# THE VINTAGE BULLETIN

THE VINTAGE SPORTS CAR CLUB OF SOUTH AUSTRALIA INC

ESTABLISHED 1945

*The Vintage Bulletin* is proudly printed by Allbiz Supplies Pty Ltd
125 O'Sullivan Beach Road, Lonsdale SA 5160

*Published every month by:-*

The Vintage Sports Car Club of South Australia Inc.,
P.O. Box 701, Plympton S.A. 5038

www.vsccsa.org.au

**Post Approved 100005139**

**DECEMBER 2019**
**Volume 67**
**No.6**

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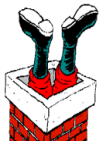

# THE VINTAGE BULLETIN

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

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**FRONT COVER:** Father Christmas on his tractor ready for the big day

# THE PRESIDENT'S PAGE

Here we are at another year's end and how quickly they come and go as one gets older.

I will take this opportunity to wish all a very Merry Christmas and a Happy and Safe New Year.

Hard to believe that 20 years have passed since the world of computers were to crash and the world as we knew it would be no more. However nothing has changed except world security issues.

I have (at great cost) the standard Greyhound radiator mascot fitted to our 1933 Ford V-8 Roadster.

The greyhound was used as an accessory mascot on American Fords from 1933 to 1936.

I am astounded at the amount of people who ask what model Jaguar the Ford is even after looking closely and touching it.

I was further astounded at Wattle Reserve at the finish of the 2019 Down Under London to Brighton when a woman exclaimed to her partner pointing to the Ford "they have no right to have that on there it belongs on a Jaguar".

I have often wondered what the response would be if I asked a Jaguar owner "What model his Ford is?"

Our congratulations to John Clare. John has been awarded "Volunteer of the Year" for his work at the National Rail Museum. Well done John.

The Constitution has been scrutineered and the intended amendments to facilitate the sub-committee recommendation have been given to committee members to peruse and make comment on before presenting to the membership.

What a night our Christmas Party was. Good food, good company, good fun.

To those who made the night a success a big, big thank you and especially to the play actors who went out of their way dressing up and building props, thank you again. The super sized raffle and awards were also much appreciated.

It is just so satisfying to see so many people from different backgrounds with a common interest in old cars joining hands to make our Christmas Party a success.

Graham

## ACKNOWLEDGEMENTS and THANKS

The Editor and Publisher of *'The Vintage Bulletin'* **acknowledge** inclusions from Members and non-Members of The Vintage Sports Car Club of South Australia Inc.

**THANKYOU** **Brian Bennett, John Clare, Lorraine Loader, Marj Luke, Phil Luke, Angus Mitchell, David Prest, Chris Rees, Graham Tonkin, Paul Williams, Caroline Wood, Rodney Wood**, **Wayne Wood** and **Doug Young** for your assistance and/or contributions of words and/or pictures to enable this Month's *'The Vintage Bulletin'* to be available for distribution. Thanks too to all others who provided reports or pictures and snippets from which information was obtained for inclusion for the benefit of Members and Readers.

## BULLETIN ARTICLE LOTTO

**Jim Wills**

Congratulations on winning this month's Bulletin Article Lotto.

I would appreciate it if you would supply an article, or two, on any subject(s) of your choice for inclusion
**in the April 2020**
issue of *'The Vintage Bulletin'*.

Thankyou, Wayne.

## DISCLAIMER

Readers are advised that the views and opinions expressed in *'The Vintage Bulletin'* are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Editor, Management or Membership of The Vintage Sports Car Club of S.A. Inc.

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The Editor is always pleased to receive copy but reserves the right not to publish material which he considers prejudicial to the interests of the Club. The Editor also reserves the right to edit all contributions to maintain an acceptable standard and length.

Refer to "Diary of Events" for copy deadlines which allow preparation, printing and posting.

# LETTER TO FATHER CHRISTMAS

Dear Father Christmas

Firstly, I must apologise. I was unable to call in to see you at the North Pole when we were in Canada. Perhaps next time, eh?

Can the Polar Bears still walk to the North Pole? I see that huge chunks of ice are breaking off and melting. Good for mineral exploration in Greenland I suppose, but not for sea levels in the Pacific.

Car clubs down here have a similar problem. "Chunks" are breaking off. Different though. The "Chunks" are people with old cars who themselves are ageing and so do not attend runs like they used to. Gaps appear. Numbers decrease. Cars stay in sheds. Some clubs have even abandoned their "iconic" events due to the lack of numbers. People prefer their moderns.

Like replacing the ice breaking off from Greenland, attracting new members to clubs catering for vintage cars is somewhat difficult. We will keep trying.

The car in the picture on the opposite page is a ROLLS ROYCE. A luxury car. The car in the picture on this page is a RAILTON. It is not a luxury car.

Both might cost about the same. The Railton though has attracted Luxury Car Tax as it was re-imported into Australia. "Unfair", some say, so they have prepared a petition to be placed before the Federal Treasurer.

You might be interested ... your sleigh could be taxed as you cross our border.

Oh Well ...
Keep Smiling Mate!

Wayne

DECEMBER 2019

**Jim Scammell's**
**1935 RAILTON Sports Tourer**
**See the story on pages 25 and 26.**

☺

# FOUR MEN IN BLACK
## At the Bay to Birdwood 2019

Chris Rees and three of his mates had some fun at the 2019 Bay to Birdwood. They were noticed and apparently appeared on stage. Luckily, they were not asked to sing. Just as well? They could have refused.

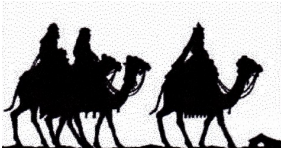
The Car?

**1974 ROLLS ROYCE**

**The Blokes, Left to Right**

**John, Chris. Les and Jim**

BAY to BIRDWOOD



**THE NATIVITY**

# LADIES' DAY

## Sunday 10th November 2019

As is the tradition of our *Ladies'* Day, we, the blokes, cater to the likes and dislikes of our lady companions, wives, partners or whatever political correctness determines that they shall be called.

I believe that in most cases this is just the norm, but I guess we have to allow the feminine members to flex their influence in public just once each year.

This year Brian, under the guidance, (or influence), of his lovely wife Christine, determined that the *Ladies* would appreciate a visit to Melba's Chocolate Factory, located in the Adelaide Hills town of Woodside. So, we gathered in the car park of the CCC Clubrooms under a beautiful morning sun. Christine with Brian, Joan with Chris, Brenda with Peter, Marj with Phil, John with Sandy, Margaret with Jim; and Barb with me in tow. The best we could do in the old car stakes were the WOLSELEY and an HK HOLDEN. However, as someone in the Club once said something about Ladies and travelling in comfort, it was not surprising that most of us were in moderns.

Route sheets were handed out and as it was Ladies' Day, (or a day off for navigators), the instructions could be paraphrased down to turn left, turn left, turn right, turn left, turn left, turn right, follow your nose and arrive in Woodside and thence Melba's.

On the road from Balhannah to Oakbank we saw a red MX5 with the boot open so we slowed thinking there may have been a problem; but all was okay as they were only loading up with apples.

We regrouped in Melba's carpark and it was then that Chris delivered his master stroke. He said that they had been there before so, to keep Joan away from temptation, he announced that they had some other place to be. He then dragged Joan kicking and squealing back to the car and took off ... well "dragged, kicking and squealing" may be a bit over the top but it makes a good story anyway!

After having a good look around the establishment, and finding all the free samples I came to the conclusion that, for a simple soul such as me, there was far too much choice and as I could not decide which of the delicacies to purchase I settled for a coffee over which to procrastinate.

**Ladies' Day 2019** *(Cont'd)*

Soon all were gathered outside in the sun with their purchases and the whistle was blown to continue on to the lunch venue.

Once again route instructions were very clear, so we set off in convoy toward Littlehampton and our destination, The Great Eastern Hotel. This place is famous for its mural of the Great Eastern Steeplechase which adorns the walls of the front bar. There are stories about this work of art, one being that the artist was given free drinks for as long as it took to complete; and it took a very long time indeed!

The lunch menu was typical of the hotel trade with a specials sheet. Coorong Mullet was a popular choice until the barman said that they only get 4kg per week and that most was already eaten. (Three out of four of our group got lucky.) Service was a bit slow, however we were all fed eventually. Brenda and Peter ordered open steak sandwiches. When they arrived Peter got stuck into his and it was all gone without fuss. Brenda on the other hand found that hers was cold and so the barman was called and a replacement requested. All good. When Peter was asked if his was okay he indicated that his was also cold and when asked why he did not send it back his reply was a simple "cos I was hungry".

Well I suppose it was Ladies' Day after all.

Sitting out on the deck at the front of The Great Eastern it was amazing to see all the toys out and about in the sunshine. GT *Falcon*s, *Monaro*s, *Mustang*s, PORSCHES and even a nicely restored DATSUN *Stanza*. Phil kept a lookout for me as I had my back to the road.

Once lunch was over, we all departed and went our separate ways home. Brian had given route instructions for various ways to get back to the plains. Barb and I stopped off to visit my late Mother's ninety year old sister who lives in Mount Barker, then returned home via Meadows and Clarendon.

Thanks must go to Christine and Brian for arranging such an enjoyable run; and thanks also to those who attended and proved to be pleasant company over lunch.

Regards

Rod Wood

☺

# NOVEMBER MID WEEK RUN

## Thursday 21st November 2019

Destination: Charleston

**This run was originally scheduled for Wednesday the 20th November but a forecast of 42 degrees C and declaration of catastrophic fire danger in the Adelaide Hills put paid to that. A ring-around to all expected participants resulted in the Run being postponed by one day to Thursday, which turned out to be a very mild day with a forecast top of 20 degrees and a little early light drizzle.**

We met at the top 'o' taps near the weighbridge on Main South Road. Nine couples with nine cars enjoying the coolness after the day and night before. (Some may have even grumbled about being cold.) Graham and Shirley handed out route sheets before leading our convoy on its way. Unusually, we remained in convoy for most of the trip.

Participants were:- Graham and Shirley – *Valiant*, Kevin and Rona – ALVIS, Ian and Lorraine – MG TF, Phil and Marj – HQ HOLDEN, John and Sandy – LLOYD *Alexander*; along with Nevin and Marliyn, Lionel and Anne, Garth and Margaret and Chris with me, all in moderns.

## Mid-Week Run to Charleston *(Cont'd)*

**John, Ian, Brian, Kevin, Lionel; (and A N Other shielded by a bush). Discussing Secret Mens' Business while the Ladies looked after the cars?**

We stayed on minor roads, (no traffic lights, as we wound our way on a very scenic drive through the Hills via Cherry Gardens, Ironbank, Sturt Valley, Mount Lofty, Lenswood and Lobethal **to Charleston**). There was a mix of 'Classics' and moderns. From our position as 'tail-end-Charlie' it was pleasing to see an unbroken line of our vehicles as we meandered along without interruption by the general motoring public.

Our lunch venue was the Charleston Hotel where we enjoyed a delicious meal along with the fellowship of our travelling companions. It's a pity that more of our members don't take advantage of the opportunities provided by organisers of Club Runs to give their vehicles a run and enjoy the company of fellow enthusiasts.

Thank-you to Graham and Shirley for organising this most enjoyable Mid-Week Run.

**WORDS by** Brian Bennett

**PICTURES by** Lorraine Loader ☺

# END OF YEAR RUN

## Sunday 1st December 2019

A very grey day with showers/rain forecast meant that most of the group meeting at the Clubrooms arrived in moderns. However, well done to Steven Lovell in his CHRYSLER, Graham and Shirley Tonkin in their FORD, Brenda and Peter Dawes (with friends Geraldine and Wayne) in their WOLSELEY, and Roger Bennett and Karen Brown in their JAGUAR – keeping up the tradition of our "old car runs".

A group of twenty-five of us took cover under the verandah to have a morning cuppa before heading off on our trek to the north.

The route took us along South Road and on to the North/South Motorway and then to the Salisbury Highway. It was interesting for those of us who live in the south to see the work progressing through the wetlands and the connector to the Port River Expressway.

On then to National Highway A1 and eventually to the Virginia Nursery. Such a huge area with so much to browse through, as well as all the plants, gave everyone something to see – and some to buy! (A few tongue-in-cheek comments from the men while they stood around yarning as they waited for the 'girls' to appear ).

At the appointed time we all gathered at Donchos Café Restaurant, a comfortable venue for an enjoyable lunch served by friendly and efficient staff. Plenty of happy chatter and laughter – the usual good time with good friends.

**Those attending:**

Brenda and Peter Dawes with friends Geraldine and Wayne
Brian and Chris Bennett Graham and Shirley Tonkin
Jim and Margaret Thompson
John Clare and Sandy Nash with friend Sylvia
Lorraine and Ian Loader Margaret and Garth Mugford
Marj and Phil Luke Nevin and Marilyn Skurray
Roger Bennett and Karen Brown Steven Lovell
Wayne Wood and friend (at the start)

Marj and Phil Luke

## END OF YEAR RUN PICTURE

**John Clare's picture of two, (FORD and CHRYSLER), of the four older vehicles in the Car Park**

## LETTER FROM AFAR

Hi Wayne,

Your mention in the *Vintage Bulletin* of "Checker" Cabs takes me back many years – like about 90, to when I was a small boy living in Hobart.
We went to Melbourne for Christmas one year and were intrigued by the Checker Cabs there. They were called this by virtue of the wide black and white check band below the windows on each side and were exclusive to Melbourne.
I don't know what make of car they were, but they were certainly distinctive.
In Hobart at that time we had the genuine Yellow Cabs or the choice of an open carriage drawn by two single-cylinder hay-burners, usually chestnuts.
Public transport in Hobart in those days is another story.

Glad you and Caroline enjoyed your trip away.

Cheers,
Alan (and Carolyn).

I'm still looking for information about Checker Cabs in Australia.
There's not much of it about but would be an interesting story.
Thankyou Alan.

**Wayne**

# MAGNETO GREMLINS

Many members would be aware that Ian and Lorraine Loader have experienced ongoing magneto problems with their LE ZEBRE, so much so that Ian decided to fit a distributor and coil ignition instead. It turned out that this was not as easy an option as first thought. As well as rotating anti-clockwise the magneto-drive functioned at crankshaft-speed, not camshaft-speed, so this idea was shelved.

Graham Tonkin came up with a gutted magneto, with functioning points and high-tension distributor assembly, used with a separate ignition-coil. Ian saw the set-up working on Graham's bench but when he got it home couldn't coax a spark from it. By now he was ready to rip out what little hair he has left.

I contacted Ian on another matter and casually enquired how he was getting on with the LE ZEBRE. His answer is not printable. This was on Saturday and All French Car Day was on Sunday*. I have no experience with magnetos but do have a reasonable grasp of things electrical so offered to have a look. Little did I know what I had let myself in for.

Ian had the magneto set-up on his work bench along with battery, coil and spark plug but no spark was forthcoming. All his connections checked out. (He has been known to connect a cooling fan so it ran backwards.) So much for an easy fix. So, back to basics. Disconnect all external devices and check with a multi-meter. Once again everything seemed okay. Points were opening and closing but would not produce a spark.

In this magneto the points rotate with the armature and the cam-lobes are stationary, (fixed to the housing). We decided further dismantling was called for and discovered rub-marks on the back of the rotating points assembly. Ian found another points assembly which we fitted but the points would not open, so we had to shim out the fixed cam-lobes until reliable points opening was achieved. Around this time Ian and Lorraine's son Chris rocked up and joined the team.

Confidently we reassembled, reconnected and tested. But again no spark. I lost count of how many times we pulled the thing apart and put it back together again. To cut a long story short, we discovered that if we replaced the brass points compartment cover with an insulated one we got a very heathy spark.

* Club Citroën of South Australia Inc., All French Car Day, 20/10/19 at McLaren Vale

## Magneto Gremlins *(Cont'd)*

As a temporary measure we stuck overlapping pieces of insulating tape inside the brass cover and refitted the Magneto to the car.

After a lot of cranking, fiddling with the carby and sorting out the correct firing order, the LE ZEBRE roared into life. You couldn't wipe the smile off Ian's face.

**A rotating Points assembly similar to the one referred to in the text**

**FOOTNOTE:** Ian worked well into the night to make a new cap from insulating material and the LE ZEBRE made it to All French Car Day and won the Concours. He's still smiling.

Brian Bennett ☺

# DIARY OF EVENTS
## Page One

**NOTE**

Runs and Events in **BOLD** are Approved VSCC Runs and Events.

## 2019

Former Indian cricketer Sachin Tendulkar has added another Run to his imposing record. He drove a 1900 DAIMLER around St James's Square while in London for the ICC World Cup. Good publicity for Bonhams 2019 London to Brighton Run.

**DECEMBER**

| | | |
|---|---|---|
| | WEDNESDAY **25th** | *CHRISTMAS DAY Public Holiday* |
| | THURSDAY **26th** | *PROCLAMATION DAY Public Holiday* |

## 2020

**JANUARY**

| | | |
|---|---|---|
| | WEDNESDAY **1st** | *NEW YEAR'S DAY Public Holiday*<br>**PRESIDENT'S LUNCH** |
| | THURSDAY **9th** | **Committee Meeting**<br>Copy DEADLINE for January *Bulletin* 12m |
| | SUNDAY **12th** | **EARLY BIRDS' RUN** |
| | SUNDAY **26th** | DISPLAY AT GLEN EWIN ESTATE |
| | MONDAY **27th** | *AUSTRALIA DAY Public Holiday* |
| | FRIDAY **31st** | **GENERAL MEETING** |

**FEBRUARY**

| | | |
|---|---|---|
| | TUESDAY **4th** | **TWILIGHT RUN** |
| | THURSDAY **13th** | **MID-WEEK RUN to ABC Studios** |
| also | THURSDAY **13th** | **Committee Meeting**<br>Copy DEADLINE for February *Bulletin* 12m |
| | SUNDAY **16th** | **PICNIC RUN** |

# DIARY OF EVENTS
## Page Two

**NOTE**

Runs and Events in **BOLD** are Approved VSCC Runs and Events.

## 2020

### MARCH

| | |
|---|---|
| THURSDAY **12th** | **Committee Meeting**<br>Copy DEADLINE for March *Bulletin* 12m |
| SUNDAY **15th** | **HISTORIC MOTOR VEHICLE GATHERING** |
| FRIDAY **27th** | **GENERAL MEETING** |
| SATURDAY **28th**<br>and SUNDAY **29th** | **WEEKEND AWAY** |

### APRIL

| | |
|---|---|
| SUNDAY **5th** | GAWLER TO BAROSSA RUN |
| THURSDAY **9th** | **Committee Meeting**<br>Copy DEADLINE for April *Bulletin* 12m |
| FRIDAY **10th** | *GOOD FRIDAY Public Holiday* |

**THE NEXT MEAL BEFORE THE MEETING**

**6.30 pm Friday 31st January 2020**

**$3.00 per person BYO Drinks**

**Co-ordinated by Lee Michelmore**

UNLESS OTHERWISE STATED, **ALL GENERAL MEETINGS** WILL BE **PRECEDED BY A MEAL FROM 6.30 P.M.** IN THE **C.C.C. CLUBROOMS** AT CLARK AVENUE, GLANDORE **ON THE LAST FRIDAY OF EACH MONTH** EXCEPT DECEMBER.
**FORMAL BUSINESS WILL START AT 7.30 P.M.**

**COMMITTEE MEETS AT 7.30 P.M.ON THE SECOND THURSDAY OF EACH MONTH**

# COMING VSCC EVENTS

## PRESIDENT'S LUNCH
### Wednesday 1st January 2020

Join us at 93 McIntyre Road, Para Hills West for a relaxing lunch and get together from 12.00 noon. BYO drinks, a plate of food to share; and chairs, (just in case we don't have enough).

**Graham** or **Shirley** **(08) 8258 6547** or **0401 314 563**

## EARLY BIRDS' RUN
### Sunday 12th January 2020

**We will meet at Light's Vision, Montefiore Hill, North Adelaide at 6.00am for a 6.30am start**. Nearby there will be spots where cars and trailers may be left by those who bring their Historic vehicles by trailer.

We will travel through the suburbs, on an easy run for veteran and vintage cars; and if necessary will modify the route to suit the oldest/slowest vehicles. Route sheets will be provided for all participants.

**Our destination will be Hazelwood Park for breakfast shortly after 8 o'clock**, after which people may stay and chat before travelling home. From the barbecue trailer, breakfast of egg and bacon sandwiches will be available for $3.00. BYO beverages and chairs, (although some chairs will be available for people whose vehicles lack carrying capacity).

We may be joined by Members of the Veteran Car Club of South Australia and the Model T Ford Club of Australia.

**Roger Bennett** **0419855 138** **Rodney Wood** **0419 806 552**
events@vscc.org.au.

## TWILIGHT RUN
### Tuesday 4th February 2020

Assemble at the Victoria Hotel "top of taps" 6pm for 6'30pm departure.
A "shortish" run through the hills to a Hotel for dinner.
We have a room to ourselves and plenty of car parking.

**Nevin** or **Marilyn** **(08) 8296 1994** or **0413 023 178**

# MORE COMING VSCC EVENTS

## MID-WEEK RUN
### Thursday 13th February 2020

A visit to the Collinswood Studios of
the Australian Broadcasting Commission
has been arranged by John Clare and Sandy Nash.
Details in the January edition of *The Vintage Bulletin.*

## PICNIC RUN
### Sunday 16th February 2020

Details will be in the January issue of *The Vintage Bulletin.*

## HISTORIC MOTOR VEHICLE GATHERING
### Sunday 15th March 2020

Primarily for Veteran and Vintage Vehicles.
Now is the time to mark the date in your calendars.
As always, help will be required from Members to assist on the day.

## WEEKEND AWAY
### Saturday 28th and Sunday 29th March 2020

The Run will be to Mannum.
As they come to hand, more information will appear in future editions of
*The Vintage Bulletin.*

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# OTHER COMING EVENTS

## DISPLAY OF PRE-WAR CARS
## GLEN EWIN ESTATE, HOUGHTON
### Sunday 26th January 2020
### 11.00am until 6.00pm

Established in 1843, the Glen Ewin Estate, on Lower Hermitage Road at Houghton, has progressed from producing 'Glen Ewin' jams to now being a venue for weddings, conferences and other functions. It also has a Bistro and Cellar Door and acres of fig trees.

Older readers may remember the Hill Climbs. Up the driveway on to the public road; with a Policeman stopping traffic to allow the cars to proceed.

In conjunction with the 2020 'Crush Festival' Willa Wauchope, with Angus Mitchell's help, has arranged a display of "Hill Climb Era" cars for Sunday 26th January 2020. Ticket sales for the 'Crush Festival' have closed, (Sold Out), but people will be welcome to visit to inspect the cars. There will be no charge. It is understood that food and drink will be available

**Owners of these cars have booked a place in the display.**

1927 AMILCAR Grand Sport
1949 MG TC
FE HOLDEN Sedan
1958 AUSTIN HEALEY Sprite
1938 HARTWIG Fargo Racer
1934 MG NA Special Racer
ASP 320 Clubman
MALLOCK U2
1965 AC Cobra 427 Replica
1967 PONTIAC Firebird
JAGUAR E Type Series 1 Coupe
BIRKIN S2 Lotus 7 Replica
SHELBY Cobra 427 Replica
VAUXHALL Tourer 1927 Princeton
1925 AMILCAR C4 Roadster
1925 AMILCAR Grand Sport
1934 RILEY 9
1924 AMILCAR Grand Sport
1924 AMILCAR CS
1934 LAGONDA Rapier
AMILCAR Grand Sport
ASP Clubman 340A
1969 TRIUMPH TR6 Roadster
1956 FJ HOLDEN Appendix 1 Replica
AUSTIN 7 Meteor

**Check Glen Ewin web-site &/or Facebook for up to date information.**

## ALL BRITISH DAY
### Sunday 9th February 2020

Entries have closed
Refer to web-site for information for spectators

**The Gawler Veteran, Vintage and Classic Vehicle Club**
invites participation in the Fifth Annual

## GAWLER TO BAROSSA VETERAN AND VINTAGE RUN

## Sunday 5th April 2020

**For Vehicles, including motorcycles and commercials, up to and including 1930 only.**

**$10 entry fee includes Morning Tea on the Lyndoch Village Green**

Meet at Immanuel Lutheran School, 11 Lyndoch Road Gawler East, (enter from Daly Street). Assemble from 8.00am for a 9.30 start for Veterans and Motorcycles; 10.00 for Vintage vehicles.
Breakfast, Tea and Coffee available from School Volunteers.
Trailer un-loading and loading areas at the Start and the Finish.
Mechanic and car trailer will follow the cavalcade.
Food and drink available from Lyndoch Bakery opposite the Green;
and from catering stalls at the Finish on the Greenock Oval.
Bring your own tables and chairs.

A Fun Day, with lots of prizes and trophies including the Sponsors Pick of the Day and the President's Trophy.

## Enquiries:

**Entries: David Prest 0438 112 266** or vvrun@gawlercarclub.com
**Event Director: Geoff Boundy 0437 689 973**
**Web:** www.gawlercarclub.com

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# LUXURY CAR TAX

## The Application of Luxury Car Tax on Classic and Vintage Cars threatens Australia's Motoring Heritage

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***"Australia's Historic Car Fleet was for nearly 100 years, the envy of the world….this changed following the introduction of Luxury Car Tax and its application to Historic Vehicle Imports. Our Motoring Heritage has been decimated."***

So begins a paper written by the Australian Historic Vehicle Interest Group, (AHVIG), a body established on the initiative of one of the Club's Queenslanders, Doug Young. He realised that the existing peak motoring bodies were not proactive about the Luxury Car Tax, (LCT), issue; and were not challenging the Federal Government's approach to asbestos in old cars.

The AHVIG has now raised a petition aimed at the Federal Treasurer, Josh Frydenberg; asking that the Luxury Car Tax be abolished.

South Australia is perhaps the only State not to have been involved in working towards the abolition of the LCT. The attitude seems to have been "we are not planning to import old cars so it's nothing to do with us". Short-sighted? Perhaps.

The AHVIG has conducted some important research which shows that abolition of the Tax has the potential to significantly improve the economy. Even if we do not intend importing vehicles, I believe that we ought to at least consider the matter with a view to signing the petition.

With that aim, the following pages contain information supporting the abolition of the LCT. There is also a link to enable people to add their name to the petition if they wish.

If intending to sign the petition, please ignore the request for payment. That is a request from the service provider, NOT from the AHVIG.

I emphasize that "<u>There is no need to pay any money.</u>"

Please feel free to pass this information, and the petition link, to others who may be interested.

Wayne Wood

# AUSTRALIAN HISTORIC VEHICLE INTEREST GROUP
# LUXURY CAR TAX PETITION

*Dear vintage and classic car friends.*

*The Australian Historic Vehicle Interest Group was established to get the penal Luxury Car Tax removed from the importation of classic cars over 30 years of age. The group recently set up a petition to help convince the federal government to abolish the tax and so far over 10,000 classic car owners and enthusiasts have signed it. We are delighted to have received such wide-spread support but are keen to reach our next target of 15,000 supporters.*

*A summary of some of the reasons why the tax should be abolished are in set out in the following pages and on our Facebook page.*

*Jim Scammell will be known to many of you and he recently wrote about his sad experience in importing a 1934 Railton Sports Tourer. His story is a classic case of how this tax is and he is happy for us to share it with you.* (Please see page 25 following.)

***The link to the petition is here:***

http://chng.it/WnQMyndYZk

*If you haven't already signed it, can you please do so? It will take you less than one minute. We emphasise that here is no need to pay any money.*

*Please feel free to send a copy of this note, the petition and Jim's letter, to your car friends.*

*Many thanks for your interest and support,*

**THE AUSTRALIAN HISTORIC VEHICLE INTEREST GROUP**
DECEMBER 2019.

# SIX MAIN POINTS IN SUPPORT OF THE REMOVAL OF THE LUXURY CAR TAX

**Removal of Luxury Car Tax on Historic Cars**

The Australian Historic Vehicle Interest Group was formed to improve the rules and regulations for the importation and use of historic vehicles in Australia. One of our key objectives has been to seek the removal of the Luxury Car Tax on the import of classic cars over 30 years old. We have prepared several detailed submissions to the government in Canberra, which are posted on our Facebook page. Very briefly, six key arguments are:

## 1. IMPORTANCE OF HISTORIC CAR SECTOR

Governments around the world recognise the heritage, cultural, social and economic benefits of having an active and vibrant Historic Car (over 30 years old) sector. They facilitate their local industries by reducing barriers to entry of such cars and making it easier to use them. The UK reduces VAT from 20% to 5% as do most other European countries. The US is 2.5%. The value of the sector to the UK economy is £5.5bn a year.

## 2. AUSTRALIA IS AN ANOMALY

Australia is out of step with the rest of the world, imposing the LCT on the importation of Historic Cars, which, together with the GST, can add 40% to the purchase price of such cars. It is almost 3 times higher than the second highest (NZ), 8 times higher than the UK and 16 times higher than the USA. It is also anomalous to apply the LCT to the purchase of Historic Cars overseas, when it does not apply to identical cars bought locally.

## 3. HISTORIC CAR LCT RAISES ALMOST NOTHING; BLOCKS IMPORTS

Rather than raising substantial amounts of LCT, it is almost a complete barrier to the importation of Historic Cars worth more than the LCT threshold. It accounts for less than a quarter of one percent of all LCT raised (around $1.2m per annum over the last decade).

**Six Points Supporting Removal of LCT** *(Cont'd)*

While Australia's great Historic Cars have continued to leave Australia over the 19 years since the LCT's introduction, virtually none have come back in. It has worked as a one-way valve, with no impediment to exports, but a barrier to imports.

## 4. HERITAGE, SOCIAL AND ECONOMIC BENEFITS LOST

This has effectively locked Australian businesses out of the opportunity to participate in the phenomenal growth in the sector seen elsewhere. This includes not only restoration and maintenance businesses, but also such things as tourism; it has depleted our once great Historic Car fleet. The social and health benefits associated with an active classic car sector are massive, especially as a hobby for retirees, and those opportunities have also been lost.

## 5. LCT EXEMPTION – MANY BENEFITS AND REVENUE POSITIVE

Our surveys indicate that were Historic Car imports to be exempted from the LCT, substantial numbers of higher value Historic Cars would be imported, with the GST to be raised on those imports by far exceeding the LCT that would be lost – and with ongoing GST revenue from the annual expenditure on restoration and maintenance of such cars, as well as the creation of many new jobs. Many specialist restoration workshops are in regional areas.

## 6. LONG STANDING BI-PARTISAN SUPPORT

There was bi-partisan Senate support for such a reform 10 years ago, but it was never implemented. The Museums and Galleries sector received an LCT exemption for imports of static exhibits two years ago. Classic cars in use generate ongoing business activity. Static displays do not.

**This Summary was prepared by the Australian Historic Vehicle Interest Group**

NOVEMBER 2019

# LUXURY CAR TAX
# A CASE STUDY

*Dear Classic Car enthusiast,*

*I'm outraged and I want to hitch a bus straight to Canberra!*

*My outrage is a result of the supposed unintended Australian Luxury Car Tax (LCT) inclusion of veteran, vintage and classic cars under its mantle. The Hon. Josh Frydenberg (MP), "government of the people, by the people, for the people", Treasurer of Australia and Deputy Leader of the Liberal Party is the bloke who can put it right.*

*An online petition is now circulating and raising steam. My experience with this tax is as follows:*

*In 2012 I purchased an unrestored 1935 Railton Sports Tourer in the USA for $A 57,725. I've attached a photo of it.* (Refer Page 5. Editor) *It's not a Ferrari or a Lamborghini! The body was built new in Sydney and used there by its original owner until he returned to the UK in 1947, taking the car with him. In the early 1960s it was sold into the USA.*

*Earlier this year, I brought the car back to Australia via the Port of Melbourne and in February 2019 the Australian Government charged me the following taxes to re-import the vehicle:*

| | |
|---|---|
| *GST* | *$9,716.71* |
| *LCT* | *$9,602.22* |
| *Total* | *$19,319.93 (or 33.5% of the purchase price)* |

*Whilst I purchased the Railton for $57,725, the landed customs value includes freight, insurance, GST and other costs. As a result, the car now owes me almost $90,000.00 before any restoration work starts on it here in Australia. To add insult to injury, the Customs people recalculated the entry price using the current exchange rate, which had a further dramatic effect on the taxes paid. (A fool and his money are soon parted.)*

**Luxury Car Tax: A Case Study** *(Cont'd)*

*I have just now signed the petition to Josh Frydenberg entitled: "Australia's Luxury Car Tax must be removed from Historic Cars" and I want you to do the same. If you are able to help in this cause, please add your name and press the send button.*

*The goal now is to reach at least 15,000 signatures and they now need your support. You can read more and sign the petition here by opening the internet link below. It is emphasised that there is no need to pay anything, just skip over that bit if it pops up. It will take you less than a minute to complete the petition.*

*http://chng.it/WnQMyndYZk*

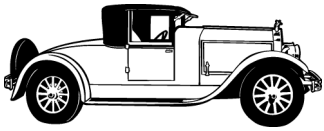
*Many classic motoring clubs have already sent messages inviting members to sign this on-line petition to our Federal Treasurer. The case for the abolishment has previously been published in motoring magazines and club newsletters. This is a tax on our hobby and it came into effect largely by way of a series of unintended bureaucratic events. It raises only a negligible amount of income for the federal government but makes it close to impossible for anyone to economically import a higher value historic vehicle into (or even back into) Australia. **It's a classic example of Canberra RED TAPE.** Your support for its abolition will be much appreciated and will help to ensure that the movement of historic cars in and out of Australia is not a one-way process.*

*You can find more on the Australian Historic Vehicle Interest Group (AHVIG) Facebook page.*

*Without remorse,*

Jim Scammell

*St Peters, SA, 5069*
*1ST NOVEMBER 2019.*



☺

## Roly's Poem

# Restorer's Lament

by: **The Grease Pit Poet**

My neighbour next door seems a reasonable man
But his mind just can't ascertain
How a rusty old Ford nearly thirty years old,
Can appeal to a man that is sane.

It all started the day that I trailered her home
And my neighbour came out for a look
Though he tried hard to hide his feelings inside
I could tell that he was visible shook

The car was a mess I have to admit
The grille had a curious twist
The top bows hung slack with a rip in the back
And upholstery just didn't exist.

I tried to explain that this auto was rare
A prize I was lucky to find
But, it was easy to see as he just stared at me
He thought I was out of my mind.

Yet he tried hard to see it from my point of view
And I thought I had him convinced.
But an error was made, when he heard what I'd paid
And our friendship's been strained ever since

For nearly a year that car sat in my drive
In view of my neighbour's back lot.
He should have been glad with the rare view that he had
But, the fence he built proved, he was not.

When I did pull it in and stripped it all down,
My neighbour asked time and again
Why the rusty old car sits in out of the wet
And the good one sits out in the rain.

My neighbour's wife too got into the act
She complained that my children looked pale
She harped on their need till my wife, too, agreed
When she said that I should be in jail.

Yet, I try not to bother my neighbours at night
As I hammer and solder and lead
But my grinder is shrill, and so is my drill
And they go so early to bed

They were awful the day I brought home the sedan
I guess it broke all of their hearts
For my neighbour looked hard when he saw my backyard
But, darn it, I had to have parts.

If they just would have waited until I was through
I know they'd regret all their jokes;
But now I am told that their property sold
There's just no understanding some folks.

**Taken from** McCoppin, B 1980, *The more or less complete works of the grease pit poet*, Early Ford V-8 Club of America, Santa Rosa, Calif.

**Recited by** Shirley Tonkin at the Club's General Meeting

## Poetry Corner

## LIBRARY BOOK OF THE MONTH

# *'Mailman of the Birdsville Track' – the story of Tom Kruse*

*by Kristin Weidenbach*

Tom Kruse was an Australian legend, personifying guts and good nature and an heroic determination to not let people down. For twenty years, Tom was the mailman on the lonely and desolate Birdsville Track.

He delivered the mail, food and fuel, newspapers and gossip to the isolated settlements and stations along the Track. He was their lifeline.

This is an engaging and colourful book, peopled by characters and tales of what was 'life on the edge' in the 1940's, 50's and 60's when Tom rarely failed to complete his run. In 1952 he was the subject of the award-winning film, *Back of Beyond*.

Tom's favourite LEYLAND *Badger* mail truck was recovered and restored in 1998 and is now in the collection of the National Motor Museum.

Worth it for the evocative photographs alone, *'Mailman of the Birdsville Track*' is a great tale, very ably told – and highly recommended.

## And Another Thing…

The library is 'chock-a-block!' Rather than purchasing even more books to cram the shelves, your motoring DVD's would be most welcome donations. You may have DVD's that you've watched a dozen times and probably won't watch again, or not for years at least. These will interest our members and they won't take away much precious space on the shelves. Our first donated DVD is ***Vintage Cars A-Z***, with over 200 historic sports and racing cars at the Prescott Hill Climb in the UK. It's terrific!

If you have motoring DVD's you would like to donate to the Club Library, please see me at the next meeting.

Paul Williams

# COMMITTEE MATTERS

The following significant matters dealt with by the Committee at its Meeting on Thursday **12th December 2019** are reported for the information of Club Members and readers of *The Vintage Bulletin*:

- agreement that security code for Clubrooms would be given to the Librarian in lieu of the Secretary and Treasurer;
- positive report from Librarian about current state of the Library collection and the need to be conscious of the lack of shelf-space;
- Membership Application from Paul Vischjager, (1924 WILLYS *Knight*);
- the President handed out papers with his version of changes required to be made to the Club's Constitution for discussion in January 2020.

W²

# MOTORUMOURS

**The 50 billion dollar merger of the Italian/US conglomerate, Fiat-Chrysler, and the French manufacturer of Peugeots, PSA, has been announced.**

The rationale is that there will be significant saving to be had, particularly in so far as spending on Research and Development is concerned.

Although plant closures have been ruled out at this stage, the fate of some of the fourteen brands involved is unknown.

In the United Kingdom, VAUXHALL, for instance, may not survive as a brand. PEUGEOT, ALFA ROMEO, CITROËN and JEEP will continue.

Such a large organisation is bound to have an effect on other car manufacturers. It will be interesting to watch, particularly as the production of electric vehicles increases with new players in the marketplace. W²

**The National Railway Museum has announced that its 2019 Volunteer of the Year is JOHN CLARE.** John has been with Museum a few years, mainly in the shop; but has also helped out with IT and security matters.

Museum Chairman David Burnett (left) presents the award to John.

Well Done John! W²

Me Chris

rry tmas!

## Cars and Parts and Things FOR SALE

** Four Hy-lift Hydraulic Jacks. Suitable for slide-on camper, etc. $200.00
**John Michelmore** **(08) 8596 4461**

** THE BAY TO BIRDWOOD BOOK by Bill Watson $20.00
190 pages of history of the Bay to Birdwood event from 1980
**Bill Watson** **(08) 8264 6355** or **bijo431@bigpond.com**

* DODGE all-steel Roadster (Turtle Back) Body approx. 1915
5 bolt-on wire wheels fitted with new white-wall tyres
Radiator shell and radiator; plus front axle
**Ray Finch** **(08) 8391 2832**

* Fitted Lambswool seat covers, including head rests, to suit 1969 MGB $150.00
**Shirley Tonkin** **0439 898 851**

## Cars and Parts and Things WANTED

** Any Parts for 1925 TALBOT 10/23
**Alan Hollyfield** **0408 894 193**

** Volunteer interested in learning restoration of BEAN and VOLKSWAGEN *Kombi* Campervan; welding and use of lathe
**Jim Thompson** **(08) 8278 2927**

* Jack for 1933 FORD *V8*
**Graham Tonkin** **0401 314 563**

* Small 4-jaw chuck; 6” or smaller

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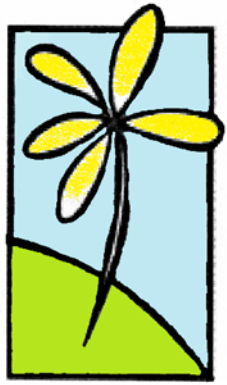

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