



**DELAGÉ CLUB OF AUSTRALIA (Inc)**

December 2014

Assn A0022114G

## **Adieu Gerald (Dooly) Baker - bon vivant**

On 30 September, St Peter's Catholic Church in Toorak was overcrowded with a sad but appreciative throng celebrating the life of Dooly Baker on what would have been his 72nd birthday.

The eulogies by friends and colleagues covered Dooly's childhood and education, his successful and varied business career, and a very active social life centred on love, family, friends, and the diverse groups with whom he shared interests, food, wine and good times. Dooly's daughters Alex, Philippa and Kate broadened the picture with details of his great interest and skill in languages, literature and the arts. Alex explained that Dooly surprised her Di-Lorenzo parents-in-law with a speech in Sicilian. Kate, who shares her father's interests in many of these fields and in particular in matters Gallic, described how in recent years Dooly embraced a new French mistress – the lovely CO Delage, a pleasure generally shared with Angie.

In recognition of this passion, those attending included a significant number of Delage and Vintage members. The Perns came in the DE tourer, and I gave the D6/70s an outing. Walking out of the church, I encountered a smiling Mark Burns rejoicing in the fact that he survived his second visit to a Catholic place of worship without the ghost of Calvin striking him speechless or some worse fate. Perhaps the spirit of that other Celt from across the Irish Sea – the reformed Ian Paisley - had played a role?

Most of us adjourned to the Australia Club where Dooly had clearly made his mark as a member. As we enjoyed the food and wine it was evident that all present wished to share their particular Dooly anecdote. Both Roz Pern and Graham Burnham had served time in their youth in the shadow of the stern eye of Dooly's father, Frank, at Goolgumbbla Station north of Jerilderie. Gerald Swinnerton and James Earl recounted their enjoyment of Dooly's hospitality on his final night at his vineyard Katamite near Benalla. He had driven the Delage from Melbourne on his way to Wagga-Wagga for the Alpine Rally.

Margaret introduced me to Dooly at a Vintage Sports event dinner at a Rutherglen winery a decade ago. Dooly was in an expansive and happy state. He and Margaret recounted a lively tale of dressing up and gate-crashing seven formal balls in one night in the mid-60s, so it seems he never changed – thank goodness.

I had known the CO (but not the dancing couple) since the time when it rested as a dilapidated chassis under the pine trees at Allan Reid's mother's place in Lower Templestowe. Dooly restored the Delage to a very high (and correct) standard.

He fitted a beautiful period open tourer body and took to vintage motoring with characteristic enthusiasm, come rain or shine and generally with Angie as navigator.

Having followed the Delage on a number of recent events through the Macedon Ranges area, I can attest to the speed and spirit with which he enjoyed the CO. At the Paramour Winery lunch on Bastille Day, he led the Club in a particularly rousing rendition of the Marseillaise. A popular myth has couples gradually starting to resemble each other as they age. A variation in Veteran and Vintage circles has true enthusiasts resembling the attributes of the creators of their pride and joy.

The pairing of that larger-than-life character Louis Delage with Dooly Baker may fill the bill. Well known motoring journalist W.F. Bradley wrote of a 1919 publicity trip with Louis Delage in his newly created six cylinder (CO) car:

Leaving Paris at 5.40am we entered Nice at 9.35pm having covered a distance of 621 miles in 15hrs 55 minutes, generally travelling between 65 and 72 mph.

Soon after, they shared a trip on the war-torn roads of France, covering 5000kms in six days at similar speeds. We need not be surprised at Dooly's choice of the CO – he and Louis were kindred spirits. They also shared a love of life and a similar approach to facial ornamentation. Margaret doesn't recall if he had whiskers in his student days, but believes he looked as though he could have.

My final anecdote from the wake shows that Dooly never lost his sense of balance. After roaring through the Wombat Ranges in the open Delage, dealing with faulty brakes in pouring rain and sopping wet, Dooly and Angie, buoyed up by winning the Delage-Bentley Gregor Rusden Trophy, decided to price bows and a hood. On receiving the quote, they decided to buy better rain gear and spend the money on a trip to France instead.

Thank you, Dooly, for your lively company, your stories and your role as genial Delage Club Treasurer.

John Lawson

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## Editorial

I have always felt like a bit of an interloper driving a Lagonda in Delage Club events. My excuse for joining the club was that my car was French – or at least I assumed that with a moniker like ‘Rapide’ it obviously was, until it was pointed out to me by somebody who had recently visited Venice that ‘Lagonda’ is in fact Italian. So I am glad to be of some use to this excellent club.

Choosing the cover of this edition was not difficult. Gerald Baker will be remembered by all who came into contact with him as a warm, talented and enthusiastic man, and we are the richer for knowing him and sharing one of his passions.

I have also taken the liberty of giving the front cover a background of French Racing *Bleu*. Wikipedia assures me that it is the correct shade of *Bleu* and I bow to their superior knowledge in all things.

The newsletter is only as good and as interesting as the copy supplied by you, the members. Many thanks to those who have contributed and I look forward to receiving anything at all – copy, photographs, articles, suggestions, etc. as I can assure you all contributions are valuable.

Gordon Lindsay

## Coming Events

*Put These Dates in Your Diary!*

**1 March Sunday 2015: Gregor Rusden Run**

**15 March Sunday 2015: Australian Grand Prix**

**22 March Sunday 2015: Day Run and AGM of the Delage Club of Australia**

**12 July Sunday 2015: Bastille Day Rally**

**30 August Sunday 2015: President's Day Run**

Details will be advised in the Newsletter.

**14-15 November 2015: Bendigo Swap Meet.** The biggest car swap meeting in the southern hemisphere. Members are encouraged to sell parts on site. There will be quite a number of Delage parts available on our site again this year.

For further information; Paul Buchhorn (03 5983 5537) or David Rentsch (03 5592 7258).

**15 November Sunday 2015: French Car Festival**

**March 15-22 2016: *Le Grand Rallye de Tasmanie.*** Oui!

Details will be advised in the Newsletter.

## Bendigo Swap Meet

Bendigo Swap was held on the 15<sup>th</sup> and 16<sup>th</sup> of November and at least the following members attended our Site No 1404, Phil Baker, Paul Buchhorn, Arnold Chivers, Adrian Denman, Max Foster, Chris Miles, Damiiian O'Doherty, Courtney Pern, David Rentsch, John Sheared, and Gerald Swinnerton. Non-Delage people Tom Saggars and a friend of his, Lyle, also attended from Perth, for many of the past years Tom would accompany Geoff Hollyock.

This year the Club had a new upgraded canopy as the old one was getting past its use by date. This easy-to-erect canopy was appreciated by David, Tom, Lyle and myself.

A number of the Club's original/second hand spares were sold and picked up. David and Chris on behalf of Fran Willoughby arranged to have a lot of Peter's non-Delage bits for sale on the site. Many of these were sold. This year more items were sold from our site than any previous swap meet that I have attended. Delage bits were almost non-existent from other sites but one of our members ended up with a pair of Lucidus Side Lights in good condition. I am sorry I did not see them first, however they will end up on a DMN for which they are correct for that Model with Martin and King body.

However, the main focus was on Delage members to be able to meet, chat, enjoy a cup of tea, coffee and biscuit and meet with other car enthusiasts in a relaxed atmosphere. We had a prospective new member call in to get an application form to join our club. He owns a 1910 Model F, which is on the road. This car had not crossed our radar, and I only have knowledge of one other Model F belonging to a non-member in NSW.

Paul Buchhorn

## PRESIDENT'S PRATTLE

This year has brought mixed fortune to the Delage Club. We have had some pleasurable motoring in the kind of benevolent weather that favours top-down vintage driving, together with some enjoyable get-togethers, but we have been rocked by two untimely incidents involving Committee members. Chester McKaige has suffered both a stroke and bowel cancer, but is he is now making a good recovery. The sudden death of Gerald Baker in September was a great shock to us all, and he will be sadly missed.

Our Club was founded to promote the marque of Delage and kindred makes, and to share technical expertise between members. Furthermore, it gives the opportunity for owners of these wonderful hand-made cars to get together and share the enjoyment of ownership and use of our cars. To me, it is this shared enjoyment that is the essence of our Club. It is the people and the camaraderie that makes the Delage Club what it is. So to lose a valued member is an incalculable loss.

The fact that health issues are looming so largely in our affairs is perhaps a reflection of the age of many of our members, although it does seem too soon in both these cases. A great many of us are of – let us say – mature age, and maturing further as each year passes! We face this fact along with most old car clubs. We need to attract younger members. So how can we do this? Whenever possible, we should bring our children and their friends along on our rallies. Your help and ideas on this would be much appreciated.

Fortunately, we do have two new members to welcome to the Delage Club: Mark McKibbin and Peter Latreille. Mark has some fine cars, and is currently on the lookout for a Delage. Peter is well known for his long and enthusiastic ownership of a Vauxhall 30/98, but he has been involved in the restoration of some beautiful European cars (including vital assistance with Alistair MacArthur's Ballot). He is now turning his attention to a 1925 2 litre Léon Bollée, which he has owned for many years. This rare French car is beautifully made and eminently worthy of inclusion in our ranks. Peter is seeking connections in France and elsewhere in a bid to find whether any other examples of this model survive.

I am grateful to Gordon Lindsay, who has bravely stepped into the role of Newsletter Editor, and will be a welcome new face on the Committee.

Our Secretary, Damian O'Doherty, has kindly agreed to also take on the role of Treasurer. We are grateful to him for this, as the task is essential to the smooth running of our Club. Please assist him by paying promptly! He will be overseas for the middle part of next year, and I shall cover for him then.

Our membership subscription remains unchanged next year, but we are discontinuing the 3-year option for local members, as it has caused some confusion. Subs for 2015 are due by 31 December, and you will find a membership form enclosed in this issue. Those who have paid ahead will have their status confirmed by email. If you don't hear to the contrary, please send your cheque and completed form to the Treasurer before Christmas – then you won't forget!

We have a full programme for 2015 – see the Calendar of Events. Our first run is the Gregor Rusden on Sunday 1 March. It is our turn to run it this year, and the organiser is Gerald Swinnerton. The AGM Run is on Sunday 22 March. Do come if you can. Our Annual Meeting is not too tedious, and the lunch is always enjoyable.

By necessity our events are mainly in Victoria, where the majority of our members live. To interstate and overseas members (particularly those across the Tasman Sea) I say do come and visit us. You won't find our hospitality wanting! In particular, we are holding our next major rally in Tasmania, in March 2016. We are hoping to attract some of our more far-flung members as well as some from sister clubs in France and UK. Those familiar with Tasmania will know how well-suited the roads there are for vintage motoring. So plan ahead, and make the rally part of a longer holiday!

On 10 January it will be 110 years since Louis Delage founded Delage & Cie, back in 1905. That is worth celebrating! To that end, we shall be encouraging members to participate in the French Car Festival later in the year.

We look forward to seeing the McKaige DM emerge from the body builder's next year. The body looks stunning, if the photographs are any guide. It is now at the painting stage.

On a personal note, I was shocked to find that we had a broken main leaf on one of the DE's rear springs earlier this year. (It says a lot for the design that the car was still on an even keel.) I recall hitting a couple of nasty potholes at speed on an unsealed road on the way home from the AGM run. Our cars have superb suspension – exemplified by the famous demonstration run around France in a few days by Louis Delage in the CO in 1920. Imagine the condition of those roads, following the Great War! The following year his son Pierre did a similar stunt in the DE. I feel that perhaps I have taken for granted the car's ability to handle rough roads. Maybe we should consider the ninety years of ageing! Subsequently I have had two new main leaves made up, and I have reassembled and fitted both springs, with satisfactory results.

Wishing you all a very happy Christmas.

*Au plaisir avec Delage,*  
Courtney Pern



**Louis Delage's personal 1937 D8-120 S Portout Aero Coupe**

## No Gold in Kalgoorlie for us!

by Max Foster

Four of us set off from Adelaide with great enthusiasm expecting, not gold perhaps, but a successful outcome to a motoring event with a difference. We were to participate in the celebration of the Centenary of Australia's first circuit race, to be held on a dry clay lake at Perkolilli 25km north of Kalgoorlie.

Jim Scammell invited us to join him in the Land Cruiser towing his replica "Wizard Smith Racer", a 1922 Essex 4 cyl 2.9lt, to the event. Wizard Smith (Norman Smith) was very successful during the 20s and early 30s making a name for himself, competing in town to town races here and in New Zealand. It was the ideal car for this event, particularly with its history during that period and of course looking the part.

Three days across the Nullarbor brought us to Kalgoorlie, camping on the side of the highway each night, in scrubby spots where possible, with the traffic some 100 metres away. Ear plugs are a great invention. My last journey across the Nullarbor was in 2006 with others in the Delage Club, so this trip was somewhat different. We arrived in Kalgoorlie on the eve of the 4 day event, all intact and no problems.

Next morning we found our way to Perkolilli that is in the middle of nowhere. The plan was for Jim to have the initial run, to be followed by us three. All was well on the first lap of about 2 kilometres, but half way round the second, bang, ran a bearing. It must have been all too much for the motor, 2 weeks after Collingrove Hill Climb, S.A. Nothing could be done, so later in the day we returned to our accommodation in Kalgoorlie somewhat disappointed.

Early next morning we had a phone call, "don't bother coming out, we've had 40mm of rain and the place is awash". Some had camped at the track and needed to be towed out. Water on clay is not a good combination!

In Kalgoorlie the veterans were gathering for the next few days in readiness for their National 7 day rally. We were invited to at least join them at the trotting track where they were garaged. We spend time with them for the next couple of days where the Essex was displayed together with other Perkolilli hopefuls. Club member Damien O'Doherty and Vicki were there with his 1918 Studebaker. The officials allowed the Perkolilli participants to exercise their cars around the track, which was very generous. So there was a little satisfaction for some after all. However, still a lot of fun.



## Pebble Beach Concours D'elegance 2014

by Allan Reid

Being accepted into the Pebble Beach Concours d' Elegance was a major thrill even though I'm not a polisher at heart. So we decided to do the Pebble Beach Classic Tour as well.



**Allan and Janet on the Big Sur**

Shipping our 1931 Delage D8S to Seattle for the start of the Classic Tour wasn't too difficult - we shared a 40-foot container with John Fitzpatrick's 1923 aero-engined Sunbeam 24/60, which was also participating in the Tour. Incidentally, I believe John finished the Tour without ever getting out of top gear and never exceeding 600 rpm!

Twenty-five cars and crews assembled at Kirkland just outside Seattle, on Lake Washington, where we had a couple of days to acclimatise.

Participants included a 1955 Ferrari 250GT, 2 Bentleys - a Speed 6 and a 4 1/2 litre Blower, a Hispano Suiza H6C, 2 Maserati Spyders - a Mistrale and a Ghibli, a 1950 Delahaye Roadster, a rare and gorgeous Riley MPH, which should have been a serious performer but wasn't, the 24/60 Sunbeam, two Cord Phaetons, a '54 Kaiser Darrin, four Packards - three 8s and a 12, an early '30s Chrysler Imperial, a magnificent 1933 Studebaker Hearse which died along the way and a 2014 Bentley Continental. We had support from a luggage vehicle and a classic car mechanic.



The event took place over nine days and commenced on Monday 4 August. We covered 1700 miles with one lay day, so we averaged around 200 miles per day.

Leaving Kirkland where the local press took great interest in our cars, our first challenge was finding our way through a maze of unfamiliar roads with Monday morning's fast moving four and six lane freeway traffic. Acclimatisation needed to be quick and fortunately it was.

We encountered our first of many serious climbs on the morning of the first day. Winding around snow-capped Mount St Helens (14,410ft) – twice as high as Mt Kosciusco - on wonderful mountain roads and crossing Cayuse Pass at 4675ft between Mt St Helens and Mt Rainier (over 15,000ft) the scenery was truly spectacular. In 1980 a couple of our party had watched from their work desks in Seattle as, in the distance, Mt St Helens erupted, totally without warning, losing 1277 ft off the top, spewing volcanic ash eleven miles into the air and turning 150 sq miles of prime timber into a grey wasteland of volcanic rock, where there is still practically no vegetation.

The Delage was magnificent on the way up these steep passes with its easy to use 4-speed crash box and loads of torque but a little less so on the way down, with lots of “beware of elk and deer” signs and where its pre-war brakes even ‘though vacuum assisted, made me very cautious.

We drove along what remains trafficable of the spectacular and famous Columbia River Highway built in 1913, through the waterfalls, canyons, cliffs and mountains of Columbia River Gorge. This road was superseded in the '30s by a much lower, straighter and faster road built from materials largely dredged from the gorge, one of many “New Deal” projects we saw in Oregon State. Columbia River Gorge is said to be the world home of windsurfing and judging by the number we saw it's not hard to believe.

Next night was spent at Timberline Lodge at 6000 ft and within 100 metres walking distance of the snow line on Mt Hood. Designed and built in 1936 by craftsmen taken from the soup lines, it features magnificent timber construction throughout.

Down to the spectacular Hood River, up to Santram pass at 4817ft, down again to the McKenzie River which has some of the world's best fly fishing and produces much of the world's hazelnuts, then over McKenzie Pass at 5,324 ft. A memorable lunch at the magnificent intensely blue Crater Lake, surrounded by snow covered sheer cliffs 2,000ft high, the lake being 2,000 ft deep.

Many rivers and passes later we were privileged to visit what is said to be one of the best car collections in the world. The intensely private Arturo Keller houses his collection in five buildings on a ranch in the Nappa Valley. Each building houses 30-40 cars, one building for each of his Italian, French, British, German and American collections. The décor including furniture and memorabilia for each building is superbly co-ordinated with the collection it houses.

Virtually all the cars are 100 pointers and they include several previous Pebble Beach “best of show” cars. Unfortunately we were not permitted to take photographs, but to name a few:

**British:** C Type, D Type and XKSS XK120 and EType lightweight Jaguars, several WO Bentleys and a Park Ward or was it a Mulliner? Continental, Aston Martins of all models including a DB3S and a Lagonda with rare bodywork, Rolls Royce Silver Ghosts and Phantoms, a Lotus grand prix winner etc etc.

**French:** SIX Hispanos, a Delage D8 and a D8S!!, a collection of Bugattis including a Royale, a very early twin cam Salmson – the list goes on.

**Italian** cars included numerous Alfas, 8C's, 6C's and a P3, Ferraris of every model including a 250 GTO? One of which sold while we were in Pebble Beach for \$US38 mil, OMs, Early significant Fiats and Maseratis, a couple of Oscas and several important Lancias.

**German** cars included enough staff cars from the 30s to support another army; mostly Mercedes but also Horch, Audi and others I don't recall, plus all the usual Porsches and sports Mercedes. One of the stars was the actual 1939 Mercedes German Grand Prix winner- priceless.

I am less familiar with **American** classic cars but one couldn't help but admire the superb Duesenbergs, Cords, Auburns, Packards, Pierce Arrows, Ruxtons (which was one of the featured cars at Pebble Beach) all from the 20s and 30s. There were strange but apparently highly collectable "woodies" from the late 40s and of course a number of rare muscle cars from more recent times.

A little further south we saw another wonderful collection owned by Paul Carter who was a founder and CFO of Cisco Systems. This collection also had several "rooms" of magnificent cars, again broken down by nationality. Unbelievably magnificent but somewhat overshadowed by the Arturo Keller collection.

We drove through magnificent redwood forests, picnicking among trees 20 ft in diameter and 300ft plus tall.



**Amongst the Redwoods**

We stayed in Eureka, a former timber town on the Northern Californian coast with its collection of wonderful historical and architecturally significant "ginger bread style" timber houses.

Crossing the Golden Gate Bridge was a thrill and, being in the correct lane, even more so!

On the south side approaches, we verified Pete Seeger's "little boxes made of ticky tacky... a pink one, a blue one, a red one and a yellow one... and they all looked just the same". We don't have housing like this in Oz.



### **Gingerbread House**

Finally driving down the coast and being welcomed into Carmel-on-the-Sea, we truly felt like royalty when we were greeted by enthusiasts six and ten deep cheering and waving flag, where we had the pleasure of driving the Delage around the circuit, albeit at 30 miles per hour. Auctions by RM and Gooding, the 80-mile PB Tour d'Élegance down the Grand Sur, experiencing the famous West Coast summer mist which on that morning was just as soaking as rain, displays of many sports/luxury carmakers, dinners, cocktail parties put on by all and sundry.

It seemed that the narrow and picturesque streets of Carmel were filled with not only wonderful classic cars but also with modern Bentleys, Ferraris, Maseratis, Jaguars, Rolls Royces, Porsches and others, literally by the hundreds.

The actual Concours was exciting and memorable but we had seen so many magnificent displays along the way that we didn't see anything better than we had seen previously.

Americans are extraordinarily generous in their welcoming and we received many compliments about the Delage and not a few enquiries whether it was for sale. Altogether Janet and I look back with great pleasure on a marvellous and memorable two weeks.



### **Wrong Side of the Road**

## FOR SALE

DI 1924, part-restored, 99% complete car including hood and side curtains with a number of spares including a crankshaft and gearbox etc. This car was shown in the “where are they now?” section of the club magazine in 2005, reg no 62944. It has a body built by Cheetham & Borwick of Carlton. Best sensible offer. Contact Jim on 0411343966

Richard Creasy has a pair of Delage front mudguards and some door skins from Kevin Shearer’s car. Not sure of the model but believed to be an Australian bodied DI. Photos below. \$250

Contact Richard on 0448 800153



Wayne McCormack has some DI parts, which he is offering free to members. This includes the chassis and major mechanicals, and could form the basis of a project. The parts are in Queensland, and Wayne can organise freight southwards at a very reasonable rate.

Contact him on 0459 145 208 or [ebonylou14@gmail.com](mailto:ebonylou14@gmail.com)

## NOT FOR SALE



Ian Bevan Davies’ latest acquisition in France

# **JOUR DE LA BASTILLE RALLYE 2014**

**Automobilisme historique à la française.**

**Découverte des D et E routes magnifiques parmi les collines de granit, Victoria sud - central.**

by John Lawson with much help from his lively co-traveller Gillian Swinnerton

This year's BASTILLE RALLYE, with fifty of the movement's most enthusiastic citizens suitably mounted in an excellent collection of pre-war sporting autos (including seven Delages) provided ample cause for celebration. An easy run out of Melbourne to coffee and greetings at Sunbury, and the realisation that the joint Delage-VSCC sponsorship resulted in a larger than expected entry, set the tone for the day.

## **ON THE ROAD**

Organiser Allan Reid, who came to the event with Janet in his recently imported Morgan Super 8 (having shipped the Delage to Pebble Beach), chose a route through some of the best touring roads within 150km of Melbourne.

Clear of Melbourne on familiar secondary roads skirting Mt Macedon, we warmed ourselves and the car up through the villages and settlements of Riddells Creek, Monegeeta, Romsey and Lancefield.

The real fun started with the Lancefield to Pyalong road, a comparatively narrow one which passes through spectacular and ever-changing country including Mt William, which I visited when responsible for aboriginal relics. (Mt William stone axes were traded throughout the so-called "Australia Felix" - talk to Geoff Hewitt). Virtually deserted, the twisting, turning, hilly and well-forested sections of the road were followed by comparative straights. After a few kilometres, one realised that it was possible to drive these roads "line of sight" - using the whole road where safe at surprisingly high average speeds.

After tip-toeing through Pyalong at a very correct speed, we were able to put the boot onto the accelerator and brakes on our journey through the ever- larger and more impressive granite outcrops and valleys, passing the long abandoned settlements at Emu Creek, Baynton, Sidonia and Pipers Creek to Paramoor Winery near Carlsruhe and enjoying more of the same, although the road surface generally deteriorated. Although we made a diversion to Tooboora Hotel, we arrived at the winery destination more than half an hour before any other rally participants.

## **REFLECTIONS**

The open roads after Lancefield reminded me of our favourite section of Classic Adelaide - the Chain of Ponds - with granite outcrops taking the part of the ponds.

When travelling in France for serious motoring, we never use the expensive toll roads, preferring the Routes Nationale which link the major regional cities. However, on holiday, when motoring for pleasure or driving an historic car with time on our hands, we generally use the lovely, and not so busy, D and E roads, buying food from village charcuteries and boulangeries, then enjoying our picnics beside a river or canal or on the numerous stone bridges - invariably in company with a bee! The roads we experienced provide a local equivalent of France's D and E roads, minus the boulangeries.

The pleasure of these roads for historic motoring is enhanced by their virtual lack of fellow motorists, cycles, etc, with consequent 70, 80 and 90 KPH restrictions imposed and warning signs instead of road maintenance prevalent on such roads in the Dandenongs, Yarra Valley, Kinglake ranges as well as further afield or the peninsulas or over the Black Spur.

The steady deterioration in road maintenance for secondary roads is now placing vintage and 1930s cart-sprung cars at a considerable disadvantage to their independently sprung rivals. Vintage drivers increasingly complain that the chosen routes are too rough. If this continues it will either slow the cars down or force them to use the main roads and freeways if they wish to travel at brisk speeds. However, this would be a shame as it not in the spirit of rallying .

I am aware of this when driving the MG L-type, the twin-cam Sunbeam or the 6C/1750 SS Alfa - I bounce around, something not experienced when in either the D6/70s, the Mille Miglia Alfa or the B20. This factor is at the root of the steady change from pre-war to post-war sports cars by such enthusiasts at the Ogg/Mawson "Storm the Mountains and Valleys at Dawn" group, several members of which organised and participated in their pre-war cars.

Ever-increasing traffic on city/country access roads is also reducing the pleasures of historic motoring. Some Delage Register members have countered this by either moving to the country (Gerald Swinnerton to Kyneton) or even Tasmania (newsletter editor Chester McKaige).

Margaret and I recently toured Tasmania in the Orange Coupé prior to lending it to the National Auto Museum in Launceston in place of the D6/70S Le Mans. This car had been the centrepiece of a French car exhibition from November 2013. The Register is planning a major rally in Tasmania in 2016. Many of Tasmania's roads, including some sections of the main Hobart-Launceston road and the east and west coastal roads barely meet D or E classification, although the absence of traffic and the great regional towns such as Ross, Campbelltown, Perth, Deloraine, St Mary's, Queenstown and so on have definite appeal and good coffee shops.

## **ON DISPLAY AT PARAMOOR**

French Cars - all in a row!

Delage -

The seven Delages participating provided a representative example of France's Finest Motor Car (Cabart). They were:

CO 1920 Tourer - Gerald and Angie Baker. Gerald is the Register's genial money man.

DE 1922 Waring Bros Tourer - Courtney and Roz Pern, Register President who is always cheerful and makes short speeches.

DISS 1926 Boat decked sports - Fergus Anderson, regrettably without Lou, but with navigator Lee Coutts. They travelled the furthest distance.

DM 1927 Roadster - Dave Robison and Claire Leggatt thoroughly enjoyed the motoring. Dave informed us of current matters of historic motoring moment including the recent death of John Cummins, and John Fitzpatrick's pilgrimage with the Aero - engined, repainted Sunbeam in search of a brave and wealthy American egotist.

DML 1929 Tourer - Max Foster and Karen Holland, now very sporting and elegant, a vast improvement on the Martin and King body previously fitted when I owned it.

D8N 1931 Martin and King Saloon- Damian O’Doherty & Vicky, in the very effective and comfortable motor car which has taken the place of the former Richard Casey fabric-backed DM saloon now in the Briese collection.

D6/70S Le Mans - John Lawson and Gilly Swinnerton.

Other French cars:

Bugatti Type 23 Brescia, the Lou Molina “Butterfly” of Jim Thompson who travelled all of 200 metres leaving behind Tony Lagos’s personal post-war Lago Talbot (previously owned by Simon Ramsay who attended in his Lancia Zagato). How about bringing this car next year Jim? It will cover the distance and roads in style.

Bugatti Type 37 1927 of Mark McKibbon who bravely weathered the roads without the traditional cummerbund to keep his innards intact.

A blue Amilcar - although I am an ex-Amilcar owner I can’t place this car.

Vintage and PVT non-French cars:

The 30/988 Vauxhalls of Peter Latreille, Glyn Farrell and Pat Ryan

The Sunbeams (almost French) of Noel Cunningham (24/60 Sports Tourer), Richard Stanley (20/60 Sports Tourer) and Geoff Murdoch (20.9 Tourer).

The Alvis 12/50s of Mark Burns and Steve Denner; the MG TAs of VSCC newsletter editor Graeme Steinfort and RALLYE photographer Richard Millington; whilst regular Register entrant Gordon Lindsay came in the purposeful Lagonda M45 R. Trevor Leech in the Singer 9, Ian Mawson in his Riley Special and the Perry team in their very comfortable 1930 De Sotto Saloon. Phew, I hope we have remembered them all!





VSCC Committee member Mark Burns deserves a special mention. In old car circles it has always been claimed that Delages were the vehicle of choice for leading French industrialists and those of noble descent, and that wealthy Frenchmen supplied their mistresses with elegant examples of the marque. Louis Delage certainly did. The only Australian industrialist with historic French motoring tastes is yet to make a gesture.

However, Mark Burns has come to the rescue by bringing as his passenger in the Bastille Rally one Charles Duncan, reputedly a great admirer of ladies (or roué).

Whether Charles harbours Gallic desires of sufficient intensity to meet the bill we haven't yet determined, but his prowess was certainly attested to by a number of women at the lunch. It is flattering to be known!

## FOOD and WINE

Blazing wood fires helped us appreciate the tasty fare of house-cooked pizzas and excellent house wine. Much talk, laughter and good cheer. Organiser Allan Reid was warmly thanked for his enjoyable Rallye and rewarded with a rousing rendition of Happy Birthday which appropriately coincides with 14th July, Bastille Day (the day following). Register President Courtney Pern made a short sharp speech of appreciation, and then, the main business of the day, the singing of La Marseillaise





The singing of La Marseillaise is a Delage owner tradition, which I expect pre-dates the Register. I recall a dinner, organised by Felix Cappy for fellow Delage owners and francophiles, at an excellent French restaurant at Clunes, in the central Victorian goldfields twenty-five years ago.

My stronger memory is of Felix, Margaret and Stuart Anderson leading a particularly enthusiastic performance of La Marseillaise - the climax of the evening. Gerald (Dooley) Baker and Gilly Swinnerton led us with their spirited version, and so that we can all join in next year, a copy of the words is attached to save for next year, or perhaps the organiser can reprint them with route instructions. Those who think the song was composed for the storming of the Bastille couldn't be further from the truth. Claude Rouget de Lisle, the composer, was an engineer, soldier and royalist who opposed the Revolution. He wrote the song in order that young soldiers would have a rousing, patriotic song to march to war and to celebrate their triumphs. It was taken over by the revolutionaries who made it their own.

*Allons enfants de la Patrie,  
Le jour de gloire est arrivé !  
Contre nous de la tyrannie,  
L'étendard sanglant est levé, (repeat)  
Entendez-vous dans les campagnes  
Mugir ces féroces soldats ?  
Ils viennent jusque dans vos bras  
Égorger vos fils, vos compagnes !  
Aux armes, citoyens,  
Formez vos bataillons,  
Marchons, marchons !  
Qu'un sang impur  
Abreuve nos sillons !*

# In The Workshop At Flinders

By Alan Meredith

Brian Hussey's workshop at Flinders is seldom lacking in veteran interest. With dual projects currently under way the present time is no exception. A long term 1908 two cylinder Delage reconstruction from bare bones is well advanced and at an interesting stage while an extensive makeover on Brian's recently acquired De Dion single is also under way.

## 1908 DELAGE 10 H.P. TYPE G



The Delage awaiting bodywork.

Five years ago Brian acquired appropriate period running gear for a Type G Delage project from New Zealand and this has formed the basis of the current reconstruction. An international search yielded the remainder of the required mechanical components. A radiator and gearbox were imported from England, sundry other parts were sourced in Queensland and the two cylinder De Dion engine was located in Melbourne.

From as early as 1906 Delage were actively participating in racing events and enjoying benefits from the publicity value. The Delage image gained a considerable boost in 1908 with a win in the Grand Prix des Voiturettes at Dieppe. Three cars were entered. The winning car was fitted with a special single cylinder Causan engine while the other two otherwise identical cars were powered by two cylinder De Dion engines. The only year in which Delage offered a two cylinder model, the Type G, was 1908 and this model is something of a rarity with just two restored cars known to exist. One of these, now fitted with a single cylinder De Dion engine, is on display in the former Schlumpf collection at Mulhouse while a second car has recently been pieced together in England.

The mechanical rebuild of the Type G under review has been challenging and progressed in parallel with other projects that have passed through Brian's workshop. Outwork has been minimal. The wheels were made in New Zealand, the scuttle tanks were manufactured and the gearbox overhauled locally while the engine was rebuilt at Phillip Island. Other than those items most of the work completed to date has been undertaken by Brian himself. The car is now mechanically rebuilt and on its wheels with a running engine. Bodywork still remains to be built in the style of a spartan road going sporting two seater. Construction of the body should present few complications and completion of this project is now in sight.

Part way through this exercise a long time Delage enthusiast and well known vintage car collector bought the car on the understanding that Brian would complete the rebuild. He was keen to acquire a sporting veteran and join the one and two cylinder fraternity. The new owner is now looking forward to participating in veteran events with the car in the near future.

## LONELY PARTS

Alan Meredith



This unidentified Edwardian radiator is of English manufacture but unfortunately there are no obvious clues, apart from the badge outline, to help identify it. What make of car is it from? The radiator is probably available to a restorer with a genuine need.

## PRESIDENT'S RUN 2014

### Day 1 Sunday 30 August

It was with some trepidation that I approached Richard Strachan to navigate for me on Day 1 of the President's Run. 'Why so?', I hear you ask. This is the second time that Richard has navigated for me. The first was some twenty years ago when we had a very pleasant, if longish run through southern Gippsland while the rally ran its allotted course up Mt Baw Baw. However, I am pleased to report that this time we sailed through the route (he's a nautical man) without incident.

We started with the Melbourne push. This small but well-behaved band consisted of John Lawson in his magnificent D6 70, Gerald Baker and Mike Roberg in Gerald's superlative CO, and Courtney and Roz Pern in a modern due to ongoing ignition problems with the DE.

We met at Woodlands Homestead at a gentlemanly hour where we ordered coffee to kick-start the day but eschewed the scones after being given a heads-up about the baking that was currently taking place at Gerald Swinnerton's house in Kyneton, where morning tea was scheduled.

We set off under a peerless sky with expectations of a pleasant run – wherever it was that we were headed. We took the turn-off at Bolinda and drove through magnificent country to Kyneton to be met by Gerald and Annie Gilbert and an abundance of scones and vats of jam and cream, courtesy of Annie.

It was here that we met the northern push of Max Foster and Karen Holland in the DMN, Damian O'Doherty and Vicky Geiger in the D8 saloon, David and Leonie Rentsch in the DISS, and John Sheard and Phil Baker in DMN. Gerald Swinnerton's DIC was laid up with engine problems but he and Annie cut a bit of a dash in his Porche Boxter as they shot past us on the road to Castlemaine.

We met up again in Castlemaine at 'Kaweka', the historic homestead of car enthusiast Christopher Capes-Baldwin and his wife, Rebecca. Chris opened his motor house for us to reveal an Austin 7 Meteor and a breathed-upon 2½ litre Riley. Lots of motoring paraphernalia adorned the walls, including an MG TA chassis awaiting the insertion of Buttercup's TC engine. The very quick Buttercup, with MGB engine fitted, and the Diatto Tourer were sadly not present. Chris challenged the assembled company to identify a Delage object among the assorted motoring miscellanea. John Lawson was quick to spot a windscreen that he recognised as being from a Delage he had once owned, which was acquired from the Angus family in South Australia.

We bade farewell to our hosts and drove to Camp Reserve in town, where we parked our vehicles among those from the Federation of Veteran, Vintage and Classic Vehicle Clubs, which had driven down from Bendigo. While the hot dog and onion smell that pervaded the showground tempted the taste buds, we decided to give the 'Run Rabbit Run Café' a run. Here we enjoyed a wider choice of lunch with a generous serving of bonhomie, the earlier scone pig-out being now a distant memory. Richard and I then regrettably took our leave and headed back to Melbourne, wishing we had better-regulated lives that would have allowed us to continue on Sunday.

In closing, I'm pleased to report that Richard's navigation had improved beyond measure in the last twenty years, and I will not hesitate to invite him again. Here is his (watered-down) take on the day.

Gordon Lindsay

### Voyage Report

As a young navigating officer in the navy before the days of 'Sat Nav', essential equipment for the successful conduct of any seagoing passage included sextant, azimuth rings, logarithm tables, star charts and other such paraphernalia to not only help determine where we were at any one time (not always with complete success), but just as importantly to keep a weather gauge on where we were headed.



Happily, however, no such complicated aids were required as a relieving First Lieutenant aboard the British heavy cruiser, HMS 'Lagonda' (Capt. G. Lindsay R.N.) during a friendly Anglo-French 'show and tell' exercise in calm seas, clear skies and perfect visibility in the waters surrounding the beautiful Macedon Ranges on Saturday, 30th August.

As the only British ring-in to a plausibly welcoming squadron of very fine French destroyers of the famous "Delage Class" (so long a thorn in the side of British design and construction), Lagonda's mighty power house of six cylinders, innovative cross-flow head and mammoth 4.5 litre capacity was still widely admired by the French captains and personally welcomed by none other than Grand Amiral, Le Compte Courtney de Pern in person. Sadly, however, the brave Admiral's own flag ship of the aforesaid French class was laid up at the time due, he solemnly informed us in excellent English, to serious ignition problems with a number of his starboard guns.

His command pennant was thus temporarily flown aboard a modern, high-speed gun boat of German construction that attracted only passing interest from the assembled fleet, yet which shadowed the fleet with amazing pace and grace.

Manoeuvres then commenced on sailing from the grand harbour of Oaklands Homestead (Chart Ref. 177 Hotel 9) at 10:00, and the small fleet of then less than half a dozen followed a series of pre-determined and scenically most appealing courses for the lesser-known port of Kyneton. There, joined by other Delage Class vessels from different bases, a most acceptable ante-meridiam feast of victuals was generously supplied at his island retreat by Cdr. Gerald Swinnerton (RN, Ret'd) and Annie Gilbert to fortify both captains and their crews for the onward, more hazardous passage to the shallow-drafted, yet admirably picturesque port of Castlemaine.

There, the Regional Governor, Sir Christopher Capes-Baldwin (Bart.), officially welcomed and reviewed the fleet in the roads below his historic residence in a most amiable manner. This was then followed by a private tour of the well-found repair yard over which he has jurisdiction, at once prompting much clandestine note-taking by the French captains on the progress of re-fitting Her Majesty's sloops, 'Riley' and 'Austin'.

Thereafter, following the required, if rather exhaustive, ceremonial salutes to His Excellency, the fleet repaired but a short distance to the main port where, safely anchored downwind of a motley fleet of more modern vessels of lesser pedigree and varying nationalities, 'liberty men' was piped and shore leave was granted to all. Seizing the opportunity, both captains and crews then dispersed to take luncheon at a variety of local inns as a timely and welcome reward for what had been a most memorable and pleasurable bi-partisan show of alliance twixt erstwhile warring nations.

(Much more seriously, it was a truly enjoyable and well-planned outing in the company of not only some amazingly beautiful cars, but also their most friendly and dedicated drivers. As the proud owner of four lesser wheels emanating from the Morris Garages factory in 1974, the writer indeed feels privileged to have been present in the company of such Anglo-French prestige. His special thanks go to Capt. Lindsay for both his kind invitation to accompany him on-passage and for his enviable expertise in command of HMS 'Lagonda'.)

Richard Strachan

## Day 1

As Max and I live almost locally we decided we would meet up, with those enjoying the President's run, for the promised morning tea at Gerald Swinnerton's Country Estate in Kyneton. With John Sheard and Phil Baker, in John's "Yellow" Delage (sorry boys, I don't have Max here to tell me the model!) we took the "Off Freeway" route from Castlemaine through Malmsbury. We arrived early with to be greeted by the sumptuous aroma of scones baking, yum!!

When the rallyers arrived from Melbourne, it was apparent that this was a predominately male affair. Somewhat disappointing as we girls anticipated some more non-car talking companions. However, everyone was in great spirits having enjoyed a good run and the weather was simply blissful.

After a delicious morning tea of scones, jam and cream (thank-you Annie) and a stroll around Gerald's wonderful garden, we headed back up Harts Lane towards the township of Kyneton, enjoying the pose down the famous Piper Street!

Following our directions we drove through some gorgeous countryside through Metcalfe where Max and I marvelled at the size of the eucalypts (far bigger and more stately than our area of Central Victoria).

Our route took us in to Castlemaine to visit one of the many stately homes. "Kaweka" was previously owned by David and Ellen Baillie, who are Rolls Royce devotees. The new custodians, Christopher and Rebecca Capes-Baldwin, were working like beavers in the garden when we arrived. An Austin Meteor and a Riley are housed in the "Rolls Royce" signed garage. Both cars appeared to be works in progress as is the garden and house. It was nice to see such a beautiful and historic Castlemaine home in the hands of people with youth, drive and energy on their side.

The garden had been originally designed and planted by Ernest Leviny who owned Buda, another of Castlemaine's historic homes. Leviny sold the land because his family didn't want to move and the house was subsequently built in the 1890s by the owner of Thompson's Foundry. The foundry, once one of the biggest employers in Castlemaine, still operates today and is owned by French company Flowserve.

Leaving Kaweka, we went back into town to view a number of cars that had travelled from Bendigo on a run organised by the Federation of Veteran, Vintage and Classic Car Clubs.

And this was just part of the story!

Karen Holland



**Spot the odd car out** (Rumbled? Ed.)

## Day 2 – Marong

The Federation day at Marong was rather amazing – an entire racecourse full of machinery, most of it on wheels, and something for nearly every taste. There were veteran and vintage cars (mainly Fords and Chevs), motorbikes, tractors, jeeps, feral utes, yank tanks, old caravans and every model Holden. There was a vintage ambulance, fire engines and a Rolls-Royce egg van. There were a couple of lovely veterans, including a Talbot with superb brass American electric headlights.

There was a little paddock of stationary engines - mostly running, powering light bulbs, pumping coloured water around in circles or just put-putting away quietly to themselves. There were a couple of Ronaldson Tippet engines doing this, in correct green livery. Reared in Ballarat, I have always admired this wonderful engineering company which began production in the age of steam. (I have cousins in western Victoria who had a large example powering their woolshed. It had a single horizontal cylinder, ran on oil, and took the rouseabout and two shearers swinging on the huge flywheel to get it started in the mornings.)

It was a memorable visit.

‘Courtney Pern

## Technical Literature

Any member wishing to obtain copies of Drawings, Parts Lists and Instruction Books for their car or other technical literature, these are available at 20c for A4 and 40c for A3 copies plus postage.

It is recommended that the drawings be stored in an A3 Display Book to protect from deterioration from light and handling with dirty hands. An A3 “Marbig” 20 pocket display book obtainable from Officeworks or other office supply shop for about \$11.00.

Alternatively for Drawings and Parts Lists these can be provided on a CD for \$7.00 or USB stick for \$11.00 plus postage (PDF or JPEG files).

A list of the Technical Literature was shown in the last Newsletter or can be obtained by email or post if requested.

Contact Paul Buchhorn Phone - 03 5983 5537

Email – [Buchhorn@optusnet.com.au](mailto:Buchhorn@optusnet.com.au)

## Spare Parts

Spare parts were extensively covered in the last newsletter. I will be looking at obtaining some new clutch springs in 2015. I have not yet ordered the Perrot Shaft components and will provide a last opportunity for any requirements as outlined below.

Following my article in the December 2013 Newsletter my further investigation has shown that some cars have had parts substituted from other Delage Models and even other makes of cars used as replacements. Generally this has compromised the effectiveness/safety of the braking system.

I now have the prices for the Perrot Shaft components based on what I consider will be the minimum numbers required. If I can get sufficient interest these prices may be reduced. The prices may seem high but brake components are vital for your own and public safety, let alone the safety of your car. These are complex parts to make in small quantities with quality materials.

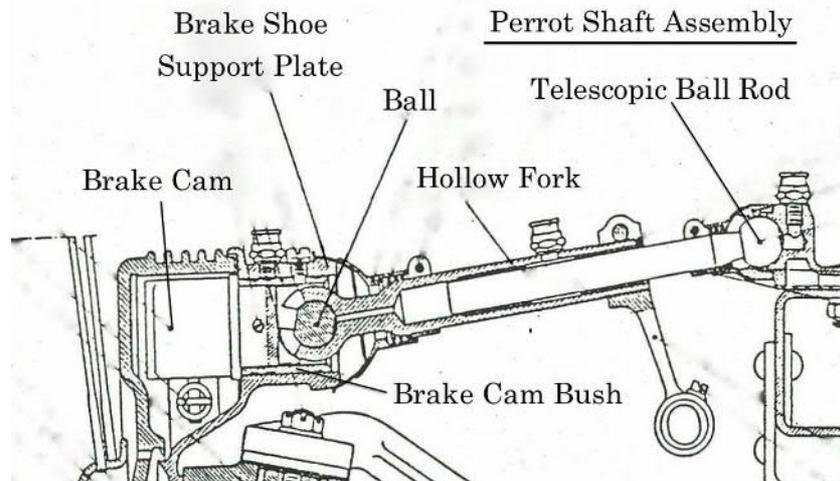
Prices each as follows: -

Brake Cam - \$450	Universal Joint Ball - \$60
Hollow Fork - \$390	Telescopic Ball Rod - \$250

I need expressions of interest in what is or maybe required by no later than 11 January 2015 by email or letter - [buchhorn@optusnet.com.au](mailto:buchhorn@optusnet.com.au) - Paul Buchhorn, PO Box 32, Balnarring, 3926

I will then be able to check the details of components for each Model that will need replacement parts. There are likely to be at least two different cam diameters/lengths and two different Hollow Fork lengths required to cover almost all the Delage Models owned by club members. Fortunately the detail of the universal ball joint and various diameters are common across the range.

I will seek confirmation of your requirements and 90% up front payment before ordering in February.



Checking for wear to determine if replacement parts are required:

The following simple checks can be carried out to determine if disassembly and detailed checks need to be carried out to determine what repairs/replacements and/or adjustments are required.

Wear around the universal ball joint can be checked by disconnecting the cables to the hollow shaft arms. Now rotating these arms backwards and forwards without moving the brake cam, which is held by the spring holding the brake shoes against the cam. Any movement, at the far end of the arm, of more than 4 mm indicates that the Perrot shaft components need to be disassembled and checked in detail.

Now remove the wheel hubs and brake drums and shoes. Wear of the bush mounted on the brake cam can then be checked. The wear here will be in the horizontal direction, move the outer end of the cam to the right and the left if the movement is more than 0.5mm the brake cam and bush need to be removed and checked in detail. It should be noted if this bush is replaced with a bush early enough, there may not be need to ream or bore out the boss on the brake shoe mounting plate. With the brake shoes off the condition of their wear plates can also be assessed. These bushes need to be made specifically to suit the matching brake shoe mounting plate.

I would hope that in most cases the extent of repairs required will be limited to the following:

- 1.1 Replace the ball in the universal ball joint.
- 1.2 Swap the brake cams between drivers and passengers sides.
- 1.3 Replace or swap the hollow forks between drivers and passengers sides.

Swapping the components from side to side will ensure that square contact in the universal ball joint is re-established.

- 2 Replace the brake cam bushes with resize bushes and ream out brake shoe plate if required.
- 3 Replace the wear plate on the end of the brake shoes if required.

Paul Buchhorn

