# THE VINTAGE BULLETIN

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# THE COMMITTEE - 2017 /2018

PRESIDENT
**PETER DAWES**
☎ 0418 837 402
president@vsccsa.org.au

VICE PRESIDENT and TRUSTEE **
**CHRIS CATT**
☎ (08) 8381 7823

SECRETARY and TRUSTEE **
**BRENDA DAWES**
☎ 0418 837 401
secretary@vsccsa.org.au

TREASURER and TRUSTEE **
**SHIRLEY TONKIN**
☎ (08) 8258 6547
treasurer@vsccsa.org.au

EDITOR
**BRIAN BENNETT**
Contact details are on page 2 of this Edition.

CLUB CAPTAIN
**IAN LOADER**
☎ (08) 8382 7243
events@vsccsa.org.au

RECORDING SECRETARY
**BRENDA DAWES**
☎ 0418 837 401

PUBLICITY OFFICER
☎

COMMITTEE MEMBERS

**JOAN CATT**
☎ (08) 8381 7823

**FRANK REED**
☎ (08) 8296 7575 or 0409 805 161

**GRAHAM TONKIN**
☎ (08) 8258 6547

CLUB REGISTRATION:
AUTHORISED PERSONS

**DAVID BRISTOW**
☎ (08) 8298 3837 or 0456 415 811
registrations@vsccsa.org.au

**STEVE FORD**
☎ 0497 377 774

SEAL HOLDERS
**KEVIN FIELD, CHRIS CATT and NEVIN SKURRAY**

F.H.M.V.C.. REPRESENTATIVE
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AUDITOR
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RUGBY CUSTODIAN
**LIONEL LEDDRA**
☎ (08) 8381 2821

VEHICLE INSPECTION COMMITTEE
**STEVE FORD, RICHARD KRETSCHMER & JIM THOMPSON**

PUBLIC OFFICER
**JIM THOMPSON**
☎ (08) 8278 2927

WEBMASTER
**DAVID PREST**
☎ 0438 112 266
**web@vsccsa.org.au**

# THE VINTAGE BULLETIN

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

## ☞ CONTENTS ☜


1 The Committee and Officials
2 Contents
3 Presidents Address
4 Editorial
5 Members Marques - Empire
9 Twilight Run Report
11 Yesterday's Power Rally Report
13 Diary of Events
14 Club Wares / Meal Before Meeting
15 Coming Events
16 The G.E.M. Petrol-Electric Car
17 The Millard's MGC
19 Riverland - Part 3
20 Bulletin Article Lotto
21 Roly's Poem
22 Committee Matters / Acknowledgements
23/24 Sponsors Pages
25 Swap Meets / Vale Arthur Clisby
26 Cars & Parts - For Sale / Wanted


**Front Cover: A blast from the past - Don & Elsa outside Government House in their "Little Aristocrat" (1913 Empire).**

**Rear Cover: Veteran Empire "20" Model B advertisement.**


**EDITOR**
Brian Bennett
28 Barnett Avenue
ST MARYS SA 5042
☎ 8276 2000
E-mail **briben45@gmail.com**


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

Deadline: the 16th of each month.

# PRESIDENT'S PAGE

Greetings to you All. Thanks to all of you for your wishes of good health last month when due to a glitch I was admitted to FMC and unable to scribe some words, thanks to our Editor for filling the page at short notice.

So some catch up, the Twighlight Run was attended by 40 Members, a great turnout and a nice run through the hills to Handhorf for dinner, thanks to the Skurrys' for organising it and thanks to Heinz for taking part in the floor show at the venue, you can ask him about it!

Brenda and I didn't make this months Committee Meeting, travelling the expressway the Kia made a bang and a whirr noise and on inspection the timing chain was visible, so it's gone to ICU but we reckon it's terminal.

Coming up is the Picnic Run organised by the Mitchelmores, and we have a Bunnings BBQ on March 25 and we'll need some help with that if you can spare an hour or two, contact the Club Captain, Ian, to help. Be assured if you don't call him he'll call you.

Thanks to all those who have returned the forms telling us what vehicle you have and in what state of repair. If you haven't sent one in and you've misplaced the form it is on the web-site and you can download it, or you can ask the Secretary secretary@vsccsa.org.au and one will be sent out to you.

As I write this I've just polished and loaded the Wolseley ready to go to All British Day in the morning so I'll tell you all a bit about that when we get home tomorrow before I send this to the Editor…….

Yes, we got to Echunga, but you never doubted the Wolseley would make it . …did you?? We were there with the Catt - Daimler, Field - Alvis, Mitchelmore - MGY, Thompson - Bean. Two other Members were registered but didn't show, a note from your Wives as to why may be acceptable! A glorious day after the hot week, so many different makes and models, more people than Brenda and I have seen before at ABD with many really interested in the cars and wanting to ask questions. All in all a good day.

Can Brenda and I ask if all Members can check the back corners of your sheds to see if you have an engine for a 2008 Kia Sorento lurking under a tarp? Thanks.

Happy (and safe) Motoring to you all

*Peter Dawes*

# EDITORIAL

I have been a member of this Club for 34 years and served in various capacities on the committee for over 20 years; in that time I have seen and been part of considerable change, competitive events replaced by social, trophies retired, etc.

When I joined the VSCC only Veteran, Vintage and a handful of 1930's vehicles classified as "Post Vintage Thoroughbreds" were recognised by our constitution. There was no Historic Registration Scheme; to use our historic vehicles, each time we needed to obtain a 'Single Journey Permit' from the Registrar of Motor Vehicles - an expensive, time consuming and inflexible arrangement.

We have a proud history of being at the forefront of progress for the Old Car movement, prior to my time our Club was a prime mover in the establishment of what is known today as "The Federation of Historic Motoring Clubs" and several of our members served on the executive of the "Federation". In the early 1990's it was the "Federation" that successfully negotiated with the S.A. Government on behalf of all member clubs for the establishment of the Concessional Historic Registration Scheme. Two of our late members **Roly Forss** and **Peter Stopford** were pivotal in those negotiations.

The Concessional Historic Registration Scheme has been amended a couple of times, it remains vastly superior to the old "Permit" system, but there is a drawback - previously enthusiasts joined our Club because they wanted to be involved - now a significant number of new members appear to have joined our Club only to access 'Historic Registration', they take no part in Club activities.

Our Constitution has been amended several times over the years, currently we recognise vehicles manufactured prior to 1960. There seems to be some support for raising the bar again - I don't have strong opinions about this, but feel that falling in line with the definition of an Historic Vehicle outlined in the current Concessional Historic Vehicle Registration Scheme legislation would make sense. Perhaps some of our offspring would be prepared to follow in our footsteps if we recognised historic vehicles of an era more attractive to them, I have fears for our long term viability if new, younger VSCC of SA members are not recruited and retained.

Of course this would require amendment of our Constitution, if we choose to go down that path we should also look at the definition of a "Quorum". Currently a quorum is a percentage of our total membership, the dilution of our membership with non-active members is making it increasing difficult to achieve a quorum at Club General Meetings and the AGM. The Incorporations Act does not specify how many members are required to form a quorum, it's up to us to decide, I would suggest a fixed number, something we know we can easily achieve (say 25) rather than a percentage.

*Regards Brian*

# MEMBERS MARQUES

## *"The Little Aristocrat"*

# EMPIRE

Everyone knows that the average old car enthusiast tends to know a little about most cars, a little bit more about the better known brands and a whole lot more about his or her own particular breed of horsepower.

Therefore, until **Don** (Cuppleditch) started a few years ago, to regale friends and members with tales of woe and jubilation concerning 'his **EMPIRE**', the majority of folk, including myself, were apt to associate an 'Empire' strictly pre-fixed by majestic proper-nouns like 'Roman' and 'British'.

As you may have guessed, this month's Member's Marques belongs entirely to the **EMPIRE** belonging to **Don** & **Elsa Cuppleditch**. So you will realise that without **Don**'s assistance this segment would have been severely restricted.

The short historical account to follow, owes its facts to one Beverly Rae Kimes, whose informative tale about the **EMPIRE** was handed to me via **Don** a few weeks ago. Of course I had tried all the usual sources for information, locating snippets here and there, the ever faithful 'Georgano' revealed the existence of three manufacturers of '**Empires**'. Two of these being steam driven beasties, spawned on opposite sides of the Atlantic and each only being built for a duration of one year.

The third manufacturer - the **Empire Motor Car Company** - began in an old cycle works, on the outskirts of Indianapolis. It was the brainchild of four prominent 'INDI' gentlemen - Arthur C. Newby, Carl G. Fisher, James A. Allison and Robert H. Hassler.

Three of this quartet, Newby, Fisher & Allison, had more than a passing interest in the competitive side of motor driving, and it is thanks to their early efforts that one of the better known racing circuits in the U.S.A. came into existence. They with a Mr Frank Wheeler, incorporated the Indianapolis Motor Speedway Company in 1909.

It was Robert Hassler who was most deeply involved in designing the actual **EMPIRE** motor vehicles, whilst his three partners concentrated on making the speedway a success. The **EMPIRE** and the Speedway were each planned to make their debut in August 1909. The **EMPIRE** appeared in the guise of the 'Twenty' so named for the h.p. developed by the 3 ½" x 4" T-head engine. Chain driven with a 96" wheel-base and 12" ground clearance it boasted 32" x 3 ½" tyres on quick detachable rims, and was complete with front three-quarter elliptic springing a 4-sided platform springs at the rear.

*(Cont. on Page 6)*

*(Cont. from Page 5)*

Unfortunately the **EMPIRE**'s first public appearance at the speedway was marred by a crash resulting in a fatality and the immediate sanction of the American A.A. , barring further racing at the circuit. For the next few weeks, three-quarters of the **Empire** management once again were distracted from **EMPIRE** business. By the end of the same year the Indianapolis circuit was paved, history says that the first car to test the track was an **EMPIRE** - quite feasible when you consider that three of the speedway directors were also directors of the **Empire Motor Car Company**.

The **EMPIRE** racing class was "160 cu.in. and under", the **EMPIRE** took out the track record for its class, reaching the quarter mile in 18.73 seconds, the half mile in 38.18 seconds and the mile took 48.31 seconds. Suffice to say, the **EMPIRE** was never to set the world's speedway circuits alight and despite all the enthusiasm of its racing managers the **Empire**'s racing days were quickly terminated.

It is perhaps because of the varied presidencies, managements and interests of the **Empire** officials, that when the three did find some time for the motor car company, they discovered the motor vehicle side of their business was not doing particularly well.

For the first two years of production, the **Empire Motor Company**, had produced a 'plethora' of models i.e. two, the A and the B type. In 1911, they produced the Model C - similar in looks to the two earlier models, except for shaft drive, a slightly torpedo-shaped body styling and an overhanging dash. There were numerous extras available, but the basic price was $950, as compared to the previously priced Model A at $800 and the Model B at $850.

**EMPIRE** were among the first auto companies to produce new models for 1911 and sales were reported to be so brisk that 'cars were being placed on the market as fast as the factory could produce them'. However, once again history took a hand, and our three 'Indi' men plied their attention to their consuming passion, the speedway. The large expenditure required to run the circuit and the price of paving the track had to be accounted for. It was decided to run one big race per year …. a 500 mile event.

Around this time another famous automobile man, Harry C. Stutz appeared on the **EMPIRE** horizon, press releases of the time indicated that Harry was designer and factory manager for **EMPIRE**. Mr. Stutz's involvement with **Empire** was a brief affair, though his involvement with the big three continued, his connection with the **Empire** factory came to a sudden stop when he turned his whole attention to his own motor car business following his outstanding success on the Indianapolis brick circuit.

**EMPIRE** manufacturing ceased by the end of 1911, factory space was turned over to the manufacture of Carl Fisher's Prest-O-Lite Starters, a venture started by him in earlier days with partner James Allison.

*(Cont. on Page 7)*

**MEMBERS MARQUES - EMPIRE Cont.**

*(Cont. from Page 6)*

At this point in time the marque takes an interesting twist - in March 1912 an **Empire Automobile Company** appears on the scene in Indianapolis. Its directors were Cecil E. Gibson and Charles Sommers of Indianapolis, A. Waldheim of St Louis and David May of Cincinnati.

Their offices were at 238 ½ Massachusetts Avenue, actual factory premises were still rather elusive, and even after the appearance of the new 25 h.p. model, where two-thirds of an estimated annual production of vehicles had been pre-ordered, the **Empire Automobile Company** was still without a manufacturing home.

The managers and workers of the old Greenville Metal Products Co. expressed their will to construct the **Empire** cars, so the Greenville, Pennsylvania factory became **Empire**'s new home. Here another twist comes to light, during the time which had elapsed since the closure of the original **Empire** plant, court cases citing misappropriation of company funds had occurred, so actually how the new company obtained bits and pieces from the old 'Twenty' model **Empire**'s, is not clear. Wheeling and dealing allowed parts from the old **Empire** model to be assembled and marketed to the public by the new company as the 'Fay' car, (Frank Fay was president of Greenville, and at a later date turned State Senator for Pennsylvania). This may have been the new company's way of disposing of old models in such a way as to not detract the public's opinion of a brand new **EMPIRE**.

The new Model 25 **EMPIRE** began production, they still used the old **Empire** slogan ***"The Little Aristocrat".*** The engine was a 25 h.p. Golden, Helkman & Shwartz 3 ½ x 4 ½ four with an Excelsior carburettor, it also had final drive via steel torque tube enclosed prop-shaft, semi-floating Salisbury rear axle, semi-elliptic front springs and three-quarter springing on the rear.

By August 1912, **Empire** turned to the Connersville Wheel Company, in Connersville, Indiana - the main interest being in their factory premises and here for a short while, bodies for the **Empire** were built and shipped to Greenville. By 1914 however, Greenville had commenced production of railway cars, the original arrangement had only been on a contract basis, so the acquisition of the Connersville plant was ideal.

In 1913 came the new and improved Model 31, it had a slightly bored-out (to 3 ¾) 4-cylinder engine, a Holley carburettor, Weston-Mott rear-axle, 108" wheelbase and wore 'Royal Empire' blue livery. The Model 31 was continued into 1915, with an increase in wheelbase to 110". Another model, the 31-40 appeared on the scene, this like its predecessor continued to use right-hand drive steering.

Their new Model 33 saw the change to left-hand drive, larger again it had a 3-7/8 x 4-½ 35 h.p. engine and a 112" wheelbase.

*(Cont. on Page 8)*

*(Cont. from Page 7)*

The introduction in early 1915 of a 1916 model was unusual, but **EMPIRE** was again on the move, with a workforce of 250 men in a new plant at 15th West Street, Indianapolis, acquired from the former Federal Motors Company, as greater production of **EMPIRE** motor vehicles was envisaged.

About this time the American populace was revelling in the availability of a great new, cheap car, Henry Ford's Model T, was a death-knell to many of the smaller American Auto-makers.

**EMPIRE** models such as 45, 50, 51,60R, 70, 70A,71,72 and 73 were produced in varying body styles and capacities in an attempt to regain popularity - unfortunately all was to fail. The **EMPIRE**, lost its identity, along with so many other beautiful cars sometime during 1918.

Today the number of **EMPIRE** automobiles is not very great, when **Don** & **Elsa** brought out their own little car for the Barossa National Run in March of this year (1984), it was almost a feeling of personal pride for each of us to see such a 'racy' little motor car once again spinning along the open road.

*Penny*

***Don & Elsa's twice Bay to Birdwood Concours winning 1913 Model 31 EMPIRE***

# TWILIGHT RUN

**Thursday 1st February 2018**

An excellent roll-up of members (36 plus 2 visitors) too many to name individually. We met at Joan's Pantry, Hawthorndene, most of us arrived quite early allowing for plenty of socialising before we left.

The weather was near perfect for a drive in the Adelaide Hills, after run sheets were handed out we proceeded via Belair, Stirling, Crafers, Greenhill, Uraidla and Balhannah to our destination the "Haus Restaurant" in Hahndorf.

It was a beautiful drive, very scenic, little traffic, good roads and someone in front to show me the way (thanks Joan & Chris). At the "Haus" restaurant we were greeted by the manager and directed to our separate Dining Area, the staff were well organised and friendly.

After ordering our meals, we were invited to a Bavarian (part of Germany) floor show, first came an explanation of the origins of Hahndorf, then Carillon (cow-bells) folk-music, followed by Bavarian folk-dance which looks very entertaining and easy, but it's not.

***Heinz left his Lederhosen at home , but joined the Bavarian entertainment anyway.***

*(Cont. on Page 10)*

*(Cont. from Page 9)*

I find out, after Ian announced I was born in Germany and should try it (thanks Ian), how could I refuse after being presented with a complimentary German tap-beer. I apologise to everyone who watched me.

*The episode was most entertaining, Heinz is much braver than I, in addition to our group the performance was in front of 80 tourists, bussed in from the Indian-Pacific Train for the evening . ……..Ed.*

The meal was good and there was plenty of it, several doggy-bags were called for. A little after 10:00 pm we enjoyed a sedate drive through the hills to home.

Big thanks to **Marilyn** and **Nevin** for taking the time and effort to organise the run, we're sure this run was enjoyed by all who participated.

***Susann & Heinz Brandt***

# FUNDRAISING BBQ

## SUNDAY 25th March 2018

Volunteers required, many hands make light work.

**Ian Loader** (08) 8382 7243

# YESTERDAY's POWER RALLY
## Milang

Sunday 21st January 2018 was supposed to be the slight cool change after temperatures of 42 plus degrees but at 35° it was still damn hot. We had registered for the Milang event so to make it comfortable for ourselves and the 1939 Mercury we opted for a run through the hills to Milang rather than freeways and hot main, traffic light infested thoroughfares.

At Para Hills West we are at the opposite end of the world to Milang, we left home at 6.30 am our route taking us through Tea Tree Gully, Inglewood around Chain of Ponds to Cudlee Creek, Lobethal, Woodside, Oakbank, Hahndorf, Mt Barker, Wistow, Strathalbyn and Milang. This is a lovely drive in an old car and at 1 hour 45 mins we thought a good time as well.

Milang Oval was alive with all sorts of historical stuff and we parked across the oval erecting a marquee for shade and our picnic lunch. Just after our arrival we encountered VSCC President and Secretary Peter & Brenda Dawes together with their Wolseley who had also settled in for the day.

There is much to see at the **Milang Yesterday's Power Rally**. A grand display of stationary engines of all types, there were so many it was quite overwhelming. The standard of restoration on those that required restoration was just magnificent.

***The Presidential Limousine***

One amazing fact was that many were totally original just being pulled from sheds and barns and just "got going".

There were tractors, tractors and tractors, restored, unrestored, big and small, plus a good range of crawlers. There were trucks of all ages large and small and the display of cars from 1915 to 1981 was most interesting. To top it off a tractor pull was held lasting most of the day. Having not witnessed this spectacle before Graham found it very interesting indeed.

As well as all that, a shuttle bus was available for those wishing to look at the Museum at the old Milang railway station or go for a lake cruise on the Oscar W.

*(Cont. on Page 12)*

*(Cont. from Page 11)*

As the Mercury has been on the road for 20 years now we were surprised that it won its class amongst some very beautiful cars of more recent restoration.

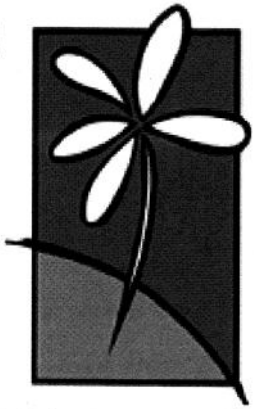
An enjoyable trip via the same route home arriving about 5.45 pm. A great day and thanks to all those involved.

***Graham & Shirley Tonkin***

Spring into the garden

With help from S.A. Fertilizers

- Fertilisers for all occasions
- Potting Mixes (Aust Standards only)
- Compost
- Mixed manure – Cow-Pig-Sheep
- Gypsum and more!



"It might be poo to you.....but it's bread & butter to us"

SA FERTILIZERS

125 O'Sullivan Beach Road LONSDALE S.A. 5160

Ph: (08) 83260649

# THE VINTAG
# THE DIARY

**NOTE**

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

## 2018

| | | |
|---|---|---|
| FRIDAY | 23rd February | **GENERAL MEETING** |
| THURSDAY | 8th March | Committee Meeting |
| SUNDAY | 18th March | **HISTORIC MOTOR VEHICLE GATHERING** |
| THURSDAY | 22nd March | **MID WEEK RUN** (Graham & Shirley Tonkin) |
| FRIDAY | 23rd March | **GENERAL MEETING** |
| SUNDAY | 25th March | **FUNDRAISING BARBEQUE** |
| SUNDAY | 8th April | Gawler Club - Veteran & Vintage Run |
| FRI/SAT/SUN | 13/14/15th April | **BERT POPE WEEKEND** (Port Victoria) |
| THURSDAY | 19th April | **MID WEEK RUN** (Phil & Marj Luke) |
| SATURDAY | 12th May | **CLUB AUCTION & REGISTRATION** |
| THURSDAY | 17th May | **MID WEEK RUN** |
| SUNDAY | 20th May | **STANTON OHLMYER RUN** |
| SUNDAY | 3rd June | **PRESIDENTS TROPHY RUN** |

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

**All General Meetings commence at 7:30 pm.**

**Please Note: The March 2018 GENERAL MEETING has been brought forward by one week to the 23rd March to avoid a clash with GOOD FRIDAY.**

## CLUB WARES

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

VSCC Down Under London to Brighton Cap $15

All items available from the Treasurer at General Meetings

## MEAL BEFORE FEBRUARY GENERAL MEETING

**6:30 PM FRIDAY 23rd February 2018**

**MENU: Fish & Salad**

**$3 PER HEAD**

**BYO Drinks**

**Coordinated by Lee Michelmore**

**ALL GUESTS ARE WELCOME**

# COMING EVENTS

## HISTORIC MOTOR VEHICLE GATHERING

**Sunday 18th March 2018**

Hosted by the VSCC, a static display located centrally in the West Parklands of Adelaide. Admission is FREE for participants and spectators alike. Predominately for veteran and vintage (pre-1931) vehicles, but classic's are catered for as well. Spectator parking on site. All welcome - motoring club members and individuals.

VSCC volunteers required for marshaling.

**Ian Loader** Ph: 0418 349 693 or **Rod Wood** Ph: 0419 806 552

## MID WEEK RUN

**Thursday March 22nd 2018**

Meet at Steamroller Park, Stirling (cnr Avenue Road and Mt Barker Rd) 10.00 am for 10.30 am start. Enter the park by Avenue Road. Steamroller Park is named due to the steamroller in the park. BYO Morning Tea to have at the park.
There are toilets here and a rotunda just in case the weather is not good.
Enjoy a pleasant drive through the hills with lovely scenery and to enjoy the views taking the long way round to Langhorne's Creek for lunch at the Langhorne's Creek Hotel.

Numbers will be needed by the February meeting to advise the hotel or ring **Graham** or **Shirley** on 0401314563 or 82586547.

## BERT POPE WEEKEND

**Friday 13th April to Sunday 15th April 2018**

Location Port Victoria on Yorke Peninsular - **Richard Kretschmer** has a holiday home there and there are others available for hire - estimated cost around $70 per couple per night (3 couples per house) - we would need to bring our own supplies - evening meals BBQ or at the pub. Local Maitland Preservation Society keen to be involved - plenty of things to do - walking trail goes through Port Vic north and south for many kilometres - lovely beach walks - lovely spot on Richards verandah for people of good repute.

We need to know how many members are interested as soon as possible so we can confirm bookings and prices.

**Ian Loader** Ph: 0418 349 693

*From 'The AUTOCAR' - February 1908*

# The 'G.E.M.' Petrol-Electric Car

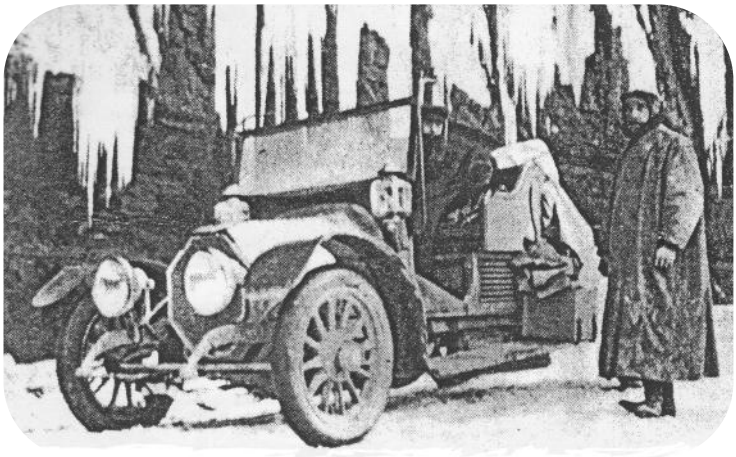
The "G.E.M." car which has been introduced by the well-known automobilist, M. Girardot, is an entirely new type of petrol-electric vehicle, embodying many improvements on the older systems, and by the combined use of a dynamo and small battery of accumulators is able to climb the steepest hills at good speed, possesses an automatic starting, and has always a reserve of electric current for brilliantly lighting up the car.

A small four-cylinder motor of 20 h.p. transmits its power to the driving shaft by means of an electric clutch, arranged in such a way that any excess of power given up by the petrol motor is gathered up by the dynamo, which keeps a small battery of accumulators constantly charged and ready to come into action when called upon.

All this sounds simple enough, but automobilists nowadays like to be convinced by facts, and consequently M. Girardot decided to set out in his 20 h.p. 'G.E.M.' to cover some 1,500 miles of roads, which would prove that his car had nothing to fear even when the weather conditions were at their worst, the thermometer marking 27 degrees of frost at Geneva. Between the towns of Bellegarde and Mantua it became impossible to find the route until the snow-plow came to his assistance.

After a six-day run M. Girardot returned to Paris - the 'G.E.M.' had accomplished its severe task successfully, and proved to be as reliable as its commoner brethren.

*110 years ago - and I thought hybrids were a relatively new idea ....Ed*



***The 'G.E.M.' Car - 27 degrees of frost on the road near Mantua.***

# BULLETIN LOTTO - THE MILLARD's MGC

The MGC was launched at the 1967 U.K. Motor Show, less than two years later production had ceased. Total numbers 8999 vehicles, split roughly between the GT and Roadster - small numbers by MG standards - 500,000 MGB's were made.

Alas, very poor press and politics saw the MGC fail in the market place. None were sold in Australia to my knowledge albeit some were privately imported. One famous owner Mr Bruce Ibbotson bought his new in 1968 and has enjoyed 50 years with his "C", now heavily modified and improved says Bruce, now 78 years young.

The "C" has an Aussie connection in the early days of development, a 6-cyl Blue Streak motor was tested but ruled out due to the cost of shipping to the UK and being costly to re-tool and produce in England.

The engine chosen was a 3 litre, 6-cyl, 7 bearing Austin motor, it was first developed for the Austin 3 litre Saloon, an ugly giant version of the 1800, with a North-South engine driving the rear wheels. I don't think the Austin saloon was a sales success either.

***Mal & Maureen Millard's MGC - Photo M Millard***

Our "C" came from the U.S. in the early 1970's, converted to RHD and used in N.S.W. until the early 90's, it had a body restoration in 2000, was stored but not driven until being moved to Melbourne where a full mechanical restoration was performed in 2007. Still not driven much, less than 500 miles between 2007-2011.

*(Cont. on Page 18)*

*(Cont. from Page 17)*

A Mr Gillison from S.A. purchased the "C" and brought it to Adelaide, he carried out many more improvements, ie new steering rack, tyres, new fuel-tank, etc.

He used it as a daily-driver for two years and then sold it on, the new owner never got to use it much due to failing health, we purchased it in December 2014 and enjoy it very much on our VSCCSA runs.

*Malcolm & Maureen*

"NO ONE KNOWS YOUR PASSION LIKE SHANNONS."

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# RIVERLAND - Part 3

We travelled to Murray Bridge via the freeway, crossed the Murray River at Swanport and headed towards Karoonda. Our prime destination was Lock 4, approximately 515 kilometres (as the river flows) upstream from the river mouth, as well as anything else of interest which we should come across.

Other than realising we had passed the "girl in a suitcase" murder site and a brief stop at the Karoonda Railway Station, we eventually and uneventfully arrived at Loxton for morning tea, and again took in the ambience of the river-front whilst enjoying a "good old cuppa". We renamed this as the place of cliffs, corella's and campers for all were in abundance. A friendly tourist information officer suggested we should visit the Pioneer Village, taste some of the many wines on offer, and enjoy a selection of dried fruits which were pre-packed for sale.

Well stocked up we ventured to Lock 4 at Bookpenong. Here the facilities rivalled those at Lock 2, and we learnt much about the management of the Murray River System in S.A. and interstate. (Did you know that S.A. gets paid to manage Locks 7, 8 & 9, even though they are located in Victoria? … This must be unique! ...) We spent more than 40 minutes questioning and listening to the anecdotes of a very convivial host, the resident Lock Master, before pressing onto and over the Berri Bridge, sighting an ex Department of Defence ship as we passed. We were advised that this somewhat handsome vessel is used to deliver riprap (rocks) to the base of the Lock piers as a matter of maintenance, as well as other duties when and where required.

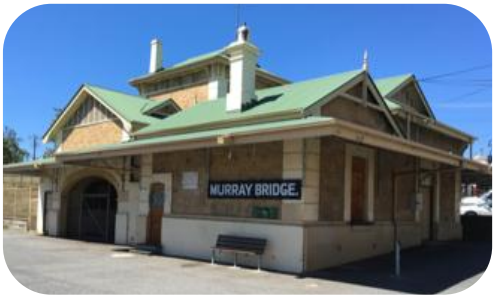
Continuing our circular loop, we by-passed Cobdogla, turned left from the Sturt Highway at the next major junction, and headed south towards Moorook and Loxton. Our adventurous spirit kicked in when we decided to take an alternative route home, via the Stott Highway to Swanreach and then along the eastern riverside to Mannum. This revealed several spectacular views of the river wetlands which were enhanced by the late afternoon setting sun, and was well worth the few extra kilometres travelled.

We crossed the river at Mannum and settled down for a late lunch on the riverbank near the "Club". After a typical picnic meal we resumed our journey along the river-front, toured past the marina, and joined the Murray Bridge road at Reedy Creek just north of the Reedy Creek Waterfalls.

Approaching Murray Bridge the majority of our trip's highlights were revealed, Elephants, along with many other animal statues, and numerous other stylised icons welcomed us at the Serenity Gardens Nursery, a community developed and maintained wetlands championed by Fred Sanders were viewed, a brief drive-by of the old railway station and a longer stay at the historical Round House were all part of our itinerary.

*(Cont. on Page 20)*

*(Cont. from Page 19)*




***Murray Bridge Railway Station***

***Historic 'Round House' - Murray Bridge***

Crossing the main road we toured Sturt Reserve offering a close-up view of the massive rail bridge piers and a couple of paddle wheel steamers tied up at the wharf. Unfortunately, the Bunyip was hidden deeply within his (?) cave and not feeling at all well, but we could see where he had been; access was restricted for renovations.

With storm clouds threatening and the sun setting in the West, we re-joined the freeway and set sail for home. ……. Another entry on the bucket list had just been nailed.

*Rob Jacob*

**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.**

## BULLETIN ARTICLE LOTTO

**Garth** and/or **Margaret Mugford**

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 **April 2018** issue of *'The Vintage Bulletin'*

Thanks *Brian*

# 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.

## WATTS WHATS

There was a trial quite sedate
With penalties for starting late
The Watts was its name
And it warrants some fame
For deciding a Chrysler's fate.

On arriving at Carey Gully stone quarry
In a Vinti instead of a lorry
Drivers saw at a glance
That they had little chance
And for entering, most were quite sorry.

At "Hilltops" the transmissions groan
Because the organiser wouldn't postpone
The events in the mud
Because of the flood
And Ansaldo's sink like a stone.

The winner it seems must display
The ability to stop in the clay
And get stuck in the mud
While pistons go thud
Much to the owner's dismay.

When the chops and snags expire
All huddled around the fire
The people all shivering
Teeth chattering, knees quivering
While Gwilym's Chev sank in the mire.

An original poem by **Ralph Richardson**
*The Vintage Bulletin - September 1970*

# COMMITTEE MATTERS

**Meeting held on Thursday 11th January 2018**

The following significant matters dealt with by the Committee are reported for the information of Club Members and readers of *The Vintage Bulletin.*

- Peter Dawes asked committee to formulate guidelines for organisers of events.
- Sandy Nash offer to be Assistant Librarian accepted.
- Discussed Historic Motor Vehicle Gathering including First Aid Officer.
- Decided to cancel February Mid Week Run due to glut of events that month.
- Rob & Carole Jacob volunteered to do ice-cream & spider night (Jan. GM).
- Committee to investigate availability of First Aid presentation for members and Club First Aid Kit.
- Discussed food handling validation certificates for club meals / BBQ's.
- Seek members input re participation in Barossa Veteran & Vintage Run and three day Bert Pope Weekend at Port Victoria.
- Commended Chris & Joan (NYD Lunch) and Wilf & Carmen (Early Birds Run) for excellent start to 2018 events.
- Discussed membership application from country dwelling 1969 Rolls-Royce owner - suggested trying RR Club or a local car club.
- Chris Catt suggested members be encouraged to provide material for the Bulletin - to ease load on Editor.
- Club Information pamphlet approved.
- Peter Dawes suggested we should re-establish a list of Members Cars - carried.
- Chris Catt suggested we should do something to acknowledge long term members - carried.

## ACKNOWLEDGEMENTS

The Editor and Publishers of this Bulletin wish to acknowledge inclusions from the late **Penny Bristow** and Members of the Vintage Sports Car Club of S.A. Inc. Thank-you to **Susann & Heinz Brandt, Chris** & **Joan Catt, Peter Dawes, Rob Jacob, Lee Michelmore, Mal & Maureen Millard, Ralph Richardson** and **Graham & Shirley Tonkin.**

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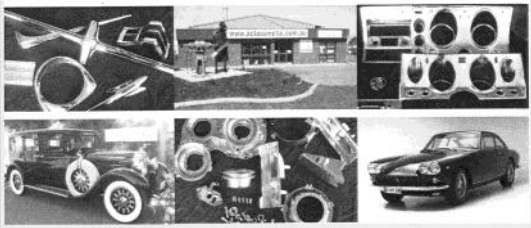

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# SWAP MEETS

## CAMPBELLTOWN SWAP MEET

**Sunday 11th March 2018**

Kilburn Oval & Sports Complex - Lionel Avenue, Kilburn

Enquiries: **Scott McLay** Ph: 0412 555 723

## CLARE SWAP MEET

**NORTHERN AUTOMOTIVE RESTORERS CLUB INC.**

**Sunday 18th March 2018 T.B.C.**

Gates open 7:30 am - $5 adult, under 14 free

Catering by Lions Club of Clare

Enquiries: **Graham Goode** Ph: (08) 8842 2107 A.H.

# ARTHUR CLISBY

Sad to report that **Arthur Clisby**, a stalwart of the Historic Motoring Clubs, passed away on 5th February. One of the strongest voices of the Historic Car Movement in South Australia, a founding member of the Bay to Birdwood and Motorfest - we will all miss him.

**Shirley & Graham**

**WANTED - FORDS** (Fords only) for a DISPLAY
On Tuesday 27th February 2018 between 6:00 - 8:00 pm

**Ian Loader** (08) 8382 7243

# FOR SALE

**30th DOWN UNDER LONDON TO BRIGHTON RUN**
**Baseball style CAPS - (1988 - 2017)**

**Collectors items - we have a few left at $15 ea.**

**Please see the Treasurer if you would like one.**

# CARS & PARTS

## FOR SALE

* Toyota 86 16" wheels & tyres
5 brand new wheels & Tyres never fitted to a car $950.00 ono
**Graham Tonkin** 0401 314 563

** 1926 Rugby - rebuilt gearbox $250 o.n.o.
**Fred Stace** (08) 8337 6487

** Herschell Spillman Engine - 4 cylinder approx. 1920
**David Bristow** (08) 8298 3837

** 1922 Chenard & Walcker Roadster
**Peter Mott** (08) 8388 5469

** 6 New Old Stock Lodge HLIP 18mm x 3/4" reach spark plugs still in original packets - Best reasonable offer.
**Chris Catt** (08) 8381 7823 or 0409 817 823

## WANTED

**

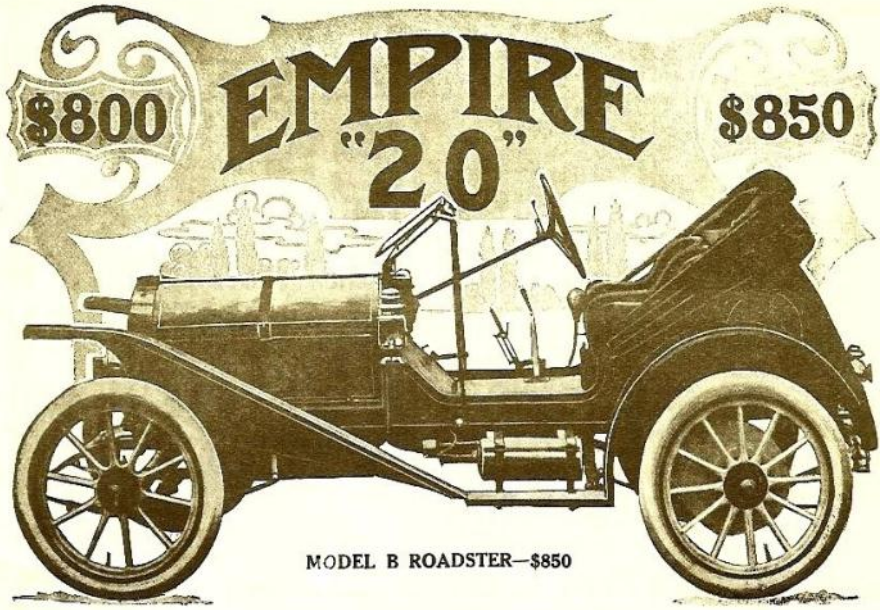
Radiator Mascots - Wanted for my collection.

Particularly Australian examples.

**Kevin Field** (08) 8449 8113

* 1977 Volkswagen Kombi - 15 x 6 5-stud Wheel to suit 77 Kombi
**Jim Thompson** (08) 8278 2927

** A pair of Edison Split Dorf, green porcelain Spark Plugs
**David Bristow** (08) 8298 3837




# This Little Aristocrat

Jumped into instantaneous popularity with dealers when it appeared last autumn. And its popularity with the public is instantaneous whenever and wherever it appears upon the streets. Its long, lean, racy lines, its noiseless smoothness of operation, its quick getaway and high speed attract general attention. And its superb riding qualities make every demonstration a sale.

In the beginning we could not promise anything like the number of cars demanded. Since then we have more than trebled our capacity and can furnish cars to fifty more agents for 1910.

## Some of Its Features

Four cylinders, "T" Head, 3½ x 4, water cooled; dual ignition with Remy magneto: 96" wheelbase; 32 x 3½ tires with Q. D. rims; ¾ elliptic springs in front and four-sided platform springs in rear make it the easiest riding car built and equally easy on tires. Motor, clutch and selective transmission assembled as a unit, in perfect alignment; double side-chain enclosed drive.

**Empire Motor Car Company**

**INDIANAPOLIS INDIANA**