaching life.

1/7/2010. We are back in familiar territory again, Ontario and our second visit to Fort Henry which is staffed by University Students as a summer "job". They dress as in the 1800s, have duties, parade, fire old rifles and instruct tourists on the history of this important fort, right on the St Laurence River between Canada and the US, where many battles took place. Whilst here, we experience a 5.5 Richter scale earth tremor, an

extremely heavy downpour overnight and awake surrounded by water. We drive onto a small town called "Smithville" which has advertised a "Chookfest" and car show.

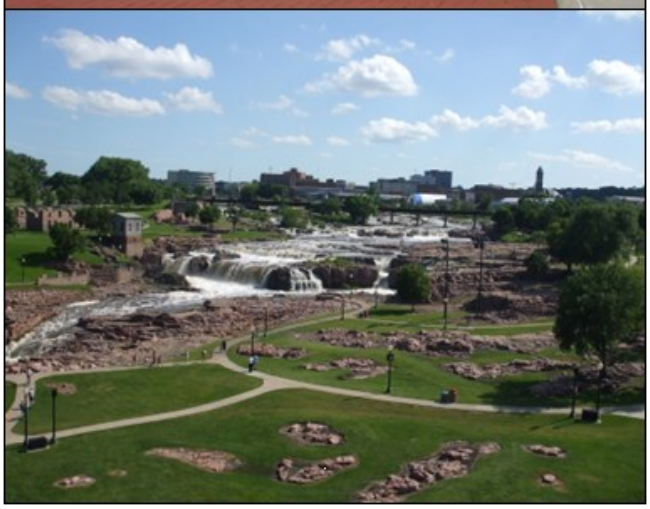
We can't believe the town has put on such a great display and even light rain does not stop about 200 cars attending. There is an antique tractor pull, chicken races, modern tractors pulling hay filled trailers for any tourist to ride on, a model steam engine display and later that night Bee Gees and Rod Stewart impersonators and a fantastic fireworks display. This was to celebrate Canada's Federation Day.

Robert has found some other car shows in southern Ontario to visit as we wend our way toward the underwater tunnel to Detroit USA. Of course, we are in Detroit to visit The Henry Ford Museum and Rouge Factory in this now quite badly run down port town. It is hard to believe one man could collect this many vehicles, trains, horseless carriages, caravans, planes and provide such a wonderful building to store them. We ran out of time to visit Greenville, a town built by Henry Ford next to the museum, maybe next time. Robert could show you about 5000 photos of cars from our trip so if anyone is interested, he can bring the computer one day and show you or any member is welcome to visit us and view same on our large television - just contact Robert to organise.

We had to move it along a bit now as we had a date with the Good Guys car show in Des Moines Iowa at the state fairgrounds. US$23 per night for a watered RV site on rolling grass hills, under huge shady trees with about 1000 American RVers. The car show runs over 3 days, and entry is US$16 each per day each plus a speedway for US$7 per night. Good Guys car shows are held all over America so look it up on the net if you are visiting there is bound to be one near you. We can't even start to describe the massive number of superbly restored vehicles found at these events. Good Guys always have a large selection of Tee Shirt, hat stalls plus a flea market which is massive, plenty of American favourite foods (must admit corndogs on a stick and funnel cakes do not agree with us and we go back to eating our own prepared food).







Chevrolet in Australia

1940 saw the end of running boards on Chevrolet cars, replaced by a slightly curving lower end to the doors which when opened revealed the hidden step. Headlight mountings were still partially exposed as in 1939 but by 1941 were fully integrated into the fenders.

Production of civilian vehicles ceased from 1942 to 1946 as the GM conglomerate moved into military vehicles and armaments. In addition to military transport trucks, ambulances and utilities, including the famous “Blitz” wagons with their inward sloping windscreens to avoid reflecting sunlight to the enemy, GMH produced a range of engines, heavy machine guns and airframes for various war planes.

To do this major change to military production GMH was assisted financially by the Federal Government and co-operated with BHP and the American military for patterns and material. After the War many of the army surplus trucks were sold off to farmers and industry. A great many 4x4 blitz wagons saw service as country fire brigade vehicles, some of them still in operation today. One such vehicle at Doodlakine had as its motto: “May I be like an old maid, always ready but never called upon”.

As the War ended and production returned to civilian vehicles GMH turned its attention once more to the design and production of “Australia’s Own Car”, the Holden, which made its debut in 1948. As in America there was a large demand for vehicles to replace those old models which dated back well before the War, many from the 1920’s due to the depression when car manufacturing dropped to very low levels.

GM produced a facelifted version of the 1942 model car and utility in 1946 to meet this demand, reasoning that there was no need to re-tool when demand was strong and sales were good. The Fleetmaster line of Chevrolet cars lasted until 1949, when the first post war designed Chevrolets became available in Australia. These were known as the Styleline, built on a new chassis and with a more rounded appearance, though still with the same 215 cu in. engine. With minor body changes the Styleline lasted until 1953, when the split windscreen was replaced with a one-piece glass.

A 235ci engine was introduced which featured a fully pressurised lower end, unlike the semi splash system in the earlier engine. The body was revamped too, with a more squared appearance. However, it was the Chevrolet truck range which captured a large share of the market with their completely redesigned models commencing in 1949. These new vehicles were eagerly sought by farmers looking to replace worn out machines from the 1920s and ‘30s. The Korean War commenced in 1950, leading to a huge increase in wool prices, enabling woolgrowers to spend some of this money on new vehicles, leading to the imposition of provisional tax by the Federal Government and the pejorative term “wealthy cockies” when driving among the Morris Minors and Ford Anglias of city folk.



An early post War utility (1946) and Chevrolet 1500 5-ton truck from 1954.






WY47CHEV


BIG PIG


1CFJ052


XCI-953


elite
DAIKIN
UGW-020




ARJ-365

This Is the Oldest Motor Car In The World That Still Runs

It was built one year before Karl Benz and Gottlieb Daimler invented the internal combustion engine (actually they stole the principle from someone else).

The world's oldest running motor vehicle has been sold at auction for an astonishing $4.62 million (R36.5-million), more than double the pre-sale estimate, as two bidders chased the price up in a three-minute bidding war.

The 1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout drew a standing ovation as it was driven up onto the stage at Friday's RM Auction in Hershey , Pennsylvania - to prove that this 127-year-old car really does run! - and attracted a starting bid of $500 000, which was immediately doubled to $1 million.

Encouraged by the applauding crowd, the bidding went swiftly up to $4.2 million (R33 million) - 4.62 million (R36.5 million) including the 10 percent commission - before the car was knocked down to an unnamed buyer.

The Dos-a-Dos (Back-to-Back) Steam Runabout was built in 1884 by George Bouton and Charles-Armand Trepardoux for French entrepreneur Count de Dion, who named it 'La Marquise' after his mother.

In 1887, with De Dion at the tiller, it won the world's first ever motor race (it was the only entrant to make the start line!) covering the 32km from the Pont de Neuilly in Paris to Versailles and back in one hour and 14 minutes (an average of 25.9km/h) and, according to contemporary reports, hitting a breathtaking 60km/h on the straights!

La Marquise has only had four owners, remaining in one family for 81 years, and has been restored twice, once by the Doriol family and again by British collector Tom Moore in the early 1990's. Since then, it has taken part in four London-to-Brighton runs and collected a double gold at the 1997 Pebble Beach d'Elegance in California.

Thanks to Roly for this interesting story. A side benefit of the steam boiler would be the ability to make a cuppa on the road! Ed.



Something You Can't Do In A Chevrolet

April 2012.

We know that Chevs can go anywhere and do just about everything, but these daredevils at the Donnybrook Show last weekend proved there are some things you and I would not try. From a run up of about 30 metres these young blokes rode their motorbikes off a short launching ramp and gained a height of about 15 metres before landing on the sloping down ramp. One young fellow, a local who holds many international titles, actually did a backwards flip while in the air and landed safely. My palms were sweaty just looking on. Ed.







World's Only Remaining 'Ghost Car'

February 2012.

An extraordinary transparent car is set to fetch as much as $475,000 when it goes up for auction. The motor, dubbed the 'Ghost Car', is a Pontiac Deluxe Six which, bizarrely, has been covered in this see-through material Plexiglas.

Built in 1939 by General Motors and chemical company Rohm and Haas at a cost of $25,000, it was the first transparent full-sized car to be made in America. One of a kind: The 1939 motor is a Pontiac Deluxe Six which has been covered in Plexiglas, developed just a few years earlier in 1933.

Thanks to Roly for the amazing pictures and story.





Rick and Rosina Beazley's Anniversary Trips

Rosina's Story.

This story was printed in the VVCAA Royal Mail.

In 1975, after joining the VVCAA, whilst reading the Royal Mail, I noticed an article for a 10th Anniversary Rally to Mudgee. We decided that we will do the trip from Perth to Sydney for the event in 1977. In April 1975, Rick took the 1938 Chev off the road to restore. So, a complete restoration started from the chassis upwards. It took 18 months, the bonnet was still in primer 2 days before we left for the trip, the paint had to be cut back whilst we were crossing the Nullarbor. So, in September 1977, we set off with 6 Kids, Rick 12yr, Colleen 9yr, Donna 7yr, Shane 5yr, Corey 3yr, Damien 1yr. The Chev towed a 16 ft caravan. The trip had its moments of misery and also a lot of laughs. The Nullarbor had just been bituminised which helped.

The rally was brilliant, about 160 cars. We left on a foggy morning, all the cars lined up. The only difficulty with the rally was the running out of food, as people were still booking meals on the day, which meant the caterer had to stretch the food around. My memories are fond of this trip.

In 1982 we decided to do the 15th Anniversary run to Parkes. A few from Perth decided to go along as well. Roly and Maureen Richardson and their son Ryan in a 35 Chev Tourer, Paul Dunham in his 1953 Chev sedan and Tony and Val Hoffman in the 1934 Chev Coupe. We were in the 1938 Chev sedan towing a 19ft caravan, with our 7 kids Colleen 14yr, Donna 12yr, Shane 10yr, Corey 8yr, Damien 6yr, Shantel 4yr, Kandis 18months. Rick 17yr was flown to Sydney to meet us as he had to do his school exams.

My memories of the trip were the constant break downs of Tony's car and the many punctures of Roly's car, plus our breakdowns in our car. The rally was excellent, a lot of cars, and interesting places we went to, still a problem with the food not being enough, so decided we would do some of our own food next time.

The trip home was a nightmare as whilst we were coming through Canberra a drunk slammed into our caravan which slammed the gas bottles into the car. Caravan was a write-off.

The car had to be shaken to get petrol in it. The front seat broke and landed on the kids in the back.

All praise goes to the Canberra Chev club who helped us get on the road. A kind Canberra man who lived nearby took us in. The garage who took our caravan swapped it with a trailer, so as soon we were able we set off again, sleeping in the Richardson's annexe. Doesn't matter how many times you think you know where things are in a trailer, it's not there when you look again. We got home okay.

I said we won't go again as it's too far and expensive. But like I said, I wouldn't have any more kids each time I was pregnant, and kept going even though each was my last, so we kept going over to the rallies after I said we wouldn't. No one believes me anyhow.

In 1987 the 20th rally was to be at Nowra. Rick had just spent 18 months restoring the 1937 Chev master deluxe Tourer. It was a sad case before it was started, used as an incinerator, chicken house, and a tree fell on it, had no floor or seats or hood bows and only cost us $10.

Terry Fullwood did the wood, and a friend Allen did the seats and upholstery. Terry and Rick fashioned some iron hood bows from a texture drawing. We were picking up chrome only days before we left. In the '38, Rick found a big crack in the block only 4 days before we were supposed to leave. Rick and Rick jnr worked for 5 hours into the night to get the engine ready.

Found also the caravan wasn't registered so had a quick trip to fix that up. We decided to have the 1938 pulling the 16ft caravan, and Rick jnr driving the 1937 on its maiden voyage. It only got finished a few days before and hasn't even had a trip in it. We left and in the 1937 Chev was Rick jnr 22yr driving, Shane 15yr, Corey 13yr, Damien 11yr. And in the 38 Chev with the caravan was Rick and

me, Donna 17yr, Shantel 9yr, Kandis 6yr, Tyson 4yr and Kyle 8 months. Colleen 19 yr flew out later and joined us. We were going with Tony and Val Hoffman, Roly and Maureen Richardson, but we eventually went on our own, as the others were not ready.

The trip was a nightmare for breakdowns. The '37 was losing oil fast which as it was found the rocker gasket had shrunk. Roly had split the bearings on the gear box and had problems with his caravan. That's why they didn't leave with us; then we had our caravan problems with the caravan table breaking a leg.

Kids sleep on the table, and the caravan inside lights weren't working. We were going ahead as Roly had a few caravan problems to sort out as well. We were not going too fast as we now had serious generator problems and this was day three.

I noticed when the boys got out of the 37 Chev, they were frozen as the side curtains didn't fit properly, and the front gaped so that insects and bees dropped on them. We sorted this all out on the next trip, but they had to put up with it this trip. We made it to the Nowra rally and had a great time with me still saying it's our last trip.

Submarine Inspection

September 2012.

Last month's outing was certainly a little different, taking in a tour of the Fremantle Maritime Museum and the Ovens class submarine docked nearby. A group of Chev Club members followed a guide through the labyrinth of hatches from the stem to the stern, dodging all manner of pipes, gauges and wiring, wondering what sort of maniacs would want to work inside such a vessel.

Equipped with wire guided torpedoes with a range of up to 40kms to a target, these subs were state of the art in their day. Two big diesel engines were used to recharge the enormous bank of batteries which propelled the sub. They were only started when the vessel was on the surface or within snorkel distance underwater. The ship has about four periscopes, each with a different function.

Crew comfort was at a minimum, but each had their own bunk, albeit very small. Water saving was extremely controlled, the only ones allowed a shower being the cooks, who worked in a space about twice the size of your toilet, producing over 200 meals per day.



Rick and Rosina's Trips East

1992 saw us go to the 25th Anniversary run to Cowra. We were driving the 1938 Chev towing a 16ft caravan, taking Damien 16yr, Shantel 14yr, Kandis 11yr, Tyson 9yr, Kyle 5yr, Bre 4yr. Rick jnr was driving the 37 Chev with Bev his wife and family, Aaron 10yr and Teagan 1yr. We were all going to fit in the caravan, all 12 of us very cosy. This time the '37 Chev broke down in day 2, 80k past Coolgardie. Timing gear: lucky we had 2 cars.

We also found we forgot to fill the caravan up with water and gas bottles and matches. We were broken down for about 3 days, but we did have some good memories here, nice campfires, kids had fun. Rick phoned Donna our daughter, so she and husband Mark drove all the way from home to bring some parts but then Mark and Rick drove back to Kwinana as it needed more repairs, so Donna and Mark joined us to sleep in the caravan as well. Rick, Mark, Rick jnr and Damien worked on the car, and we all held our breath as it slowly started.

We said goodbye to Mark and Donna then off we went. Only had a few more problems that were sorted out. We took the trip via Snowy Mountains, and back through Dubbo way. Had a great time at Cowra catching up with everyone again.

The 30th Anniversary was to Forbes in 1997. We were taking the '38 Chev towing a 16ft caravan, with us in the car was Kandis 16yr, Tyson 12yr, Kyle 10yr and Bre 9yr. In the 37 Chev was son Rick, wife Bev and 3 daughters Teagan 5yr, Chiana 3yr, and Cheyenne 18 months.

The next car was Mark and daughter Donna with their two kids Stephanie 4yr and Brice 6 months in their Camry car towing a camper. Cars behaved themselves with only a radiator problem and the camper leaked. We went via Snowy Mountains again and coast road, first time the kids played in snow. Main problem was us, as we all got sick with colds. Forbes rally was great and I did my usual and said this will be our last time coming over.

The 35th Anniversary rally was at Goulburn in 2002.We decided to go in the 1938 Chev taking Damien 26yr, Kyle 15yr and Bre 14yr. We were going to stop at motels on the way. We had a trouble free drive over. Had a good time at the rally.

Only problem with car was a generator problem and we had to disconnect the spotlights. We had to sleep in the car in SA as it ran out of petrol and had to wait till next day to fill up. Had a quick trip home, saying again this will be our last trip over.

The 40th Anniversary run was to be held at Wagga Wagga in 2007. We were taking the '37 Chev again, and finding motels to sleep in. With just Rick and I, such a lot more room, no holding squirming babies, or sorting out tired kids, what luxury. Just climb in the back seat and have a moving bedroom, until Rick went to sleep and we went bush, all trust gone, now I have to keep awake. How can one fall asleep at 10 am for goodness sake?

Not long after our car door was falling off, a few quick repairs, but not many dramas. We went via Esperance. We do try and put a variety of choices in. We went to the Chev 4 rally first held at Narrandera which had 24 Chev 4 cars. We had a great time and having lifts in the Chev4 made us rethink the '27 Chev Rick is hoping to do up.

After this rally we drove to Wagga Wagga for their 40th Anniversary. Had a lot of interesting places for us to visit there. I even went to the ladies luncheon which I enjoyed. Car behaved itself on the way home, just a radiator leak.

Oh no! Another anniversary rally this time in Taree for 2012, yes, we are going on our own in the '37, counting on motels on the trip. Why do we do it, I think it's a habit, I also crochet blankets on the way, have lots of them now. Is this the last, well maybe. We also are fitting in the Chev Nationals at Bundaberg Qld, just before the 40th Anniversary run. Now, how can we put variety in it, we haven't done Broken Hill way, who knows how we will get there, what route to take, all we know is we will be there. So again, I can say this will be the last time.

Footnote. We didn't make it. Story to follow.

Rick and Rosina Beazley's Supposed Trip to Queensland and NSW2012

We decided to drive the 37 Chev to Queensland Nationals, first in Bundaberg, then down to Taree NSW for the 45th anniversary run, which we have always gone to, we hadn't missed any since 1977. We were going to see family at NSW as well.

We delayed leaving as we had to wait for grandchild number 34 to be born first. Baby Kirsten arrived safely a week early, and as everything was going fine, decided to leave a little earlier, so left on 29th August. The car had everything but the kitchen sink stored under the seats. We were going to stay at motels on the way. Rick had done everything he could to get the car ready, and he was more optimistic than I, but thought what could possibly go wrong?

Off we went, we did notice the tappets going up Greenmount hill sounded a bit loud, but the engine had all new lifters in etc, maybe I heard wrong.

Drove to Norseman, before we got there were stopped by police, they noticed our lights [it was getting dark] were different than usual, and then realised our car was old. Nice chat and a breath test and off to Norseman. Hard to believe the motel was full and the caravan shuts at 5.30, but found another motel, stayed there.

Next day drove to Balladonia, car getting noisier, and Rick had to tighten the tappets a lot. Saw a lot of dead animals around and eagles. A first also was seeing the Nullarbor have a controlled burn off. Drove on to Madura Pass about 150k from border, stayed the night.

In the morning, Rick found he was tightening the tappets from underneath, he couldn't adjust the tappets anymore, he wasn't happy as the car had new lifters, this shouldn't have happened, so realised we won't make it any further, and getting home will be hard. Car sick no service with phones, we had travelled about 1000km's and had 1000km's to get home. I did my usual in times like these and got my crochet hooks out to make a cape, instead of the usual blanket.

The car was really noisy now, sounded like a chaff cutter, so we took it slow back, dropping down to 30 kms an hour. At Balladonia we were able to ring our eldest son Rick, to meet us and bring the old lifters, so as we could get home, we still had about 750 kms to go. We made it to Norseman and stayed the night, but before we got there, we met our friendly policeman, after a chat and another breath test. These country policemen wouldn't get too many of these to do. On reaching Norseman, we got a message that Rick and Bev were on their way and will find a motel on the way.

Next day we drove on hoping to reach Coolgardie, apparently Rick jnr told us to stay there, but having no service again, we couldn't tell them we were carrying on.

Rick decided to stop just before Coolgardie at a P stop. Thought he would get the car pulled down before Rick jnr got there, as he reckoned he would get to us about noon. On stripping the car, found the car had a lot of damage due to the lifters not having been hard faced at all.

When Rick came, they found the lifters couldn't go out from the top but had to go from the bottom as they were flayed. When they got them out found the lifters were worn down like pencils, one even had a hole worn in it. Took them 10 hours to fix the car, car parts were all over the place, Coolgardie folk heard about us, came round with drinks, rags and all sorts of stuff, they were amazing. I think 700 people live there. We were offered the workshop of the restorers club but declined as the car was in bits by this time. Some young guys who lived in the bush came over with a generator which ran lights, which helped a lot.

Bev and I organised a motel, so when they finished at least we had a comfy bed. And it was a very comfy bed. Next day was Father's Day so we had breakfast in a cafe.

We then set off, stopping at a house as the owner had given us a lot of stuff and we were returning them. Unfortunately, the owner's dog decided to jump at the car doors and now we have nasty

scratches on the door, but we managed to not look at the damage till later. We drove around the corner, then splutter splutter, fuel pump trouble, so on the side of the road in town, more repairs.

We managed to get home OK after travelling about 2000kms. We were sad we didn't make it.

Rick Beazley's Report

September 2012

We expected to be sending this report from somewhere in the Eastern states but as we had a problem with the old '37 Chev we decided to return home. After adjusting the tappets several times and having to put the tappet adjusting lock nut under the rocker arm because I had run out of thread on top, I said to Rosina I think we will have to return home as we will not get very far like this, so we headed west towards home and what a racket. We stopped at Balladonia for lunch where I phoned our son Rick to let him know we were returning home. I had worked out that it must be the new cam followers that were wearing down so he brought two old followers that I had replaced and we met him at Coolgardie where we replaced them. They were so badly worn that we had to drop the sump, remove the cam shaft to remove the followers from the bottom. All this was done at the P stop at Coolgardie.

The people there were marvellous with rags from the water board driver who stopped to see how we were going to Megs who made several trips to offer assistance, degreaser, spare oil, drinks etc.

The local restorers club offered a workshop and hoist but as we already had the car dismantled we carried on. The blokes across the road came with a generator and flood lights when it started to get dark, and without their help it would have been a longer job as we took 10 hours for a 1hr job.

We stayed overnight at the Motel. In the morning we returned unused bits to Megs, (local chap reminded us of Tony Hoffman), pulled out onto main road, cough splutter stop, fuel pump no pump, out with rebuilt pump from under rear seat, change pump start car, carby flooding damn, off with carby top sliver under valve seat, replace top, start car, still flooding, a damn again, new pump has too much pressure, replace with old pump start car OK at last we can head home. So, when you drive an older vehicle, you carry lots of spares and have lots of patience.







The Roadside Mechanic at work, and a few of Rick and Rosina's cars on show.

The Ray Coyle Collection

May 2010

Sunday April 18 saw a good collection of members gather in Guildford for a coffee or a quick browse through the second-hand stores in James Street before heading up West Swan Road to the impressive collection of very old and rare cars owned by Ray and Gloria Coyle in Henley Brook. Ray and Gloria made us most welcome, with tea and coffee available in the cool of their large garden area.

Ray spoke to us on several of his cars after we had a good browse through his display area and amazing workshop, containing all sorts of vehicle parts which only a connoisseur could identify. Ray is currently restoring a Renault of very early vintage which had a 4 cylinder engine. This was not very successful, so the makers returned to their proven 2 cylinder donk. It was comparatively easy to add the extra two cylinders as they were built in pairs, bolted on to the extended crankcase.

In the museum proper there were three Jaguar sports cars; an E type flat floor (rare as only 400 were made before the floor pan was lowered to allow easier access), a complete XK120 and almost complete XK150. Travelling back in time revealed a Ford T Frontenac racer (Henry wouldn't allow Ford to build racers, so a whole industry of privateers emerged. This one has a seriously reworked Ford T engine). Alongside a Humber Taxi circa 1910 was a De Dion Bouton of around 1909. Ray obligingly cranked it into life so we could savour the sound of the little one lung motor with only one mechanically operated (exhaust) valve. The inlet was a poppet valve. Next to three curved dash Oldsmobiles was the 8th T Ford ever made (1909), complete with brass radiator and buggy type construction. A Hupmobile of similar vintage was also on display.

Some time was spent with Ray discussing the various traits of these magnificent old cars, now over 100 years old and in fully restored condition. Ray and Gloria were hosts to the recent 'one cylinder' car owners who converged from all over the state. A most enjoyable experience for those who appreciate the early days of motoring.









Pictures of a Humber, De Dion, Ford Model T and Frontenac Racer.

A 1950 Chevrolet with Only 437 Miles On The Clock

March 2012



Purchased new by Mr. and Mrs. Jessie Trueblood of Modesto, CA. Shortly after purchasing this car, Mr. Trueblood took a day off to go fishing. While waiting for the "big one" to bite he witnessed a woman fall out of her boat. Mr. Trueblood jumped in to help, only to fall victim of a fatal heart attack. Mrs. Trueblood returned the car home and placed it in the garage for the next 12 years. The odometer reading at that time (1962) was 413 miles.



Mrs. Trueblood lived next door to a used car lot owned by Mr. William E. Wilson (now 81 years old). Mr. Wilson spoke with her frequently and often told her he would like to buy the car for himself to keep. In 1962 the time had come and he purchase the car. He then took the Chevy home and parked it with 433 actual miles. And there it sat for the next 45 years, occasionally being started and moved in and out of the garage.

In 2007 Mr. Wilson decided to sell the car and started spreading the word around Modesto that the old Chevy, with 433 miles on it, was for sale. Many had heard about the car, but hardly anyone had ever laid eyes on it. In fact, according to Mr. Wilson, he only showed the car to about 5 people in 45 years.

Word spread quickly about the car and soon a buyer arrived ready and willing to pay the $60,000 asking price. When Mr. Wilson told the story of this car he complained heavily of the "capital gains" tax he was required to pay and wished he had never sold it. As of this writing, Mr. Wilson is still alive and well in Modesto and can verify the miles and originality of this car.

Simply put, this is a true 100% factory original survivor (that includes the air in the tyres). This old Chevy now has 437 original miles and is most likely the world's lowest mileage 1950 Chevrolet.



The Saga of Chevrolet DLKN51

April 2013.

Written as a warning to others by Hugh Morison.

The best laid plans of mice and men are, '*aft to gang agley',* according to poet Robbie Burns. How right he was.

It started out as a really good outing with a number of Chevrolets from the Club lined up at the Channel 7 Christmas Pageant in December 2011. Chevrolet DLKN51 (that stands for Doodlakine, the forgotten capital) had been in a car rally all around the south of the state with no problems at all, though a small over heating problem had occurred a month or so previously.

A casual check of the oil level showed water had invaded the sump. Oh dear, was it just a blown gasket, or something more serious? It was. Closer inspection in the garage a few days later revealed a crack in the block just above the cam followers. Terminal trouble, so the word went around for a replacement engine, preferably one with full pressure oiling instead of the semi splash system of the 216ci engine. A 235ci engine became available, and thinking this would be the ideal replacement, money changed hands and the engine was stripped down, only to reveal that the early 235 engines, 1953/54 did not have the full pressure oiling. Never mind, we'll persevere with what we've got.

Parts were ordered, the block and head went in for some re-machining, and I waited. And waited. And waited. The first set of big end bearings to arrive were for the later 235 engine, as were the inlet valves. To cut a long story short and prevent me from weeping, the bearing shells finally arrived in Australia in December 2012, only to be held up by customs due to the presence of some second-hand parts imported by the agent. These were finally cleared and the parts arrived in WA, just in time for the agent to decide to move premises.

More delay, as all the boxes of parts had to be found, identified and distributed. The bearings were finally delivered to the machine shop in March 2013.All being ready, the block, head, bearings and so on were collected and the engine carefully put together. As the manifold showed a bit of inconsistency in the faces which attach to the head, it was planned to fit perfectly.

But the circular inserts that fit between the inlet manifold and head were now too wide, and on starting the engine a lot of exhaust gas escaped, and air was sucked into the inlets, causing it to run very rough. No problem, just take the manifold off and file them down a bit to get a perfect fit. But wait a minute. What's that water doing down there, under the manifolds? Yes, a rather sneaky and hard to see crack in the water jacket underneath the manifold.

What's to be done? Do I abandon this project and start again with a later model engine? How serious is the crack? What about the $3,000 plus already spent on this heap of iron?

Being of Scottish descent and not one to spend my hard-earned money frivolously (and some would say owning an old car puts the lie to that statement), it was decided to try to make repairs. After all the water was escaping, not finding its way into the sump. So, out comes the engine, off come all the bits and pieces and away to a welder who did a very good job on fixing most of the crack. But old iron is brittle, so a few smaller cracks were covered with a steel-based epoxy resin which set like concrete. Back goes the engine yet again, with the water jacket cleaned out.

At the time of writing and owing to other priorities the engine has not yet turned over, but being the eternal optimist I'm confident you will see it at the CMC on April 28, unless.....?



Crack? What crack?
Epoxy resin and a coat of paint hides the reality.
I wonder who will get the hard luck award this year?

I was reluctant to include any articles other than Chevrolet themes, but this was too good not to print.

Actual Sentences Found on Patients' Hospital Charts In Malaysia

(Something was lost in translation):

1) She has no rigors or shaking chills, but her husband states she was hot in bed last night.
2) Patient has chest pain if she lies on her left side for over a year.
3) On the second day the knee was better, and on the third day it disappeared!!
4) The patient is tearful and crying constantly. She also appears to be depressed.
5) The patient has been depressed since she began seeing me in 1993.
6) Discharge status: Alive but without my permission.
7) Healthy appearing decrepit 69 year old male, mentally alert but forgetful.
8) The patient refused autopsy.
9) The patient has no previous history of suicides.
10) Patient has left white blood cells at another hospital.
11) Patient's medical history has been remarkably insignificant with only a 40 pound weight gain in the past 3 days.
12) Patient had waffles for breakfast and anorexia for lunch.
13) Between you and me, we ought to be able to get this lady pregnant.
14) She is numb from her toes down.
15) While in ER, she was examined, X-rated and sent home.
16) The skin was moist and dry.
17) Occasional, constant, infrequent headaches.
18) Patient was alert and unresponsive.
19) Rectal examination revealed a normal sized thyroid.
20) She stated that she had been constipated for most of her life, until she got a divorce.
21) I saw your patient today, who is still under our car for physical therapy.
22) Examination of genitalia reveals that he is circus sized.
23) The lab test indicated abnormal lover function.
24) The patient was to have a bowel resection. However, he took a job as a stockbroker instead.
25) Skin: somewhat pale but present.
26) Patient was seen in consultation by Dr Blank, who felt we should sit on the abdomen and I agree.
27) Patient has two teenage children, but no other abnormalities.

Outback, Oceans and Iron

October 2013

Through the Murchison, Gascoyne and Pilbara of WA.

Hugh Morison.

Those of us lucky enough to live in WA have a great experience waiting for them in the inland of the State. Lyn and I loaded a few items into the ute and headed north in August, to see the wildflowers and experience some of the outback.

Leaving the city, we called at my daughter's farm for coffee, just north of New Norcia, then Dalwallinu for lunch and the long stretch to Mullewa, where we stayed overnight at the Railway Hotel. Next morning we headed east to Pindar and Tallering station, hoping to see the wreath plants in flower.

The season was so dry there were none about, so on to Yalgoo and Mount Magnet for the next night. There are three pubs in Magnet, but only one serves a meal.

At a stop at Cue for coffee the next day I met up with a farmer friend from Kojonup, also travelling north. We arrived in Meekatharra (quite a nice town really, I don't know why it earned Tammy Fraser's comment as "the end of the earth" or some such). Surprise surprise, on booking in there was an old workmate doing the same thing, on his way to Port Hedland. I began to wonder whether the "six degrees of separation" had shrunk to a much smaller number. This was confirmed when pulling into Kumarina roadhouse next day, there was a farmer friend and his wife from Doodlakine, also heading north.

We checked into Newman and had a good look around the town, taking in the size of the iron ore trains, around 3.5 kms long, with two engines up front and another in the middle. Next day a bus tour of the mine area took us to the top of Mt Whaleback where we could inspect at a distance the huge hole being gouged out of the earth. The tonnages loaded and carted each year would make a Texan very jealous. Some of the iron ore trains are driven, if that's the right word, from an office in Perth by satellite GPS, with no one on board.

Next stop was Munjina, the starting point for the Karijini National Park, where we spent many hours inspecting the gorges and waterfalls. In this park are the two highest mountains in WA, Mt Bruce and Mt Meharry, both part of the Hamersley Range. The old town of Wittenoom is all but deserted, and travelers are warned not to enter due to the risk from asbestos fibres. We chanced a good look around and went via a very basic track out to the Gorge, where a couple were camping in a beautiful little spot by a lagoon. Sturt peas were flowering, and I picked some ripe pods to plant back home.

Tom Price is a neat little mining town, with lots of palm trees and lawns. All of these mining towns have excellent facilities for tourists and locals alike.

We spent two days in Port Hedland, observing huge carriers being loaded with iron ore, both in town and at Finucane Island. Port Hedland is really two towns, with South Hedland about 5kms further inland.

Roads in the north are well built and wide, enabling road trains, caravans and cars to travel at good speeds. We stopped many times to take in the great range of wildflowers all in bloom. Pity about the roadkill cattle though.

Roebourne, Wickham, the old town of Cossack and Point Samson were next on the journey, where more iron ore was being loaded, then on to Karratha, which is rapidly developing as the main Pilbara centre. Nearby is Dampier, a nice little town adjacent to more iron ore exporting and the huge Burrup Peninsular natural gas plant owned by WA company Woodside.

Next day we drove further southwest, calling at Pannawonica, another iron ore town. The best feature was the road in, very scenic and with a profusion of Sturt peas along the roadside. It was here we saw the "boot tree" where unused boots are tied together and thrown over the branches of a tall tree. Some of them looked almost new but were out of my reach.

In the evening there were another two cockies from down south enjoying a meal at the tavern. One of them has retired to Coral Bay, lucky blighter.

In Onslow for the night, we dined at the Beadon Bay Hotel, full of fluoro jacketed blokes and a great mixture of people. Old Onslow, now just a

few derelict stone buildings was a reminder of times past, but the number of almost permanent caravans parked along the Ashburton River showed that tourism is alive and well. One chap we spoke to had been there for three months and was not in a hurry to move out.

Leaving the NW Coastal Hwy, we drove along Burkett Road and up to Exmouth, inspecting at a distance the Northwest Cape radio masts, the tallest of which is 349 metres high, the tallest structure at one time in the Southern Hemisphere. Nearby is a lighthouse and wreck of the SS Mildura, and whales can be seen frolicking offshore.

That evening we checked into the Ningaloo Reef Resort, and on walking into the tavern met two cockies from Jerramungup, well known to me. Coral Bay is a tourist Mecca, with two big caravan parks catering for hundreds of people from all over the place.

We took the glass bottom boat tour of the reef, which abounds with many varieties of coral. Spangled Emperor are fed near the beach, and you can stand in the water and touch them as they go by.

We rejoined the NW Coastal Highway at Minilya for breakfast the next day and proceeded south to Carnarvon. The Babbage Island tram, powered by a Volkswagen engine, took us out along the extended jetty, where in years gone by cattle, sheep and wool were loaded and all necessities of life brought into the town from Stateships. A tour of the plantations along the Gascoyne took us to Bumbak's retail outlet, where there is a huge range of preserves, ice cream and all manner of food produced locally.

Dinner at the Carnarvon Hotel saw us in company with the Carnarvon Footy Team, celebrating their premiership win. A brief conversation with them over the ingredients of beer saw me win the discussion, for which I had to down a pot of the amber fluid to a rousing cheer from the players.

Great fun. We shared a table with some biker blokes, one of whom from Nyabing knew my late uncle.

From Carnarvon we drove south to the turnoff at the Overlander Roadhouse and on to Hamelin for lunch. This is where the famous stromatolites exist, the oldest life form on earth. The shallow warm waters and high salinity of the bay are perfect for the growth of these organisms, which stretch for many kilometres. Just before you get to Denham there is a fish farm, where tanks of many varieties are kept, including the lemon shark, which was being fed during our visit.

Denham is quite a modern town, catering for tourists and fishermen enjoying the plentiful waters of the bay, or out in the ocean. Monkey Mia was a bit disappointing as the dolphins kept well offshore, and to get a photo you had to fight through a large crowd.

Leaving early that morning we breakfasted at the Overlander and headed south once more, calling at Northampton for lunch. A tour of the Historical Society Museum was worthwhile, with all sorts of early farm machinery and household items on display.

Arriving in Geraldton we inspected the very moving HMAS Sydney memorial, the main feature of which are the 642 metal seagulls representing those lost souls, and a huge wall of the names and ranks of all those aboard. There is also a very poignant figure of a woman shading her eyes and looking out to sea.

We arrived home the next day, having driven over 5000 kms in 15 days, most of which on well-made sealed roads. The weather was perfect the whole way and we met some great characters in various places. They love to have a chat about their work and the reason they live in the outback. So, if you've a mind to travel, forget about Bali and the Gold Coast and go bush.

A locally made but retired dump truck at Newman.



History of 1960 Chev Bel Air

July 2010.

From Dick Kuiper at West River.

First owner was the Premier's Department of WA. Supposedly for David Brand?

Then in August of 1962 it was bought by Mr N Watson of Newdegate, Watsons traded it in mid-60's for $2000 for a Holden. After that we don't know where it had been, until Peter our son, who was doing his panel beating/smash repair apprenticeship in Albany found it in a shed at Mt Barker, about 1995…...so we purchased it for $5000. It was in running order and complete, but with some rust, mainly in the doors and boot. We loaded it on the truck and brought it back to the farm at West River, drove it around for a while as it was, then we started stripping it down in late 1995.

Then the real work began. The body was stripped to a bare shell and removed from the chassis and completely sand blasted and undercoated. Peter then began repairing the rust areas, so by this time we had car parts in both Albany and West River. Unfortunately, it stayed at this stage for a number of years, but eventually Peter took it back to Albany to finish the final panel work and a lot of surface rust. It was then painted and fitted with new upholstery. At this time we also had the motor rebuilt.

I gradually then did the brakes up, put the doors on etc., but not much other progress happened for some years, due to farming commitments, until last year [2009] when I started getting enthused again, with the thought of "Wings and Wheels" coming up got me inspired to see what we could achieve!

The last week in January both Peter and I have concentrated on this most of the time, made easier by the knowledge of a panel beater (but also reminded me that I had put parts on in the wrong order, etc., etc.!).

Probably our biggest hurdle was locating many small parts and clips etc., due to the lapse in time since the car was stripped down. I have obtained many parts from America, with a good express service between America and Western Australia. At this time, I must not forget a good friend in Albany who has rebuilt a similar car a few years ago, so I made quite a few calls to him, to pick his brains (could that be our own Trevor Southall? Ed).

The car has been kept as close to original as possible except the motor, which can run on unleaded fuel, power disc brakes to front, power steering and up market rims and tyres.



1922 Chevrolet Model 490

August 2022

This was Chevrolet's answer to the T Model Ford and sold for $490.

Originally bought new by Emmet Garden of Kellerberrin in 1922, the vehicle remained in the family for many years with various family members learning to drive in the old girl, Norm Garden being one of those kids.

It was purchased by Tony Hoffman in 1987 from a chap in Kellerberrin who had salvaged the vehicle from the farm tip. Nothing had been done with the vehicle up to then. At that time the diff was missing, but it was subsequently found under the farm trailer and retrieved during the run to Leonora's 100th anniversary.

Tony completed the restoration in 1997 for the Veteran and Vintage Chevrolet Club of Australia 35th Anniversary in Forbes NSW. The car was trailered across the big paddock and participated with 9 other 490's. Tony was now only the second registered owner of this vehicle.

The 490's next outing was to Whiteman Park at the finish of the 1997 Museum Run. Tony had arranged for Emmet's son Norm and his wife Joy to be at Whiteman Park on that day and that Norm would be able to once again "Take the Wheel" some 52 years since learning to drive in this very same motor vehicle.

Norm and Joy both confessed to a lump in the throat, and "something" got in their eyes when they first saw the 490 driving under its own steam. Towards the end of the restoration, Norm offered Tony the original plates KE 56 which he had retained all those years.

Pictured below is Norm Garden at the wheel, while restorer Tony Hoffman enjoys the ride.



Peter Taylor's Report on the May Excursion

August 2017.

Friday 26th May to Tuesday 30th May

This was a better attended Club event. The annual weekend away in Busselton saw six couples occupy two of the three bedroom chalets at the BAYVIEW Geographe from Friday. What a great location for a getaway with good friends. Each Chalet cost $639 for three nights and May being during their winter months you get the fourth night free. What does that mean?? It means that each couple is asked to pay $213 for the 4 nights. That's a paltry $53.25 per night, and, you have your own bathroom.

Mark and Marie were the organisers (again) for the weekend, and they have it down pat now so the weekend away should be renamed the Mark and Marie weekender! Who'll second that?

We had four Chevs; Rick & Rosina's '55, Heather's '63 (Pete was brought along for company), Mark & Marie's '65 and Neil's '70, Dennis & Stella in their Dodge with Roly & Maureen being the sixth couple in their Poor Man's Chev, the Holden (albeit very nicely badged as a Chev). It was a particularly good weekend and we visited some of our old haunts like lunch at the Berry Farm, Annibrook (Roly was overcome with emotion as we arrived there), the Chocolate Factory, Lunch at the Moo Café in Cowaramup, Aravina (for the car collection or what is left to see), Lunch at the Bootleg Brewery, Sunday Busso markets as well as the normal wander up and down the town streets with a very good smoko at the Old Post Office. Oh yes, and of course an evening meal at the JADE Chinese restaurant.

Once again, the ladies out did themselves with not one but two nights in with homemade casseroles, curries & stews and we can't forget Stella's unforgettable Cabbage Rolls. Great food, great company, great nights. For something different, Ian Ellson our local club member arranged a look through a private collection of STUFF!! Two sheds of unbelievable old world (50's-60's) items like piles of PIX and POST magazines and other printed matter of the era, kitchen equipment, entertainment equipment, car stuff, farming stuff and so on and on and on, then we went into the next shed.

Very well organised behind Perspex sheets were collections of everything you can think of. The one that caught my eye was the old pre decimal currency lined up with the notes and coins of our bygone era. Really, you name it and it was there. The collection is not open to the public and entry by invitation only. We spent a good two hours, and the owner is an ex farmer and a very good bloke to talk to. I think we all left there a little green with envy at the way he had collected and displayed these items.

Lo and behold, none of us knew that on the Saturday & Sunday there was a Hot Rod display at one of the local schools and it was quickly decided that we would attend. Those who didn't want to go spent the time in town, namely Denis, Stella and Heather. I bought a $30 dollar Ampol sign and Heather bought a $200 watch!! Oh well, if she'd been with me, I might not have got the sign either.

It is UNBELIEVABLE how much money people are prepared to spend on a vehicle for show purposes only. Never driven, trailered to and from every show, just in the hope of picking up a trophy that they can skite over.

I don't understand it as most of them are of the younger generation that don't even own a house. Those of our generation, kids of the 50's and 60's are also enthusiasts of these vehicles but at least they may be in a better situation to do it. Time and money. Usually one or the other, both generally don't come together till later in life when one can indulge.

It's time to get off my soapbox and talk about what else we got up to.

The one thing I really enjoy about the southwest is the leisurely drive through tree tunnelled roads at a speed that allows the driver to enjoy the scenery, particularly the tail end of another old car in front as we meander like a snake through the twists and turns of the narrow roads. We did a lot of that this time as we traversed the roads up and down to places like; The Shed, Vasse Felix, Hay Shed Hill, Canal Rocks and Dunsborough Bakery.

I recall the days when we booked out 3 and 4 chalets and had a dozen cars running around through the backblocks, no reason why we can't do that again, just needs you members to put your hand up and try it.

Doodlakine, the Forgotten Capital

December 2017.

Well, what is the story behind the number plates containing the words: ‘Doodlakine, the Forgotten Capital’?

And where the heck is Doodlakine?

The genesis for this slogan goes back to the years following Federation, when there was much debate over where the National Capital should be situated. For the first 27 years Melbourne was the seat of Federal Government, but that was a temporary measure. In Governmental terms, temporary can last a long time.

There was much debate in the press over where the Capital should be, with great rivalry between NSW and Victoria, each vying for a town in their state to be selected. One observation printed in the Bulletin (sadly no longer in existence), probably tongue in cheek from a character named ‘Dryblower Murphy’ put the case for Doodlakine to be the seat of Government., it being sufficiently far away from both States as to offend nobody.

Doodlakine, situated 220 kms east of Perth on the Great Eastern Highway had for some years been the terminus of the railway stretching from Perth to the goldfields and was quite a prosperous little town and because of its peculiar name fairly well known though mostly in jest, a bit like Woop Woop. It had two blacksmiths, two stores, a baker, a bank, butcher, a skating rink, town hall, three churches, school, tennis courts, bowling green, golf course and an oval for cricket and football. The Goldfields water pipeline ran through the town, so water was plentiful. When the famed Golden Eagle nugget was being railed to Perth under guard, it was taken up to the school for the students to admire. Over the years it has sent a large number of its populace into parliament, both State and Federal, from all sides of the political spectrum. It even has its own lake, much bigger than Lake Burley Griffin, though a trifle salty and shallow.

Alas, the choice went elsewhere, so Doodlakine faded away to be the forgotten capital.

Driven to Distraction

It seems self-driving cars are not very far away from a reality, which has far more ramifications than electric vehicles. Apart from the huge amount of on board computer power and sensors required to manage all the logistics of automatic steering, braking, following and interpreting other road users, safety and observing speed limits, as well as getting to the correct destination, there are many other issues which have to be faced. The greater the complexity of the system, the more likely it will sometimes break down. If you peruse the various State Traffic and vehicle regulations you will see a huge number of references to ‘the driver’, the person in control of a vehicle.

Take away the ‘driver’ and who is the responsible person? All of the road traffic regulations would have to be altered to recognise this fundamental change. This leads to a few knotty questions: if a driverless car is involved in an accident, who is liable? Certainly not the passenger, who may even be sitting in the back seat. Not the owner of the car who paid big money for the luxury of a driverless car. Would the car maker, or the technology company who built the computer be responsible? Will the ‘driverless’ car be required to have someone behind the wheel at all times to manage just such an emergency, and would they have to watch to ensure the car didn’t transgress in any way? That would seem to negate the whole concept.

On the subject of speed limits, the computer would stick rigidly to staying within the given limits on all roads. How many times have you had to speed up a little bit over the limit to overtake safely a slower vehicle on a country road or highway, particularly in a passing lane when there are many cars banked up behind you?

There are many factors and rigorous testing in all conditions to be overcome before automatic vehicles become a reality. There are some on the road now, but only in limited numbers under evaluation. Don’t expect they will be in large numbers any time soon. The cost alone will be a deterrent. However, the ingenuity of mankind will eventually see driverless cars on our roads.

Busselton X 2

by Peter Taylor.

1ST ATTEMPT. Friday 5th May to Sunday 7th May

It was a disappointing turn out by the Club. Over the last couple of years there had been much interest in the club going to the Dardanup Heritage Park on a first Sunday of a month to watch the live steam action.

By chance the Buick Club organised by Harold (NO! not Rick B) Hitchcock invited the Chev Club to attend a run with them to Busselton over a weekend, finishing up at the Heritage Park on the Sunday with those (from both Clubs) who couldn't attend the weekend but could catch up for the day.

Great idea, execution not so great. Only Rick and Rosina and myself spent the weekend with the Buick folk and only Mark Reid and Kevin Hambly (frequent club visitor) along with the Fullwood tribe of Paul and Bindi made it to Dardanup. By comparison, the Buick Club didn't fare much better but had three more cars than we did.

The Friday trip down saw lunch at Brunswick Junction Bakery and a detour through Dardanup and Boyanup so we didn't arrive at the motel too early. With this extra time, it was nice to stop off and look at the second-hand shops in Boyanup where Harold picked up a model Ford F100 of the 50's vintage that was made of skew-whiff tin and was in fact an esky. Too big for his boot and too big for the 63's boot so it was manhandled onto the Buick's backseat where it stayed till we got home on Sunday. A real cute job it is too.

The rest of the weekend was very interesting for a number of reasons. On the Friday night I decided to catch up with a number of ex RAAF friends at the Busselton RSL while the rest went to dinner at the motel restaurant. From all reports the roast dinner I had at the RSL for $10 and served immediately was the meal of the evening. THEY! Had to wait some 2 ½ hours for food that was considered ordinary. Needless to say, we didn't attend the restaurant on the Saturday night but rather sat around outside one of the rooms and shared nibblies and stories.

Most were a bit far-fetched, and the truth somewhat expanded but we got the gist of the yarns. A very enjoyable night.

Saturday run was organised by a local Buick Club member (Murray) who took us to a private residence in town where a member (Tony) was restoring a 1930ish Buick sedan. His wife put on morning tea with pumpkin scones which was most appreciated and unexpected. Recognising that Rick and I both were wearing Chev Club shirts, Tony took us into another shed where a complete catalogue of components for a 1932 Chev tourer were stored in cartons and in various places around the shed and other sheds. He had been collecting the bits for many years.

From there we went to the Cape Naturalist Lighthouse, Lunch in Dunsborough, Aravina Car Collection. Steve's private collection had been sold and the cars on display were on loan, including a 1951 Buick that was fully restored and for sale. The old adage is that if you have to ask the price, you can't afford it. Aravina is also for sale for a paltry $18M.

It's a pity that Roly and Maureen weren't with us as they could have enjoyed the ambience of ANNIBROOK on two occasions. Some of the Buick Club had not been there before and were pleasantly surprised to find a great variety of knick knacks and Xmas decorations.

On the Sunday we were disappointed to hear that the steam boiler had burst its britches and was out of action, however, all was not lost as they had modified the equipment to run on compressed air, and an industrial portable compressor was trailered in each display day and hooked up to the various exhibits at various times. If you weren't told you probably wouldn't know.

A very enjoyable day, so much to see and with a good lunch in their restaurant, along with the goings on at lunch in Dunsborough.

RALLYWEST 2017- A VCCWA Event

GERALDTON WA

October 2017.

Peter Taylor

Sponsored by the RAC and the City of Geraldton.

Six members of the Chev Club of WA travelled to Geraldton to take part in the 2017 RALLYWEST conducted by the Veteran Car Club of WA. I pulled on to the Mitchell Freeway about 10am on Sunday morning the 10th of September and was promptly overtaken by a 1928 Chev Roadster. Well, it was on a trailer and pulled along by Neil and Joan Fullwood. Coincidental timing, so we tagged along behind them only stopping at Jurien Bay for lunch and a drink for the cars at Dongara before proceeding to the registration venue.

Rick and Rosina Beazley had left the day before in their 1937 tourer, stopping overnight at Eneabba to search for wildflowers. Unbeknownst to me, Rod and Tana Vogel arrived in Geraldton with their 1925 tourer on the tray of their 1977 flat top with a caravan behind. Totally self-sufficient and a good rig.

Now here's where it gets interesting. Some 7 couples and their cars left Esperance on the Tuesday prior; and get this, 6 of them were towing tear drop caravans. Two couples in the group were new Chev Club WA members. Kim & Janette Seinor in a 1927 Tourer and Norm & Merle Hanks in a 1928 Tourer, both towing caravans. Well done to you for taking on such a long trip and we hope you made it home with trouble free motoring.

Day one (Monday) saw us assemble at the QEII centre off Durlacher Street along with approximately 130 vehicles ranging from a 1908 veteran 2 seat runabout Rover to a 1979 Mercedes Benz 450SLC Coupe. There were 12 Chevs entered in all however we didn't get to see a 1950 ute that was a local car. A 25, 26, 27, 3 x 28, 31, 35, 36, 37 and Heather's 63. I was almost blue in the face constantly telling people it wasn't mine or ours but HERS!!!

Off to Greenough and Walkaway on this day taking all the back roads, staying away from the highway so the older cars could trundle along at their own pace. A short leg from the start saw these vehicles much further down the road by the time the faster cars caught up. The best thing about these four days of driving was that it was simply a cruise from one destination to another. No time trials, no secret STOP sign, no confusing directions. Everyone I spoke to was most pleasantly surprised.

Day two was a run North to Northampton via the Nanson Museum and a smoko stop. A good place to stop and spend a couple of hours in a museum with an eclectic collection of STUFF!! From there into Northampton community centre for lunch. Each day was a morning run including a smoko stop and lunch, leaving us free to explore the local town before a leisurely drive back to Geraldton.

Day three. Wednesday was a free day after leaving the cars on display in the QEII centre grounds. The event directors had organised two 24 seat buses to take us around the town to various sites like the Sydney Memorial. Next time you are in or passing through Geraldton, take the time to visit the site and preferably with a guide as the story they tell is most enlightening yet with a tinge of sadness. The Tin shed, an amazing collection of over 900 tins from all over the world and they aren't finished yet. The local WA Museum with many exhibits from the Batavia story, and the old Gaol. There just happened to be a craft shop for card and scrap booking supplies in town where we boys waited patiently while the girls spent their hard earned. Wednesday night was a spit roast at the Waggrakine Hall, BYO everything else. A good night was had by all except those that didn't bring a warm coat.

Day four was a long one to Mullewa and beyond looking for wildflowers. The event organisers had hired two large capacity buses in addition to the two smaller ones to take anyone who didn't wish to drive the 180km plus distance. These buses were mainly taken up by the owners of very slow veteran and some vintage vehicles.

Smoko was in an old Catholic church out in the

middle of nowhere about 2km off the Geraldton/Mt Magnet road. At this point in time, I have to tell you that our rally packs included two rally branded travel mugs which we took with us every day for both smoko and lunch as limited amounts of other cups were available, particularly for 250+ people in the middle of the bush. Not only that but the meals for both smoko and lunch were nothing short of excellent. I came back packing an extra kg or two as did quite a few other people.

On the road again into Mullewa Sports ground where lunch was supplied in two sittings. The buses took off to Pindar some 50 odd kms away to see an amazing display of wreath flowers that just appeared in a very short stretch of graded road. On the bus return the first lunch sitting took off and tucked into a very nice lunch. The afternoon was free for a look around town, I think I blinked because I think I missed it, and a return to Geraldton.

Day five, the last run of the rally saw us retrace the day one run through Walkaway and on to Dongara and Port Denison. Smoko was in a hall on the waterfront closely followed by lunch at the Bowling Club. Again, a superbly presented meal with amazing desserts. A quick run through Dongara and back to town to get ready for the Rally presentation meal at the QEII centre.

A sit down three course meal with all beer, wine and soft drinks provided. We took advantage of paying for every provided meal over the five days and also a cooked or continental breakfast on the Saturday. We wanted for nothing and it only cost around $170/head. Great value.



During the course of the evening, after the obligatory and expected speeches, which were kept short, a few prizes were given for the longest distance travelled to a couple from New Zealand and the longest distance driven to a couple from South Australia as well as recognition of the working committee who put the whole shebang together.

Random selection of rally numbers saw a good 50 or so win a small prize, coffee mugs, tea towels, and some RAC little yellow Volkswagen stress balls. To finish the evening an auction of sorts was conducted to raise money for the RFDS.

The Tea Lady's Red Lady travelled around 1000 miles in all at 22mpg of trouble-free motoring. If you don't know what miles and mpg means, Google it!!

To sum up the rally; good company, good food, good runs each day, good venues, well organised and absolutely fabulous weather. Congratulations to the VCCWA and Rally Director Bob Beames and his crew.

WELL DONE.

Peter & Heather Taylor.
Rally entrant Number 117.



The Busselton Weekend

April 2021.

What a great and big weekend with the Chev Club.

It started Friday with a core group heading down a little earlier and visiting the Bunbury Geographe Motor Museum before arriving at our accommodation in Busselton. It was then the annual trip to a Chinese restaurant in Busselton for the first night dinner.

Saturday was the biggest day with our first stop for morning tea before we continued onto The Old Cheese Factory at Balingup. Then it was a short drive to Greenbushes for lunch at Shamrock Hotel Greenbushes. Many decided to walk off lunch to the next stops being the Greenbushes Eco Discovery Centre and then the wonderful garden of Kim and Norman (Viet Aussie Garden) and afternoon tea. We then drove via the mine lookout before heading back to Busselton.

Sunday was a cruisier day with most going to the Busselton Rotary Markets and many then heading off to Annie Brook for morning tea. We then regrouped in Cow Town for lunch and a look through many shops (especially The Candy Cow).

The last formal stop for the day was Seven Brook Gardens to wander around such a large and diverse garden. Again, we had our afternoon tea there before heading back.

Monday we had a few early departures to get back to Perth but there was still a large core group to do a few more stops on the way home, with the first being our morning tea before our cruise through more great southwest countryside to Donnybrook and Val & Brad Anderson. There we viewed a large collection of tins (7500+) as well as her wonderful garden and china collection with some unique tea pots. It was a quick stop in Donnybrook for lunch and then on to our final destination of the Policeman's Way. What a great collection of WA as well as other countries' police memorabilia.

Also a big thank you to all the people who brought food to share for dinner on Sat & Sun night (I think we need to start a restaurant with these cooking skills we have in the Club).

Paul Fullwood.



Who was Moondyne Joe?

September 2017.

Joseph Bolitho Johns has been credited with the dubious reputation of being WA's most notorious bushranger, but his misdeeds are trivial compared with some other of Australia's outlaws such as Ned Kelly and Ben Hall. Joe came from Wales, where he was arrested and convicted of stealing bread, cheese, bacon and a piece of mutton. He was sentenced to a prison term and in April 1853 arrived at the Swan River colony in Western Australia, having been granted his ticket of leave for good behaviour whilst in jail. WA had begun taking convicts in 1850 to overcome the severe labour shortage which was holding back development. This continued until 1868.

Little is known of Joe's early years in the colony, but he stayed out of trouble and received a conditional pardon in 1855. He became an expert bushman, trapping stray cattle and horses in the rugged country along the Avon/Swan River west of Toodyay. This led to him being arrested for horse stealing. However, Joe managed to dislodge the bolts from the hinges of his cell at Newcastle jail (now called Toodyay) and escaped on the said horse. He was recaptured near Bailup and sentenced to a term at Fremantle jail for escaping custody, the horse stealing charge being dropped.

On his release Joe found employment as a farm labourer near the Canning River, but in 1865 was convicted of killing a bullock, a crime of which he protested his innocence. After another stretch in Fremantle jail, he and another escaped from a working party on the Canning River, an area Joe knew well. They led the police on a long chase, but with the help of native trackers, among them Tommy Windich, Joe was captured out east of York at Doodennaning. Joe was sentenced to an additional 12 months in irons by the York magistrate, Mr W Cowan, whose descendants later farmed at Narembeen, one of whom became Deputy Premier of WA.

Joe was determined to escape, but his attempt on July 21, 1866, failed when he tried to remove the lock from his cell door, earning him another six months in irons. He didn't stay there long, managing to escape with three others by climbing over the jail wall on August 7.

They were next reported to be stealing from settlers in the Northam district. Then followed a long chase by the police in the rugged ranges of the Avon Valley, one of whom, McAtee and his trackers managed to get close to the fugitives but was held up by Sub Inspector Piesse from the Guildford station, who it seems wanted to get credit for the capture.

On September 7, 1866, Everett's store in old Toodyay was ransacked, with guns, ammunition, clothing and food supplies stolen. Everett was an enemy and rival of Joe from his old days at cattle duffing. With such a hoard of material it was Joe's intention to travel overland to south Australia, a bold move indeed. Joe knew that the explorer Charles Hunt was establishing many wells in the area leading to the east and planned to overtake the party and steal their horses and rations. He first held up and robbed one of Everett's timber workers in the Moondyne area, taking with him a kangaroo dog. He left a cache of stolen items where the police would find them, in the knowledge they would think his party was still in the area while they went east, out through the salmon gum and gimlet country.

On Friday September 21 he and his party were sighted near Youndegin, a wayside stop on the now named Goldfields Road south of Cunderdin. At the same time another man claiming to be Moondyne Joe met up with a man called Thomas Brown on the Gingin road. This may have been a ploy by Joe's friends to put the police off their track. Anyway, it worked, and the law officers spent much fruitless time chasing false leads. Realising that Joe's group was heading east a large police party with trackers headed out from York. They found Joe's tracks 160 kilometres east, and captured them at Boodalin soak, about 6 kilometres northwest of the present town of Westonia. After a week's journey back to York, they were taken by dray to Fremantle gaol, arriving on October 9. Joe was sentenced to a further 5 years for the escape and robberies. His cell was reinforced with heavy timber planks set into the walls with iron spikes, and the window enclosed with mesh to prevent escape. Joe's health began to decline due to lack of fresh air and a diet of bread and water.

In early 1867 Joe's health was still causing concern, so he was given a job near the gaol wall breaking up stones. This gave him the chance he was looking for. Over a period of time the heap of broken stones grew higher, and by taking advantage of this cover and the laxity of the guards he burrowed under the wall, using the sledgehammer to break the crumbling limestone. He made a dummy out of the sledgehammer and some of his clothing and hat, then slid under the wall to freedom. This so upset the Governor that an order to capture him dead or alive was issued. An intensive manhunt failed to locate him, so Joe kept his freedom for the next two years, probably hiding out in the rugged country along the Avon River.

Want of a drink led to Joe's final capture. A party of settlers and police had recovered the body of a man drowned in the river at Guildford and sought refreshment from Ferguson's Houghton winery. When Ferguson found the cellar door unlocked, he had no idea Joe was inside, about to help himself to one of the casks of wine. Surprised by the party, he attempted to escape but ran straight into the arms of the police.

Once more in gaol, Joe became a model prisoner. He was released from irons after 19 months, and apart from one incident when he attempted to fashion a key in the gaol workshop, throwing the offending articles over the prison wall, he kept out of trouble. Joe wrote to Wakeford, the Comptroller General of Prisons asking when his sentence would expire, and in April 1871 Wakeford spoke to Joe about a promise a previous Governor had made, to the extent that "if he escaped again he would be forgiven." This was verified by the present Governor Lefroy, so Joe was released as a ticket of leave holder to the convict depot at Vasse, near Busselton.

On discharge from Fremantle Joe was given a full set of clothing and sailed for Vasse on May 13, 1871. He worked for a time in the timber industry at Quindalup and as a shepherd at Donnybrook. During this time his ticket of leave period was reduced by 12 months and a further reduction promised if he stayed out of trouble.

However, it appears that Joe ventured upon a shady operation, that of possession of drugs, including strychnine and a possible agent to procure abortions. He was sentenced to a month's imprisonment in Fremantle.

On his discharge Joe found work as a carpenter with Wrightson's boat building firm. His behaviour was exemplary and in nine months Joseph Johns received his certificate of freedom, on June 27, 1873.

Almost eight years had passed since Joe had received his ten year sentence and in that time, he had spent less than four years behind bars. His repeated escapes and ability to outwit prison authorities and the police had endeared him to a section of the population, especially those of a convict background who had little regard for authority. He sincerely believed he was innocent of many crimes attributed to him, and this doubt was evident in the kindness shown to him by Cowan, Lefroy, Wakeford and Governor Weld.

In later life Joe found happiness when in his early fifties he married a 26 year old widow Louisa Hearn (nee Braddick) on January 16, 1879. They returned to the Vasse area, then with Joe's friend George Woods got employment at the Bussell family's property 'Wallcliffe' at the mouth of the Margaret River. Joe's skill in woodworking was of great value. They later moved to Karridale and worked in felling timber. In 1887 Joe was back in Newcastle, where he fell into debt with the local butcher, Wroth, who had a contract to cart timber for Millar Brothers. Joe took on the task with Wroth to pay off the debt. Unfortunately, Joe decided to keep the horse team for himself and landed back in jail yet again. He was released for lack of evidence.

In 1891 Joe was living in Southern Cross with his wife, but it's not known what work he was doing. After the death of his wife Louisa, he returned to Perth, where his habit of committing minor offences often had him in jail for short periods. His mind began to fail and on January 26, 1900, he was put into a mental hospital. From there he ended his days at the Fremantle Lunatic Asylum in August 1900. He was buried in the Fremantle Cemetery.

His legend lives on as one of WA's unique characters.

The Australian GM Story

August 2021.

Following the end of World War 2 Australia, like all Sterling based countries, legislated to restrict the use of US Dollars which were in desperately short supply. As all Australian petrol was imported in US Dollars petrol rationing continued after the end of WW2 and the use of US Dollars to import cars required a government permit. Therefore, only people with access to US funds held overseas such as consular staff and visiting entertainers could bring American cars into the country. There were many instances of Americans based in Australia importing a car (quite legal) but under an arrangement with an Australian citizen to take over the car once in the country (not legal). Detected occurrences of this activity resulted in the cars being seized by Australian Customs. Whilst it appears that Hudson, Nash, Packard & Studebaker distributors were able to obtain a quota of US built right hand drive cars, Australians wanting one of the Big Three's products had to obtain it via Canada. US car manufacturers had subsidiary plants or divisions in Canada (British Commonwealth), and these plants manufactured export models, including right hand drive, for export to various countries including Australia. Waiting lists stretched for years for most makes.

Pontiac, Chevrolet, Buick, Oldsmobile, Chrysler, DeSoto, Dodge, Plymouth, Hudson, Packard, Studebaker, Nash, Mercury and Ford all appeared in agents' showrooms around 1946-47. These cars were all 4 door sedans (except Chevrolet, Mercury & Ford who also offered Australian only utility versions) and were of basic configurations only - no heaters, no automatic transmissions and no radios. In contrast to this, leather upholstery which was only available on the better models in America was common on the Australian version.

In the fifties cars such as Buick, Oldsmobile, Mercury and Chrysler had disappeared from the showrooms and prices were rising for those cars still available. During 1951 there were 121,000 new cars registered in Australia with the majority (74%) coming from Britain and Europe. In 1955 Pontiac was the first to rival Ford in having a V8 available in Australia.

Chevrolet followed in 1960 and although this opened the way for imports direct from the US the arrangements via Canada continued for Pontiac and Chevrolet. Pontiacs were assembled in GM-H plants in all capital cities from CKD chassis and pre-war Chevrolet bodies stamped and built in Adelaide. Following the war production re-commenced in 1946 using 239 cubic inch 6-cylinder engines. As with Chevrolet Pontiac styling remained pre-war and without any significant change until 1949 when annual updates were introduced in line with the North American models.

In 1955 the 287 cubic inch Canadian V8 engine was introduced. At the price of 2,138 Australian pounds, it was 300 pounds dearer than a Chevrolet. Transmission was a 3 speed manual column shift and automatic was not available. In 1958 the Strato Chief was a new larger body and was matched with a 235 cubic inch 6 cylinder - the V8 was not available. The Laurentian replaced the Strato Chief in 1959 and the 6 cylinder had grown to 261 cubic inches. In 1960 and 1961 the Laurentian came with the 283 cubic inch V8 Chevrolet small block engine. 1963 was the last year of the Laurentian. Pontiac in America introduced the famous Wide-Track chassis in 1959 however Australia continued to use the export chassis kit under the new bodies.

From 1949 the Australian Chevrolets kept up with the US styling (unlike 1946-49 and Ford), however mechanical developments were slower coming. The automatic transmission was available in US Chevrolets from 1950 but not until 1959 in Australia. The V8 was released in US Chevrolets in 1955 but not until 1960 in Australia. Pillarless Impala Sports Sedans were produced from 1965 and had become more popular than the pillared Bel-Air by 1968. 1968 was the last full year of Chevrolet production in Australia however some 1969s were put together for buyers wishing to have the traditional big car.

Between 1970 and 1973 local dealers imported Chevrolets to fill the void and then General Motors - Holden (GMH) returned to the low volume market with small batches of 1974 and 1975 Caprice Sedans. It is understood that all these were brought into Melbourne and converted to right hand drive by Chapel Engineering and subsequently sold through major Holden dealers.

The 2012 Brookton Motor Show

May 2012

A report from Phillip Surtees.

The 2012 Sunday Times Brookton Old Time Motor Show was a huge success with over 1200 entries on show. There were cars, utes, trucks, tractors, ride on machines as well as military vehicles, buses and a large arrangement of small and large stationary engines, most of them popping away but some of them just on show as well as the Rhodes Ridley truck. There was no area requested for the Chev Club, so I had to park with the Cadillac part of the American Car Club, a most amiable mob after I helped them erect their 6 x 4 metre shaded area for the weekend as it was a warm 34 degree day in the end.

There were 20 Chevrolet cars that I saw plus utes and trucks but none that I spoke to were members of the Chev Club. They came from Frankland River, Kojonup, Katanning, Hyden, Merredin, Southern Cross, Northam, and even Dalwallinu and Corrigin. One man from Frankland claimed he had 20 Chevrolet cars, utes and trucks in his shed, from 1920's to 1946 waiting to be restored but he couldn't find out what year they were from the engine numbers (we have experts on this subject in the Club. Ed.) He has 3 1930 Buick cars, one of which he drove to the Show.

Only a small number of vehicles could go in the Grand Parade as there wasn't enough room around the oval for all. During day one a 50 minute free bus tour around the town had been organised for the Tracmac members and friends to go on every hour from 10am to 4pm. Although I have been through Brookton many times over the last 30 years there was much I hadn't seen before including the CBH grain transfer centre.

At about 6pm light patchy rain began to fall which cooled everyone off. I was told 10mm was reported in the morning at breakfast. The rain did bring the evening entertainment to an early close but that didn't worry me as I lay in my Chevy van under full floodlights for the night.

About 40% of the visitors came on Friday night and stayed to Sunday lunchtime before heading home. I got home on Sunday after dark very tired but satisfied.









Dream Car of the Future

October 2012

From an article in the 'Merredin Mercury' of March 1943.

A POST WAR FORECAST

During the war no new model car will be placed on the market. By the time we lick the Nazis the car buying public will not only be operating well used cars, but they will be so sick and tired of their old cars they will be ripe for something brand new, out of this world! And the industry will be ready for them with the dream car.

What will it look like? Well, it is already under construction. Before going into any details, we want to caution you to get a grip on your seat. What you are about to read is a vision conjured up by an outstanding designer. He has gained a reputation for designing anything from the shape of a new lipstick in the five and ten cent store to new locomotives.

In the first place, forget the idea of having your post war car made of steel. Aluminium! That is the metal which will replace 80 to 90 percent of the steel in your dream car. It is planned out this way: at the end of the war the United States will be producing aluminium in superabundance. This metal is lighter than steel therefore it will reduce the overall weight of the car, and your gallon of petrol will go for greater mileage rather than for hauling excess weight. Since the body will be light, there will be no need for a heavy motor. Twelve cylinder jobs will disappear from the scene. Almost every efficient reliable motor today can be designed to fit into an ordinary overnight bag. Four cylinder jobs will be the style for the masses; six cylinders for the elite.

There will be no wasted space in this new car; every inch will be utilised for your greater comfort. "Personal Transportation", with a capital P.T., will be the catchword in putting this car over when it appears on the market. In the past, motor car designers have been handed a chassis and told to design their models around it. The war has changed all that. Now, automobile manufacturers, knowing that more and more people will be turning to airplanes after the war,

have ordered their designers to produce radically new concepts. Ideas that were shelved a few years ago as "too far ahead of the times" have been taken out of the hat and revitalised for this new car.

The Dream Car will be no peewee, but the existing notion that a car must have a hood, fenders, a trunk and rubber tyres is being thrown out of the window. The hood on today's car serves only to encase the motor. Since the Dream Car will be designed for passengers, not motors, the hood will disappear and the motor will be rebuilt in the rear or underneath the car.

This will leave free the entire front end of the car. The windshield will be pushed forward to where the radiator is today, and inside the car there will be one third more space, so that the passenger can move freely, stand up if he likes, or walk around while the car is in motion. The body of the car from the outside, will look like a huge bullet. There will be a minimum of wind friction. New type springs will absorb all 'bounce'. The car we now consider the ultimate in speed, safety and comfort will seem like a padded cell on wheels in comparison with the post war car.

Inside the auto, the passengers will sit on large, spongy individual chairs, their feet on a colourful broadloom rug. In addition to the individual lounging chairs, there will be chairs of the folding type and a table for card playing.

While the daughter of the family is reading her favourite magazine and listening to the radio, and the eldest son sits at the wheel, Mr. and Mrs. Dream Car owner can entertain their friends at a game of bridge!

Greater visibility will be another feature. There will be an uninterrupted view of the road and the landscape all around through the sweeping curved windshield that encircles the car.

And believe it or not, no more sun glare and blinding headlights. All glass will be polarized!

This feature alone may turn out to be the lifesaver of a generation, when one considers that blinding headlights at night and sun glare during the day account for a large percentage of accidents.

Today, when you want to get in or out of your car, you have to turn the handle and swing the door outward. In parking lots where cars are squeezed within a few inches of each other. This is sometimes difficult. The new car will have sliding doors. Visualise panels moulded from plastic materials, substantial and firm, safe and easy gliding, and you have the picture of the doors on the most revolutionary motor car the world has yet conceived.

Gear shifting, of course, will be a thing of the past. Every car will have hydromatic control. It is even conceivable that there may be a single pedal arrangement on the floor which, when pushed down will be the accelerator and when allowed to come up again will be the brake. All the elements of driving may be controlled from this one pedal on the floorboard.

Up to now, tyres have been made of rubber, but a material known today as neoprene will probably replace it. Neoprene has already been proven to last longer than rubber, is more blowout proof, and (when produced in quantity) will be available at the same price as rubber. These tyres will simply be on hubcaps attached directly on the axles.

The metal ‘trim’, the gadgets –all the knickknacks known in the industry as ‘fruit cake’ will be made of plastics and will either be much quieter or much gaudier. The industry has not yet made up its mind about that.

An individual cooling system and heating system will come with each car, at first featured only in the higher priced models.

What about petrol and oil - will they be used? Yes. America is the richest oil producing nation in the world, and it is much cheaper to drill a hole in the earth and let oil shoot into the sky than it is to build new plants which after a long involved process, would produce benzol—the fuel used by the German army today.

And how much will the scientifically streamlined ‘dream’ car cost? Hold your breath! With all the improvements the car will sell for about the same price as the 1941 model.

Well folks, there you have it, the Dream Car. I wonder what sort of substance the author of this look into the future was smoking at the time. A few of the predictions did come about, such as auto transmissions, rear or below floor engines, aluminium bodies, plastics, tinted windows, sliding doors etc. But as for moving about and playing bridge while travelling…? And the ‘oil shooting into the sky’ has long dropped to a trickle.

The reality was that after the war motor manufacturers could sell anything on four wheels due to the huge pent up demand for new cars.

Why would they want to try something new? Ed.





They did try something new, and it looked like this!

Lincoln’s concept car and the Ford Edsel.

Supersonic Rosco

March 2022

Excerpt from Saturday's West Australian.

Some time next year, Rosco McGlashan of Perth will strap himself into a controlled bomb on wheels which will propel him along a measured course to achieve a speed of 1000 miles per hour (1609 km /h) and break the sound barrier and the world land speed record in doing so.

His vehicle for this attempt is Aussie Invader 5R, a needle nosed 16 metre long mix of innovation, common sense (really!) and a single bipropellant rocket motor from an inter-continental ballistic missile which was surplus to requirements for military use, thankfully.

The injector is designed to deliver 800 litres of turpentine (a new method of '*getting on the turps')* mixed at the ignition point with 2 tonnes of white fuming nitric acid. Don't try this at home, children. The fuel and oxidiser are hypergolic, which means they explode on contact, hence the enormous thrust of 62,000 pounds. The equivalent horsepower at 1,000 mph is equal to 165,333 ponies, or 300 Kenworth prime movers. Aussie Invader compresses all that into 20 seconds of controlled (we assume) explosion.

Because no rubber tyres would survive the tremendous acceleration and speed, the three wheels are made of aerospace aluminium, and there is no suspension. The cockpit has a very businesslike interior and a strong roll cage, which we hope will not be put to the test.

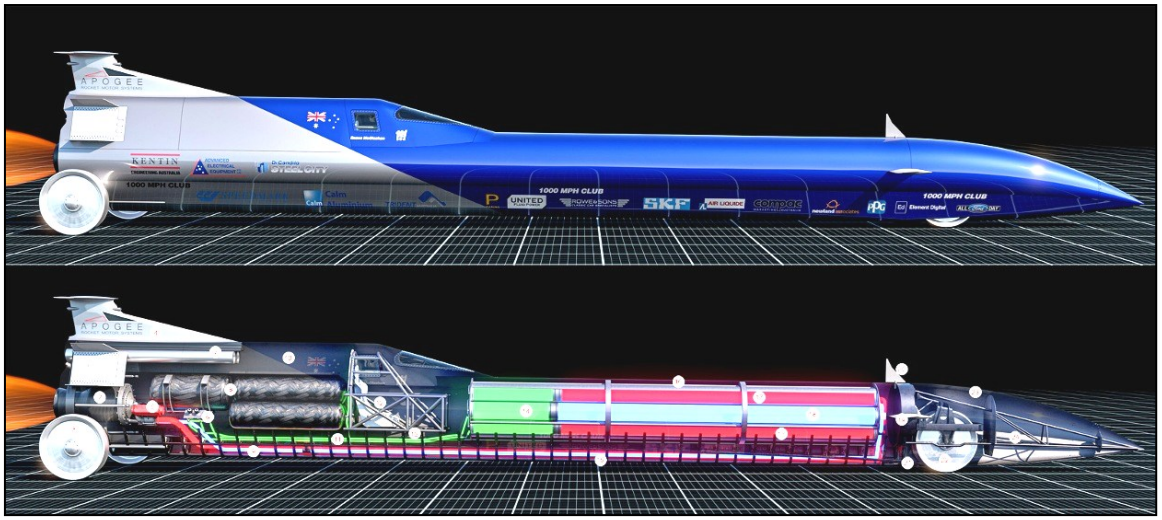
On the day of the record attempt a surveyed 22km course will include 7kms for acceleration, a combined one mile and one kilometre timing trap, and 14kms for slowing down. Within an hour, Aussie Invader is turned around and refueled, Rosco takes a deep breath and repeats his drive in the opposite direction. Because of the distance needed to slow down the FIA has agreed to set the return timing trap further back up toward the starting line.

So, there you are. Yet another example of Western Australia's lead in conquering another record.

Pictured below are Rosco McGlashan and some of his team and Aussie Invader 5R with a cutaway profile. The cockpit contains fire suppressants, oxygen for the driver and communications equipment.

For more information or to subscribe to this enterprise go to: aussieinvader.com/the/car





The Chevrolet Corvette

January 2022

The sleek, mighty Chevrolet Corvette is an American icon. Other vehicles vie for that honor, with certain models of the Ford Mustang coming in a close second, but in terms of sheer power, elegance of design, and storied pedigree, the Corvette is America's sports car, the domestic answer to the likes of Ferrari or Porsche. And if you don't think a Corvette can match a Ferrari, think again: the Corvette ZR1 boasts 755 horsepower and a zero to 60 of just under three seconds, while a Ferrari 488 Pista has 710 horses under the hood and takes 3.1 seconds to pass 60 mph. Minor differences, to be sure, but then consider the price tag. Corvette's most expensive model is yours for about $120,000 (until you start the upgrades). A New 488 Pista will set you back about $300,000. Rather than spending all day comparing engine stats, price, and speed records with other cars of today, let's take a look back well over half a century to the early days of the Corvette. Before this world famous car was ever recognised as one of the best American made models, it wasn't even called the Corvette. And it wasn't a sports car, either.

When Chevrolet's design team first conceived of a new luxury two-seater, they planned to go with the name Cougar. However, it didn't sit quite right with the crew involved in developing the car, so as legend has it, Myron Scott, artist, photographer, father of the Soap Box Derby, and longtime Chevrolet employee pulled out his dictionary. He knew the name had to start with a C; it just made sense for the Chevy brand. Pouring over C-word after C-word, he alighted upon "corvette," and thus the Chevrolet Corvette was christened. But for the first two years of its production, 1953 and 1954, it wasn't capable of cruising all that quickly or nimbly. Luxurious and stylish to be sure, the first two models of the Corvette were underpowered with a 6 cylinder engine. Then, in 1955, the Corvette got its V8. The 265cc engine wouldn't win many drag races today, but it provided the power the Corvette needed to earn some respect out on the roadway.

Then, in 1959, GM Design Chief Bill Mitchell and a small team working under his guidance developed the Sting Ray concept car. The team worked offsite, as the Sting Ray was undeniably a race car and GM was officially out of auto racing at the time. The sleek, futuristic design of that one-off 1959 Sting Ray would inform a total redesign of the Corvette a few years later. In 1963, Chevrolet released the second generation of the Corvette. It was sleek, low-profile, and decidedly modern-looking. And in 1965, the Corvette would get a 425-horsepower engine, too. In 1968, the Corvette underwent yet another re-design, entering what many consider the golden era for this storied vehicle. The muscular new body, with a long, sloping hood, a low-slung cockpit, aggressive lines around the wheels, and instantly recognisable circular lights along the back. would inform Corvette design for nearly a decade and a half.

Not until 1983 would a new model of Corvette be conceived, but due to myriad issues with the new design, the 1983 Corvette was never released. In fact, of the few dozen models constructed, only one remains. The story goes that, after the decision was made to kill off the entire 1983 Corvette model, a man charged with crushing the 43 vehicles produced was forced to stop the demolition when a large storm rolled in, leaving just one car intact. The next day, a Chevy employee stumbled upon the car, realised what was happening and stashed the vehicle off behind an underused building, covering it with tarps and pallets. Several years later, the car was discovered and restored, and today the only 1983 Corvette in the world is proudly displayed in the museum just down the road from the plant where all new Corvettes are built. After the year without a model, the 1984 Corvette set a new record for the brand: a top speed measured past 150 miles per hour. The body of the Corvette stayed much the same between 1984 and 1996, with the notable milestone of the millionth Corvette sold passing in 1992.

It was a white convertible with a red leather interior, the exact same arrangement as the first Corvettes sold back in 1953 when just 300 vehicles were handmade in a Flint, Michigan factory. The sixth generation of Corvette lasted from 2005 to 2013, with a step back toward the angles of the 1960s and including a 2009 ZR1 that topped out at 205 miles per hour courtesy of a super-charged 6.2L V8 engine. The match for the foreign sports car had very much arrived, courtesy of a plant in Kentucky. Today, now in the seventh generation of design, which began in 2014, the Corvettes in production look more like models from the 1970s, albeit with decidedly contemporary flourishes, and drive like absolute banshees. Evidence? A stock 2019 ZR1 can outpace a Lamborghini Huracan in a drag race.



And today, well over 65 years after the first Corvette was produced, the vehicle has more claim to fame than speed alone. It also holds the world record as the passenger car longest in continual production. Good thing that one 1983 Corvette didn't get crushed, right?



You will find more on this iconic vehicle on pages 77 & 78.







My Story by Peter Taylor

November 2021.

I was born Peter Eastick in Sydney in January 1948. My father Harold was a Navy man who served on HMAS Australia during WWII. The family Limo then was a 1925 Morris Cowley cut down to a buckboard. I remember being just over 3 in 1951 when the family set out for Adelaide towing a single wheel trailer. Mum and Dad separated in Feb 1952.

Mum and I went bush with a "new" dad who was a travelling handy man, come carpenter, come tank maker and we finished up in Narrandera in NSW with the family limo this time as a 1926 Chevrolet buckboard ute which was later cut down to a trailer when we acquired a 1928 brown Buick sedan (AER-956). Moving around outback NSW saw us in places like; Jerilderie, Deniliquin, Hay, Booligal, White Cliffs, Mossgiel, Ivanhoe and Wilcannia living in a tent on the banks of the Darling River. I started school at 6 ½ in Wilcannia. Up to then I had been on my own so found mixing with other kids a bit daunting.

Anyway, I got along OK at school and one day I came home and asked mum why I was called Peter, the answer was a stock standard "because". I wanted to be called Bill, that was a great name I thought. Years later I found out my third Christian name was William so when I joined the RAAF in 1965, I told everyone I wanted to be called Bill and there are some blokes still around that call me Bill to this day. I found out about the Eastick name when mum produced a birth certificate for me so I could apply to become an aircraft engine apprentice in the RAAF. Also on that document was WILLIAM!!! Peter Colin William Eastick! I didn't give two hoots about the surname but now I really was a BILL!

The family limo now became a 1945 KS5 International truck, so it could be used for general cartage from Ivanhoe to Wilcannia for the local "Knox and Downs" agent. The truck was then traded for a single spinner Ford and that saw us through to escaping the oncoming NSW floods of early 1955. Being short of money the Ford was sold and we bought an old open tourer, I can't recall the model. In the middle of 1955, we arrived in the little village of Caroona where the tourer was pensioned off, and we now had a 1949 Bedford truck that was used as a petroleum delivery vehicle for Ampol in the district.

Just before Xmas 1957 the truck disappeared along with the driver, both never to seen again, by us that is. Mum and I went back to Sydney. Late 1958, a knock on the door and there was my soon to be stepfather Clarrie Taylor. We had lived opposite the Taylors in Caroona and had become good friends. Clarrie had lost his wife with the birth of their youngest child in July 1955, and I didn't realise how "good a friend" he was. We became a new family in February 1959 with me and his four boys. Needless to say, this became a long-term relationship, and I adopted my stepdad's name of Taylor, changing it by Deed Poll in 1984.

Clarrie had a 1952 Standard Vanguard ute which was quickly traded (parents and 5 kids didn't fit too good) for a 1946 Chevrolet Fleet master (BMV-568). This car had a few issues and when my brother left his grey 1949 Humber Super Snipe with us when he went to Malaya with the Army during the Indonesian confrontation, the old man decided the Chev had to go and he bought a 1948 green Snipe. Well, both Snipes jumped out of top gear, but we could still get 60mph in third out of them.

In 1962 I was taken to little village called Willow Tree on the New England Highway, south of Tamworth where the local school bus driver had a uted 1925 Chev for sale for 10 quid. This is where my love of Chevrolets was developed. That car and I became inseparable. It was bought to transport us five kids to the school bus, three miles away, that had just started the run in Feb 1962.

We had done correspondence through Blackfriars in Sydney for the last three years. I was told it was my car, if it breaks down, you fix it!! The main station was five miles away over black soil plains where an ex RAF mechanic worked. He taught me all sorts of things mechanical and in no time I was happily doing everything on that car.

I could even remove the head with a wheel brace and use the sludge of a tin of "Silverfrost" to re-use the head gasket. Other remedies of the day were: the silver foil of a cigarette packet wrapped around a matchstick for a fuse, chewing gum to stick rotor buttons back together (I have never figured out why we broke rotor buttons!), the outer flap of a Tallyho cigarette paper was 12 Thou (0.012") and just right to "set the points" which we often did. Pepper or egg white in the radiator to stop leaks, power kerosene from a farmer's tractor to get us to town after we ran out of fuel (so long as the engine was hot it would work), and fencing wire.

The old man's toolbox consisted of a pair of pliers and a length of fencing wire; it fixed everything.

In 1961, the grey Snipe needed a "ring and bearing" change and now that I was full bottle on all things mechanical the job fell to me. No one told me about lips in cylinders and that some cars needed the conrods fitted a certain way around. Did they? The upshot was that after trying to start the car by pulling it around the paddock with a D8 dozer, a rod appeared through the side of the block. Now, dozers are good at digging holes and with their weight they are good at crushing things. So, a hole was dug, Snipe pushed in, crushed and buried. (In 1988 on a return visit, I found the burial site and scavenged a Super Snipe emblem from the bonnet).

Now, my brother was a little peeved that his car was interred so he got the green 1948 as a replacement. Back in Sydney he traded that in on a new 1961 Thistle Grey Hillman Minx and left that with us while he again went overseas, this time with the RAAF to Ubon in Thailand. We had the use of it for a year or so and it didn't suffer any fate other than get bogged in the black soil from time to time. December 1963,he arrived back home and decided to upgrade the Minx, so we went to Tamworth and looked at the new Toyota Crown, which was an eye opener with all its bells and whistles, but far too expensive. We drove home in a 1963 Humber Vogue which he kept for quite a few years before settling on a mid-60's Super Snipe (again).

Once we let the green Snipe go, we ventured onto a fine specimen of a car; coil springs all round and floated like it was on a cloud. Semi-automatic. I reckoned as the gear lever had an over centre spring that allowed the gear lever to fly between gears, not so good coming down gears though. It was a 1947 Oldsmobile (CFT-506). A car that the family kept long after I left home to join the RAAF.

Without a car for a year or so at RAAF Wagga, a mate and I splurged out with $5 each (I was only getting $11 a fortnight) on a 1950 Wolseley 450 in which we toured the Riverina from Albury to Gundagai. We broke two rear axles and cracked two heads before finally giving up on it in 1967.

I was married one week before graduating as an aircraft engine fitter in June 1967 and no car. A mate lent me his 1960 pink and grey FB wagon that had a straight through 2inch copper pipe for the exhaust. We drove that from Wagga to Nelson Bay in Port Stevens with ALL our possessions, a suitcase for her, a tin trunk for me and a few boxes of wedding of presents and two weeks later drove it back to Wagga and caught the train home.

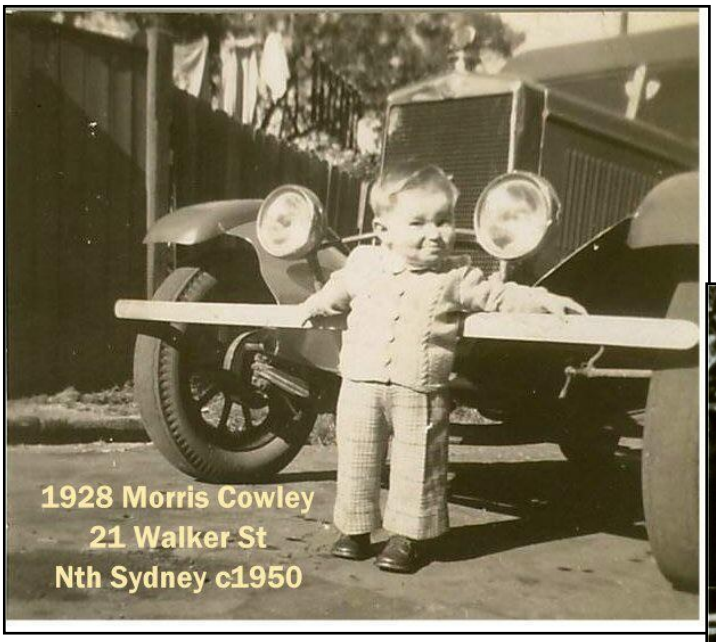
I carpooled with three other blokes for about a year, from Nelson Bay to RAAF Williamtown (35k) before I "Took Over Terms" on a 1962 Morris 1100. At $44 a month it was getting dearer to keep so I found a bloke in Sydney to take over the terms from me, and I bought a 1960 two tone blue FB wagon in early 1970. Sold that car in November 70 when I was posted to RAAF Butterworth in Malaysia. We lived on Penang Island for 2 ½ years and would hire a 2 door Corolla whenever we needed to.

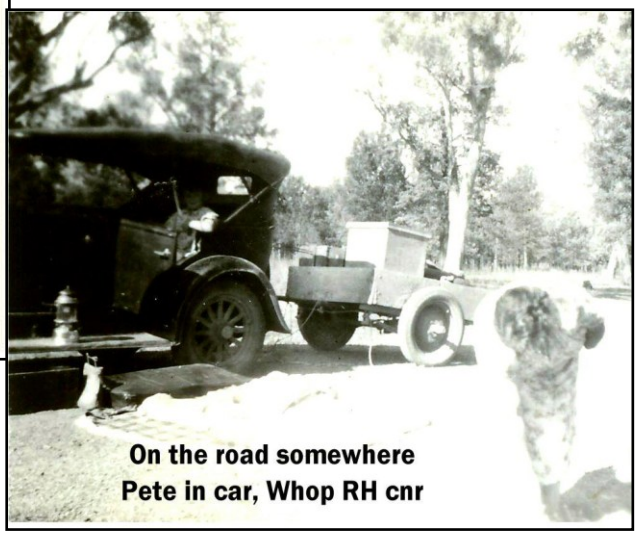
Back home at RAAF Richmond in Sydney in May 1973, I bought a 1970 VG Valiant Regal Safari and kept that for 18 years until after I retired from the RAAF here in Perth in 1985.

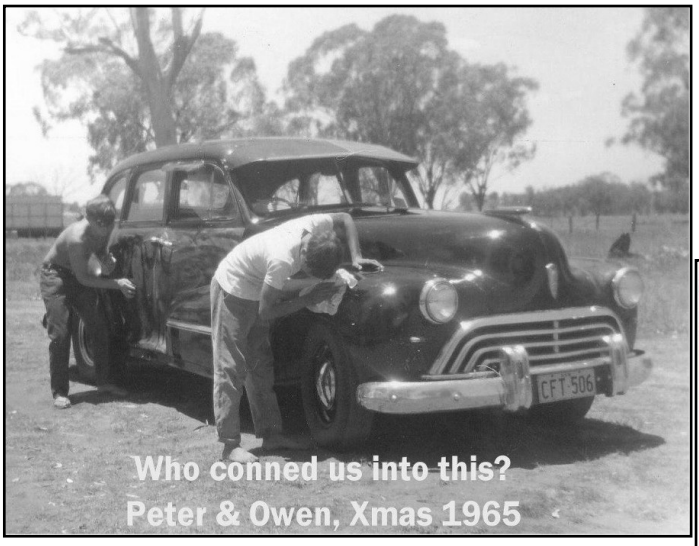
A marriage breakdown in 1987 saw me and my son jump on a Deluxe coachline double Decker bus in 1988 and head back to NSW. I wanted to show him where I grew up and to check out a car graveyard on the property we left in 1964. We arrived at Windy Station in early March 1988 and talking to the stockman who was born on the property about the graveyard, I was delivered the news that he had dug a hole on Jan 1st, pushed all 12 cars in and crushed them with the very same D8 that we used back in 64. Horrible destructive bloody things, dozers!!

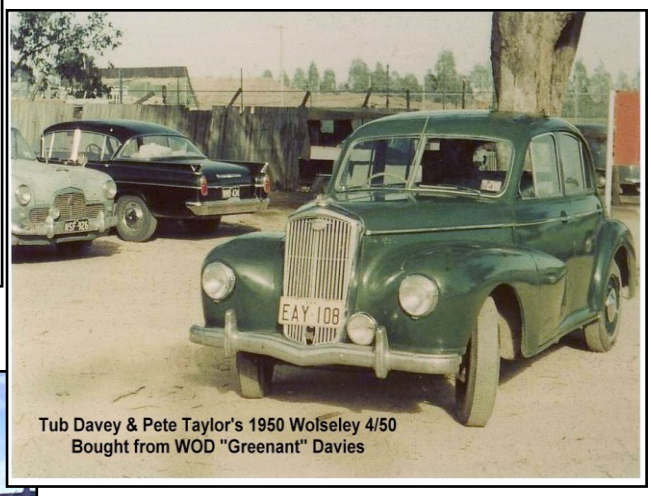
Luckily, he had yet to get around to going out to where we lived and dispose of the remains of my 25 Chev I mentioned earlier. It was in very sad condition, but I managed to remove the handbrake and gear lever from her which is now on display in my shed.

The car was buried beside the Snipe very soon after. As a result of that disappointment, around May 1988 a (basket case) 29 Chev Tourer came into my custodianship. 15 Years later it was on the road. While that resto was happening, I remarried, to the Chev Club Tea Lady and we bought the 1963 Impala that we now have. Along the way a 1982 El Camino was purchased and I used that car almost daily for the next 14 years. We only have the Impala these days and as age slowly catches up with us, we find it more than enough to keep us engaged in the old car scene.













Peter Taylor and his cars.

Pilgrimage To Forbes

November 2022

Maureen Richardson.

A light-hearted tale of Roly & Maureen and Rick & Rosina's test of endurance, of both Man & Woman and Chevrolets in the quest to travel to far flung places of NSW in the pursuit of Chevrolet glory!

For me it all began in 1982 when the aforesaid, together with the following enthusiastic Chev Club members headed east in a convoy. Tony & Val Hoffmann & cousin Brian from the UK in their 1934 Chev Coupe, Rick & Rosina in their 1938 Chev Sedan, Paul Dunham in his 1953 Chev Sedan, us in our 1935 Chev Tourer, Peter & Debbie Fairclough in a modern car, and various camper trailers, caravans and kids (no dogs). I think Rick and Rosina had six children at that time and the youngest one was Candice.

We travelled from Perth To Parkes NSW to attend the week long 10th Anniversary Rally organised by our sister Chevrolet Club of NSW. This trip was fun, an adventure with long days of many kilometres with lots of camaraderie, interspersed with mechanical breakdowns, some big some small!

We got there in the end after 11 long days and felt rather exhausted, but we were heartily welcomed by our Chevrolet friends in Sydney. Rick and Rosina had already preceded us, as they had travelled to the first Anniversary Rally held in 1977 at Mudgee. Since then, every five years we have done it again; 1987 Nowra, 1992 Cowra, 1997 Forbes, 2002 Wagga Wagga, 2007 Goulburn, 2012 Taree, 2017 Gunnedah & 2022 Forbes.

In 1987 Roly and I drove over in our 1935 Chev Tourer with a pop-up caravan in tow and two young kids. We were accompanied by Past President Arthur Domley and his wife Dot in their 1959 Chev Sedan. I have recollections of cooking damper on an open fire one night while camped out on the Nullarbor. I have so many great memories of each of these trips, and we have met and made good friends of many of the Chev Club members of NSW & Queensland over the past 40 years. Unfortunately, after the 1987 Anniversary Rally in Nowra our stamina ran out!

Since then, we have taken the easier route of flying to Sydney to attend these rallies, and our friends in Sydney have been so kind and generous in lending us their spare Chevs so we could participate in the rallies.

At Cowra in 1992 we had the use of Alex Stuart's 1928 Tourer, at Forbes in 1997 Peter Jones' 1934 Tourer, at Wagga Wagga in 2002 Peter Jones' 1941 Sedan, at Goulbourn in 2007 Peter Jones' very lovely 1932 Cabriolet, at Taree in 2012 Peter Jones' 1962 Sedan, at Gunnedah in 2017 Peter & Helen Cattalini's 1953 Sedan and in Forbes 2022 Rick & Jenny Malone lent us their 1934 Master Sedan. How lucky are we?

All the accolades must go to Rick and Rosina for their fortitude, endurance and stamina as they have continued to travel in either their 1937 or 1938 Chevrolets across Australia to attend these five yearly Anniversary Rallies. They have made it to everyone from 1977 to 2022 except for the rally in Taree in 2012 when a major breakdown somewhere near Norseman stopped them from going any further.

In summing up we have really enjoyed attending all these rallies and have made some good friends in the process. The only downside is that every time we go we get five years older. Ah well, that's life!



1914 Vermorel model LO

August 2014.

Owner Neil Fullwood.

Manufactured in Villefranche-sur-Saone, Rhone, France in 1914 as a chassis and shipped to Australian dealer F. McOwan & Co. in Melbourne Victoria where an Australian roadster body was fitted. There are only two known 1914 Vermorel models LO in the world today, the other one being a tourer in Switzerland. Nothing is known of the history of this car until Garth Fisher restored it in the 1980s. It was then brought into Western Australia by Dr. George Nunn and used extensively in rallies around Australia. After going through another two owners in W.A. I purchased the car in 2013. I had always wanted a veteran car and when this one came up locally at the right price I had to have a look.

When I got the Vermorel it was licensed and driveable, but the clutch wasn't working well so the plan was to repair the clutch and have some fun driving the car and restore it later down the track. The paint was lifting and parts were chromed and nickel plated, which wasn't correct. After relining the clutch with leather I found the gearbox wouldn't line up properly with the motor. This car doesn't have a bell housing so alignment is critical. After further deduction I worked out that the part of the chassis that supported the motor was missing and bits of angle iron were put in its place to support the motor. The only course of action was to strip the car down and rebuild the chassis. As we were soon to depart for the USA on holiday, I decided to leave it alone until we returned.

When we returned I stripped the car back to the bare chassis and started the repair. Someone had bolted a heap of scrap metal into the chassis, so all this was removed, the missing chassis parts fabricated, sandblasted and painted. With a car this rare there is very little information around and no parts available so anything you need you basically have to manufacture yourself. The process of reassembling the car then started.

As I progressed I found a lot of problems.

The steering box was wrong, and a suitable replacement was found and fitted. The brake and clutch pedals and linkages were wrong and had to be remanufactured.

After about 9 months of working on the car the mechanicals were nearly complete. The problem was, I wanted to go on the national rally in October and at this rate it wasn't going to happen. So, I started work on the car full time to try and finish it. The body was solid with no rust but very thick with bog. Mum and I stripped all the paint and bog, panel beat the car and painted it with 2 pack to give a nice shiny new look. A new dash was made, and all brass was restored, polished and clear coated. Indicator lights and some electrics were fitted to provide safety and ease of use.
This car originally had gas and kero lights with starting via the crank handle out the front (no electrics). The car was finally finished at 2 o'clock on the Friday, loaded straight on to the trailer and headed for Kalgoorlie. On the rally the Vermorel performed well with no problems and has since been on another run with the same result.





New Zealand

April/May 2018.

Hugh Morison.

Lyn and I commenced the tour by arriving in Christchurch from Melbourne, a three hour flight. My GPS directed us to the motel, just a short drive from the CBD, which we visited the next day. Evidence of the disastrous earthquake which hit the city in 2010 is still there, with many old and not so old buildings in disrepair. There are many vacant blocks turned into car parks and a lot of road and building repair is going on. Next day my Farm To Farm contact Ross called and showed us some of the country out in the Canterbury Plains, a rich dairying, beef cattle and prime lamb area.

Leaving Christchurch, we drove on the main road south toward Timaru but branched off to call at the motor museum at Geraldine. From there the road took us to Lake Tekapo, which is fed by water from nearby mountains. The water is a pretty shade of milky blue due to the fine silt held in suspension. Surrounded by mountains, it's a very pretty spot.

On the way to Oamaru next day we came across a little roadside stop where two Chevrolets were parked, along with some other vehicles.

Following the Waitaki River valley, in which a series of dams provide hydro power, we took a brief look at the charming old Victorian buildings in Oamaru, then on down the coastal road to Dunedin for the overnight stop, with a brief detour to inspect the Moeraki boulders on the beach, almost perfectly round like huge marbles.

Dunedin is a thriving city in the Otago region which caters for cruise vessels. We drove out along the Otago Peninsular, with spectacular views of the city and bay from the very high points, returning on a winding road with great views of the Pacific Ocean. Leaving Dunedin, the road took us inland through some winding hilly country until we reached Southland, again noted for dairying and sheep around Invercargill. There are three collections of vehicles here, most notably the Hayes Hardware store where Bert Munro's motorbikes are on display, along with the 1954 Chev sedan which featured in the movie, 'The Fastest Indian'.

There were many bikes and a lot of cars in and around the store, which probably gets more tourists than customers. I purchased a copy of Bert Munro's life story; the manuscript having been written from interviews with Burt and lost before being discovered quite by accident by the journalist many years later. There is also a motorcycle museum in the town, but it was closed just before we arrived. However, next day the Bill Richardson Transport Museum was open, and what a superb collection it is. The building houses over 100 cars, trucks and tractors from the very early days up to the more modern ones, all beautifully restored. Notable is a Texaco fuel tanker, the only one of its kind in the world, for which Bill has received offers from the company of over 1 million dollars, but won't part with it. I was pleased to see the same model Commer truck I used to own, with the Rootes (Knocker) diesel engine. It was even the same colour, and in mint condition.

A short journey south from Invercargill brought us to Bluff, the port area. It's the furthest south you can go on mainland NZ, so we stood on land closer to Antarctica than just about anywhere in the world. Leaving Invercargill, we travelled north through the Southland area, green pastures with dairy, beef cattle and some sheep. We decided not to drive to the long way out to Milford Sound, but kept heading north along the banks of Lake Wikatipu, the longest one in NZ, on which Queenstown is situated. The town was very busy with tourists from all over the place, and as it was St Patrick's Day a lot of celebrations were taking place in various outdoor areas. A good time was ensured.

Next morning we took a ferry ride along the lake to Mt Nicholas sheep and cattle station. As a one-time sheep farmer this was most interesting to me. They run around 19,000 fine wool merinos and several thousand Angus cattle on 40,000 acres (16,000 hectares). The country is mostly hilly, so they use horses for all stock mustering. Our tour guide took us on a 4wd bus up through the hills to view the area, which is quite spectacular with a backdrop of high mountains.

Queenstown is a place of two towns, with the older section devoted to tourism and the new place

further toward the airport and on the opposite side of the lake a residential area.

Arrowtown was our next port of call. It's an old mining town with a very narrow main street with all sorts of memorabilia for sale, again thronged with tourists from all over. The road to Wanaka comprises two options, one a deal longer but easier to negotiate. We took the shorter route, and it was spectacular. The road winds up the sides of grass covered mountains and through deep valleys, which keeps the driver very alert. Wanaka is on a lake of the same name and again, a very tourist-oriented town. We stopped for a morning coffee and checked the impressive huge and long wooden bar at the Wanaka Hotel.

The weather closed in as we headed north to negotiate the Haast Pass, and with some heavy rain falling we saw some awesome waterfalls cascading down the mountains either side of the pass, which is not very high up and goes through heavily forested country. Shortly after this we made contact with the West Coast, the road winding around many inlets and bays. Our overnight stop was in Franz Josef.

We couldn't get to the Franz Josef Glacier the next day as the bridge was under repair, though we could see it at a distance. We drove through Hokitika and on to Greymouth for our next stop. Greymouth has a very modern Monteith brewery with a restaurant attached, which we found most enjoyable. As we were there quite early in the afternoon we took a drive out through the country to Moana, an old rail town on the line from Greymouth to Christchurch. We took a wrong road on the way back and ended up on a narrow unsealed track through the bush but finally arrived back on the right road. Just out of Greymouth we visited Shantytown, similar to the Pioneer village at Armadale.

Our next place of interest was Westport, a major export terminal for much of NZ's food exports. In many towns we found dairy factories where tonnes of powdered milk are produced for the Chinese market, with baby formula being a huge seller.

In the afternoon we drove through to Nelson, situated on Tasman Bay near the top of the South Island. It was recommended we visit the WOW Museum and it lived up to the name. Many old and rare cars were on display.

Blenheim was the last stop before heading back to Christchurch. It is here that a large collection of old aircraft are on display, as well as another motor museum, mostly of cars from the 50s onward. We ventured out to Picton, where the ferries leave for the North Island and found an old ship, the Edwin Fox, which is one of the last remaining sailing ships to be rescued from oblivion. It was built in the 1840s from teak, which is largely immune to shipworm due to the oil content in that wood. One of its many voyages was from England to Fremantle in 1854 with a cargo of convicts, the names of whom were listed. I neglected to take a photo of this chart, as I'm sure there would be a few members of the Chev Club with ancestors aboard and I wished to save them some embarrassment.

On returning to Christchurch down the eastern side, we encountered a lot of road building following a fairly recent earthquake, which we were told raised the ocean floor about 4 metres. Talk about the shaky isles!

A visit to the Air Force Museum at Christchurch, a trip out to Akaroa on the Banks Peninsular and a visit to a tractor field day at Kirwee rounded out our tour, a most enjoyable experience.

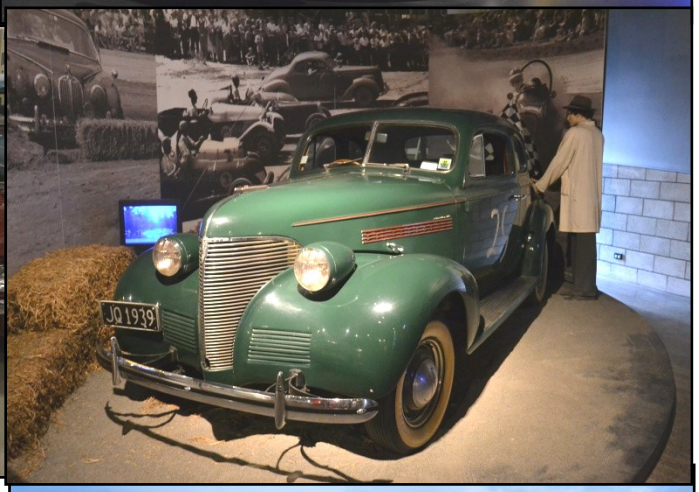
Next page: A Pontiac Firebird, Cord Coupe, Buick, 1939 Chevrolet sedan, 1940s Chevrolet 3 ton truck, a row of WA made Chamberlain 9G tractors, Packard Coupe and a Chevrolet ute. Below, the famous Commer 'Knocker'.




PONTIAC


FIRE EXIT


HEJ301


JO 1939


DT 8391


Diesel Plant




LFP438

General Motors in Australia

September 2018.

Notes on 110 years of GM in Australia.

As we head to the biennial GM Owner's Day it's pertinent that we ask; when did General Motors become established in Australia? Prior to September 16, 1908, General Motors didn't exist, but there were numbers of makes in Australia before this date later brought into the GM fold. Oldsmobile and Cadillac cars were imported by individual buyers, but records are a bit vague. A 1902 curved dash Oldsmobile was recorded being driven in Tasmania in that year, among 30 such cars imported by A G Webster & Sons of Hobart.

In WA, a 1902 Oldsmobile was imported by Claude Dean and was reputed to be the first car in Perth. Other States soon recorded sales of these simple and economical cars, but by the end of 1906 imports of Oldsmobile cars seems to have ended, possibly because Ransome E Olds left to start his own company, REO.

Cadillac cars were not far behind the Oldsmobile, with a 1903 Model A found in Tasmania in 1959 and fully restored. Many of these cars were privately imported and sold to enthusiasts, but in 1909 the first known Cadillac importing agency was set up in Sydney.

Buick came on the local scene around 1906, the agents being Dalgety & Co, a pastoral firm. This probably helped their sales to farmers and graziers in rural areas. It was these three makes which Billy Durant brought together under the General Motors banner 110 years ago. Vauxhall cars came into Australia about 1903 but were not under the GM banner until 1925.

After Billy Durant was pushed out of GM in 1910 when he very ambitiously tried to buy out Henry Ford's company, the GM export arm was born in 1911. They advertised the Buick and Oakland makes in Australia, later adding Oldsmobile, Cadillac, Scripps-Booth and GMC. Billy took over GM again in 1915 using the Chevrolet brand to gain control. Toward the end of WWI GM became concerned over the import tariffs on completed cars and the growing competition from Ford's popular model T. In order to reduce the high import duty, they decided to import CKD (Completely Knocked Down) chassis into Australia and have the bodies locally made. The long connection with Holden then commenced. This is where Edward Riley comes into the scene. He was sent by GM's export company to Australia in 1923 to promote sales of the Chevrolet brand, the cheapest and most popular of the GM Range. He contacted H J Holden to negotiate an exclusive agreement with Holden Motor Body Builders (HMBB) in Woodville SA to build bodies for the GM range of vehicles. In 1926 GM registered a company in Victoria, General Motors Australia (GMA). This thwarted the possibility that Ford could have taken over HMBB to build bodies for their very popular Model T, as they were having trouble getting the bodies made in Australia in sufficient numbers to meet demand.

This long term association with the Holden family led Riley to recommend the name Holden be used on the new car when released in 1948. Riley had become the General Manager of GM's overseas operations, the successor of the GM export company. In this capacity he was directly in charge of GMH operations and in a unique position to secure the name Holden.

During the depression years of the early thirties vehicle sales plummeted, so GM bought out the HMBB concern in 1931, renaming it General Motors Holden. This new company took over the operations of its parent body, GMA. Assembly plants soon sprang up in all the mainland capital cities, the one in Perth built on land near Stirling Highway in North Fremantle. Holden continued to build bodies for other makes as well as GM vehicles. An advertisement for closed body cars by Holden Motor Body Builders in 1928 lists Austin, Buick, Chevrolet, Cleveland, Clyno, Dodge, Essex, Fiat, Hudson, Nash, Oakland, Oldsmobile, Overland, Rover, Studebaker and Willys/Knight. Vauxhall cars built by HMBB appeared about 1925 and the Pontiac name in Australia in 1926, taking over from Oakland.

What of Chevrolet? Billy Durant released the Baby Grand in 1913 and through his connection with racing driver Louis Chevrolet gained publicity for the car which bore his name. The 490 was released in Australia in 1916, by which time Billy Durant had regained control of General Motors. The 4 cylinder OHV Chevrolet engine lasted from 1915 until 1928.

1937 Chevrolet Master and Master DeLuxe

From the SA Communicator.

The 1937 Chevrolet Master and Master Deluxe was touted as "The complete car, completely new" in ads. Retooling had cost $26 million, an astronomical figure by the standards of the time. Not since 1929 had Chevrolets been altered so completely. Impressive new styling of the 1937 Chevrolet Master and Master Deluxe was the work of Jules Gramonte, who had designed the stunning 1934 LaSalle. A trend-setting highlight, referred to by GM chief designer Harley Earl as the "diamond crown speedline," was a body crease that started in the valley between the engine compartment and front fender, and extended across the cowl and onto the front door. Smaller 16-inch wheels contributed to a lower profile. A strengthened version of the box girder frame, introduced on the 1936 Standard cars, was used throughout the 1937 line. Bodies, wider and roomier than before, were made entirely of steel instead of the traditional composite construction, and weight was reduced by more than 150 pounds. Beneath the hood was a brand new engine. Still featuring overhead valves, it had a shorter stroke and a larger bore than the previous unit. Displacement was increased slightly, to 216.5 cubic inches, and four main bearings were fitted instead of three. Horsepower was rated at 85, same as the Ford V-8. All models now enjoyed the advantage of an improved synchromesh transmission.

The Standard cars were gone. This time the two series, both using a 112.5-inch chassis, were called Master and Master DeLuxe. Each came in a choice of six body types, the two-door Town Sedan (with built-in trunk) being by far the most popular in both lines. Master DeLuxe models, in addition to upgraded upholstery and appointments, came with Knee-Action front suspension as standard equipment. They were also fitted with a 4.22:1 "performance" axle, while Master models employed a 3.73:1 "economy" ratio. Both series used hypoid gears in lieu of 1936's spiral bevel cogs. Prices were increased by about a hundred dollars. Sales fell off slightly as the economy slipped into recession, but Chevrolet managed to stay narrowly ahead of Ford for the calendar year.









So Much Food – So Little Time!

By Gourmet Diner Peter Taylor.

As we get older we think about the things left to cross off our bucket list and most of us are in favour of a good feed now and then and particularly so when you go away with a group of people as was the case one weekend in June this year when the Chev Club got 13 members together and hit the South West. There are a plethora of outlets offering food of so many varieties it is often (always) difficult to choose what to have and so the conundrum sets in; So much food, so little time left in our lives to sample it all. Just what to have, check out the menu, reads good, then dishes start coming out for other diners and one gets the sense of serving size, perhaps a little smell as the dish passes by, and a decision is made. When the plate arrives along with the other members of the group who had something different to what you have just seen or smelt, food envy sets in. Maybe we should have had the other one after all. Never mind, we'll try that one next time.

So now the question arises, is there going to be a next time, particularly at this eating place? What if the menu changes, what if the place closes in the meantime, how old am I anyway and is there a likelihood of my ever returning?

AND WE ARE ONLY AT THE FIRST LUNCH STOP. Smoko was a small insignificant affair after breakfast at the digs. So, while we are eating what we ordered (unfortunately) we start to think about the afternoon smoko, then there are the nibbles before tea, you know the cheese and bickies and a drop of grappa, red or white, then the sumptuous casserole tea splendidly prepared by the ladies (and one bloke) of the group. And, while we are thinking about it, where are we going tomorrow for smoko, lunch and smoko again and will we be home in time for nibbles before continuing to consume the casseroles so splendidly prepared by our ladies (and one bloke) for the second night?

Come to think of it, what about meals on the following day? By this time a female member of our group, who shall remain nameless, loses it. "All you people think about is food, and I only eat two meals a day and now you're talking about six meals, there's more to life than food you know, where do you put it all?" Obviously not a connoisseur of the fine art of dining pub and vineyard grub and the need to sample all the wonderful tastes that the Southwest has to offer before we drop off the planet. Will we live long enough to do so?

SO MUCH FOOD – SO LITTLE TIME.

(Quote of the weekend by a female founding member).





My Memories of Chevrolet Vehicles

By Trevor Limb.

In 1934 I joined the busy world of working for a living. I was employed by a jeweller in packing and delivery of jewellery etc. and learning how to begin working for a living and helping others. On reaching 17, I was too old to stay, so I was sent into the adult world. My next job was with a motor firm, and this is where GM and Chev come into the story.

In 1934 I was taken on as a service station employee by Sidney Atkinson Motors firm, which at the time was run by Bill Bailey with Sidney in the role of Sales Manager. I worked by serving and checking vehicles until one day I asked to be employed as a motor mechanic with the same firm.

Now Bill Bailey and Sidney Atkinson had been running the dealership for quite a while, but they were not doing very well in the business, so they decided to sell and Sidney bought a section of the Capitol building down the bottom of William Street and ran a car business with Mr Bailey as his truck sales manager which he did very well. This was when Sidney Atkinson Motors Co Ltd. became a GM dealer with a building more suitable for their needs. He ran this in Pier Street for a while, went into Hay Street and from there later opened up in the Capitol building which contained a parking bay on the ground floor, and a car showroom as well. First floor was a service repair, used car and spare parts section. Not long later, Sidney went into a deal to invest in a bigger repair service station in lower St George's Terrace which later became Adelaide Terrace.

Here I was able to continue my apprenticeship until the war upset things. Chevrolet was a very popular vehicle and well supported and advertised in sport. Among them were their footy and baseball clubs, and both were very successful. The Chev was very prominent in our family. Dad started with his used 1929 National Chev Tourer 6 cylinder which I kept serviced until he changed in 1938, when he converted it to another used Chev 6, an early 6 cylinder coupe which was another model until it was changed later during the war whilst I was away – never to live in the West again (sadly).

During the war when I joined up it was with the 6th Division Cavalry Commando Regiment. We were supposed to be issued with tanks, carriers and horses as our mounts, but it was not to be until we had faced the Italians and Germans in the desert. We were then issued with reliable mounts, Chevs and Fords. Chevs clearly led the field as the Ford V8 didn't like the hot sun.

There were more Chevs than Fords as they were not used for the high-ranking officers. My experience as a Corporal driver for my troop leader commenced when we had been training in the Middle East from Palestine to Egypt, then the desert. We were sent by the Intelligence officer to this area on the border of Egypt and Libya to ambush an Italian convoy travelling from one fort to their base.

We had Chevs and Fords with a few Morris utes etc. All glass was taken out setting up behind the mounds ready waiting until dark in my Chev one ton ute, instructed to wait until we commenced fire then we were to move to behind the rear diesel tank of the enemy vehicles and set fire to give some light. They came eventually, me sitting ready behind the wheel, teed up as this was the first Australian personnel that would be under fire, but we didn't fire first – they did! It was a tracer shell which shot past my right ear (about 5" away) I told my wireless op who was standing on the rear – legs apart leaning over the cabin. Another flew left of my head similar to the first, but although they missed, the ops said the 2nd shot went through his legs missing his production department by 4", singeing him on the way through. We got clear of this, but it was the closest we had been.

The war had really started now and we could expect to have more of that later only worse. "Chevs to the fore!" We cleaned out this lot of Italians and sections of Germans before changing over to tanks and carriers for the later moves.

After the war I found a job with the Country Party and was given a 1948-49 Fleetmaster Chev. I used it throughout my service there, purchased for $750, sold for $1100. It was well kept due to my service. The buyer, a taxi driver from the country was anxious to have it, as these cars were in short supply in the country (and city).

I was also involved with long distance driver Norm (Wizard) Smith in his 1937 Pontiac Coupe. He was busy breaking records, this one being from Sydney to Perth in record time. I think it was due to the roads not being made. I serviced it for him. I also had met Bob Jacka, who I think was the son of a WWI hero, in Cairo and he offered me a job at Preston Motors in Melbourne. He had been managing Canada Motors in WA. It was part of Sidney Atkinson Motors and was named Canada Motors because they sold Pontiacs which originated from Canada.

Swap Your 216ci Engine For A 235

November 2018.

If you own a 1937 to 1953 Chev car or truck with the old splash oiling 216 or early 235 engine and want a smoother engine, installing the later full pressure 235ci is the answer. There are some simple installation tips to get the correct engine into your car.

When selecting your 235 engine, look for the tappet cover which is held down with 4 screws. Ignore any engine with the little triangular plate beneath the manifold. It's a splash feeder. If your car has a side mounted engine (1952 & 53) you will need to get a full pressure block from a 53 or 54 car or truck, unless you have the mounting points in the front cross member, in which case you can use the mounting plate from your 216.

The rear of every Chevy block, the bell housing and the engine mounts are the same from 1937 to 1962, as is the flywheel, so you can install the 6 volt starter, but the fine toothed '55 and later flywheel will not mesh with the 6 volt starter.

The temperature hole may be slightly larger than the thread on your sender so needs an adaptor. It may be easier to fit an electric unit. The throttle linkage may also need to be modified.

The front engine mounting blocks should be installed prior to fitting the engine as there may be insufficient room to fit them with the timing cover and harmonic balancer in the way.

If the water pump body sits entirely below the cylinder head gasket, you've got the right one as it's from a '55 through to '62. Look no further. If your 235 has the long water pump pulley you will need to purchase the short pump and pulley which allows for use of the later model fan which provides better cooling. Don't press the 216 pulley onto the pump as it spins too fast and may cause cavitating and spins the fan beyond its design safety.

The radiator upper hose may not fit the thermostat housing, so you can use the one from your 216 engine. The lower hose may require a dual fitting.

Check for the crankshaft pilot bushing to ensure it will fit the mainshaft of the gearbox. Take the time while putting this all together to have the modified valve seats installed to take unleaded fuel.

If you require more detailed information on this project, contact the editor who has an information sheet he can send you. Roly also has a 235 fitted in his '52 convertible.

Good luck and smooth running!





A Trip to the UK, June 2019

August 2019

Hugh Morison and Lyn Glaskin.

We arrived in Heathrow a few hours later than planned because the plane from Singapore was delayed, giving us a long wait at the airport. The train trip into London was very fast and a taxi ride to the hotel dodged through the Monday morning traffic. You'd have to be brave or mad to drive in London.

The hotel was very well situated, not far from two major railway stations and a tube station, plus a range of buses passing regularly. There were two hop on hop off tour bus companies right outside the hotel too. We took advantage of one which also sold priority tickets to a number of places so we could jump the queues.

Our first sightseeing was to the British Museum which was just a few minutes walk from the hotel. An amazing place, showing how much of Egyptian and Asian antiquity was purloined by the British over time. Other tours included St Paul's Cathedral, Westminster Abbey, The National and Tate Galleries, Kensington Palace, Victoria and Albert Museum and Hampton Court Palace. We took a river trip down the Thames to Greenwich, day trips to Brighton and Cambridge and many walks around the City. No visit to London is complete without a tour of Harrods, where the range of clothing, food and everything else is quite special (and expensive). We just opted for a coffee.

After ten days in the city, we took the train to Salisbury and picked up our hire car, a manual Suzuki Swift and checked into the King's Head Hotel in the middle of town. A small river ran right past the hotel. Salisbury Cathedral is massive, with one of the highest spires in the UK. We were shown how the top of the spire is nearly a metre off centre due to a slight shift in the foundations. Salisbury is quite close to Stonehenge, so we joined the throng of people gazing at this prehistoric marvel. The stones, each weighing twenty to thirty tonnes, were transported from many miles away in Wales, across the Bristol Channel and overland to the site. How they lifted them into position remains a mystery.

On my detailed map I found a little village called Codford St Mary, on our way to Bath. This has a connection with my family as my Uncle Campbell Warren attended the church there while in training on Salisbury Plain during WWI. The rector at that time wrote many letters to my grandfather back in Australia in following years as he had a high regard for Campbell, who was killed in August 1918 in France. Opposite the church is a military cemetery containing many ANZAC troops, probably those dying of wounds received in France and Belgium. The city of Bath is a tourist Mecca due to the old Roman baths, fed by a stream of warm water which still flows to this day. It was an important meeting place for the early Britons before the Romans arrived, who developed it in their architectural style.

Leaving Salisbury, we drove South to the National Motor Museum at Beaulieu, in the New Forest. The range of early and famous vehicles is quite outstanding. While we were in London there were a lot of news items about the 75th anniversary of the D Day landings in Normandy, June 1944. At the museum is a very well preserved Jeep which took part in that event. In addition to the museum there is a fine old castle which belongs to the Montagu family and open to the public, plus a number of oddball vehicles used in the Top Gear TV series. Another odd one was a combine harvester with the pick up comb replaced by a snow plow blade, very inventive.

Driving on through the New Forest we were surprised to see cattle and horses grazing on either side of the road without fences, just a cattle grid at each end, very like travelling through our station country up North. Getting to our next stop, we had to traverse a lot of narrow winding roads to get back to the A30, where we sat on the 70 mph speed limit. Most cars overtook us at over 80 mph or faster.

Our next stay was in St Mawes, on the South coast of Cornwall. To reach that little town we had to take an early evening ferry across the inlet which reaches up toward Truro. The area contains two old castle s, St Mawes and on the opposite side Pendennis, at Falmouth, which we visited a few days later. They guard a very large and safe anchorage.

St Ives, Falmouth and Penzance are very old towns on the coast with a past including smuggling and the defence of England against foes from Europe. Land's End sits on a peninsula at the extreme southwest of England and nearby is a Transatlantic telegraph museum and military radio installation which was vital during the 1944 WWII invasion of Europe.

Our last day in Cornwall took us to Port Isaac on the North coast, the little town where the TV series 'Doc Martin' was filmed. Parts of the town were off limits as they were filming another series. We had morning coffee in a nearby village pub, with a very friendly staff.

Returning to Salisbury we stayed one more night then dropped off the car and took the train back to London. A stroll through Regents Park and the London Zoo was our last activity before taking the Eurostar train to Paris the next day. We found all of the places we visited in England staffed by very friendly people. With more time we could have gone up to Scotland, but that's for next time.

A Trip to France

We left London on the Eurostar Express, taking us through Southern England and into the Channel Tunnel. We emerged into the bright sunshine of France near Calais. Fields of wheat, barley, canola, potatoes and sugarbeet spread as far as we could see, with many wind power towers and power lines spoiling the view. There were many villages along the way, almost everyone with a church spire. Apparently, farmers live in the villages and travel out to their properties each day. The price of land is too high to waste it by putting up a house on it. Also, the farms are not in one single location and are too small for each farmer to own a full set of machinery, so they work on a sort of co-operative basis, sharing machines and working together. Wheat crops average around 10 tonnes per hectare, about 3 times our best yields.

In a short while we arrived at the Gare Du Nord, the terminus station for the Eurostar. As we had cleared customs and immigration in London before boarding the train we hefted our bags to the exit where taxis were lining up. A woman approached me and offered a special rate for our journey, which common sense told me would be a lot more expensive. We obviously had 'tourist' printed on our foreheads! On another day a taxi driver offered us a cut price fare of 20 Euros (nearly $40), when we already knew the distance was worth 7. A beggar at the Gare du Nord accosted me on two different occasions, to be sent away the second time in good old Aussie style advice, 'F... Off!'







Stonehenge near Salisbury, the church at Codford St Mary and Roman baths.

Our hotel was well situated just a couple of kms from the station and a short walk to a main street, The Rue De Poisonniere (Fishmonger Street).

The hop on hop off tourist coaches do a great job of taking you around Paris, with earphones in many languages explaining the various places you can see. We visited Montmartre, the Cite, Montparnasse and the Champs Elysees leading up to the Arc De Triomphe, which is huge. Traffic around the Arc is a veritable tangle, there being no lanes, but the Parisians are very skilled and polite drivers, letting cars in and taking their turns to negotiate the roundabout.

Our biggest problem were the huge crowds wanting to visit places like the Louvre and the Eiffel Tower, so we just walked around and admired them from afar. The sight of the partially burnt-out Notre Dame was a bit sad, but restoration is being planned.

We had booked a tour before we left Perth to the Palace of Versailles just a short distance from the City. We had a minibus and driver with a very nice young couple from Washington DC on the journey. The palace is a golden tribute to Louis XVI, the Sun King, who spent enormous amounts of money gilding just about everything. There are many rooms to the palace, but tourists see only a small number. There were portraits of past kings and the nobility of France, who mostly lost their heads during the Revolution in the late 18th century. A bit sad really, but they were well out of order. The Hall of Mirrors is amazing, being one of the first buildings to have these things which to us are now an everyday item. The palace is set in 5,000 hectares of forest and gardens, where the kings would hunt boar and deer for sport. Too bad about the starving peasants, who got their revenge in time by employing la Guillotine, 'la' meaning it is feminine; who would have guessed?

Following the visit, we had a lovely lunch in a village before heading out further to the painter Monet's garden at Givenchy. This is actually owned by some Americans and beautifully set out with ponds of waterlilies, rose gardens, forests of bamboos and so on, a very beautiful property.

Deciding to see more of the countryside we booked a tour for a day or so later out to the Loire Valley, 220 kms South of Paris. Two ancient chateaux, at Chambord and Chenonceaux were the country retreats of the nobility, mainly because at that time Paris was a stinking disease infested dump, with the river a sewer. Typhoid and other afflictions were rampant.

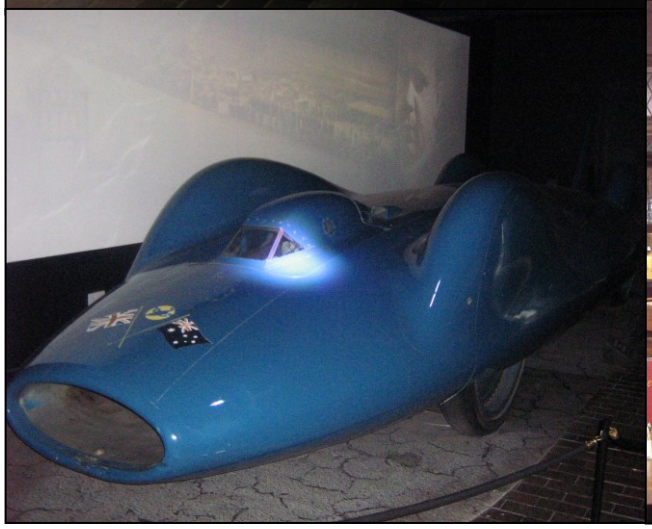
A day was spent exploring Paris on our own and travelling the Metro, which is very easy and a smooth ride due to the rubber tyres running on the rails. We were the object of a small scam when the ticket machine was out of order and a very obliging gent sold us two day tickets which were good for only two rides, c'est la vie, mate. A boat trip on the Seine from the City to the Eiffel Tower and return enabled us to see a lot of Paris in a leisurely fashion. Our favourite spot was a local pub, a very friendly spot where the locals gathered in the evening.

A highlight of France was a tour of the Somme battlefields, which I had booked before we left home. Taking an early morning train from the Gare du Nord, we arrived in Amiens about 9am and were met by our driver Sebastian, who spoke very knowledgably about the area. There were two other Aussies from Melbourne on the tour with us. We took an old Roman Road (dead straight for miles) to Villers Bretonneux and the year old Monash Centre, which is situated behind a slope which contains many beautifully maintained graves. Among the many ANZACs for whom there is no known grave I found the name of my father's cousin W H (Hugh) Anderson who was killed at Bullecourt in 1917, so it was a rather moving experience. Part of this WWI cemetery had been damaged by shellfire in WWII, a very sobering event.

The town of Villers Bretonneux was completely flattened in April 1918 and has been rebuilt. The school was funded by the children of Victoria, and the town has many reminders of the Australian soldiers who fought and regained the town. Next day we checked out of the hotel, which to our dismay had had no hot water for almost all of our time there, took the train to the Charles De Gaulle airport and home.



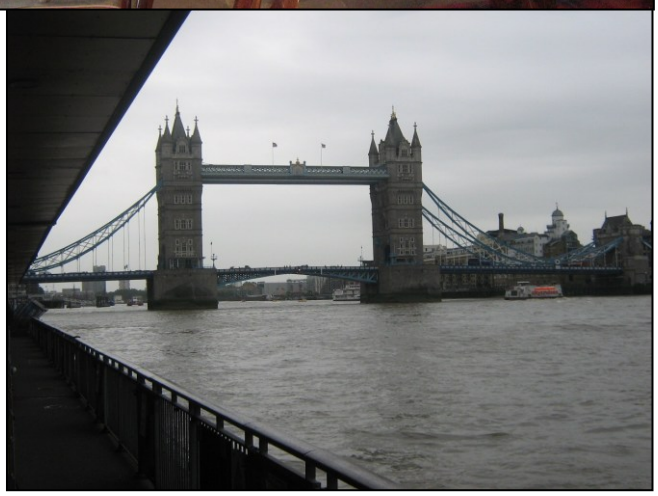






At The Beaulieu Motor Museum.

- Elvis' last Cadillac, one of the dozens he owned or gave away.
- A WWII Jeep that took part in the D Day landing in June 1944.
- Donald Campbell's Bluebird Which he drove to a world speed record in Australia in 1964, adding the water speed record in the same year at Dumbleyung.
- A cosy English Pub where we sat by the fire.
- London' Tower Bridge. The Thames looked very muddy.













- An Oldsmobile Cutlass in Paris,
- The Arc de Triomphe in the Champs Elysees,
- Inside the hall of mirrors at the Versailles Palace,
- The entry to the Australian War Memorial
- The well tended graves at Villers Bretonneux. The chapel was damaged by gunfire in WWII.

Chevrolet Suburban

March 2018

Chevrolet didn't trademark the name "Suburban" when it introduced the industry's first steel-bodied, eight passenger truck-based wagon back in 1935. Other marques subsequently used the term, and it didn't officially become General Motors until 10 years after Plymouth discontinued its Suburban station wagon in 1978. Now, 83 years on, the Suburban is the longest running nameplate in automotive history and is attached to the go to hauler for people with big families and big needs. With a new Chevy Silverado just unveiled, a 12th generation Suburban is imminent.

Chevrolet first applied the name to a $675 (about $12,000 in 2017 dollars) depot hack, a basic truck used to ferry passengers and luggage to and from train stations and ship terminals. A heater and rear bumper were notable options, but the innovation came in using steel rather than wood for the body, which now boasted an enclosed cabin. As amenities increased, mainstream buyers followed. The Suburban now starts above $50,000, and Americans bought nearly 60,000 last year.

The Suburban's entrenchment is a product of many factors. It has long been one of GM's best executed vehicles, delivering on its promise to cart many people and their possessions reliably wherever they might need to go in above average comfort. It adapts to a rutted track as easily as it does an eight lane expressway, uniting the often conflicting desires of rural and city folk into one quintessentially American vehicle. And make no mistake, its American-ness, big, brash, potent, and pragmatic, is a large part of its appeal to patriotic owners no matter where they might fall on the political spectrum.













Bendigo Swap 2018

December 2018.

By Peter Taylor.

In February 2002, Nev Cullenane and a VAA friend, Daryl (Beechy) Beech and I ventured forth in Nev's Silverado to have a look at the Ballarat Swap. It was huge and with the luxury of a decent size ute (pickup) we managed to bring home some rather large goodies. Since than I have been told a thousand times "Bendigo is Bigger."

Well, I don't know about that but this year it was advertised as having 1700 stall holders and some said it was the biggest in Australia, taking over the complete Bendigo showgrounds and the myriad of pavilions that surrounded the grounds. Yes, it was BIG. However, where Ballarat took me two days to go around, and admittedly I was chasing a few bits and pieces, Bendigo did me in after 5 hours and there was nothing left that I wanted to see.

I saw two Chevrolet related items. One was a complete unmolested totally original three owner 1936 sedan with only 66,000 miles on the clock and believe me, it was in very good condition. Asking $19,500 I thought it was a bargain for those that like their originality.

The other item was an oval shaped dash centre for a 1929 and that was it. Lots of F..D and Chrysler stuff. If you wanted a tin/enamel sign and had a bank balance to match there were a myriad of signs and tins/drums reflecting all the petroleum companies of the present and the past.

Not much in the way of old fuel pumps (bowsers) but quite few more modern types. I was chasing a 1930's nozzle for my new EMMCO pump that I am restoring and after much searching and discarding a number of various nozzles I was on the verge of giving up. Something bright caught my eye on a stand as I walked past so I turned around and went in. Not the bright sign but the totally brass nozzle sitting on the table immediately grabbed my attention. Bugger, he wanted the world for it, so I struck up a conversation, and it turned out he knew people I knew, and I finally got the nozzle for a better price.

Like most swap meets you attend these days there are people who should have gone to the tip with their wares, just rubbish stuff really although one stall holder had the right idea with his box of "Cheap S..T"

I also noticed quite a number of (old) fellas who should have been selling, not buying as they moved very slowly around the stalls, some with the dutiful wife 3 paces behind and towing the trolley. Not you Rick, not you but they had beards just like yours.

I caught up with Eddie Ford on his stand. No sign yet of pulling the plug on Restored Cars as he has too much in archives to produce yet. Only he and his wife and daughter produce this magazine. A huge effort I think but he says being bimonthly they do have some breathing space between issues.

On the Friday night I caught up with Rick Snr and Jnr with Rosina and Bev at their motel where a group from NSW and QLD were having a few drinks and nibbles. Interesting conversations ensued about the old car movement and what the different states are doing. Great bunch, the Chev brotherhood knows no bounds. Rick managed to get a few things and his little trolley was quite full and they were only halfway around. Oh well, if it's what you want, get it and excess baggage will take care of the return flight.

My double second cousin from Sydney joined me for the swap as well as going to Devenish for a couple of days chasing family skeletons. Our great grandmother's brother secured land there in 1888 and now the fourth generation is farming the property. Ken Hooper is our 3rd cousin and the very first Hooper we have ever met so this visit was very special and no, there are no skeletons.



Marques of Yesteryear

February 2019

Our President Roly recently emailed me a number of photos of cars of years ago, when high end vehicles were sold on style and performance. Fuel was cheap, so engines in these cars got bigger and their styling more, err, interesting and flamboyant. Of course, the everyday cars such as the Chevrolet, Ford and Chrysler and the English Austin, Vauxhall and Fords concentrated on economy and scale of production, appealing to the less affluent.

Along came the great depression of the 1930s and many of these marques quietly disappeared or were absorbed into the mainstream manufacturers. Deusenberg, Auburn, Marmon, Isotta Fraschini, Reo, Hispano Suiza, Delahaye, Horch, Packard and Bugatti to name a few which couldn't compete or were simply unaffordable in the Depression and World War II which followed.

Thankfully, many of these classic cars of the last century have been saved from destruction and restored, though some have had massive body and engine changes which make them unlike their earlier models.

Pictured from the top are a Deuseberg, Auburn, Cord and Hispano Suiza. All very collectible, if you have the money.

Electric Vehicles

It will be interesting to see how petrol powered car owners will adapt to the move to electric cars. In order to maintain a reasonable driving range without time wasting stops to recharge batteries, they will need to be lightweight without sacrificing safety. My concern is one of practicalities. How far could you drive an electric car with the lights on or the air conditioner running, and where will the car obtain heat to keep the occupants warm? There won't be an engine producing waste heat. Even in the days prior to heaters in cars there was a certain amount of warmth flowing back into the interior from the engine up front. No doubt technology will solve these issues, but we'll just have to wait and see.

Stop Press! Current tests show that electric vehicle makers have overestimated the range of their cars by as much as 20%.









Chevrolet 6 Cylinder Engines

March 2019.

The first mass produced GM inline 6 was introduced in 1929 on Chevrolet cars and trucks, replacing the company's first inline 4. Richard Grant (Chevrolet marketing executive) insisted that the new design boast overhead valves. Chevrolet had long been known for its "valve-in-head" four cylinder engines. William S. Knudsen's cast iron wonder was produced through 1936.

The next generation Chevrolet inline 6 was introduced in 1937 and phased out in 1963 in the US. It is often known as the "Blue Flame" engine, although that name was only officially applied beginning in 1953, and then only for one certain model of the engine. This engine had a 216.48 cubic inch (3.5 L) displacement with a bore and stroke of 3.5 by 3.75 inches. A four bearing crankshaft was added, along with 6.5:1 compression pistons, for 85 hp. A new cylinder head in 1941 increased output to 90 hp, and 6.6:1 compression gave the 1949 model 92 hp. This generation did not use a fully pressurised oiling system. The connecting rods were oiled using an "oil trough" built into the oil pan that had spray nozzles that squirted a stream of oil at the connecting rods which were equipped with "dippers", thus supplying oil to the rod bearings.

Rod bearings were made of babbitt cast integral with the rod. The bearing was adjustable for wear by removing copper shims placed between the rod cap and connecting rod. In this way specified oil clearance could be maintained. If the crankshaft were to be turned undersized, or if the bearing was damaged or worn out, rod and bearing were replaced as a unit, typically at the dealership.

In 1941, a 235.5 cubic inch version of the 216 engine was introduced for use in large trucks. Both the bore and stroke of 3.5625 in × 3.9375 in were increased over the 216. This engine also had an oil "dipper system" as described above in reference to the oiling system, as in the 216. The 235 cubic inch 3.9 L version was added to cars in 1950 to complement the new Powerglide automatic transmission and 3.55:1 differential. Hydraulic lifters were used in the Powerglide 235 and a fully pressurised lubrication system was introduced in 1953, but only in cars ordered with the Powerglide transmission.

The 216 cubic inch continued to be standard powerplant for cars with the three speed manual transmission until 1954, when the 235 cubic inch (3.9 L) became the standard powerplant on all Chevrolet passenger cars. Two versions were used in 1953 cars, a solid lifter version called the Thrift-King, with 123 hp for standard transmissions, and the hydraulic lifter 136 hp version, the Blue Flame, for Powerglide use. The "Blue Flame" moniker had been used in Chevrolet advertising since 1934. From 1954 to 1963, the high pressure 235 engine with mechanical valve lifters were used in some trucks. From 1956 to 1962, all 235 engines used in cars had hydraulic lifters.

The original 1953 Corvette engine was the high pressure 235 engine equipped with mechanical lifters. A 150 hp 235 engine was used in the 1954 Corvette and into 1955. The Chevrolet 235 cubic inch is known as one of the great Chevrolet engines, noted for its power and durability. It was gradually replaced by the third generation 230, beginning in 1962. (Not seen in Australia. Ed.)

Canadian production GMC trucks used the 216 and 235 Chevrolet straight six engines as their base light duty truck powerplant in the late 1940s and early 1950s in Canada, not the United States. The 216 was used from 1947 to 1953, and the 235 was used in 1954 light duty trucks only. Medium duty GMC trucks used US built GMC engines in the 248, 270, and up sizes prior to 1954.

Toyota built the similar 236 cubic inch 3.9 L Toyota F engine from 1955 to 1974, although it used a modified head from the previous "stovebolt" engine. Chevrolet's third generation inline six was introduced in 1962 and was produced through 1988. Although the exterior dimensions were similar to previous Chevrolet OHV inline six cylinders, this generation was lighter and had a different cast bell housing pattern it shares with all Chevrolet engines designed and produced after 1954, including the modern LS series "small-block" and "big-block" V8s. By the time the third generation 6 cylinders were being designed and developed, Chevrolet was the most popular brand of vehicles in the world, and sales and production of vehicles and engines were into the millions of units per year with increasing markets for Chevrolet engines both within General Motors and outside the company in the industrial, commercial, agricultural, military, or transportation markets both in the U.S. and worldwide.

Microsoft Technical Support

May 2019.

A young woman who submitted the tech support message below (about her relationship to her husband) presumably did it as a joke. The query:
Dear Tech Support,
Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a distinct slowdown in overall system performance, particularly in the flower and jewellery applications, which operated flawlessly under Boyfriend 5.0.
In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5, and then installed undesirable programs such as: AFL 3.0 and Golf Clubs 4.1. Conversation 8.0 no longer runs, and House cleaning 2.6 simply crashes the system. Please note that I have tried running Nagging 5.3 to fix these problems, but to no avail.
What can I do? Signed, Desperate.

The response from Microsoft:
Dear Desperate,

First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an operating system. Please enter command: I thought you loved me.html and try to download Tears 6.2. Do not forget to install the Guilt 3.0 update. If that application works as designed, Husband 1.0 should then automatically run the applications Jewellery 2.0 and Flowers 3.5. However, remember, overuse of the above application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0, or Beer 6.1. Please note that Beer 6.1 is a very bad program that will download Snoring Loudly Beta version. Whatever you do, DO NOT, under any circumstances, install Mother-In-Law 1.0 as it runs a virus in the background that will eventually seize control of all your system resources. In addition, please do not attempt to re-install the Boyfriend 5.0 program. These are unsupported applications and will crash Husband 1.0. In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance. We recommend Cooking 3.0.

Good Luck, Tech Support Team.

The Future for Chevrolet

From the 2011 Century of Chevrolet

Although new Chevrolets are no longer available in WA a vast number of older restored Chevrolet cars, utilities and trucks can be seen at rallies or just decorating the streets on any weekend. The Chevrolet name will live on in WA through the Chevrolet Club of WA, The Corvette Club, the 55-56-57 Club, the American Car Club and other enthusiasts.

GM in America and its subsidiary companies throughout the world were badly shaken during the global financial crisis of 2008. A massive restructuring effort is being made to restore the company's fortunes and meet the challenges of more fuel efficient low emission vehicles. There is no doubt that the Chevrolet name will continue to be recognised for many years to come as a byword in motoring.

Below is Peter Taylor's restored 1928 tourer and Bert Hayes' stylish but unfairly vilified rear engined air cooled Corvair.





Burt Munro, A Kiwi Legend

June/ July 2018.

You have to admire someone who has a fixation on achieving something very special, be it a scientist, sportsman, doctor and so on. Burt Munro was born in 1899 in the Southland of New Zealand, where Invercargill is the main town. Unlike a lot of NZ's South Island, the area is relatively flat and given over to dairying, beef cattle and sheep raising. Burt grew up on the family farm near Mokotua which had been pioneered by his grandfather. The pioneering spirit was inherited, as was his interest in all things mechanical. Burt's ambition was to set a world speed record on a motorcycle, which he managed to do nine times. He travelled on numerous occasions to the Bonneville salt flats in Utah, USA to set these records.

Burt's first motorbike was an ex-army Clyno V twin which had been a WW1 machine gun carrier overseas. When he saw his first Indian Scout, he decided it was the one for him. He entered into beach and road racing, servicing the bike himself, even building his own pistons from alloys. He was largely self-taught and was forever improving the performance of all of the Indian Scout bikes he owned.

He first set a world record at Bonneville in 1962 in his 833cc streamliner, at an average speed from two flying one mile runs of 178.971 mph (288.025 km/h). This was followed in 1967 with a 1000cc streamliner clocking 297.261 km/h. Not a bad effort for someone in his 60s. Later speed records were set under different conditions, when streamlining was not allowed. Burt's last run at Bonneville was in 1971. Back home in NZ, Burt continued to compete in motorcycle sprints in his 70s, passing away in January 1978 at the age of 78.

Burt's name lives on in the form of the annual Burt Munro Challenge motorcycle race held on Oreti Beach at Invercargill.

In 1967, 68-year-old New Zealand native Burt Munro made motorcycle history by setting a new official land speed record—184.087 mph with unofficial top speed of 205.67 mph—when he raced his heavily modified 1920 Indian Scout Streamliner across the Bonneville Salt Flats in Utah.

Munro started claiming a number of New Zealand land speed records in the 1940s, and by the 1950s his Scout was too fast for New Zealand's speed courses. He formed a new goal, to race on the flat, expansive Bonneville Salt Flats. Over the years, Munro and his Scout raced on the Bonneville Salt Flats nine times and set world records in three of them, culminating in his final trip and record setting ride in 1967. Burt Munro was inducted into the AMA Hall of Fame in 2006, a tribute to the pursuit begun eight decades earlier.

Bert Munro's record breaking 1946 Indian and the 1953 Chevrolet which featured in the movie 'The Fastest Indian'.





Building Bodies

September 2018

From Neil Fullwood



It started back in September 2017 when I purchased a 1916 Baby Grand from The USA as a parts car to help restore my 1916 Australian delivered Baby Grand. As I had no body for my car it made sense to find one in America. As I knew the car was on its way over the big pond, I invited Rob Schuhkraft over to WA in the hope of building the wooden frame for his car as well as mine. The car finally arrived in January 2018.



Now that seems simple enough except Rob lives on the other side of the country, 2220 miles away. So, Rob made the trip west in order to get a start on his project. On arrival we inspected the job ahead and set a plan of attack into action. I had built later Chev bodies before and thought nothing of tackling this problem. I soon found out that these cars had a higher difficulty level than later designs.

Now just to let you know I am a mechanic by trade not a carpenter. However, I did learn to build bodies from my father as he used to do this for a living back in the 1980s.



With a pile of American oak we set about making two bodies side by side. We cut out all the necessary shapes from wooden boards and screwed them together. We found out that left and right hand drive bodies have a fair few differences we had to work out as we went. After two weeks of these things were progressing slowly so the decision was made to put my car on hold and finish Rob's so he could get back home. After five weeks Rob's car was finished and he set off back to Victoria. I then set about finishing my car. This turned out to be a bigger job than I expected, but in the end, we have two Baby Grands that are much closer to seeing the road.

Rob's car body on my chassis (Rob in the background).

1963 Chevrolet Impala Hardtop 4 Door Pillarless

May 2020.

Peter Taylor.

This vehicle is one of a number (unknown qty) of 1961 – 1964 RHD Export Chevrolet and Pontiac hardtops imported by GMH as the “Top of the Line” models for those years. They all came standard with a 283ci small block, 2sp power glide tranny and 3.55:1 rear axle. They also had the same dash from a 1961 Pontiac, totally different from the US models, as I discovered when I ordered a new indicator ring and a few other minor things.

I believe this particular vehicle was sold in Victoria as I discovered a very faded window sticker that read what I believe to be “Nunawading Automatic Transmissions”. Its chassis number is 31839T177114, meaning 1963/hardtop/Tarrytown NY/serial No. Originally it was Ermine White with a red interior.

In the 80s it was owned by a doctor in Fremantle WA before being bought by a Chev Club WA member in the late 80s. It had a blue flame six fitted at some stage, possibly due to the fuel crisis in the late 70s early 80s. Who the owner at that time was is unknown. When I came across the vehicle in late 1999 it had been painted in pink enamel, possibly after a BBQ and a few slabs, indicated by the many runs and overspray in order to protect the primer after it had been grit blasted. By this time a young couple had purchased the vehicle and dropped a V8 into it. I mean they literally dropped it from mudguard height, slightly collapsing the towers. The V8 turned out to be a 1962 cast iron 283ci engine which was right for the vehicle.

It appeared straight and all there except no windscreen and had been sitting in a hay shed for the last 9 years, Mice had nested in the car and remarkably had NOT damaged any of the seating and trim. We all know what a can of worms is, don’t we? This car was full of them.

The mechanical restoration took 12 months and we drove it for two years in its pink livery before repainting it in GMH Granada Red (1999-2000 Holden Caprice). A trip to Ballarat in 2002 saw some nice chrome pieces to finish the job. It was only a partial restoration, but it did the job and to date we have racked up 40,000 miles of trouble free motoring. Oh, by the way it is my wife’s car, not mine or ours, but hers; I’m only the labourer, and if I keep it clean, mechanically serviced and full of fuel I’m allowed to drive it.



A Miniature Marvel

If you thought restoring a full-size car was a challenge, consider the work that Louis Chenot has put into this 1/6 scale model of a 1932 Duesenberg. The engine and gearbox are fully functional, Louis having spent many hours getting the parts correct down to the finest detail. The car weighs around 27 kilograms.

Louis rightly deserved the ‘Craftsman of the Decade award for his work.





A Chevrolet Reward

May 2019

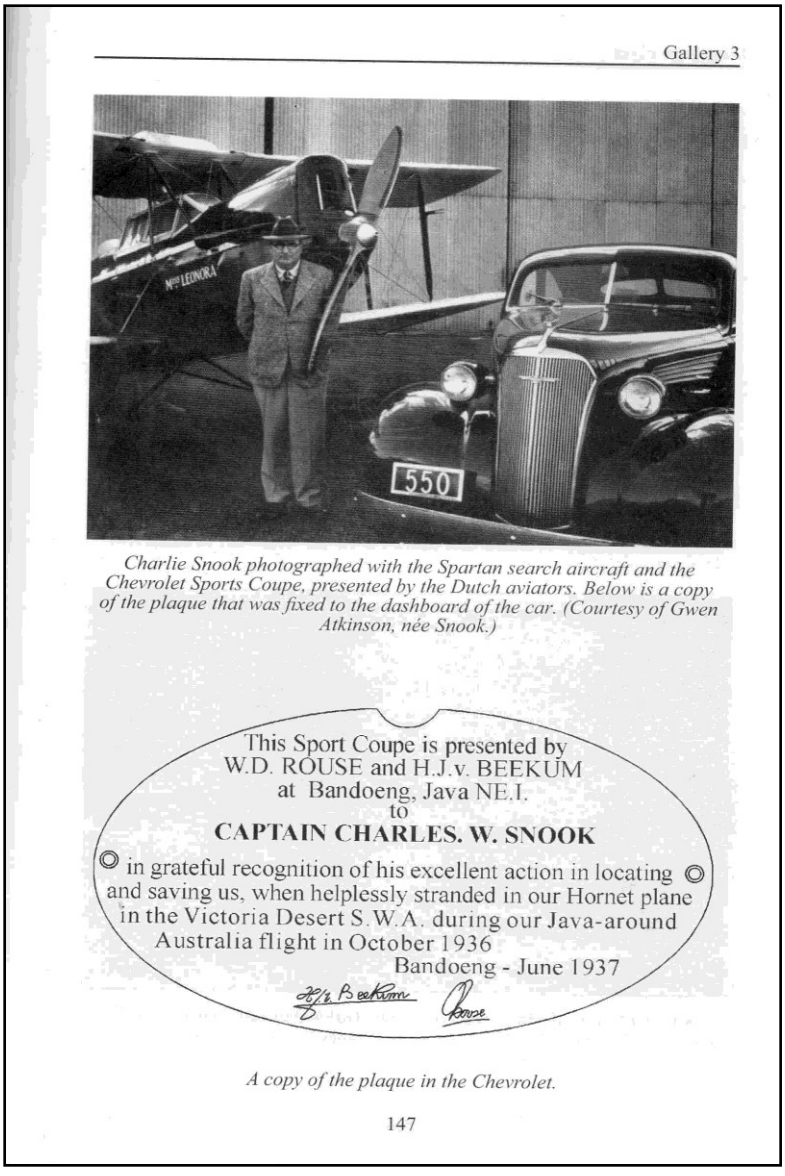
A little known early aviator in WA was Charles Snook, who fought aerial combats in WWI and was taken prisoner in Germany when his plane was shot down. After the War he was a prime mover in setting up aerial services in WA, forming Airlines WA, later merged into MMA, which us older people would remember as MacRobertson Miller Airlines.

In the 1930s there were many exploratory flights taken over WA, one of which was made by two Dutchmen, WD Rouse and HJ Van Beekum, who departed from Maylands Airstrip on September 30, 1936, heading for Kalgoorlie and the Eastern States. When they failed to arrive in Kalgoorlie the alert was raised and a number of aircraft headed into the uncharted area to look for them. After three days there were grave concerns for the two missing airmen. Charlie Snook decided to join the search flying a relatively long range plane, a Spartan, with Police Constable McCarley as observer. After checking the Norseman area he flew east, searching the dry salt lakes for any signs.

Seeing smoke rising from a salt pan he discovered the two airmen standing by their plane, so he dropped some food and water to them with a message that help would be on its way. Next day several planes headed out to the area, but Charlie had difficulty in finding the spot where they were stranded. However, another well known pilot, Jimmy Woods, managed to land his plane on the salt pan. The airmen were given food and water and flown by Jimmy back to Kalgoorlie, while his co-pilot flew the Dutchmen's plane back after refueling.

Some months later the Dutchmen, who owned a motor vehicle agency in Java, arranged for Charlie to be presented with a 1937 Chevrolet Sports Coupe in appreciation of his part in the rescue. It was duly presented by the Governor of Western Australia, Sir James Mitchell. A plaque commemorating the rescue was fitted to the dashboard of the Chevrolet.

From 'Forgotten Flyer, by Brian Hernan.



Gallery 3

Charlie Snook photographed with the Spartan search aircraft and the Chevrolet Sports Coupe, presented by the Dutch aviators. Below is a copy of the plaque that was fixed to the dashboard of the car. (Courtesy of Gwen Atkinson, née Snook.)

This Sport Coupe is presented by
W.D. ROUSE and H.J.v. BEEKUM
at Bandoeng, Java NE.I.
to
CAPTAIN CHARLES. W. SNOOK
in grateful recognition of his excellent action in locating and saving us, when helplessly stranded in our Hornet plane in the Victoria Desert S.W.A. during our Java-around Australia flight in October 1936
Bandoeng - June 1937

A copy of the plaque in the Chevrolet.

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Busselton Weekend Away

May 2021.

By Cody Fullwood

The Busselton weekend away is always a good time for me as I very rarely stay in a villa. Speaking of villas, these ones were in perfect condition and everything was nice and comfy. The Chinese dinner at the Jade Cafe that we had the first night was very well done and needed after such a long drive down there.

The next day, we drove down to Balingup, and well those sausage rolls for morning tea looked delicious, (excessively big though). The old cheese factory was a sight; there were so many things there that you would not find anywhere else. The Shamrock was the best, the food seemed so good it was hard to choose which one to eat, but I settled on the kid's chicken strips with chips and a side salad. We ordered a half Parmi for Luke, but they stuffed it up and he got a full one, and still managed to eat it all, (minus the salad). Personally, I thought that all the food was quite nice, and it was such an open room where we were free to chat.

The discovery centre was amazing with lots of hands-on display. I especially liked the mine and pressing the button to make it explode. There were lots of informative things there and I really enjoyed it. The garden was OK, but not the best. There were lots of different flowers there, however it was quite cramped.

Casserole night is always a blast and there were lots of dishes to choose from. After my first round I was full and couldn't eat anything else. The weather was rather cold though.

Sunday morning, we started the day at the Busselton markets. There were a few stalls there, but not as many as some other times like Easter or Christmas. The first café that we went to for lunch had around four weird meals on the menu, so we went down to the bakery next door which still didn't have much, but we managed. The Sevenbrooks gardens were amazing. There was so much to look at, but the path helped me find my way around. Once we were back to the villas, we had a little time to ourselves before we went over to the Beazley's villa for dinner. We had leftovers from last night, and I managed a bit more food and sweets.

The last day was here finally, I was quite sad to go, but also happy as I got to sleep in my own bed and see my pets. We were all packing up in the morning and some people left early. The Capelberry Café had particularly good milkshakes and a few things to buy, but no one bought anything. Val's tin collection was amazing. There were tins everywhere I looked. There was also quite a good collection of china cups and teapots in the house. For lunch, most people went to the Big Apple café in the middle of Donnybrook. There were lots to choose from. By the time we got to policeman's way, it was so hot I couldn't stand it in there, so I just had a quick look and then stood out by the car as it was cooler out there. Everyone went different ways on the way home, but my family decided to go to the Bunbury Farmer's market. I had such a good time out here I was sad that I had to go to school the next day.



Chevrolet's Early Engines

March 2024.

The development of GM and Chevrolet's engines were in keeping with the demand for more powerful and reliable models, to fit the increasing weight of their cars, while keeping costs down. However, the first Chevrolet engine was developed in conjunction with Louis Chevrolet, a 4.9 litre six cylinder side valve with a 'T' head, the car selling for a (then) huge $2,150. This was followed by a smaller 6 cylinder model, but Chevrolet soon brought out their 4 cylinder OHV Baby Grand touring car at $875, with its companion roadster model, the Royal Mail.

Electrics were an optional extra on Chevrolets until 1917, but in the meantime the Company released the 4 cylinder OHV '490' in 1916. The type designation indicated its original price in dollars, and sales went up from 13,600 to 70,701. Chevrolet joined GM in 1917 and by 1920 the marque was only outsold by Ford and Dodge. A one model policy was pursued in 1923, but before this there had been other types of Chevrolet including the FA and FB fours, and a short lived V8 using a Mason engine, priced at $1,100. There was also an abortive air cooled engine using the current body styles in 1923.

Chevrolet didn't have front wheel brakes until 1928, the last year of 4 cylinder engines. In 1929 came the 'Cast Iron Wonder', the 3.2 litre OHV 6 cylinder engine which propelled sales to over 1 million during its first season, priced at just $595.00. This engine was progressively developed up until 1953, increasing capacity to 3.4 litres. A bigger capacity engine of 235 ci was introduced in 1950 when a Powerglide 2 speed automatic transmission was an option. This may have been the basis for the 'Blue Flame' engine with (at last) fully pressurised oiling. These engines powered all Australian built cars until 1959/60, with the introduction of the first of the now very standard V8 engines, which had been fitted to US cars from the mid fifties.

A sidelight of Chevrolet's engines was the 1960 compact car, the Corvair, which had a 2.3 litre air cooled flat 6, situated at the rear of the car. Early handling problems gave the car a bad name, and although this was rectified the car was just a bit too ahead of its time.

Technical Tips

Flat Battery? Vehicles with automatic transmission can't be started with the old and reliable method of a good push along the road before engaging 2nd gear, making sure the ignition is on. So, a jump lead needs to be used. According to an edition of the Early Auto, there are dangers in doing this the wrong way, both to the car and the operator.

'During December, one of our officers (RAC?) was helping a friend start his car with jump leads. The procedure he used was to connect the red cable to the positive terminal of the 'dead' battery and the positive terminal of the charged battery. He then connected the black cable to the charged battery negative terminal. The final step, connecting the black cable to the negative terminal of the dead battery resulted in an explosion, with pieces of the battery being found up to 30 metres from the car. The officer was very lucky only to have some slight damage to an eye.'

For this reason, it's important to follow the correct procedure in starting a car with jump leads. It may be well to check with a vehicle electrician to ensure your car can be started this way without damaging the electrics.

The correct procedure, providing your car is negatively earthed, is:

1. Red cable to the positive terminal of the charged battery.
2. Red cable to the positive terminal of the dead battery.
3. Black cable to the negative terminal of the charged battery.
4. Black cable to some metallic portion of the engine or car, away from the battery, but not ON the negative terminal of the battery.

Muscle Cars of the 20th Century

March 2024

This is a brief look at the very powerful and popular cars made by US carmakers in the second half of the 20th century. It is by no means an authoritative account but will reveal the power struggle (in both senses of the phrase) between auto makers which slowed down when the price of fuel kept on rising. In the immediate post War period, car makers were kept busy building sedans for a public which was keen to change over from the old models of the 1930s. There was little demand for more expensive high performance cars until the 1950s. GM were probably the first to introduce a locally made sports car in the USA, when in 1953 the Corvette was released. It still had the stock 235 blue flame 6 cylinder 92 horsepower engine, but with triple carburettors to give it a bit more grunt. In such a light body it would have been very fast off the mark.

Two years later Chrysler put a 331 ci Hemi engine into their Chrysler 300, which gave an enormous boost to the muscle car competition, outperforming all other makes for some years. GM responded in 1956 by fitting a 265 hp V8 into the Corvette, a fuel injected 283ci engine in 1958, and by 1962 a fuel injected 327 ci V8 was available. The power race was really on. There were many models of the Corvette, including the Stingray, which was a change in body style and very popular. The Corvette continues to sell very well in its latest design.

Other GM brands joined the muscle car trend, including Pontiac with the GTO and the Firebird Trans am, and Buick's GSX. Dodge released the Daytona Charger in 1969, but mainly for competition in NASCAR events, and later the Challenger and Dart. American Motors (AMC) brought out the AMX in 1968, which was driven by land speed record holder Craig Breedlove to establish many speed records in a production car.

Plymouth brought out the Road Runner at a very affordable price also in 1968, which with its no frills design appealed to younger drivers. They also produced the Barracuda and the Superbird around 1970, the latter being mainly for the racing circuit. Although the original 1964 Chevelle had the look of a muscle car, in 1965 a bigger engine was offered which gave it a great deal more grunt, which needed a stronger chassis and stabiliser bars.

Ford were a bit slow off the mark, until in 1962 Carroll Shelby put a 427 ci engine into what was a rather small sports car from the UK, the AC, which had to be redesigned to fit the much bigger engine. In 1967 it was the fastest USA made streetcar of all time. Although production ceased in 1967, an original AC Cobra can fetch a very high price. A whole world of replicas came on to the market in the 1990s, including a number from my hometown Kellerberrin, built by Moylan silo makers. They were a star attraction at many country field days.

Ford entered the muscle car market in their own right in 1965 with the Mustang, with a body design nicknamed 'the Coke bottle' due to the belt lines being swept up with a curve over the rear quarter. This was copied in many versions of the Ford Falcon in Australia. Initially a bit underpowered, the Mustang soon got a 390 ci V8 which spawned the 1966 Shelby Mustang GT350, designed for racing, along with a bigger GT500 with a 428 ci engine. The Mustang has kept its popularity right up to the present, with a number of RHD models available here. The modern one pictured on page 67 has been worked over to produce up to 818 hp.

Of course, GM had to get back into the muscle car market with the Camaro Super Sport, released in 1967 equipped with a 396 ci V8 engine turning out 375 horsepower. Many of these cars became famous for their appearance on TV shows and movies. 'The FBI' featured a Mustang in the opening sequence, Steve McQueen drove a Mustang in 'Bullit' and who can forget the Dodge Charger in 'The Dukes of Hazard'? Well, all things come to an end. The rising cost of fuel and inflation meant car owners were looking for more economy, and competition from Japan in the medium sized car market was growing. This was coupled with the emissions reduction legislation which commenced in California and spread right across the USA to combat rising smog levels.

Muscle cars are still seen on today's roads, but mainly on weekends parked at the beach or in car shows, with their bonnets up for all to admire those big muscle engines.



Muscle Cars, and no, they aren't all Chevys.

Carroll Shelby, Designer and Driver

March 2024

Carroll Shelby was born in 1923 in Leesburg, in East Texas. Shelby's interest in automobiles began at a young age. He could not wait to own a car and by age 15 he was driving and caring for his dad's two door Ford sedan. After graduating high school, Carroll Shelby enlisted in the Army Air Corps in 1942. He soon earned his wings and was commissioned a second lieutenant. Being a standout pilot, he was kept from active service in order to teach new recruits the skills they would need. When World War II ended, Carroll started many businesses, but he had a real need for speed. Winning his first race in 1952 in an MG-TC got his road racing career on a fast track. Soon Shelby was driving Ferrari and Maserati sports racing cars. He won 12 races in two years. Impressed by his driving talents, Shelby was invited to join the Aston Martin factory team in 1954.

The pinnacle of Shelby's driving career came in 1959 when he won the crown jewel of international sports cars racing, the 24 Hour Le Mans, driving an Aston Martin. A heart condition caused Shelby to retire from racing in 1960. During his international racing career Carroll Shelby drove the fastest and most expensive sports cars of the day. Although obviously fast, the Ferraris, Maseratis, Aston Martins and Jaguars were very expensive and featured very complex engines. Shelby was impressed by the speed of these sports cars, but not the unreliable engines that required constant maintenance and repair. With this idea in mind, he wondered why no one had built a sports car that offered European handling and balance with an American V-8 engine that could be easily serviced at any car dealership or independent garage. He began to think of building such a sports car and selling it for half the price of those European marques. During a dream, he came up with the name for his car, the Cobra. Carroll Shelby's idea became reality when he learned that AC Cars in Great Britain lost the engine supplier for their Bristol sports car. Shelby contacted AC Cars and told them his idea. They were enthusiastic and told him to come back when he had an engine manufacturer lined up. Shelby proposed his sports car to Ford Motor Company, who liked the idea of offering a sports car that would go head-to-head with the Chevrolet Corvette. Carroll, always the racer, explained his ambition to race Cobras against Corvette in the USA and against Ferrari in Europe. He wanted to win the World Manufacturer's GT Championship that had been the sole property of Ferrari since its inception. In 1962, Shelby created Shelby American, a new company to build his car in California. Equipped with the Ford 260 and later the 289 cubic inch engines, the Cobra proved to be a success for Ford and on racetracks worldwide. Cobras dominated Corvettes in North America, winning races coast to coast. On July 4, 1965, the Cobra, in roadster and coupe form, won the World Manufacturers' GT Championship, as the team soundly defeated Ferrari. Shelby American is the only American vehicle manufacturer to win the prestigious championship, before or since.

In early 1965, Ford handed over a struggling Ford GT racing program to Carroll Shelby. In just a few short months, Shelby American had transformed the Ford GT from a corporate loser to instant success, winning both international endurance races at Daytona and Sebring. By 1966 the Shelby American Ford GT program was all conquering, completely dominating Ferrari and winning the famed 24 Hour Le Mans, the crown jewel of international sports car racing, with a 1-2-3 finish. Carroll Shelby is the only person to win the 24 Hour Le Mans as a driver with Aston Martin in 1959, as a manufacturer with the Cobra Daytona Coupe in 1964 and as a team manager in 1966 and 1967 for the Ford GT program. After these successes, Shelby went on to work with Chrysler chief Lee Iacocca, designing and building the Dodge Shelby Charger. Throughout the 1980s Carroll Shelby and his team utilised turbocharging as a way to increase the power and performance of the Dodge engines. Carroll Shelby was a man ahead of his times, who made a huge mark in performance cars.

Car Designer Harley Earl

Harley Jefferson Earl, born November 22, 1893, Hollywood, California, died April 10, 1969, West Palm Beach, Florida, industrial designer best known as the leading automotive stylist in the 20th century United States.

Earl studied at Stanford University but left school to work with his father in the Earl Automotive Works, a custom shop catering to Hollywood clients such as film director Cecil B. DeMille, comedian Roscoe “Fatty” Arbuckle, and cowboy actor Tom Mix. When this shop was sold in 1927, Earl secured a job as head of a new design division at General Motors.

In 1937 Earl renamed what had been the Art and Color Section the Style Section. He established industry standards for design techniques and methods that were still used in the early 21st century, including integrated design process whereby all aspects of a product, from design to pricing, are addressed by a united team and annual updates to each model of automobile. He also pioneered in the hiring of women designers.

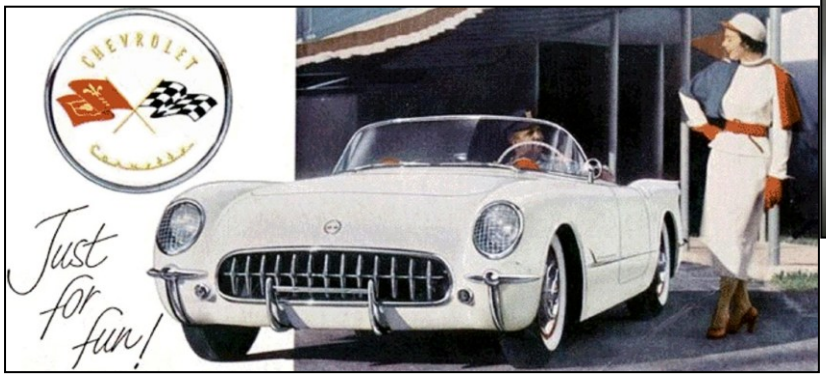
Earl is perhaps best known as the major design force behind the creation of the classic Corvette and Firebird concept cars. He also put the fins on Cadillacs in the era following World War II, styling the twin curvilinear taillights of the 1948 Cadillac after the twin-boomed tail of the P38 Lightning, a fighter plane designed by Kelly Johnson.

The Buick Y-Job produced 1938 was the auto industry's first concept car, intended to show new technology or designs but not be mass produced for sale to consumers.

Designed by Harley J. Earl, the car had power operated hidden headlamps, a "gunsight" hood ornament, electric windows, wraparound bumpers, flush door handles, and prefigured styling cues used by Buick until the 1950s and the vertical waterfall grille design still used by Buick today. It is understood that the grille of the Holden 48/215 was copied from this design. Why the name, “Y Job”? Because it was the letter following ‘X’. Still sounded odd, though. Harley Earl is the father of the Corvette. The Corvette was his idea pure and simple. He was influenced after World War II watching Jaguars and MGs run road racing courses like Watkins Glen. He felt America needed its own sports car and he convinced GM to develop its own inexpensive two-seater.

The Corvette made its debut at Motorama in New York in January 1953 and was an instant hit. Six months later the Corvette went into production and the rest is history. But the Corvette may not have been Earl’s greatest achievement. His main accomplishment was making automotive design an institution. It was the work of Harley Earl that put the sizzle back into the American car business after World War II. His expressive designs defined an entire era. He was the first man to design a car with a wraparound windshield, cars without running boards, and the first to tantalize the motoring public with dream cars like the 1951 Le Sabre pictured below, with the 1953 Corvette.





The Useful Ute

May 2024.

Much has been said about the origin of the utility, with Ford claiming it was a result of a certain lady's request "to have a vehicle to go to church on Sunday and cart the pigs to market on Monday." This may not be strictly accurate, as many cars were cut down prior to this early 1930s period by taking out the rear seats and placing the tub further forward so as to fit a wooden tray. Rick Beazley has one such, as does Tom Benson, so the jury is still out on that score.

However, the Australian ute has a great story to tell and is still popular, especially among farmers and tradesmen, combining people carrying with small to medium loads. The Aussie sedan utility has travelled afar, with one model Holden FX currently in the UK, where no doubt it turns a few heads.

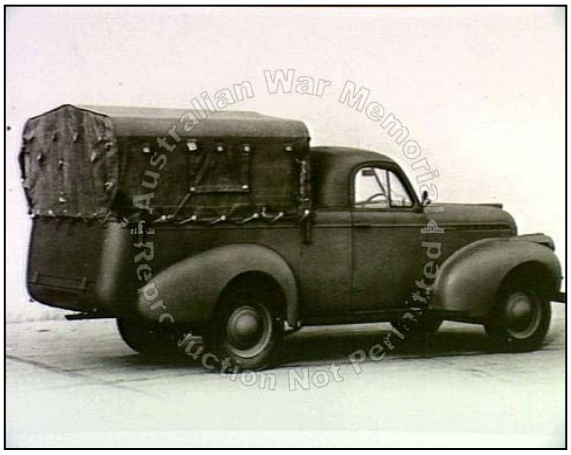
Utes became more available to the public in the late 1930s, and during WWII were used extensively by the armed forces, both the Chevrolet sedan version and the bigger model with the truck cab.

With the new styled Chevrolet cars from 1949 a ute version soon became available. These were quite well received and lasted until around 1952. Then in 1951 GMH released the first Holden utility, based on the 48/215 sedan. This was given a facelift and became the very popular FJ model. Since then, there has been a utility version of just about every Holden car, from the FJ right up to the last of the Kingswood line, which to my observation were the best designed of all the Holden utes. There were also van bodies available from the FJ onward, including the sometimes notorious Sandman.

There was a gap for a number of years until the Commodore version emerged in 1990. These became very popular with a crew cab version being added to the range. The Holden ute became a young owner's status symbol, with V8 options and the Maloo.

With the closure of Holden's vehicle works, GM opted for a less flamboyant ute, with the release of their Japanese Isuzu based range of commercial vehicles, such as the Rodeo. Utes are still popular today, but the era of the sedan based models has ended.

Here is a roundup of some of the many Chevrolet and Holden sedan modelled utilities.











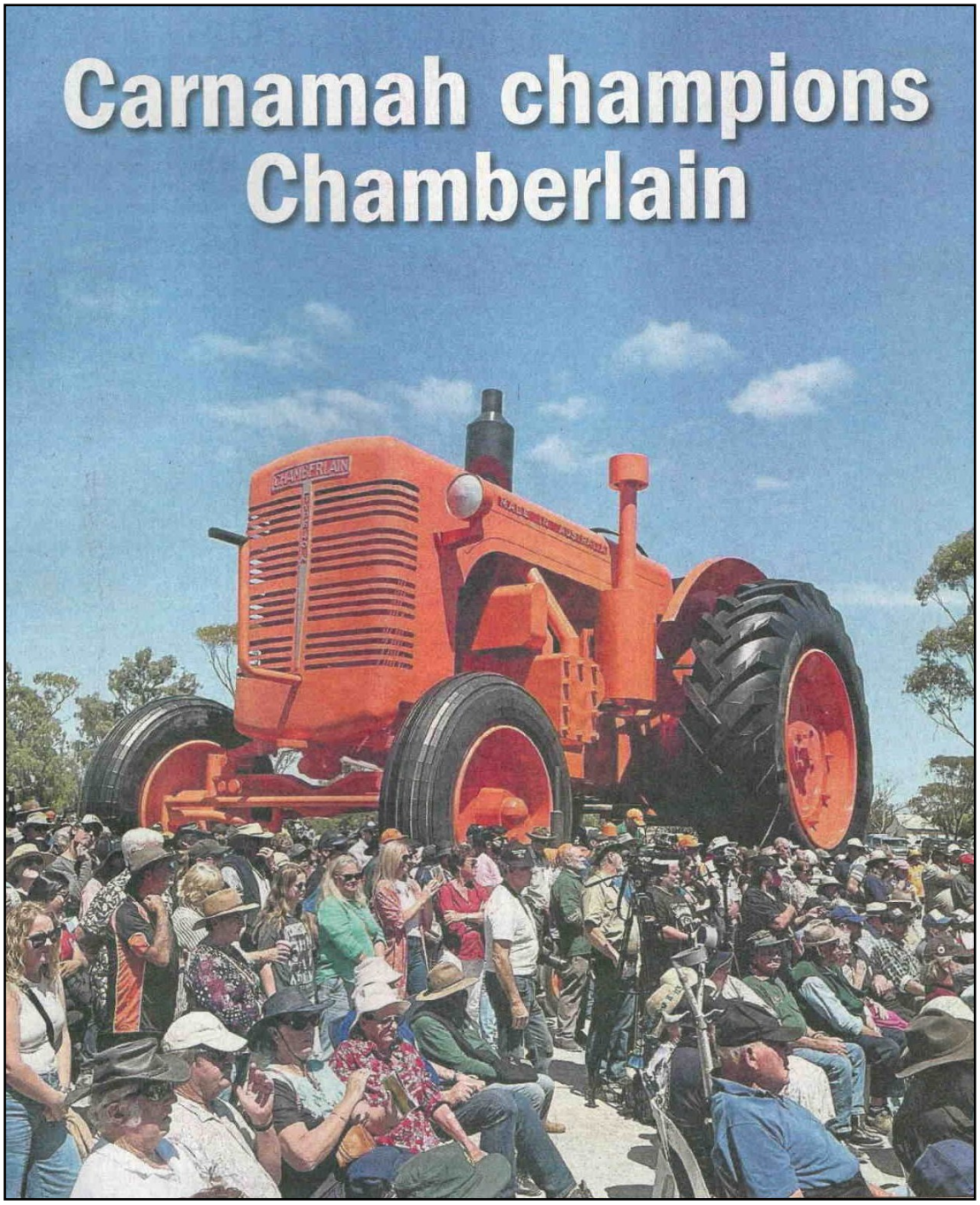
The World's BIGGEST Tractor

November 2024

Move over, all those towns which have the big prawn, banana, ram or lobster, as there is a new image to gaze at, in the form of the world's biggest tractor, situated at Carnamah in WA's Mid-West. It's a 1949 Chamberlain 40K model which is five times the size of the original. These were made in Welshpool by the Chamberlain Company in a factory which was formerly making munitions during WWII. The 40K was the first of many tractors and machines made by the firm, including ploughs, seeders and cultivators.

The 40K had a two cylinder petrol start/power kerosene horizontally opposed engine of 48.5 horsepower and a two or three stage gearbox, giving it a good range of speeds for all sorts of work.

Over the years these tractors were upgraded to diesel power with a three cylinder GM two stroke, the Super 70 model, and later conversions to 6 cylinder diesels. There are still a few operating around WA today. Thanks to Farm Weekly for the picture of the opening day at Carnamah.



Bridgetown, by Cody Fullwood

April 2024

Being in this car club has brought many great experiences for me, ranging from trips with a lot of driving, to lots of viewing. Personally, I like to view things a lot, and it's amazing what you can find in a small country town like that of Bridgetown. Runs like we did in Bridgetown are especially fun as there are lots of old buildings and things to do.

So, starting from the beginning, it was the first day, and after getting home from school, final tasks were to be completed before Dad arrived home so we could leave. But then we are off on the road, and everything is going nice and smooth, we rock up to dinner and it's already dark. In the Bridgetown Club (where we were having dinner) was one of our members, Paul cooking for us, and there were also 5 other Pauls there, including my Dad which was funny. We get back to the accommodation late and quickly unpack our gear before hitting the hay.

The next day came around and we were up early to grab breakfast supplies from the IGA. Our first stop was Mike's collection, which was so cool, looking at all the oil cans that were up on display, and an impressive model train set overrun by Land Rover parts, as there was a Land Rover frame in the display room. Also in Mike's collection were a few Toranas and an MG, and a well done up American diner area. Lunch was at the bakery in Bridgetown before we headed off to the Bridgetown police station, which is what I was saying about old buildings. This police station was well kept, and the guide gave lots of information on the history of Bridgetown, explaining how it was a meeting place for the Aboriginals. There were stories being told and interesting conversations everywhere you went. Dinner was at the Shamrock Hotel in Greenbushes, where the food is so good, and I got the salt & pepper calamari which was cooked perfectly.

Sunday was upon us, and we were to go across to Boyup Brook. Before that however, we went to the markets held just down the road, which had some interesting stalls there; I didn't get anything though. Then we hit the road and were in the car for half an hour before arriving at Boyup Brook. Upon arrival it welcomed us with buckets of rain and a few claps of thunder just as we got out of the car at Justin's.

His collection of trucks and a few other vehicles was impressive; there was even a radio collection so tightly packed you couldn't see it very well. Luckily, we saw some later but keep reading for that. Lunch was at The Brook Takeaway, where the staff were friendly, and food was coming out fast and well cooked. Now this one is my favourite thing we did, Harvey Dickson's County Music Centre. I was blown away immediately by all the stuff hanging from the roof, it ranged from sticks to sprinklers to even a chariot. Harvey was an interesting bloke; he had lots of fun stories and was very energetic. He was into Elvis, Johnny Cash, Slim Dusty, and artists who played that style of music. The rodeo area that we drove around was so cool, it was driving through it when you realised why it took so long to construct, it was all wood logs and hand built. Then the best meal I had was at Bert and Angie's. There was a stunning display of cars, all in pristine condition and a wide variety of car models as well as some motorbikes. Down in the service station there was a cool little American diner area and a part of Justin's radio collection. Now dinner: Barry Ryle did a great job cooking up some sausages and steaks perfectly. There were enough salads to feed a small army, and it was all so delicious.

Final day in Bridgetown. We left after packing our bags and double checking we didn't miss anything then drove off to Doddy Davies' collection of Buicks and military. There was a convertible that Dad and I liked; Dad liked the look, and I really liked the back seat as it was just one cushion contained to one side, and you had the whole floor to yourself so you could stretch your legs out fully in it. Then when we were off home. We decided to stop in at the Bunbury Farmers Market, which is always fun, where we got lunch and proceeded to make no further stops until we reached home. The whole trip was most enjoyable and it's always fun to visit towns like Bridgetown. With so many sights and things to do the weekend was fun and a great way to spend it. So, thank you to everyone who came, and all the people who let us see their collections, and most of all thanks to my Dad for organising the whole thing.

Durable Billy Durant

August 2024

When the irrepressible Billy Durant was pushed out of GM for the second time, his intention was to build an automotive empire that could one day challenge General Motors, an act of revenge on a large scale, you might say.

The Durant motorcar was assembled by Durant Motors Corporation of New York City from 1921 to 1926 and again from 1928 to 1932. The Durant automobile was considered to be an example of an "assembled" automobile because so many of its components were obtained from outside suppliers. From 1921 to 1926 the vehicle was powered by four or six cylinder overhead valve Continental engines. The vehicle was directed at the Oakland automobile price point.

Initially, Durant Motors enjoyed success based upon Billy Durant's track record at General Motors, where he assembled independent makes Chevrolet, Oakland, Oldsmobile, Buick, and Cadillac. However, when sales failed to meet volumes sufficient to sustain Durant Motors' holdings, the firm's financial footing began to slip. As a result, Durant Motors began losing market share and dealers. The final Durant branded models rolled off the US assembly line in August 1931 at Lansing, but continued in Canada into 1932 under Dominion Motors, which also built the Frontenac. Durant Motors was found to be insolvent and automobile production ended early in 1932.

Billy Durant died nearly broke at age 85 in 1947, the same year as Henry Ford, aged 83. So ended the lives of two men who had a huge influence on motoring worldwide.

Postscript: On a property which I purchased in the early 1980s a Durant engine block was recognised by two experienced vehicle restorers, they took it away very happy. Ed.









Pictured are a 1929 Durant sedan and Tourer and a 1930 sedan and coupe.

Meet The 'Chevla!'

February 2024.

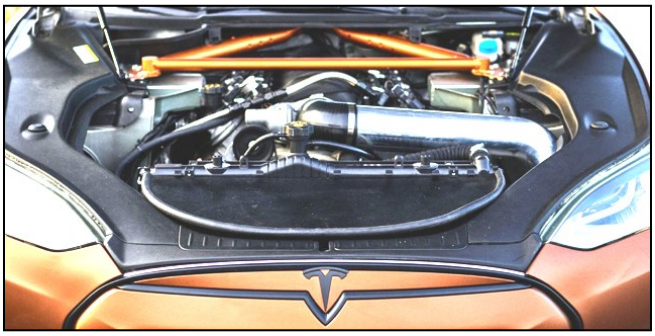
Electric car enthusiasts should not read this article, it's too confronting. A few enthusiasts in the USA have been tinkering with Tesla cars for a few years, putting good batteries from wrecks into cars with good bodies but old batteries. Tesla are not happy with this system, but for around $6,500 a 'new' car can be made. Insurance companies write off Teslas as they are too hard to repair. These chaps now have a number of reborn Teslas on the road. However, there was one car which had been for a swim, i.e., flooded, that had them baffled, because all the electric components were unserviceable. What to do? Well, why not put in a Chevy V8 engine? Of course!

Their goals were simple: an LS small block, a manual transmission, and no discernible difference from afar. The questions that followed were not simple. Where will that motor hide? How will they cool it and feed it air? Can you cut a Tesla in half without the chassis failing? Can you still run Tesla's computer without the batteries? Where does the new fuel tank go? Will the aluminum chassis handle the flex from the heat and torque, or reject the V-8 transplant? Will Elon Musk take us to court? Can they still track the car if we *think* we disabled the LTE/Wi-Fi? Are we completely barmy? All of these difficulties were met and overcome with some engineering skills.

Instead of actually buying a crate motor from GM, they spent many a night eBaying for potential donors to keep costs down. Eventually a 426-horsepower 6.2L Chevy LS3 motor from a wrecked 2011 Camaro SS became available. To everyone's surprise, it fitted like a glove in the Model S trunk-turned-engine-bay, and the hood latched in place on the first try. While that V-8 hogs all the attention, the crux of the build was actually creating a tunnel for the transmission and driveshaft down the middle of a car which comes with a flat underside. The Tesla body is mostly aluminum to offset the batteries' weight. But aluminum is softer than the typical carbon steel used for auto frames, and they needed to cut a seam down 70 percent of the length of the car to make way for a driveshaft.

This posed the challenge of maintaining the structural integrity of an area that was also never designed to absorb the heat and torque of an LS motor. So, to avoid creating a frame that wanted to fold in half, they added a rib cage of bracings to the underside. Fabricated motor and transmission mounts were fitted and a custom rear axle built. To supply fuel, a space under the rear trunk was filled with a 14-gallon petrol tank and a line fitted to the filler cap into the Tesla's rear taillight, where the charge port used to be. Then there was the problem of how to cool the motor. Another flex in this Tesla's designs are the solid, no-grille front ends. It's more aerodynamic and signifies that they don't need air flowing to a motor. They wanted to keep that appearance, but the motor very much needed air. EVs do, however, have giant batteries that need to be cooled, lest they start a fire. The Tesla has an air duct for the batteries' radiator tucked into the bumper, so the original vents were kept, and the air rerouted to the engine and its radiator.

From the owners; 'It's funny, we've been looking at the Tesla T on hoods of ever-so-quiet cars for the better part of a decade. But when our eyes drift to the side exhaust on our Model S, they begin to moisten from the inky smoke of 376 cubic inches ready to lay down now 444 ponies. We're brought back to the thing that made us love automobiles in the first place: the thunderous sound of power'.



General Motors Not Only Built Vehicles

January 2024.

Since its formation in 1908, General Motors has built untold millions of cars, trucks and SUVs. What you might not know is that the General has also produced an incredible variety of other products, many of them completely unconnected to the motor industry. What follows is a brief run-through of this activity.

The Frigidaire company (originally Guardian Frigerator) was part of GM from 1919 until 1979. It made air conditioners both for cars and for buildings. Harrison, another GM division which started out building radiators and heat exchangers including for spacecraft, also moved into the car air conditioning business. Its first unit of this type was fitted to a Pontiac in the 1950s.

As part of GM's contribution to the Second World War effort, the Eastern Aircraft Division was formed to provide extra production of Grumman military aircraft. In another part of the GM empire, Fisher Body designed its own fighter plane called the P-75 Eagle, but the project was cancelled after only a few examples had been built. GM also had a controlling interest in North American Aviation. North America's planes included the excellent P-51 Mustang fighter, which was designed for use originally by the UK's Royal Air Force, but later eagerly acquired by the US Army Air Force as well.

General Motors bought the Allison engine company in 1929. The following year, Allison produced the first of nearly 70,000 examples of the 28-litre V12 engine known as the V-1710. It was used in aircraft built by Bell, Boeing, Curtiss, Douglas, Lockheed and North American. So many were left over after the War that it became a cheap and popular source of considerable power for dragsters and record cars. Allison later moved into building turbine engines. It was sold to the UK's Rolls-Royce in 1995.

In 1940, GM bought the five year old Engineering Projects, Inc., of Dayton, Ohio and renamed it the Aeroproducts Division. Aeroproducts specialised in building propellers for piston engined aeroplanes. They were used in many aircraft, including those built by Grumman and North American. The Yellow Coach company was created by John D. Hertz (1879-1961) in 1923 and was gradually taken over by General Motors as Mr Hertz turned to car rental.

The old name was eventually dropped, but GM continued to build coaches under the Chevrolet and GMC brand names for many years afterwards. During the Second World War, GM's Oldsmobile division assembled many cannons and large calibre guns. These were either fitted to Allied vehicles such as B-25 bombers and Sherman tanks or used at ground level to blow enemy aircraft out of the skies.

The electric starter invented by Charles Kettering of the Dayton Engineering Laboratories Company (later known as Delco) was not the first of its type, but it was the one which popularised the idea. General Motors acquired Delco in 1918, but the connection went further back than that. The Cadillac Model Thirty was fitted with the Delco starter, which was one of the reasons why it won the Royal Automobile Club's Dewar Trophy in 1912. The combination of easy starting and a long range was what finally made internal combustion engined cars dominant over their electric and steam rivals.

GM was in the heavy truck business for nearly 30 years. It started out in 1954 by buying Euclid, which had been producing earth movers and similar enormous vehicles since the 1920s. An anti-trust lawsuit forced GM to sell Euclid in 1968 and refrain from selling machinery of this type in the US for four years.

Before electronic ignitions were invented, most cars used a points-based system developed by Charles Kettering, who developed it in 1908, shortly before founding the company now known as Delco. Like the starter, it was first used by Cadillac several years before Delco became part of the GM family. In 1930, GM bought the successful Electro-Motive company, which had been building locomotives for the past eight years. Under its new ownership, Electro-Motive created many rail vehicles, including the dramatic M-10000 streamliner of 1934.

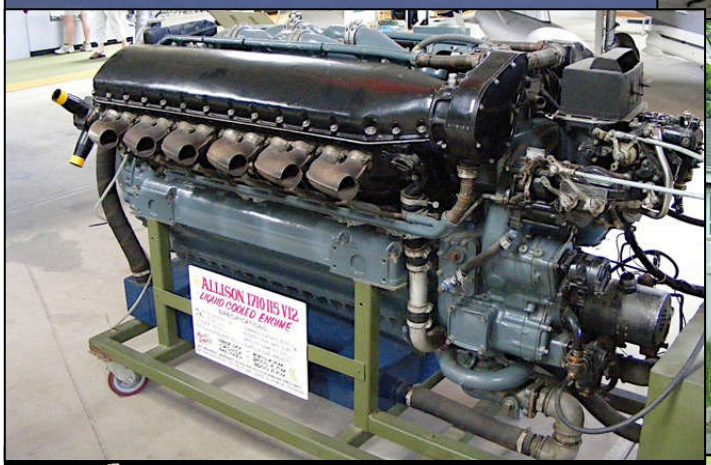
Although it started out building first bicycles and then cars, the Winton company had greater success as a manufacturer of large two stroke diesel engines. It was bought by GM in 1930. Four years later, an eight cylinder Winton engine producing 660 horsepower was used in the Burlington Zephyr streamlined locomotive. General Motors was heavily involved with the design and construction of the Lunar Roving Vehicle used in NASA's Apollo 15, 16 and 17 missions. The division developed the LRV's chassis, wheels, suspension, steering, electric drive, controls and displays. So, there it is, just a few examples of GM's productivity.



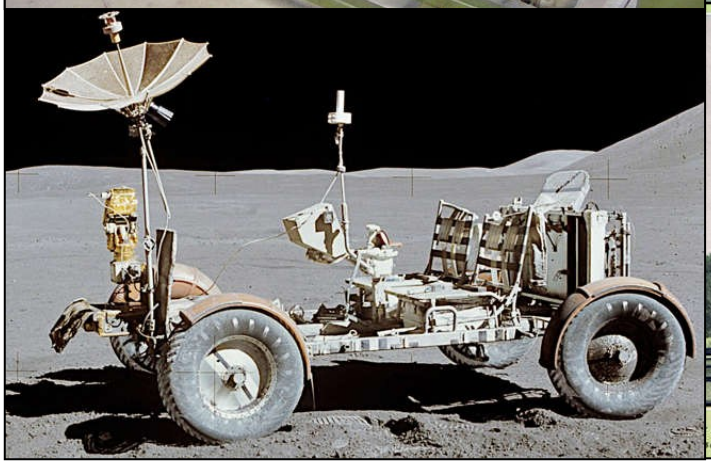





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ALLISON V-1710-115 V12
LIQUID COOLED ENGINE


SCHOOL BUS
020022
GMC




Burlington Zephyr
America's First Diesel Streamline Train
Burlington Route
THE MOST ILLUSTRIOUS RAILROAD TRAIN IN THE WORLD
stainless steel—Electric shot welded—Rides on articulated trucks. Powered by an eight-cylinder, two-cycle, e-power, oil-burning Diesel engine. Runs on roller-bearings—Air-conditioned—Equipped for radio reception.

The Chevrolet Corvette

March 2021.

The Corvette, colloquially known as the 'Vette, is a two-door, two passenger sports car manufactured and marketed by Chevrolet across more than 60 years of production and eight design generations. From 1953 to 2019, it was front engined, and since 2020, it is mid engined. With its generations noted sequentially from C1 to C8, the Corvette serves as Chevrolet's halo vehicle and is widely noted for its performance and distinctive plastic fibreglass or composite bodywork.

In 1953, when GM executives were looking to name the new Chevrolet sports car, assistant director for the Public Relations department Myron Scott suggested Corvette after the small maneuverable warship and the name was approved. The first model, a convertible, was introduced at the GM Motorama in 1953 as a concept and was followed ten years later by the 1963 second generation, in coupe and convertible styles. Originally manufactured in Flint, Michigan and St. Louis, Missouri, the Corvette has been manufactured in Bowling Green, Kentucky since 1981.

The Corvette has since become widely known as "America's Sports Car." Automotive News wrote that after 'starring' in the early 1960s television show Route 66, the Corvette became synonymous with freedom and adventure, "ultimately becoming both "the most successful concept car in history and the most popular sports car in history."

This first generation was often referred to as the "solid-axle" models. The independent rear suspension was not introduced until the second generation. Three hundred hand built Corvette convertibles were produced, all Polo White, for the 1953 model year. The 1954 model year vehicles could be ordered in Pennant Blue, Sportsman Red, Black, or Polo White; 3,640 were built and sold slowly.

The 1953, 1954, and 1955 model years were the only Corvettes equipped with a 235 cu in (3.9 L) version of the second generation Blue Flame inline-six rated at 150 hp. The 1955 model offered a 265 cu in (4.34 L) V8 engine as an option. Despite the poor sales of the Corvette at the time, the brand new V-8 was an overwhelmingly popular option. Only 6 of the 1955 models were produced with the inline six.

With a large inventory of unsold 1954 models, GM limited production to 700 for 1955. With the new V8, the 0–60 mph time improved by 1.5 seconds.

Production started for the 1963 C2 model year and ended in 1967. Introducing a new name, "Sting Ray", the 1963 model was the first year for a Corvette coupé and it featured a distinctive tapering rear deck with, for 1963 only, a split rear window. The Stingray featured hidden headlamps, non-functional hood vents, and an independent rear suspension. The Corvette chief engineer never liked the split rear window because it blocked rear vision, but designer Bill Mitchell thought it to be a key part of the entire design. Maximum power for 1963 was 360 bhp (270 kW) and was raised to 375 bhp (280 kW) in 1964. Options included electronic ignition, the breakerless magnetic pulse triggered Delcotronic first offered on some 1963 Pontiac models. On 1964 models the decorative hood vents were eliminated and Duntov, the Corvette's chief engineer, got his way with the split rear window changed to a full-width window.

Four wheel disc brakes were introduced in 1965, as was a "big block" engine option: the 396 cu in (6.49 L) V8. Side exhaust pipes were also optionally available in 1965 and continued to be offered through 1967.

1967 was the final model year for the second generation. The 1967 model featured restyled fender vents, less ornamentation, and back-up lamps which were on the inboard in 1966 were now rectangular and centrally located. The first use of all four taillights in red started in 1961 and was continued through the C2 line-up except for the 1966. The 1967 and subsequent models continuing on all Corvettes since. 1967 had the

first L88 engine option which was rated at 430 bhp (320 kW), but unofficial estimates place the actual output at 560 bhp (420 kW) or more.

The third generation Corvette, patterned after the Mako Shark II concept car, was introduced for the 1968 model year and was in production until 1982. C3 coupes featured the first use of T-top removable roof panels. In 1978, the Corvette's 25th anniversary was celebrated with a two tone Silver Anniversary Edition and an Indy Pace Car replica edition of the C3. This was also the first time that a Corvette was used as a pace car for the Indianapolis 500.

Engine and chassis components were mostly carried over from the C2, but the body and interior were new. The 350 cu in (5.7 L) engine replaced the old 327 cu in (5.36 L) as the base engine in 1969, but power remained at 300 bhp (224 kW). 1969 was the only year for a C3 to optionally offer either a factory installed side exhaust or normal rear exit with chrome tips. The all aluminium ZL1 engine was also new for 1969; the special big block engine was listed at 430-hp (320 kW) but was reported to produce 560 hp (420 kW) and propelled a ZL1 through the 1/4 mile in 10.89 seconds.

Styling changed subtly throughout the generation until 1978 for the car's 25th anniversary. The Sting Ray nameplate was not used on the 1968 model, but Chevrolet still referred to the Corvette as a Sting Ray; however, the 1969 (through 1976) models used the "Stingray" name as one word, without the space. In 1970, the body design was updated including fender flares, and interiors were refined, which included redesigned seats, and indication lights near the gear shift that were an early use of fibre optics.

Regular fourth generation production began on January 3, 1983; the 1984 model year and delivery to customers began in March 1983. The 1984 model carried over the 350 cu in (5.7 L) L83 slightly more powerful (5 bhp) "Crossfire" V8 engine from the final 1982 third generation model. New chassis features were aluminum brake calipers and an all aluminium suspension for weight savings and rigidity. The new one piece Targa top had no centre reinforcement.

A new electronic dashboard with digital liquid crystal displays for the speedometer and tachometer was standard. Beginning in 1985, the 230 bhp (170 kW) L98 engine with tuned port fuel injection became the standard engine.

1988 saw the 35th Anniversary Edition of the Corvette. Each of these featured a special badge with an identification number mounted next to the gear selector, and were finished with a white exterior, wheels and interior.

A special 40th Anniversary Edition was released in 1993, which featured a commemorative Ruby Red color, 40th anniversary badges, and embroidered seat backs. The 1993 Corvette also marked the introduction of the Passive Keyless Entry System, making it the first GM car to feature it. Production of the ZR-1 ended in 1995, after 6,939 cars had been built. 1996 was the final year of C4 production, with the release of the Grand Sport name, a nod to the original Grand Sport model produced in 1963.

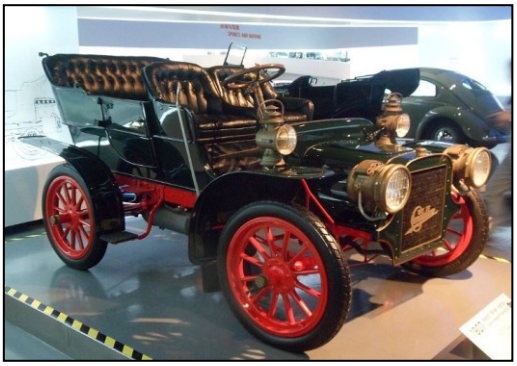




Cadillac, Luxurious or Ostentatious?

May 2025

Carmakers around the world have often aimed at producing a luxury model in their range, although Rolls Royce didn't follow that idea, nor did Hispano Suiza and a number of other forgotten luxury makes. However, the US market had room for a top of the range luxury car due to there being a great number of people who could afford one. Enter the Cadillac.



The earliest Cadillac firm was the Cadillac Automobile Company, created in 1902 and named after Antoine de la Mothe Cadillac, the Frenchman who founded Detroit. The company initially developed vehicle engines for Ford bodies under the guidance of Henry Leland and crafted the first Cadillac production in 1903. In 1908, Cadillac was the first carmaker to produce precision standardised, replaceable parts, a vital step for cheap production and maintenance of engines and vehicles. General Motors purchased the company in 1909.



Cadillac was a pioneer in car design as well. The 1927 LaSalle Convertible Coupe was the first car in American automotive history to be created by a designer rather than an engineer after Harley Earl was commissioned, only reaffirming Cadillac's dedication to style and luxury. The brand became the mark of excellence in the USA and the top of the GM range of marques, along with a hefty price tag.



In the late 1940s the company changed its design, inventing the tail fin to make it look like the car was in motion when standing. In 1949 this superfluous nonsense earned it the inaugural Car of the Year award. Tailfins were of no value at all and copied slavishly by other carmakers. However, USA buyers loved this car though it was heavy and uneconomical, but a desired status symbol. Cadillac's history shows it had a sizeable consumer base by 1950 thanks to its automotive achievements, which had been well known since 1920. They had developed V12 and V16 engines with 165 bhp after the original V8 engine, taking no account of fuel economy.



Cadillac did, however, unveil significant advancements like power steering. Numerous examples from 1950s popular culture, like Elvis Presley's 1955 Pink Cadillac and the 1956 movie Solid Gold Cadillac, the Cadillac Eldorado Convertible Coupe made their debut in 1953, assured the brand swiftly became associated with luxury. Cadillac remained at the forefront of innovation throughout the 1960s and 1970s. In 1964, they were the first to add comfort amenities such as heating and air conditioning. In addition, they set the path for modern safety improvements by introducing seatbelts a year before they were mandated by law and airbags as early as 1974.



These photos show their development through the first 60 years of the 20th century.



Buick's Later Years

March 2025

Having been taken over by Billy Durant and incorporated into the General Motors Company, in 1910 Buick introduced the Model 10 with an OHV four cylinder engine followed in 1911 with their first closed body car, the Buick Six, that followed the same body style that first appeared at Cadillac, and four years ahead of Ford. The car was built at the all new factory in Flint which later became known as Buick City. Buick during the 1920s made various sized vehicles, with series designations for different years, sometimes using numbers, while later years using lettered designations. One of the larger vehicles with a straight six was the Buick Master Six. The Model 10 was phased out during a restructuring initiated by GM's new leadership that assumed position on November 15, 1910.

In the 1910s and 1920s, Buick was a prestige brand in the Republic of China with the brand driven by or for high level politicians and the Emperor. The latter imported two Buick cars in 1924. By 1930, Buick claimed one sixth of the total number of cars in the country. Buick now sells 80% of its production in the People's Republic of China and is a minor player in Taiwan.

Buick made two major achievements for the 1931 model year, the OHV Buick Straight 8 engine and synchromesh transmission in all models but the Series 50. The Eight was offered in three displacements; the 220 cubic inch was available in the Series 50 with 77 brake HP. The Series 60 engine was a 272 cu. in. unit giving 90 brake HP. Cadillac had previously introduced the Cadillac Type 51 with a flathead V8 engine in 1915 which made the use of an eight cylinder engine a luxury feature.

The Series 80 and Series 90 used a 344 cu. in. version for 104 brake HP. Automatic vacuum operated spark advance was another feature replacing the steering column mounted spark lever although an emergency lever was now dash mounted. Buick scored another first in 1939 when it became the first company to introduce turn signals, which did not appear on other car brands until almost a decade later. All 1939 models also had a steering column mounted shift lever. In the mid 1930s McLaughlin Buicks were purchased by British monarch Edward VIII. He had a preference for the Canadian built McLaughlin Buick.

Buicks were used for royal transport within Canada, including for King George VI and Queen Elizabeth during the 1939 royal tour of Canada. In the 1920s and 1930s Cadillac and Buick vehicles were popular with long distance passenger service operators such as the Nairn Transport Company in the Middle East, running between Baghdad and Damascus.

1940 saw the first use of the "Estate" designation for Buick on the Super station wagon. World War II stopped automobile production in 1942. Starting that year, Buick produced the M18 Hellcat tank destroyer and supplied radial engines for the B-24 Liberator, Douglas C-47 Skytrain, and Douglas C-54 Skymaster. By the end of 1945, automobile production resumed. In 1948, the Dynaflow automatic transmission was first offered by Buick. 1949 saw the debut of Buick's VentiPorts.

1953 marked Buick's 50th anniversary as well as the introduction of the Buick V8 engine and the Roadmaster Skylark. In 1955, Buick had its best model year sales to date with 738,814 vehicles sold, a record that would hold until 1977. In 1957, Buick's new 364 cu. in. engine block and ball joint front suspension appeared and Roadmasters now had aluminium finned brake drums. 1959 saw the introduction of three new models: Electra, Invicta and Le Sabre as well as a new 401 cu. in. V8 engine in the Electra and Invicta. An Electra also paced the Indianapolis 500 race that year. An Electra 225 also paced the Daytona 500 race in both 1960 and 1963.

In 1961, a new Fireball V6 engine was introduced and the Skylark nameplate returned as the top model of the new Special compact car line. The Buick Special was named Motor Trend Car of the Year in 1962. Also in 1962, Wildcat was introduced as a trim level on Invicta and became its own model the following year. In 1963 the

Riviera was introduced as its own model. In the mid 1960s Buick started officially selling German built Opel cars through its North American dealerships.

For 1967, radial tyres became available as an option on all full size Buicks.



From top, left to right, Buicks from the 1950s on: ‘53 Roadmaster Skylark, ’55 Special, ’57 Super Riviera, ’63 Wildcat, ’70 GSX, ’65 Le Sabre, ‘92 Roadmaster and ’85 Electra. Note the styling similarity to other GM makes, particularly Chevrolet and Pontiac, and the last two very like the Holden Caprice and Commodore. The fake ports didn’t survive the 1970s.

Richard Joseph's 1951 Styleline

June 2025.

The WA Chev Club run to Cunderdin in May ticked off a number of firsts for Richard Joseph's 1951 Chevrolet Styleline Deluxe Sedan. It was the first time the car has gone on a long run as a road registered vehicle in over 40 years. It was also the first time ever that the car has been out for a specified run under Club plates. The "Old Chev" has been in the family since new.

Richard's late father Albert purchased it in 1952 and it has lived most of its life in the Lockyer Valley in Queensland, where Albert was a produce merchant. The car was a frequent early morning visitor to many farms in the district for over 30 years. Albert was also a keen racegoer, and the car made the 100 km trip every weekend to the races in Brisbane for over 30 years. Locals would say that they could set their watches to the car as it left town on a Saturday morning. Some even believed the car knew its own way to Eagle Farm Racecourse! The Chev was taken off the road for a brief period in 1975 for repairs and Albert's son, Richard, then just getting his licence at 17, became custodian of the vehicle when Albert thought it was time he enjoyed the benefits of a new vehicle (Kingswood).

The car became Richard's first car and daily driver for a number of years, until he too got thinking about new cars (Camira, well don't ask, but it seemed like a good decision at the time). At that point (1984), the car was parked up in the hay shed and there it stayed for almost 30 years. Unfortunately, the 2011 floods in the Lockyer Valley did considerable damage to the car.

The car has been in WA since 2017 where the plan was to get the vehicle up to a standard for club plates, which it has now achieved. It is in original condition, has a straight 6 Chevy engine typical of that era and remarkably sound, given that it has been "around the clock" at least a couple of times, maybe more. Many people have contributed to the Chev getting back on the road, not the least being Richard's long suffering son Robert, who has put in many hours under the car, especially getting the front end back to almost new condition. He wishes his father had a hoist.



The Rebirth of DLKN51

Hugh Morison.

It was not intended to put this story at the end, but in order to round off the book, and because Richard's '51 is here as well, this is the recent history .

The car was found in 1986 on a farm at Pingaring in the great southern of WA, parked under a tree and looking very sad. I thought it would be a good project for someone to restore, little realising it was me.

In 1992 I was in the area and found the car was still there, so offered the owner a sum of cash to take it on. He agreed, saying that a number of people wanted it free, and if I was keen, he would let it go.

I picked it up on a trailer and on my way back to Perth called on a friend in York who had been a panel beater. He admitted later that he thought I would never finish the job (I suppose he was partly correct). A workmate's father had a roomy block of land at Henley Brook, so the car was dropped off there and restoration began. The usual stripping and replacing, panel beating, engine and gearbox repair began on weekends, plus wiring, painting and the myriad tasks required to get the job done. Seat belts, 12-volt electrics and traffic indicators were fitted to make the vehicle a bit more useable.

I farmed out the upholstery and engine repairs, and one day the engine was fired up. From then on it was not long before I had it surveyed for licensing. They didn't like the brand new tyres for some reason, so I called the State manager of the firm who soon put them right. He was a friend of the Police Commissioner, so had some influence.

Up to this time I had been a member of the Chevrolet Club but had not attended a meeting, as work on the car was a priority. I soon started attending and have been ever since.

Not long after the car was on the road, I had a call from the previous owner's daughter, whom I knew as she worked in the office of the Agriculture Dept. in Albany. She was getting married and wanted to know if the Chev was available as the wedding car. Of course I jumped at the chance, and its first long trip was to Albany, where it carried the bride, her mum and dad to the church. Mum admitted she had never ridden in the car as it was always parked under the trees.

At the wedding reception, at which I was a guest, I met an earlier acquaintance whom I had known years ago back near my hometown. On enquiring why I was a guest, he was shown the car and was most surprised to learn the history, that it had been his neighbour's before I got hold of it.

The wedding reception was held out near the Porongurup Ranges north of Albany and was a great weekend. I also met up with some old friends from Kellerberrin who were staying nearby, so it is indeed a small world.

On the way home I parked at the Stirling Range visitor centre and climbed Bluff Knoll. The view on a clear day is breathtaking. I could see the farm of a friend which was at least 100kms to the northeast.

I stopped at Gnowangerup for lunch and on returning to the car was accosted by a policeman, who asked rather abruptly, 'Is this your car?' I thought he might want to check the roadworthiness and admitted that it was my car. 'What a beauty!' was the reply. Whew!

I stayed overnight with a cousin in Katanning and arrived back in Perth the following day. This was the first of many journeys in my 1951 Chevrolet Styleline.





Technology Advances

(whether you like it or not).

August 2018

Every week we read about new advances in motor vehicles, their ability to self-drive, electric powered propulsion and so on. Predictions are that by the mid-2020s these vehicles, including trucks and other heavy vehicles, will be very common on our roads. It is certain that legislation is lacking when it comes to the legalities and responsibilities of self-drive vehicles.

There are a number of self-drive vehicles already on the roads, paving the way for a future when we will dial up a vehicle to take us somewhere, then dial up another to take us home. Well, that may mean you don't have to restrict your alcohol intake on a night out, but there are a number of questions yet to be explored. Having had the problem of waiting for a taxi that was booked and never turned up late one evening, I wonder what would be the situation if your dial up car just didn't arrive due to heavy demand, and the situation was somewhat urgent. By that time there probably won't be any taxis. If the dial up car, or any self-drive vehicle with or without passengers is involved in an accident, not necessarily its fault, who is going to explain to the police what the cause was or who is responsible? Who will talk to the other driver?

Putting your faith in a bundle of computers and sensors may be a little risky, as there have been some fatal accidents where the vehicle failed to recognise a hazard or person and failed to stop or make a change to its pathway.

A question of ethics and morals then arises when the vehicle has to make a choice between running down a pedestrian or swerving into a building or some other solid object, thus injuring the passengers.

Lawmakers need to address these issues before they become a legal minefield. However, the biggest hurdle to self-drive vehicles is in changing the mindset of the former drivers, now passengers, especially older drivers who have a sometimes misplaced confidence in their driving ability (don't call me ageist, I'm probably one such).

Having driven vehicles of all types for the past 60 years and clocked up well over a few million kilometres, putting my faith in a driverless car is an act of faith and quite possibly a blow to the ego, not to mention stopping the joys of actually controlling the car. Driving is not just a job you do to get from A to B, it can be a pleasant experience, especially in good weather on a country road. You are totally in control and can make a decision whether to stop and admire the scenery without having to override a computer. It's bad enough when your GPS lady gets annoyed (well, she does sound a bit edgy) when you make an unscheduled change to her directions. It makes you feel you've erred in some way.

Like all of the innovations and adoptions of new things, the younger you are the more likely you will accept them. It's only just around 120 years ago that all motor vehicles were severely restricted by all sorts of rules (a man preceding them with a red flag was only a short-term measure until 1896).

As driverless cars become more common and the initial faults and risks are ironed out, a new era of transport will arrive. This will be particularly beneficial for long haul trips where driver fatigue is a major problem. We are already facing a future shortage of experienced heavy vehicle drivers.

Driverless trucks will surely take over from humans for the more mundane and boring tasks of moving goods from one place to another. You'll just have to trust that the on-board computers on that big rig will know when to slow down or stop it if you happen to be a passenger in the vehicle in front, feeling like a sitting duck.

The Rare and Unusual

A few cars you will not see on the road every day. The top ones and middle left were pictured at the Williams expo in 2012. The gold one looks like an early Corvette, but who knows? The old veterans were driving off from Forrest Place on an annual rally.













The Final GM Owners' Day, 2022

December 2022.

We have sadly seen the last GMOD, held in November 2022 at the oval in Medina. Since the first event held at Claremont Oval in 1988, the Chevrolet Club in partnership with the Holden Club of WA has held this biennial event at various locations, raising over $220,000 to aid the Association for the Advancement of Brian Injured Children (AABIC).

A truly worthwhile effort to help assist those most deserving children. It became more difficult to get volunteers and a suitable venue, and the AABIC had disbanded, bringing this event to an end.

The Club theme was a used car yard, but these precious relics were very highly priced. Each car wore a card which showed their details and price. At the top, Neil's beautifully restored 1916 Baby Grand Chevrolet is the oldest in WA and only one of few left in Australia. He didn't get a big enough offer to sell it.



















Hugh Morison

Chevroletter Magaziner Editor

2007-2025