# THE VINTAGE BULLETIN

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# THE VINTAGE BULLETIN

## THE JOURNAL OF THE VINTAGE SPORTS CAR CLUB OF SOUTH AUSTRALIA INC

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**Front Cover: The fully restored ex-Mugford 490 Chevrolet (Story Pg.9)**

**Rear Cover: LLOYD Micro-car Advertisement and photo's.**


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The Editor is always pleased to receive copy, preferably typed.

Deadline: the 16th of each month.

# PRESIDENT's ANNUAL REPORT

**Delivered at the A.G.M. July 2017**

I present this report as Vice-President and acting President. Somehow or another we have navigated the past Club year without any major upheavals. With the unfortunate early absence of our elected President David Stephens from the position, the Committee was left one member short, which placed the onus of both Vice-President and President on my unwilling shoulders, but with unstinted support from all of the other Committee members we were able to continue to carry on with the running of the Club without too much disruption.

Unfortunately member participation at events still seems to be limited to the same familiar faces, but support for our two premier events, the Down Under London to Brighton Run and the Historic Motor Vehicle Gathering certainly showed that others are willing to add their support when called upon to do so. As Club Captain Ian Loader says "You only have to ask them". The mid-week runs proved popular as did the Early Birds Run, and I was very pleased with the turn-out for the President's Trophy Run.

General Meeting attendances averaged 39 members, about one third of our total membership, which I think is quite good compared with what I read in other club's newsletters. Despite lots of ideas about what we should do to increase our Club membership, it has been this way for a long time and we are still surviving and as the Treasurers Report shows, we are in a sound financial position.

Care should be taken in this regard with the introduction of a new Club Registration scheme, with predictions of an influx of applicants seeking to take advantage of the Club to obtain cheap registration. Despite some thinking we should take every possible applicant, the Club Constitution is quite clear on what can be accepted and what cannot, and we should not forget the aims of the Club which have kept us alive for the past 72 years.

I think the ladies of the Club deserve a special mention, because of their willingness to fill in with all of those tasks which they have special skills for, I am thinking of the catering side of things mainly our meeting night meals. Although they also carry out many other necessary functions to support us mere males, and with the possibility of several ladies proposing to join the Committee!!!... Well let us see.

We should all thank the retiring Committee for their service. At times there were spirited discussions on what paths we should be following, and how we should go about achieving a successful Club, but they all participated in forwarding their views. Some committee members are retiring and positions will change but enough experience will remain, and from the interest shown all positions should be filled with both new blood and old.

*(Cont. on Page 4)*

*(Cont. from Page 3)* **PRESIDENT's ANNUAL REPORT (Cont.)**

I would add my special thanks to all Members for your support. I felt at times that I had taken on too much and was not doing everything I should have done properly, but was offered encouragement and assistance from many, enabling me to get through the year. I could not have done this without Rona who is always there to spur me on when I needed it.

I wish the new Committee all the best for the coming year.

*Kevin Field*

Vice-president and acting President.

# RESTORATION COMPETITION

The **Restoration Trophy** is awarded to the member who in the opinion of the judges has carried out the most vehicle restoration work to a high standard over the designated period (between inspections) of a club-year.

The Vehicle Inspection Committee invite members who are actively restoring a vehicle to register for an initial inspection so that the amount/quality of work completed in a set period can be accurately assessed.

Please contact any of the following to register your interest and arrange an initial inspection:-

| | |
|---|---|
| **Steve Ford** | 0497 377 774 |
| **Richard Kretschmer** | (08) 8353 7898 |
| **Jim Thompson** | (08) 8278 2927 |

## CONDOLENCES

### Roger Bennett (Senior)

Passed away on the 31st July 2017 - Aged 91 years

On behalf of the VSCC the Committee extends condolences to **Roger** and **Karen** and Family at this sorrowful time.

# PRESIDENT's ADDRESS

***Change,*** an interesting beast, you either love it or hate it depending on which side of the fence you feel you should be sitting on. Once again your Club is going through ***change*** after the AGM, new President, Vice President, Secretary and Treasurer with some remaining on the Committee.

Well I can tell you the new President reckons that ***change*** will always be what he wants, truly autocratic!! Of course that probably won't happen, but I'll still believe that I'm right.

So what can you expect from this group of people that is your Committee? I suspect that there will be many things that will not ***change***, there are many things about our Club that work well and I'm a believer that "if it ain't broke don't fix it". Equally there will, I'm sure, be a range of things that will require "fine tuning", that's a euphemism for ***change***. Will you, as the Members, agree with the things that may ***change***? Of course you won't. Being democratic means that every one's view is the right and only one, doesn't it? Well, as stated before, it's only the President that's going to get it right all the time!

So how do we make our Club a true democracy? Well, we of the Committee must ensure that we pass on as much information to the Membership as we can, what we propose, what we believe will work and perhaps some methodologies of how we can make it work.

What can the Members do to be kept informed of what your Committee is doing. Remember the Committee minutes are posted on the whiteboard at every General Meeting right next to the previous months General Meeting minutes. Give feedback and ideas either verbally or in writing to the Committee, so they can consider these views in any ***change*** that may be being considered.

So, is the next year going to a positive one for the Club? **YES**, I believe it will be.

I hope to meet **all** our Members on the various runs that we have.

An old advert used to say; "The Esso sign means happy motoring". Well Happy (and safe) Motoring to you all.

**Peter Dawes**

# Bendigo Swap Meet Tour 2017

November 18th 19th 20th 2017

*Travel to Bendigo swap meet in comfort and hassle free to seek and retrieve those illusive parts you require. Enjoy the company of fellow collectors and enthusiasts.*

**Included in the cost is**

- Return coach travel to the Bendigo Swap Meet
- Breakfast on arrival Saturday morning
- Swap Meet entry for two days
- Motel accommodation, dinner and breakfast in Echuca.
- Freight of parts to South Australia (provided they fit, the coach has a large cargo hold and will accommodate that fender, bonnet or bike).

Further information
Shirley 8258 6547 or 0439 898 851
mgblue@chariot.net.au

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# FOND MEMORIES OF PETER

A work colleague had introduced me to the late Jim Bishop as we had embarked on the restoration of a 1929 Marquette, I was enticed to a VSCC meeting which I agreed to and Jim said "they" would pick me up which "they" did. It was 1972 and I attended a meeting at Golflands. "They" were Jim Bishop and **Peter Stopford** who drove to VSCC meetings month about. This month it was **Peter's** turn and we rode in his Jaguar and on the way home I was offered the front seat and conversed with him all the way home about all things mechanical. Whatever I said **Peter** was always 5 steps ahead with long technical words, metallurgical terms and things like C of G and angle of D.

I had thought that was a one off but **Peter** and Jim called the following month when we were leaving for holidays in Melbourne. **Peter** said that you can't go to Melbourne and club meetings at the same time and I never saw them again until the very early 80s when Duncan Hudson enticed me to actually join because by now we had a Hupmobile and meeting **Peter** again I was referred to by him as the man who went to Melbourne. After that as **Peter**, Jim and I lived close we then took turns in chauffeuring each other. Many drives home were most interesting with **Peter** telling us the latest workings of DSTO with one in particular whilst talking of atomizers and cryogenics and he suddenly stopped mid sentence and exclaimed "I shouldn't be telling you this, this is classified!" Then silence reigned. We never understood any of it anyway.

We became quite close to **Peter**, he would often call in to see what was going on and offered advice that was very hard to follow, or tell us the latest about the Bay to Birdwood committee meetings which he had served on since 1982. We always felt honoured with **Peter's** first hand info on Bay to Birdwood, this continued until we joined the Bay to Birdwood in 2003. The same occurred in 1991 when **Peter** served on the original CHRS committee. I remember him appearing at our kitchen door announcing D Day 14th February 1992, (the day CHRS started) I still don't know what the "D" stood for in reference to the CHRS.

**Peter** usually dressed with a tie, even when gardening in his orange overalls. Our eldest son Simon bought the house two doors from **Peter** and often remarked that **Peter** was seen proudly walking down Suffolk Avenue with tie, Bay to Birdwood jacket and deer stalker cap full of badges, when asked what was the occasion the blunt answer "was to get my morning paper."

Shirley and I were very privileged to know **Peter Stopford** and we would be less wise without his influence on our lives. We lost contact when he went to Lyndoch but age was catching up and he was stepping back from most things at that point. We never served on **Peter's** first Motorfest epic 'The Mail Must Go Through', but we served on every one of his Motorfest committees thereafter.

*(Cont. on Page 8)*

*(Cont. from Page 7)*

With **Peter**, Roly Forss, Mike Talbot and cameo appearances by David Bristow and John Chapman, the Dr Who Society and other strange characters who appeared from time to time, what a time we had and what a learning curve. Where **Peter's** ideas were sourced is anybody's guess, I do believe DSTO played a part. These events were bigger than Ben Hur as many VSCC members will remember.

On four (I think) events the Police became involved and the classic laugh was when during a Motorfest event held around Gawler, Peter Mott was disguised as an old woman being pushed in a wheelchair. A lady came out and gave the "dear old lady" a glass of water as it was such a hot day, no one let on. I could go on but the **Stopford** Motorfest events were true epics. We had such fun.

There was another epic tied to the **Stopford** events and that was the grand suppers after Motorfest meetings put on by **Joan**. We never had an evening meal before a **Stopford** meeting. **Peter** looked at things differently to the average person and perfection was the order of the day. When the blue reflectors appeared in roadways to mark water points for emergency services **Peter** wrote a stern letter to the Council saying the blue reflectors were not in a perfectly straight line!

When the Salisbury Council placed a Clock Tower in the town centre he asked me if I had seen it and did I notice it was a few degrees out of centre with John Street. I shrugged my shoulders but **Peter** spent some Sunday mornings with datum lines and measuring equipment notifying the council that it was misaligned by 4°.

**Peter** was observed by some of us in the CCC car park standing with his right arm vertical and his left arm horizontal. When asked he snapped "Aligning Venus with Mars of course. There is a degree of difference between Suffolk Avenue, Brahma Lodge and Glandore you know."

I looked after his Essex and MGB for many years, he was a great customer. Besides general servicing if something was wrong he needed to know the ins and outs and full detail of the problem. Once he was happy with the nature and cause it was "just fix it regardless of cost but it better not happen again."

**Peter** loved the pomp and ceremony of Royal occasions and knew the monarchy and its history to the enth degree. Although he held engineering degrees he was not a hands on mechanic but knew all the aspects of mechanical application. The only part of his Talbot that he actually restored was the magneto and that took pride of place on the living room mantel piece. He was a system's expert and an organisational master.

It was once said that if **Peter** came across 40 idle people he would have them all gainfully employed within 15 minutes. I remember well his difference of opinions with Treasurers and their reports at Annual General Meeting mostly over paltry sums.

*(Cont. on Page 9)*

*(Cont. from Page 8)* **FOND MEMORIES OF PETER (Cont).**

His ability at Bay to Birdwood meetings to tell others they were wrong and in as many words was impressive but the correction was always forthcoming immediately.

As **Peter** was involved with his beloved wood carving I spent many hours spraying the intricate articles with varnish as brush was not acceptable. Shirley and I were honoured to be presented with a beautiful hand-carved clock by **Peter**, inscribed with name and date and in **Peter's** words "for Services Rendered Sir". This piece is our memory of one of the stalwarts of the historic car movement.

*Graham Tonkin*

# MEMBER's MARQUES

## MODEL '490' CHEVROLET

Further to Penny Bristow's **Chevrolet** story (Page 17, July 2017 edition). We purchased our **490 Chev** from Ern Edwards in 1971. The car languished in our shed until I retired in 1994. During that time I was able to hunt for missing parts I needed to complete the restoration.

***As Purchased - in the car with Margy our daughter in 1971***

*(Cont. on Page 10)*

*(Cont. from Page 9)*

The **490 Chev** received its **490** identity name due to being offered for sale at the introductory price of $490 by **Chevrolet** to compete with Henry Fords model T Ford. The **490** was produced from 1916 until 1923 when the Superior models were introduced.

***This Plate attached to the toe-board.***

Our **490** finished its life with the front of the car in the shed and the back outside and was used to drive a chaff-cutter off a pulley welded onto the back wheel.

Restoration commenced in 1995 and with the assistance of some of my friends the car was eventually on the road. We drove it on various rally's, Bay to Birdwood, London to Brighton etc. We trailered it to Forbes in NSW to attend National Rally where we won a trophy. (Restored Photo - Front Cover).

The **490 Chevs** were a very cheaply produced car and not many survived. The brake bands were only an inch wide and with 30 x 3 inch beaded edge tyres, full concentration was required when driving due to modern motorists ignorance of your lack of stopping distance. Twice I found it necessary to head off the road to avoid a rear end collision. Consequently the car was not used much and instead of having a museum piece in our shed we decided to move it on to someone who would appreciate it.

The car eventually went to Crystal Brook to become a part of a collection of Chevrolet cars.

Yes I was sorry to see it go.

*Garth Mugford*

**ANONYMOUS MEMBERSHIP RENEWAL**

We have received a **Direct Credit Transfer** of $50 into our Club account from CUR 2308420 but there is no identity code to identify who is the Payee.

If you renewed your membership via Direct Credit please check your records and notify the Treasurer to sort things out.

# PRESIDENT's TROPHY RUN

**Sunday 4th June 2017**

It has been a long time since we contested a President's Trophy Run and quite honestly we had missed the events common to the VSCC.

We motored off to Hazelwood Park and arriving there we missed the car park entry so after a lap of the park we found Richard waving us in. A grand morning repast was on offer courtesy of Rona and Kevin. Then we were off up Greenhill Road following Garth & Margaret's Chev, a lovely drive in suitable vehicles to a comfort stop at Lenswood.

On to Balhannah and another comfort stop as there would be no comfort stops at our destination. As we didn't need comforting we noticed a garage sale across the road so we went there. We did well, as we left with a jig saw puzzle for one of the grandsons who has gone mad over jigsaws (obviously he doesn't have a mobile phone yet) and a ladies gift set for reasons best known to Shirley.

We drove on to the Wick's museum and after parking the various makes and models we settled in for lunch. The last time we were at the Wick's property was 1991 and it was with the VSCC. With lunch over we were called by couple to a Ladies' test with Rona and a make test with Kevin. The ladies' test was naming various herbs and spices, the men had to name the makes of cars with the radiator badge either not visible or scrubbed out.

I have always enjoyed makes and models through the ages and I was fairly confident that I had done reasonably well but Shirley felt otherwise in her test. The rest of the day was spent examining the Wick's collection of mostly obscure makes of cars, a very interesting collection indeed. The original cottage suitably furnished with period fittings was also of great interest.

As with all good things the President's Trophy Run came to an end so we all started to head for home. We Mercuried off through Woodside, Lobethal, Gumeracha and Tea Tree Gully to home.

It was a lovely surprise to find out that we had won the event whilst at the Annual Lunch and Presentation, Shirley being very surprised that she had scored better than she thought.

It's good to have that trophy on our shelf again, it was there in 1986 and 1995.

Thanks Kevin and Rona for a great day.

*Graham & Shirley*

# LORRAINE JOYCE BRENTON

**12th January 1942 - 18th July 2017**

**By Duncan Hudson**

Sadly I lost my soul-mate after a short but deadly illness. I would like to dearly thank Club members who supported me during this difficult time with cards and personal contact.

My memories recall many happy times with Lorraine and the late Morrie Brenton and the fun we shared with Hupmobile outings.

Morrie and Lorraine organised many a rally when Morrie was VSCC Club Captain. Lorraine was always there when needed, be it moral support at home, helping out in the clubrooms kitchen, marshalling on the Down Under London to Brighton Run and helping out in many other ways.

Lorraine will be greatly missed by myself and other Club members.

*Duncan*

## CONDOLENCES

### Lorraine Brenton

Passed away on the 18th July 2017
From the effects of Motor Neurone Disease

On behalf of the VSCC the Committee extends condolences to **Lorraine's** Family and Friends at this sorrowful time.

# THE VINTAG
# THE DIARY

**NOTE**

Runs and Events printed in **BOLD** are approved VSCC Runs and Events.

## 2017

| | | |
|---|---|---|
| FRIDAY | 25th August | **GENERAL MEETING** |
| SUNDAY | 27th August | **WATTS TROPHY RUN** |
| FRIDAY | 1st September | **DRIVE IT DAY** |
| THURSDAY | 14th September | Committee Meeting |
| SUNDAY | 24th September | BAY to BIRDWOOD CLASSIC |
| SATURDAY | 30th September | **FUNDRAISING BBQ** |
| SUNDAY | 1st October | **DOWN UNDER LONDON to BRIGHTON RUN** |
| THURSDAY | 19th October | **MID WEEK RUN** |
| SUNDAY | 22nd October | **LADIES DAY RUN** |
| SAT/SUN | 11/12 November | **BERT POPE WEEKEND** |
| SUNDAY | 3rd December | **END OF YEAR RUN** |
| FRIDAY | 8th December | **CLUB XMAS PARTY** |

## 2018

| | | |
|---|---|---|
| MONDAY | 1st January | **NEW YEARS DAY LUNCH** |

ALL MEETINGS UNLESS OTHERWISE
STATED WILL BE HELD IN THE **C.C.C.**
**CLUBROOMS** CLARK AVE., GLANDORE

## 2018

| | | |
|---|---|---|
| SUNDAY | 7th January | **EARLY BIRDS RUN** |
| THURSDAY | 1st February | **TWILIGHT RUN** |
| SUNDAY | 18th February | **PICNIC RUN** |

## CLUB WARES

| | |
|---|---|
| **VSCC Metal Car Badge** | **$25** |
| **VSCC Cloth Badge** | **$3** |
| **VSCC Metal Lapel Badge** | **$5** |
| **VSCC Coffee Mug** | **$6** |

**All items available from the Treasurer at General Meetings**

**MEAL BEFORE AUGUST GENERAL MEETING**

**6:30 PM FRIDAY 25th August 2017**

**MENU: PIE FLOATERS**

**$3 PER HEAD**

**BYO Drinks**

**Coordinated by Lee Michelmore**

**ALL GUESTS ARE WELCOME**

# COMING EVENTS

## WATTS TROPHY RUN

**Sunday 27th August 2017**

**("WATTS ON" - Games played with old motor cars - a driving skills event.)**

Meet at the CCC Clubrooms at 10:00am , have a quick cuppa and be ready for 10:30am start. Then travel in "CONVOY" to our driving activities / lunch venue. Route sheets will be provided at the start. BYO sense of humour and lunch and be ready for a good day.

**Rod Wood** Ph: 0419 806 552

## DRIVE IT DAY - MAGICAL MYSTERY TOUR

**Friday 1st September 2017**

We will start at South Road just south of Blacks Road, near the weighbridge, at 9:30am for 10:00am start. BYO morning tea if needed. Then we're off, the conjuring still has to occur for the middle part, we will arrive at the luncheon venue, unknown to club members we believe, for lunch between noon and 12:30pm. Meals are an average of $22, it's a different menu but we believe it has something for everyone. Lovely place. Numbers will be required for lunch.

**Peter & Brenda** Ph: 0418 837 402 / 0418 837 401

## 2017 DOWN UNDER LONDON TO BRIGHTON RUN

**Sunday 1st October 2017**

Date changed to complement National Vehicle Rally to be held in Clare, South Australia in the last week of September 2017.

This year the VSCC Inc., will be staging the 30th consecutive running of its popular Down Under London to Brighton Run for motor vehicles and motorcycles manufactured before the 1st January 1919. The run will assemble at Park 23 in the Adelaide Parklands before travelling along London Road at Mile End to Brighton (Wattle Reserve). Normally held on the last Sunday in October, this year it will take place on the first Sunday so that interstate visitors to the National Veteran Rally are able to take part.

**Ian Loader** 30418 49 693 or **Rod Wood** 0419 806 552

# LONG SERVICE RECOGNITION

## GARTH MUGFORD

At the Annual General Meeting of the CCC - **Garth Mugford** retired from the CCC Committee after thirty years of continuous service. **Garth** was one of the founding fathers instrumental in the establishment of our Clubrooms and a foundation member of the CCC Committee which administer the Clubrooms on behalf of all the Clubs that share the premises. Well done **Garth** and thank-you.

## CONDOLENCES

**Lee Paltridge**
(Past Member)

Passed away on the 8th August 2017 Aged 79 years

On behalf of the VSCC the Committee extends condolences to **Guli** and her Family and Friends at this sorrowful time.

Order online at: www.safertilizers.com.au

SA FERTILIZERS

The VSCC appreciates the valuable assistance SA FERTILIZERS provides by storing equipment needed for events conducted by the Club throughout the year.

**125 O'Sullivan Beach Road, Lonsdale S.A. 5160 Ph: (08) 8326**

# 1930 BENTLEY SPORTSMAN COUPE

In 1930, British motor company ROVER advertised that it beat the world-famous "Train Bleu". This was a luxury express train, and designed to take British aristocrats and celebrities from Calais to the French Riviera.

Following the advertisement, Captain Joel Barnato, a British playboy millionaire and Chairman of BENTLEY, wagered 100 pounds that his BENTLEY Speed Six could beat the train as well. (Back in 1930, the average annual income in the UK was 165 pounds).

Originally, the BENTLEY Speed Six was introduced in 1928 as a more sporting version of the BENTLEY 6 1/2 Litre, it was a Speed Six that Barnato used for the speed attempt.

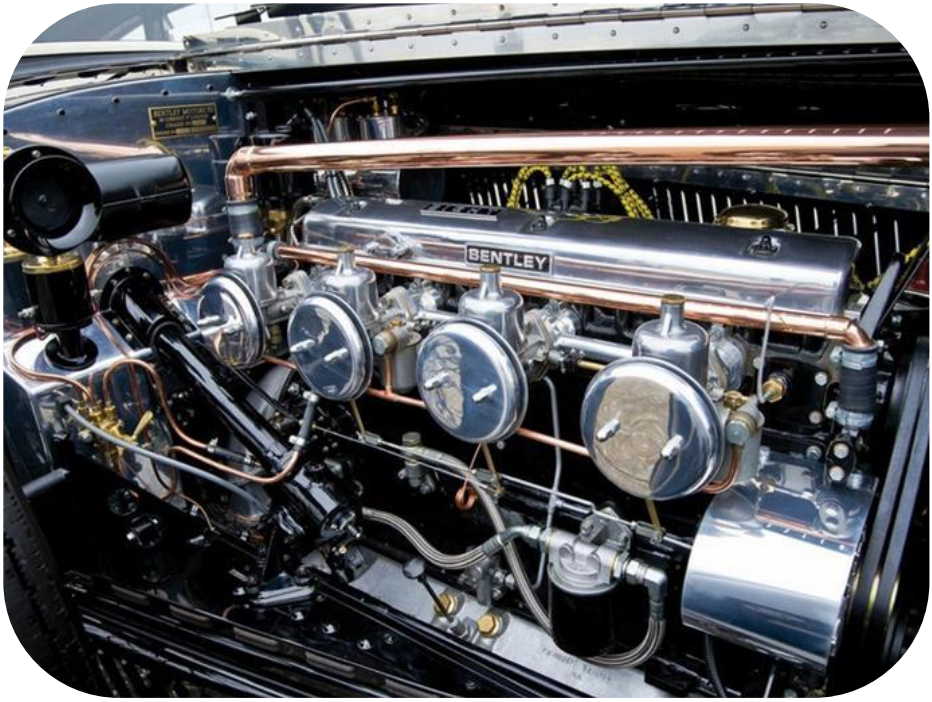
Despite getting off to a bad start, Captain Barnato managed to beat the train by a few minutes, but when the French authorities got wind of his exploits, he was penalised for illegally racing and paid a hefty fine. The story became infamous and the BENTLEY Speed Six became a legendary vehicle.

According to Wikipedia Captain Barnato took delivery of a 1930 BENTLEY straight-eight Sportsman Coupe similar to the restored vehicle pictured above a few weeks after his successful 1930 race with the express train.

This car is remarkably streamlined for a vintage vehicle and very luxurious throughout. The vehicle's interior is made of red leather, velvet carpeting, and walnut trimmings. The original version also had a champagne and crystal glass holder and no rear seat.

*(Cont. on Page 18)*

*(Cont. from Page 17)*




***The impressive straight-eight power plant of the 1930 BENTLEY Sportsman Coupe.***

*Article courtesy of* ***Maureen Millard***

# MEMBER EMAIL ADDRESSES

The outgoing Secretary has a list of Member email addresses which he has compiled in his time in that role, however he insists that some of these were supplied in confidence and is not prepared to pass any of them on to the current Secretary without the approval of the owners. So currently we are not able to quickly notify members of any late changes to events or important new information.

Surely members providing this information did so on the understanding that the Secretary represents the Club, not to him personally as an individual.

Members are requested to provide their email details to the current Secretary via the Club website at **secretary@vsccsa.org.au** so we can establish a new contact list. This new list will be a confidential Club resource administered by the Secretary of the day, on behalf of the Club.

Brian Bennett

# MEMBER'S MARQUES

## LLOYD - THE MOST SUCCESSFUL MICRO-CAR (PART 1)

After World War II, Germany was bombed out, had lost around a third of its territory, was split into occupation zones and the people were starving. With the currency reform of 1949 and the introduction of the Deutschemark, at least West Germany began its economic miracle and the return to normalcy. People who had envied owners of bicycles a few years before were saving up to buy a motorbike or a scooter. A car was beyond the reach of normal wage earners, and only the very wealthy could afford something as expensive as, say, a Borgward Hansa 1500.

It was one of Carl Borgward's strokes of genius that, from June 1950, he built and marketed a car that cost barely more than a motor cycle, the Lloyd 300. Various body-styles were offered, a sedan (LP 300), a panel-van (LK 300), of which only 412 were sold and, from 1951, a station wagon (LS 300) and, perhaps incongruously for such a cheap car, a stylish two-seater coupe (LC 300), which was very rare.

The Lloyd 300 was, admittedly, a minimalist car. Its body was plywood over a wooden frame, covered in leatherette (a precursor of vinyl). The styling was quite pretty, with all the usual harmony of line found in all Carl Borgward's designs.

It was very modern for its time, with streamlined pontoon styling. The little car's attractive styling no doubt helped its sales, limitations of a wooden body notwithstanding. It was powered by a howling 293 cc two-stroke motor developing 10 bhp, that could propel the tiny car at up to 70 km/hr (on level ground with no head -wind). With a three-speed, unsynchronised gearbox and cable-operated brakes, it offered neither comfort nor ease of driving. However, it did offer protection from weather and it could carry two adults and two children, and that made it an attractive proposition. Borgward cleverly signed up motor-cycle dealers to handle Lloyds, thereby guaranteeing that motor-cyclists who moved up to a car would be most likely to choose a Lloyd. It worked; and 18,519 Lloyd 300s were built from mid-1950 until the end of 1952.

*(Cont. on Page 20)*

*(Cont. from Page 25)*

The mechanical side of the Lloyd had been designed by a group of ex-DKW engineers who had fled from the Russian zone of occupied Germany. Head of the group was August Momberger, who had led the DKW experimental section and also been a racing driver. It was therefore no surprise that the Lloyd had a typical DKW drive-train, a two-stroke, transversely mounted motor driving the front wheels. (The Goliath, designed by the same group, has a similar concept.) The body had very up-to-date styling, with the then ultra-modern straight-through fender line, designed by Carl Borgward himself. The labour-intensive wood-and-fabric body was used because of the severe shortage of deep-draw sheet steel. Since workers at that time were poorly paid, it was not a major expense. Two toning was available at no extra cost, simply by using different colours of leatherette.

The chassis of the car was built around a strong central tube, to which the floor-pan and suspension mountings, plus the pressed steel wheel-wells, were welded. This basic structure would remain largely unaltered for the eleven-year lifespan of the car. The front suspension consisted of two parallel, transverse leaf springs, which also served as control arms, while the dead rear axle used swing axles and leaf springs. Those people who could afford larger cars derided the Lloyd as the 'Leukoplast-Bomber' (Leukoplast was a brand of adhesive bandage!) and made up rhymes like, "Wer den Tod nicht scheut, fährt Lloyd' (Anyone who doesn't fear death, drives a Lloyd), which if anything, helped publicise the cars and build up a strong feeling of solidarity and marque-loyalty among their owners.

In November 1952 an improved Lloyd, the 400, was released. The new body, available in sedan or station wagon forms (no coupe!) was roomier and very attractive, and would remain virtually unchanged for the rest of the car's life. Larger, better proportioned, it had a more grown-up look, which helped its sales. Its attractive styling was commended in road-tests and reports in motor magazines. Today the Lloyd styling is still winning friends; restorers often cite the styling as a reason for choosing a Lloyd rather then some other micro-car. It is interesting that it had 15 inch wheels, while 13 inch wheels were used on the Isabella. The reason was the lower transverse spring, which projected far below the rest of the chassis and made large wheels essential. The small hubcaps and thin tyres made the wheels look even bigger, but far from spoiling the car's proportions, the large wheels added a dimension of cuteness that further increased the car's appeal.

The motor had been bored out to 386 cc, increasing the horsepower to 13. Motor and gearbox were considerably quieter, increasing the comfort. The car continued to be developed; the first thousand had all-wood-and-leatherette bodies, after which the fenders and doors were made of pressed steel. By March 1953 the brakes were hydraulic, and the rear of the body, then the front and, finally late in 1954, the roof, became steel pressings. Lloyds had won a reputation as robust, reliable cars and the all-steel Lloyd 400 had become a very attractive car to buy.

*(Cont. on Page 21)*

*Cont. from Page 26)* **LLOYD - the most successful micro-car (Cont.)**

A big selling point was the availability of cheap, factory-reconditioned motors at only 98 DM, and a policy of low, fixed prices for all repairs and service at Lloyd dealers. From September 1955 a very pretty Cabrio-Limousine (LC 400) was added to the range. Much to the regret of modern collectors, this was only sold in very small numbers.

Lloyd 400s were offered for sale in Australia. Wheels magazine of April 1955 showed the Lloyd LP 400 in an article listing all cars available in Australia at the time, and gave the price as £685. The waiting time for delivery was three months, which suggests that demand outstripped the supply. Since a Morris Minor tourer cost £705 and the saloon £775, or a Renault 750 could be had for £745, it is unlikely that many were sold here. As far as is known, no LP 400s survive in Australia.

In Germany it was a different story! The LP 400 was a huge success, selling a total of 106,110 units and bringing Lloyd to third place in passenger vehicle sales behind Volkswagen and Opel. Lloyd would hold this position in the sales charts until 1957. In 1954 planning began on a four-stroke motor. Other European competitors in the sub-mini field, notably the Fiat 600, were four-stroke, and it was clear that this gave them an advantage in the market place. It was originally planned to design a horizontally opposed two-cylinder motor, but that would have meant designing a new gearbox, which the budget didn't allow.

The new motor had to be a transverse, in-line motor like the two-stroke it replaced. Designed by Senior Engineer Friedrich Kosche, it would prove to be brilliantly successful: powerful, long-lived and remarkably economical. Tests with a prototype in the Alps in June 1955 showed it outperformed the Fiat and used less fuel. The crankshaft was carried in three ball or roller bearings and drove the overhead cam via a roller-chain, which also brought oil up to the valve gear.

The air-cooled motor developed 19 bhp, enough to propel the car to 95 km/hr, at which speed it could be held over long distances. Only very minor differences distinguished it externally from the LP 400, which continued to be offered. The most obvious one was the turn indicator lights atop the front fenders, a feature much loved by Carl Borgward and used on the more expensive models of all three of his car companies. The LP 600 was a sensation at the Internationale Automobilausstellung (Exhibition) in Frankfurt in September 1955, quickly outselling the LP 400 by ever greater margins. The LP 400's sales had dwindled to negligible numbers by the time it was dropped in November 1957.

*To be continued……*

*More **LLOYD** photo's on Rear Cover*

*Article supplied by* **John Clare** - *Used with permission from* **Borgward Car Club Australia Newsletter Spring 2012….** *Rhombus Ramblings by Editor/Author* **Marius Venz.**

# ROLY's POEM

The late **Roly Forss** recited poems at General Meetings for several decades,
the Elder Statesmen of the Club are determined that the tradition should continue.

## WICKS WONDERFUL WORLD

Sunday morning, it's up with the lark,
to meet with our members at Hazelwood Park.
Tea, coffee and cakes as we gather together'
And pass observations on the excellent weather.

Start left into Greenhill, and onwards we go,
Uphills to Uraidla, some travelling so slow.
Driving still further, a re-group on the way,
On time in Balhannah, exactly midday.

We find Wick's Road, it'll take us there.
Smell the wood-smoke, and the fine country air.
See David's broad welcome, the smile on his face.
We've made it at last, this is Wick's place.

There's Dianne's old cottage with treasures untold,
And in sheds lain behind, more wonders unfold.
There's a Singer, a Gordon, and a Brocklebank car,
A Turcat, a Morris, it gets better by far.

There's a Besst, and a Flanders, a Yellow Cab too,
And a French Amilcar, all resplendent in blue.
Each has its own story, which David relates,
Revealing the history of these motoring greats.

As the day passes on, we realise the vision,
Of the great Malcolm Wicks, when he made the decision,
To gather together such fabulous treasure,
Which has made our visit such a wonderful pleasure.

*Poem written by **Kevin Field** commemorating this years President's Trophy Run.*
*Recited by **Kevin** at the June 2017General Meeting.*

# ANNUAL LUNCH
## AND TROPHY PRESENTATION
**Sunday 23rd July 2017**

This year's Annual Lunch, organised by **Kevin & Rona Field** was held at the Sailmaster Tavern at North Haven. Numbers were down a little on previous years on account of so many regulars being away on holidays, but those who attended had a great time. It was good to have **Ian & Toni** join us again, hopefully we will see more of them when they have settled into their new country estate.

## V.S.C.C. TROPHY WINNERS 2016 / 2017

| | |
|---|---|
| WATTS TROPHY | **Alan & Vi Hollyfield** |
| VINTAGE COMPETITION TROPHY | **Ian & Lorraine Loader** |
| GEORGE BAMPTON MEMORIAL PVT TROPHY | **Peter & Brenda Dawes** |
| JIM BISHOP FELLOWSHIP DAY TROPHY | **Ian Loader &** |
| (Historic Motor Vehicle Gathering Organisers) | **Rodney Wood** |
| PRESIDENT's TROPHY | **Graham & Shirley Tonkin** |
| JOHN BATEMAN ANNUAL SHIELD | **Kevin Field** |

Several of the Trophy recipients were not present on the day, their trophies will be awarded at a General Meeting when they return from holidays.

***Three Wise Men - courtesy Joan Catt***

Thanks to **Kevin** and **Rona** for organising a very pleasant afternoon, and congratulations to all the trophy winners.

***Brian Bennett***

# COMMITTEE MATTERS

## Meeting held on Thursday 13th July 2017

The following significant matters dealt with by the Committee at its Meeting held on 13th July 2017 are reported for the information of Club Members and readers of *The Vintage Bulletin*.

- Secretary to seek clarification of Federation policy on grants to clubs.
- Thankyou to Stephen Hooper for his presentation at the June General Meeting.
- Approved advertising brochures for promotion of the Down Under London to Brighton Run and Historic Motor Vehicle Gathering.
- Membership applications (2) approved for Jeff and Jai Loader.
- Report on new Club Registration scheme.
- Council offers to assist CCC to apply for a grant to install a defibrillator in the Clubrooms.
- Request for a dishwashers to be put to the CCC Committee.
- Discussed installation of a P.A. system for Club meetings.
- Discussion on nominations for next year's committee.

**DISCLAIMER**

Readers are advised that the views and opinions expressed in this Newsletter are solely the views and opinions of the contributors and are not necessarily the views and opinions of the management or membership of the

**Vintage Sports Car Club of S.A. Inc.**

## ACKNOWLEDGEMENTS

The Editor and Publishers of this Bulletin wish to acknowledge inclusions from the **Borgward Club of Australia Newsletter** and Members of the Vintage Sports Car Club of S.A. Inc. Thank-you to **Joan Catt, John Clare, Peter & Brenda Dawes, Kevin Field, Duncan Hudson, Lee Michelmore, Maureen Millard, Garth Mugford, Graham & Shirley Tonkin** and **Rodney Wood.**

# SWAP MEETS

**GAWLER SWAP MEET**
Sunday 10th September 2017

Gawler Sport and Community Centre - Nixon Terrace, Gawler
Gates open 6:30am Sellers $20 Buyers $5
Enquiries: Brian Sambell 0417 826 560 email: Brian.Sambell@ bigpond.com

**MOTORCYCLE ONLY SWAP MEET**
Sunday 1st October 2017 - Balhannah Oval, Balhannah

Veteran & Vintage Motorcycle Club of SA Inc.
Strictly no car or bric-a-brac sites, gates open from 7 am, Entry $5 under 12 free

Enquiries: Peter Yates (08) 8255 8856

**MORGAN & DISTRICT LIONS CLUB SWAP MEET**
Sunday 1st October 2017

Morgan Primary School Oval - Buyers $5 under 15 free
Collectables, Rusty Treasures, Automotive, Potted Colour

Enquiries: Colleen Anderson-Peters 0438 892 905

**STRATHALBYN SWAP MEET**
Sunday 15th October 2017
Historic Motor Vehicle Club

Strathalbyn Harness Racing Club, 28 Mine Road , Strathalbyn
Sellers $15 from 5:30 am, Buyers $5 children free from 6:30 am
Food & Drinks - fully catered

Enquiries: Malcolm 0488 528 331 or Deidre 0422 078 127

## BULLETIN ARTICLE LOTTO

### Eric Matthews

Congratulations on winning this months Bulletin Article Lotto

I would appreciate it if you would supply an article on any subject of your choice for inclusion in the **October 2017** issue of *'The Vintage Bulletin'*

Thanks *Brian*

# CARS & PARTS

## FOR SALE

* 1970 CANSTEL CLUBMAN Series 1, one of approx. 30 built between 1969 and 1974 in Sydney. In extremely original condition, built with modified Triumph Herald backbone chassis, and running gear. Nissan 1.4 engine. Weber carby. Rare 5 speed gearbox, interesting history, excellent driving car. Fully S.A. Registered - S.A. SCC 149.
**Darrin Field** 0429 327 746

* 4 off 650 x 19 Lester black-wall tyres, unevenly worn but still serviceable $400 each new - 4 for $100
**Jim Thompson** (08) 8278 2927

** 6 Volt globes - headlight and others - very cheap.
**Richard Kretschmer** (08) 8353 7898 or 0407 744 066

** '26' **Club Rugby** - Give away to a good home - runs well, stops sometimes.
**David Prest** 0438 112 266

### CLUB RUGBY - CUSTODIAN

We need a new home for the Club Rugby. David needs the space it is currently occupying for a new project.

Please contact the Committee if you are able provide secure undercover parking for our Club vintage Rugby tourer.

## WANTED

* Volkswagen Kombi - Front Bull-Bar and Spare Wheel Carrier
**Jim Thompson** (08) 8278 2927

*** FJ Holden Front End for parts or standard height Front Springs only.
Lower inner suspension pin … pivot Left & Right.
**Steve Ford** 0497 377 774

# LLOYD - Micro-car

## LLOYD

L.P. 400

2-door, 4-passenger saloon

ENGINE: 2-cyl. air-cooled two-stroke, 62 x 64 mm., 386 c.c., comp. ratio 6.85 to 1, 13 bhp at 3,750 rpm, 1.39 bhp/sq. in. piston area. Single Solex carburettor. 6-gal. tank (oil and petrol mixture.)

TRANSMISSION: F.W.D. Overall ratios: 6.37, 10.66, 1st and rev. 22.3. Top gear mph: 10.4 at 1,000 rpm; 62 at 2,500 ft/min. piston speed.

CHASSIS: Unitary construction with tubular backbone. Suspension: I.F.S. by twin transverse leaf, rear by semi-elliptic leaf and swing axles; telescopic shock absorbers; tyre size 4.25-15. Servo-mechanical brakes; area 66 sq. in.

DIMENSIONS: Wheelbase 6' 6¼"; track: front and rear 3' 5¼"; length 11' 3⅜"; width 4' 7½"; height 4' 6⅜"; turning circle 36'; dry weight 9.9 cwt.

PRICE and AVAILABILITY: £685; three months.