THE VINTAGE BULLETIN

WEB EDITION

ESTABLISHED 1945

SARS-CoV-2

The President presented Lee Michelmore (right) with a Certificate acknowledging her award of the Bateman Shield for 2019-2020

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SOUTH AUSTRALIA

THE VINTAGE BULLETIN

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

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BACK COVER: SA FERTILIZERS + SHANNONS + ALLBIZ advertisements

COPY for August Edition DUE midnight Thursday 12th August

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, Chris Hudson, Ken Hurley, David Prest, Warwick Ward, Caroline Wood,** and **Wayne Wood** 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

Thankyou,
Warwick.

You won the Bulletin Article Lotto prize for July.
Brian wins the minor prize.

Congratulations to both of you.

Who will award themselves the prize of an article for August? How about you? Editor.

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.

PREFACE

This month the Editor expects that there may be some stories tripping over themselves, fighting with each other as they clamber into his inbox after the lockdown has been lifted. (His glass is always half full.) If, as predicted, a limit of one person for every four square metres is imposed after the lockdown then the Club will not be able to hold its July General Meeting in the Clubrooms. The lockdown though, must provide Members with some free time. The hope is that it will be spent wisely, tapping the keyboard and searching for old photographs to illustrate the stories being written for *The Vintage Bulletin*.

Brian and Warwick responded to last month's call for articles; Brian with a story about his shed, which must have celebrated its Golden Anniversary by now; and Warwick with an account of his first car purchased and restored while he was a teenager not old enough to drive.

The President spent several days working on the three routes and associated instructions and arrangements for her President's Trophy Run. The design of different routes for different cars worked out and the lunch arrangements were spot on. There is an article and some snaps starting on page 13. For Readers' interest the Editor has extracted some interesting bits about the Club Permit Scheme from the Victorian Government's proposals for changing its *Road Safety (Vehicles) Regulations*. A link to the source material is provided for those who would like more information.

While on the subject of information … Chris Hudson has asked that Members be informed of his Dad's plight. Duncan has been transferred into Care in Gawler and, understandingly, will not be renewing his Membership. (See page 11.) We wish him well in his new accommodation and will continue to keep in touch via *The Vintage Bulletin*.

International cricket is back. The Editor was recently able to stay up all night watching three matches, one after the other! Meanwhile, New Zealand defeated India in the Test Match Championship Final. They don't talk about it in public but it must be satisfying after having the Cricket World Cup "stolen", (as Donald would say), from them in 2019.

Anyway,
that's what I think.

Wayne Wood
JULY 2021

WORDS FROM THE PRESIDENT

Last month's contribution was supposed to be the President's penultimate "words" and this month the last but, as we all know, in this topsy-turvy world of COVID nothing is "normal" and things can change in the space of a few days. I shall therefore continue as President until the Annual General Meeting is held or the Committee appoints someone else.

For the second year running the Annual General Meeting, which is scheduled for July, has been deferred but hopefully this time not until October. Since that time, we have only had six General Meetings but the five Committee members who volunteered at that meeting have been working to return the Club to a semblance of normality by running the usual events that would have been conducted during the year. With the assistance and support of several members this has generally been achieved.

The President's Run to Langhorne Creek by various routes was well supported by thirty participants, twenty-eight of whom lunched at the Bridge Hotel. Thank you to those who came and to Michele from the hotel who did a wonderful job of organising our escalating numbers during the week. Congratulations to the joint winners, Lee and John Michelmore and Lorraine and Ian Loader.

Unfortunately, the Mid-Week Run that Chris and Joan Catt were organising was postponed due to forecast unfavourable weather conditions and Ladies' Day has also been postponed. It is anticipated that both events will be rescheduled for the near future.

The Agenda and Nomination Form for the 2021 AGM, and the Minutes and Reports for 2020, have been distributed and again I ask that you consider how you can contribute to The VSCC of SA.

Regards,

Caroline

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COMING EVENTS SUMMARY

GENERAL MEETING

~~**Friday 30th July 2021**~~

CANCELLED DUE TO COVID-19

The Meal before the Meeting will be sausages,
mashed potato, carrots, peas and onion gravy. ($3.00)
Please BYO Chair to reduce the need to disinfect the Clubroom's chairs.
The "formal" part of the Meeting will commence at 7.30pm.
Meal from 6.45pm. Clubrooms open at 6.30pm.

LADIES' DAY

Sunday 1st August 2021

postponed DUE TO COVID-19

A Scenic Run in the Hills to a delightful spot for lunch.
Ladies choose the car.

BAROSSA WEEKEND

Saturday and Sunday 28th and 29th August 2021

DRIVE IT OLD CAR DAY/WATTLE DAY

Wednesday 1st September 2021

Mid-Week Run to be arranged?
Just let the cars be seen out and about on the streets?

MID-WEEK RUN TO MIDDLETON

Replaces Cancelled July 22nd 2021 Run
New date to be advised

75th LUNCH

12th SEPTEMBER 2021

Venue to be determined

NOTICE

ANNUAL GENERAL MEETING

Friday 30th July 2021

The 2021 Annual General Meeting of The Vintage Sports Car Club of South Australia Inc. will be held in the Combined Car Clubs Clubrooms, Clark Avenue, Glandore in conjunction with the July General Meeting which will commence at 7.30pm on Friday 30th July 2021

POSTPONED

Wayne Wood

HONORARY SECRETARY

THE VINTAGE SPORTS CAR CLUB OF S.A. INC

ANNUAL GENERAL MEETING

Friday 30th July 2021

The 2021 Annual General Meeting of The Vintage Sports Car Club of South Australia Inc. will be held in the Combined Car Clubs Clubrooms, Clark Avenue, Glandore, in conjunction with the Club's July General Meeting which will commence at 7.30pm.

AGENDA

POSTPONED

1. **Meeting Opening:**
2. **Apologies:**
3. **Visitors:**
4. **Minutes of the 2020 AGM:**
5. **President's Report:**
6. **Treasurer's Report:**
7. **All Committee positions declared vacant and nomination for Interim Chairperson called for:**
8. **Election of the following Officers:**

President	Vice President	Secretary
Treasurer	Editor	Club Captain
Recording Secretary	Committee Members (at least two)	

9. **New President to take the chair:**
10. **Appointments:**

    Auditor
    3 General Trustees (including Treasurer)
    3 Seal Holders
    Historic Registration Authorised Persons and Assistants
    Historian
    Rugby Custodian
    Restoration Trophy Inspection Committee
    Librarian and Assistant
    FHMVC Delegate
    CCC Delegate
    Webmaster

11. **General Business:**
12. **Meeting Closure:**

WINTER … Prepare the soil now to be ready to plant citrus trees when the soil becomes warmer. Add gypsum to aid drainage in clay soils.

BAROSSA WEEKEND

Saturday 28th and Sunday 29th August 2021

DRAFT PROGRAMME

Participate in some or all as staying overnight not compulsory

SATURDAY

Meet at Gawler 11.30am

Or: go directly to Lyndoch for bakery or picnic lunch

Book in to Motel before 4.00pm after "tour"

Happy hour

Dinner about 6.00pm "pay as you go"

SUNDAY

Breakfast in Motel or elsewhere … you choose

Conquers Dee Vee Esss Ceee Ceee (say with a "French" accent)

(Every Player wins a prize)

Morning Tea at a nice place

Travel to Lunch

Have Longish Lunch and say farewells

Go Home

ANNUAL LUNCH

75th ANNIVERSARY CELEBRATION

Sunday 12th September 2021

Now may depend on COVID-19

Venue to be determined

COMING VSCC EVENT

34th

'Down Under'

London to Brighton Run

Sunday 31st October 2021

for

Veteran Cars and Motorcycles

London Road, Mile End South to Brighton Beach

Enquiries: Rodney Wood
0419 806 552
rodneywood@iprimus.com.au

Supported by Shannons Insurance and

Planning for this iconic event is underway.
COVID-19 may affect its final arrangements and shape
but there is already enthusiastic support,
including entries, for this year's Run.

Members, please mark your diaries as there will be a need for marshals and others, including help with the morning teas, logistics and publicity.

SA FERTILIZERS
125 O'Sullivan Beach Road LONSDALE S.A. 5160
Ph: (08) 83260649

DUNCAN HUDSON

Duncan's son, Chris, has asked that Members be informed that Duncan, who has been battling Parkinson's Disease for more than five years, recently contracted an infection. That caused him to be admitted to hospital. Sadly, Duncan's physical and mental states were adversely affected and, upon discharge, he has been found respite accommodation in a Care facility in Gawler. That is expected to become permanent.

Duncan has been a Member since 1967. Members may recall that he has served on the Club's Committee and for many years was one of the Club's Historic Registration Registrars. He and Nevin Skurray, his assistant, occupied a desk at the back of the Meeting Room and efficiently dealt with matters during General Meetings.

Duncan was also an enthusiastic member of the Hupmobile fraternity in Australia and in 1989 established the Australian and New Zealand Hupmobile Register. His quarterly Journal, "*Hupmobile Register*", has a world-wide distribution which continues today under the editorship of Queensland's Alan Jones.

CLUB FACEBOOK PAGES

The Club has three Facebook pages:

facebook.com/Down-Under London to Brighton Run-South Australia

facebook.com/Historic Motor Vehicle Gathering

facebook.com/Vintage Sports Car Club of South Australia

We urge people to use Facebook to share experiences and to connect with people to further the old car movement in general and The Vintage Sports Car Club in particular. Abuse, intimidation and negativity have no place on Facebook and we must ensure that the Club's Facebook pages respect and reflect that and allow people to communicate happily and without fear.

Find us on

Wayne Wood
HONORARY SECRETARY

HISTORIC REGISTRATION

The *Code of Practice for Historic Vehicles, Left Hand Drive Vehicles and Street Rod Vehicles* under the *Conditional Registration Scheme* contains the Registration rules for such vehicles.

To renew Registration of a Conditionally Registered Vehicle the registered owner(s)/applicant(s) must be financial member(s) of a recognised motor vehicle club, (in our case The VSCC of SA Inc.).

The Registrar of Motor Vehicles decrees that people with vehicles on Conditional Registration must not use them (on public roads) unless Club Membership fees are paid by the beginning of the Club's financial year. Members must ignore the "grace period" provided in the Club's Constitution if they wish to use their "Conditionally Registered" vehicles after 30th June 2021. (NOTE that the Club has an obligation to report to the Registrar any Memberships which are not renewed.)

Unless Memberships are renewed by 30th June 2021, "Conditionally Registered" vehicles may be deemed to be unregistered, which may also have legal and insurance implications if they are driven on public roads, the definition of which includes privately owned car parks, (such as at shopping centres).

So: Membership Renewal (payment and receipt) and Logbooks must be processed by 1st July 2021 if you wish to use your "Conditionally Registered" vehicle(s) after 30th June 2021.

NOTE: The Club's Constitution states that Membership fees shall be due on the 1st July; and that Membership shall cease if the fee remains unpaid ninety days after the due date. The Registrar of Motor Vehicles does not recognise this "grace period" for Registration purposes. So, Club invoices were sent out in April rather than June to allow time for Members to satisfy the Registrar by renewing their Memberships before 1st July.

DEFINITELY NOTE: As stated above, it is a requirement that the Club notifies the Registrar of Motor Vehicles of any Members with Conditionally Registered Vehicles who do not renew their Club Membership by 30th June 2021.

Wayne Wood

HONORARY SECRETARY

PRESIDENT'S TROPHY RUN
TO LANGHORNE CREEK
Sunday 11th July 2021

The President's Run has been Run and the Trophy presented … not controversially, but nearly so.

Having examined, over lunch, answer sheets submitted by the participants eager to have the Trophy displayed at home for the next twelve months, the Judge was unable to separate the five entrants who had the same high score. Even resorting to the tie-breaker answer sheets could not separate them.

The Steward was consulted. "A photo finish?"

"Yes." It was evident that a photo would be needed to determine the winner. That resulted in two entrants dropping out. Three were left. Unfortunately for Anne and Lionel, the photo was unclear and they were awarded third place. Under good natured verbal pressure, (but no inducements, monetary or otherwise), the Steward hesitated, muttering, hoping one couple would graciously concede to the other. But they didn't. So, in spite of not wearing reading glasses, or perhaps because of not wearing reading glasses, the Steward was unable to separate the competitors so declared a dead heat.

Great mates Lorraine and Ian and Lee and John will have to take it in turns displaying the Trophy in their cabinets. Will there be a photo to determine which pair has to polish it for next year's event?

Smiling Winners

John and Lee
Lorraine and Ian

President's Trophy Run *(Cont'd)*

Steve and Michele, Publicans

FOR THE RECORD:

Thirty people in fifteen cars participated in the Run. One Vintage and one 1930s car, (AUSTIN and WOLSELEY). The balance a mixture of moderns, MGs and other interesting cars.

There were three routes, each of three segments, catering for vintage, modern and sports cars respectively. The idea was that the vintage cars would be slower and needed a shorter route to arrive at roughly the same time as the faster moderns which travelled further; and the sports cars which travelled further still. Besides being of different distances the routes were also more challenging from short to long, taking into account road surfaces, twists and turns and grades.

Twenty eight people stayed for lunch in the Bridge Hotel at Langhorne Creek, overseen by publicans Michele and Seve Wade and their staff. During the week before the Run our numbers increased daily. Despite having other bookings, Michele was able to arrange seats for all of us.

We pre-ordered our meals and were given table numbers for 12.30pm. As soon as we arrived the food appeared. Fantastic service. Good food. We were all able to eat and enjoy a chat before the formalities.

The President designed the routes and, in the days before the Run, drove over them all to assess their suitability. It was pleasing to hear so many say that they had not been on many, if not most, of the roads chosen; and that they enjoyed the drive. Even the dirt sections.

Thank you Caroline. A very relaxed, enjoyable, way to spend a Sunday.

WORDS and PICTURES by: Wayne Wood

President's Trophy Run *(Cont'd)*

July 2021

28 people for lunch
Roger B, Karen B, Garth M, Margaret M, Vi H, Alan H, Margaret T, Christine Q, Ian L, Lorraine L, Peter D, Richard K, Jim T

The Bridge Hotel
Langhorne Creek

Brenda D, Susann B, Heinz B, Brian B, Christine B, Anne L,

Lee M, John M, Phil L, Marj L, Caroline W Peter W, Rex W, +1

Two bags for the garden after a great day out

This shed, if it were not used to house an old FORD could perhaps be a handy-man's or groundsman's workshop/storage shed. That's right, "man" and not "person". In the Editor's working life, sheds like this have been criticised by some managers as being untidy, even "dangerous". Perhaps they are. But not to their owners.

Blokes with sheds like this one usually know where to find what they need. They know where things are and maintain some privacy, even mystery, by not having items neatly stored on racks and on shelves and in drawers; all neatly labelled. These sheds are not warehouses.

There's more to a shed than this. Of course there is! Some are comfortable havens, well-equipped with television, sound systems, couches and beer fridges. But in the end, all of these sheds can be found wanting.

As one advances in years, one should think about labelling at least the "valuable" items, such as car parts and special tools. That may prevent them being taken to the dump when one is himself taken away, no longer able to use his shed.

Editor

My Shed

When we bought our house it had a free-standing brick garage in the backyard. It was not finished. It only had a dirt floor and didn't have any doors. I promptly made some steel swing-doors for the front and fitted a second-hand wooden door for side access. Later I concreted the floor. I did six slabs, learning as I went. The later ones were much better finished than the first.

Now that the shed was secure I could put stuff in it but didn't have any cupboards or shelving and money was tight. I got an old cupboard from somewhere that served as an inferior work-bench for several years. It was fitted with a vice but tended to move around when engaged in any vigorous activity.

My employer at that time, (Dunlite Electrical), used a lot of diesel engines. Many of these engines were delivered in sturdy wooden crates so I requisitioned some of the timber to build some shelving.

I found that planks from Lister engine crates best suited my purpose. They were rough-sawn 42" long, 7.5" wide, 1" thick and enabled me to build several sets of shelves that fitted nicely between the brick-piers reinforcing the garage walls.

One of the four shelf units which have served me well for around fifty years

Construction was very simple. Five 3" nails through the uprights into the ends of each shelf and a Masonite gusset nailed across each corner to keep it square.

Four sets of these shelves have served me well for around fifty years. I guess I discovered recycling before we were aware of climate change and it really became trendy.

The best quality crates came with Volvo engines. They were made from beautiful pine boards, planed all round, (PAR).

MY SHED *(Cont'd)*

They were bigger than the Lister ones - but I couldn't get them apart without severely damaging the planks. The side panels of these crates were re-enforced with a frame around the edges and with cross-bracing; the planks were liberally clinch-nailed to the frame and the "T" headed nails were impossible to remove without causing significant damage to the timber. I did find a use for the Volvo side-panels though. I joined several panels together and built for the kids a, (well used), cubby-house complete with electric light, (powered by D-cells), and a telephone connected to the house, (by utilising PMG salvage parts).

This shed is 14 feet wide and 28 feet long so there was plenty of room to house a vehicle at the front, (with room for stuff on each side), and space for a workshop at the rear.

Over the years I built more storage, mainly enclosed cupboards and drawers, for storage of tools and equipment; and a purpose-built work-bench, bolted to the floor so that all the effort went into the workpiece rather than moving the old makeshift bench around.

I got hold of a 16 foot length of rusty RSJ steel, welded on some brackets to suit the spacing of the wooden roof beams, (10" x 2" on edge), and bolted it up to align with the centreline of the shed. I made a trolley to suit the RSJ in conjunction with a chain-block to lift an engine, (sometimes with the transmission), and pull it clear of the vehicle. This setup has been well used. Just off the top of my head I can remember removing engines from - VAUXHALL *Velox*, LC *Torana*, Mk I *Cortina*, ESSEX *Four*, 6 and 8 cylinder *Falcons*, XJ6 JAGUARs and VW "*Beetles*". In the case of the VWs the rear of the vehicle was raised around three feet so that the motor could be pulled out from underneath.

This shed is also my spray-booth. Its walls and floor carry the patina of overspray and spills from a myriad of re-sprays. (All different colours). Again from memory - 2 VESPA Scooters, TRIUMPH M/C, 2 x VW "*Beetles*", HUMBER *Hawk*, VAUXHALL *Velox*, ESSEX, LC *Torana*, and Mk I *Cortina*.

I still enjoy pottering around in the shed on small projects but the days of major mechanical repairs and restorations are behind me.

Brian Bennett

MY FIRST CAR - MY FIRST RESTORATION

1921 MORRIS Bullnose *Cowley*

When I was fourteen years old, (so long long long AGO!!), I bought a MORRIS Bullnose *Cowley*. This came about as I then played hockey with our local district club in Sydney, and I was taken to our games by a fellow neighbour who had a MORRIS 10 sedan car. Going to one of our games he said he was going to call into a MORRIS dealer to buy some spare parts, so while waiting, I walked down into the dealer's 'junk' yard where there was a collection of MORRIS *Cowley*s. When my lift come back, I asked the dealer if any of them were for sale, and "yes", they were. "Which one would you like?", he asked, and I replied, "the one with only two seats and one door on the passenger's side".

As we were going to play hockey at the same oval the following week, it was arranged that my teammate would tow the *Cowley* back to my Dad's engineering workshop after that game. So, on the day after the match, we towed the *Cowley* with me steering; but me being six feet tall at fourteen no one seemed to rake any notice!

Example of "No door on driver's side"

Over the next two and a half years I rebuilt the engine and as Dad had a horizontal boring machine, I was able, with help from a fitter, to rebore the engine and fit sleeves and oversize pistons. The body was unbolted from the chassis and all body timbers that was rotten were replaced; and some of the tin work was replaced or reformed, painted, and fitted back onto the chassis.

Examples of MORRIS RADIATORS Flatnose on the left and Bullnose on the right

Please also see notes on page 22

MY FIRST CAR—MY FIRST RESTORATION *(Cont'd)*

The suspension was restored. The steering, gear box, differential and all other parts were also given a workover. The suspension was then painted ready for the body.

One of the most difficult parts to repair was the radiator. This had a hole in the top about the size of a tennis ball and the radiator core was looking the worse for wear. I remember loading it onto a hand cart one Saturday before going sailing and then pushing it up a steep hill to a radiator repair shop. The owner directed me to his elderly father at the back of the shop. He told me to emery the base as there was a serial number there. Upon seeing the number, he pulled out an old journal, found the number, and said he had made the radiator back in England. He then went to a large box containing bits of brass and found a piece that was the same colour as my radiator. After the repair, you would not know where the hole was. He also had all the gas blowpipes to repair the core.

Like my car … Driver's side
Spare wheel instead of a door

About three months after leaving it with him I went back to pick up the radiator, which looked like new to me, dreading what the cost might be and hoping I had enough saved, as I had been saving up my pocket money to pay for it. Well, it did not cost me anything as the elderly gentleman only wanted to go to my first MORRIS rally after I got my car licence. He also gave me a MORRIS radiator temperature gauge.

With the help of my Mum, all the upholstery was done, and I had a canvas-maker make a new hood and side curtains. The *Cowley* was finished and registered before getting my car licence. In those days in NSW, it was seventeen to get your licence. With Dad, and me on my L plates, I drove the *Cowley* up to the Motor Registry office to get my licence. When all the paperwork was completed, the tester said that a driving test was next. But, when he saw the *Cowley* with my Dad in it, he asked if I had driven it to the registry. When I confirmed that I had, he just gave me my licence without a test.

I kept the *Cowley* for about ten years, by which time I was working with Schweppes in Canberra.

MY FIRST CAR—MY FIRST RESTORATION *(Cont'd)*

Dad had sold his engineering business and my parents decided to sell their home and move to the Brisbane State Forest in Queensland as they were into native plants. (In fact, they wrote many books on native plants.) Because the *Cowley* was housed at my parents' home, I was forced to sell it. That was in 1965. A manager from Leyland bought it and said he had other *Cowley*s back in England and would be going back there in about five years.

Fast forward to 1975. I had changed my job and was working for ACI as a Project Engineer and had to go to England to ACI's office to do some work on glass tank burners with suppliers in Germany and England. A taxi picked me up from the hotel I was staying in and was driving me to a factory in London. On the way we passed an exceptionally large Leyland showroom and there I saw my *Cowley*. My *Cowley* was different to others as the body was made for a traveling medical salesman. It had a boot, much like a modern car, for him to store his items in boxes and shelves. So, it was easily recognizable. When I was restoring the *Cowley*, I kept all the boot contents as they were when the original owner had it. The taxi driver stopped and we both went back to the showroom; and sure enough, it was my car. The receptionist said that the owner was in the building and upon him coming down to see me, we greeted each other, but he and taxi driver, as it turned out, new each other. The taxi driver also had *Cowley*s at home. The next night the taxi driver picked me up from the hotel and we had dinner at his place and I saw his *Cowley*s. The night after that, the taxi driver again picked me up and we visited my old *Cowley* owner's home and inspected his collection of eight *Cowley*s.

Example of a MORRIS Bullnose *Cowley* roadster

In the early days of motoring, to save on freight and for other reasons, vehicles were imported into Australia as chassis with motor and gearbox, steering, suspension, and wheels. The bodies were manufactured locally, by firms such as Holden's Motor Body Builders Ltd. and T. J. Richards and Sons Ltd., often according to designs requested by the purchasers.

MY FIRST CAR—MY FIRST RESTORATION *(Cont'd)*

The rear of my car was similar to the one shown here, but without the spare wheel on the back. The spare wheel on mine was on the driver's side where a door would have been. The boot opened from the rear towards the hood; whereas a roadster boot lid usually opened towards the rear of the car.

Example similar to my car's boot, which was not a dickey seat

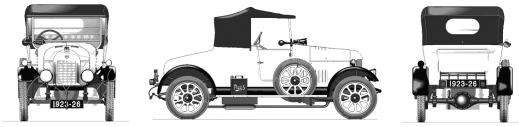
STORY by: Warwick Ward ☺

Warwick is a Member of the Adelaide Hills Motor Restorers Club Inc. which is based in Mount Barker. He co-ordinates the popular stationary engine, machinery and associated displays for the annual Historic Motor Vehicle Gatherings conducted by The Vintage Sports Car Club; and for which we are most grateful.

Justly proud of his restoration of his MORRIS Bullnose *Cowley*, he unfortunately does not have a picture suitable for printing. The editorial staff supplied the pictures to illustrate his story.

BULLNOSE vs FLATNOSE

William Morris, bicycle manufacturer turned seller, hirer and repairer of motor cars moved into manufacturing of same in 1913. Nearly all components were bought in and assembled at the Morris factory in Cowley, Oxford, UK. The first cars were MORRIS *Oxfords*, characterised by a round-topped radiator. Initially called a "bullet nose" they soon became known as "bullnose". In 1926 the bullnose was replaced on MORRIS cars by a more conventional radiator. It was flat not rounded, wider than the bullnose, (as the cars were larger too), and was cheaper and more efficient; but less shiny?



UNDER THE BONNET

The November 2020 *Vintage Bulletin* included material from the Vacuum Oil Company (probably published before the 1931 merger of Vacuum and Standard Oil).
From the same source ... more information.

• • • • How the Correct Grade of Oil is determined • • • •

THE making of the Mobiloil Chart really commences in the plant of the motor vehicle manufacturers.

Members of the Vacuum Oil Company's Boards of Automotive Engineers are closely associated with automotive manufacturers, helping them solve their lubrication problems.

The Vacuum Oil Company's engineers study the characteristics of each new model as it is developed. Complete specifications are secured in chart form from the manufacturer's engineering department covering all features of the unit which have a bearing on its lubrication. Detailed blue prints of the lubricating system, and general design features are also obtained, sometimes with the actual parts where these are of special interest.

While the new model is being tested, data on its performance with various grades of oil is obtained.

All the information obtained either from the field or from any special test work is compiled and summarised. At the annual meeting of the Boards of Engineers, basic lubrication problems are first discussed and their influence on the recommendations carefully weighed. Then a complete analysis of the new makes and models takes place. Then the research engineers describe in detail the tests conducted by them.

When all the facts bearing on the selection of the correct oil have been presented and discussed, the grades of Mobiloil having the required characteristics are determined.

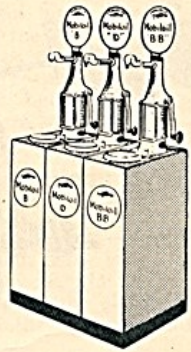
No time or expense is spared in any test work undertaken for this purpose.

Thus the *exact suitability* and *superior quality* of Mobiloil are maintained.

CAUTION

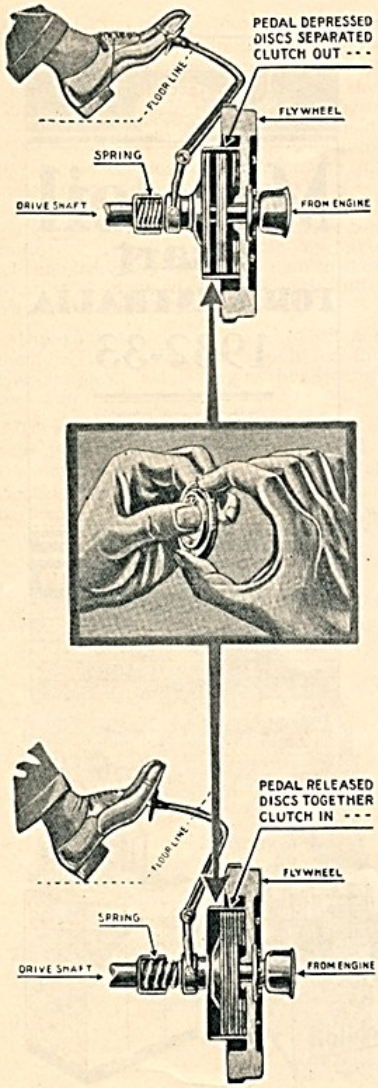
When buying Mobiloil in sealed packages, be sure the seal is unbroken.

When buying from "bulk," look for the WHITE TOPPED ***bottle. Always ask for Mobiloil, mention the grade, and if possible see the Gargoyle or Mobiloil trade mark on the container from which your oil is served.***



UNDER THE BONNET *(Cont'd)*

• • • • • Three coins explain the action of your clutch • • • • •



IF you hold three coins, two half-pennies separated by a florin, between your fingers, you will find it easy to rotate one coin without turning another.

Squeeze the coins together and it's difficult to revolve one, without turning all three, even though the pressure is not more than twenty pounds or so.

Now, then, picture these discs held together under a pressure of three hundred pounds, and you will agree that it is quite impossible to turn one without the others.

That's the principle of your clutch, the device which permits you to apply or release your engine's power.

Your clutch is composed of discs, some of which revolve with your engine, and others which turn with the transmission.

When you push in your clutch pedal you separate the discs. When you let it up, you clamp them together with springs.

If you push your clutch pedal only part way in, the various discs rub against each other. This is known as "slipping the clutch" and is very destructive to the surfaces of the discs.

There are Two Main Types of Motor Car Clutches

The single disc, as illustrated opposite and the multiple disc clutch, which consists of a number of discs. From a lubrication viewpoint, clutches divide themselves into two groups—wet and dry types.

Wet clutches run in oil. When the discs are separated, oil flows between them. When they come together the oil is squeezed out.

Don't try to lubricate the clutch yourself. It's a messy job. When you are having your oil changed ask your nearest Service Station or Garageman to do it for you. All clutches have metal collars, which must be lubricated if they are expected to work easily.

FROM THE COLLECTION OF Ken Hurley,
ned@fastphotos.net ☺

MOTORUMOUR

A PANDEMIC KILLED THE STEAM CAR?

Over the years there have been many outbreaks, epidemics and pandemics which have inflicted misery, hardship and death on the World's animal populations. We mere mortals are animals who have suffered; and continue to suffer … in more ways than one.

Perhaps inanimate objects suffer too … or that's apparently what some people think.

Foot and mouth disease. (FMD), is caused by a virus and affects certain groups of animals. Sheep, cattle, pigs, and camelids are among the groups which may be affected. Some groups are affected more severely than others. (Alpacas, like llamas, are camelids. The good news is that infected alpacas seem to not pass the disease on to other alpacas … just to other animals.) Humans cannot catch the disease but it's effects often causes some of them misery.

2018 Down Under London to Brighton Run:
1909
STANLEY STEAMER
Mountain Wagon
waved on its way

There was a serious outbreak, (or epizootic), of FMD in the United States at a time when the automobile industry was relatively infant. 1914. Sales of steam cars were outstripping combined sales of all other US vehicle manufacturers, whether "steam" or "internal combustion"; but were in turn eclipsed by sales of electric vehicles.

A Pandemic Killed the Steam Car? *(Cont'd)*

Besides slaughtering animals to control the spread of the disease, the authorities also began removing public horse-watering troughs. That caused problems for horses … and also, for example, for STANLEY STEAMERS, reportedly perhaps the dominant brand of steam cars at the time. The driving range of steam cars was limited in part because of the lack of convenient watering places. Sales slumped and the FMD epizootic was unfairly blamed by some people who alleged that the removal of horse-troughs had a negative effect on steam-driven vehicles.

Others argue that there were plenty of alternative sources of water, particularly non-public sources such at the American version of pubs.

1909 STANLEY STEAMER homeward-bound from 2018 Down Under London to Brighton Run

Also in 1914 in the United States, another epizootic was causing concern. Glanders. FMD does not affect horses. Glanders, transmitted by a particular bacteria, does. It also affects camels, alpacas, mules and, among other animals, asses, (including the human kinds of jackass), dogs and deer.

Public horse-watering troughs were removed as a means of stopping Glanders spreading, not to stop the spread of FMD. But, even that was debatable. For some years there had been serious, emotional arguments among veterinarians, public health officials and horse-owners about the way Glanders was spread. Apparently horse-troughs were not the main culprit; but that was not always acknowledged by elected officials. So, groups, (mainly of women), set up alternative watering arrangements.

A Pandemic Killed the Steam Car? *(Cont'd)*

While there may have been concerns about the lack of convenient water for steam cars, there were also other factors in play. For example, price; Henry Ford was producing cheaper vehicles by developing new methods of production and limiting options. (Remember "Any colour as long as it's black?") Electric starters were introduced for internal combustion engines, doing away with the need to hand-crank motors.

A **WHITE Steam Car** with paying passengers August 2017 Dorset Steam Fair, UK

Steamers, and their external combustion engines, took some time to generate steam before they could be driven. The Stanleys initially refused to add a condenser to their cars to enable re-use of the steam generated with a consequent increase in distance able to be travelled before refilling water tanks. Other manufacturers saw what was happening and quietly closed down … or transferred their efforts into manufacturing other items. Some slid into bankruptcy.

Then there was the First World War, which hastened the development of all kinds of mechanical equipment, including motor vehicles; but also caused the US government to impose limits on the number of vehicles able to be produced for civilian use. The Stanley Motor Company was particularly badly affected by that policy, as the production limits depended on past output. Unfortunately, immediately before the War Stanley had scaled back production while developing a suitable condenser and associated bits and pieces.

Most US manufacturers of steam cars had folded well before the 1914 epizootics.

A Pandemic Killed the Steam Car? *(Cont'd)*

The White Motor Company, a successful producer of motor vehicles, did not fold. It ended production of steam cars in 1911 and instead began building petrol-driven cars before settling on tractors, trucks and buses. After filing for bankruptcy in 1980 the 'White' name was bought and sold by various large motor vehicle companies. (It's 'Western Star' brand even ended up in Australian hands for a time.)

The **WHITE Steam Car** standing idle Dorset Steam Fair, UK August 2017

The Stanley Motor carriage company struggled on, finally conceding defeat in1924; killed by the internal combustion engine, not by an outbreak of disease.

Fascinating!

WORDS and PICTURES by
Wayne Wood

On display at the Dorset Steam Fair, August 2017, a replica Steam Parcel Delivery Van based on those in use around 1900. Initially horse-drawn. Chapelfields Steam Motor Co. in Whitchurch, Shropshire, made some with steam power systems adapted from light 2-seater cars of the era of THE STANLEY STEAMERS and WHITES.
Such vehicles were more common in the USA than in Britain. From the rear, the WHITE Tourer shown above resembles a horse-drawn buggy of the day.

VICTORIA'S CLUB PERMIT SCHEME CHANGES

In Victoria, as all regulations automatically expire after ten years, reviews of regulations are carried out beforehand to determine whether they are still required, whether they have achieved their objectives, and whether any alternative options have been considered.

As the current Road Safety (Vehicles) Interim Regulations 2020 are due to be revoked (sunset) on 3 October 2021, the Department of Transport, (Victoria), has developed new regulations for motor vehicle registration and vehicle safety in Victoria.

The Road Safety (Vehicles) Regulations deal with a range of matters that relate to the registration of vehicles and trailers, vehicle safety and standards, including:

* the eligibility for registration and registration of motor vehicles;
* obligations for registered operators of motor vehicles and trailers, including in relation to the renewal and transfer of registrations;
* requirements and obligations in relation to written-off vehicles;
* the provision of limited-use permits, including general identification marks, trade plates, unregistered vehicle permits and club permits.

The Road Safety (Vehicles) Regulations are broadly remaining the same, however, the draft regulations contain some key changes relating to;

* recording vehicles over 15 years of age on the written-off vehicle register when they have been classified as a statutory write-off or a repairable write-off;
* the club permit scheme, (CPS),–
  - increasing the age of vehicles required to be on the club permit scheme from 25 to 30 years,
  - requiring evidence to accompany applications for club permits as requested by the Secretary to the Department of Transport,
  - providing for new penalties for offences of general conditions and operating conditions of club book permit and new penalties for specific offences for log-book obligations for club permits, and
  - introducing a definition for a replica for the purpose of vehicle eligibility for the CPS to mean a light motor vehicle that is an individually constructed vehicle that resembles, as close as practicable, the appearance and dimensions of the equivalent production vehicle on which its design is based.

This is an edited extract from the Victorian Government's Road Safety (Vehicles) Regulations 2021 Summary Paper for Consultation *published in June 2021.*

Victoria's Club Permit Scheme changes *(Cont'd)*

Some of the reasons for introducing the changes are set out below.

As at January 2021, there were 95,053 vehicles on the CPS and a number of problems have been identified in relation to the scheme:

* according to VicRoads a small portion of club permit holders are using their vehicles for commercial purposes, (such as carrying tools as part of a trade or business, or as wedding cars for hire, or for tours). Some club permit holders drive their vehicles more than the number of permitted days, (that is more than 45 days or 90 days). The extent of non-compliance is unknown. The current Regulations require a driver of a vehicle on the CPS to complete a log-book entry for each day the vehicle is used. However, there is some non-compliance with log-book obligations;
* the scheme does not align with similar schemes in other Australian jurisdictions. At present, vehicles must be 25 years or older to be eligible for the CPS in Victoria, whereas in some other jurisdictions, vehicles are required to be 30 years or older in order to be eligible;
* some clubs have only 2 members who self-approve the entry of the application form before signing off and sending the form to VicRoads. Some 'clubs' are 'one person' entities. As at January 2021, 1,057 clubs have vehicles currently registered on the CPS, 462 with ten or fewer vehicles currently registered, and 72 clubs with only one vehicle registered. There have been issues in relation to the completion of such application forms;
* the current Regulations allow replicas of vintage, veteran, historic and classic vehicles to be eligible for a club permit, but do not define what a replica is, leaving eligibility open to interpretation. There are light motor vehicles which are not bona-fide replicas but are registered through the scheme to obtain cheaper registration. A definition of 'replica' will clarify eligibility and preserve the heritage of these vehicles;
* excluding all replicas from the scheme would exclude 116 older replicas over the age of 30 and there may be unintended consequences if all replicas were ineligible for club permits.

These reforms will be implemented over 12 to 24 months from the commencement of the regulations in October 2021.

The full paper is accessible at https://engage.vic.gov.au/road-safety-vehicles, is copyright, and has been made available by the Minister for use pursuant to Creative Commons Attribution 3.0 Australia licence., (CC BY 3.0 AU).

COMMITTEE MATTERS

The Committee met via mobile phone and in person on **Thursday 8th July 2021**. The following significant matters are reported for the information of Club Members and readers of *The Vintage Bulletin*:

- the July General Meeting will be held inside at the Glandore Clubrooms with a sausage, mashed potato, peas, carrots and onion gravy meal before the Meeting;
- the Annual General Meeting will follow immediately after the aforesaid General Meeting. As reported previously, e-mail and not a Members' issue of *The Vintage Bulletin* will be used to distribute papers;
- President's Trophy Run 11th July 2021 with three routes to cater for different types and/or ages of vehicles and drivers;
- Mid-Week Run to Middleton by the Catts on 22nd July 2021;
- Ladies' Day 1st August 2021 agreed by Caroline and several Ladies;
- Old Car Day scheduled for Wattle Day, 1st September 2021. Suggestion that Mid-Week Run be scheduled for that day;
- venue being sought for Celebratory Lunch on 12th September 2021 which, unfortunately, clashes with Arthur Clisby Day which VSCC Members attend;
- Down Under London to Brighton Run arrangements proceeding;
- CCC submitted (expensive) plans to "upgrade" barbecues. Agreed Committee will inspect prior to responding to CCC.
- discussion and development of the programme for the Celebratory Weekend in the Barossa and agreed that people could participate even if not staying overnight in the Valley.

Next Meeting Thursday 12th August 2021. *Secretary*

STOP PRESS

"Committee Matters" reports on discussions at Committee Meetings but the Committee must act in the light of changing conditions.
DUE TO COVID-19
All Club Meetings and events will be reviewed in the light of Government directions and Risk to Members. Please refer to pages 6, 7 8 and 9.

MOTORUMOUR

The Italian firm, Piaggio & Co. S. p.a. produced its first VESPA motor scooter in 1946. Thus VESPA celebrates its 75th Anniversary this year. Piaggio has grown somewhat since 1946.

"Vespa" is apparently the Italian word for "wasp". If that is true, it would be interesting to find out why it was chosen as the brand name for a step-through motor cycle sort of machine. Having heard flocks of motor scooters in some parts of the world, some may think the name is apt. But, what came first … the name or the noise?

SCAM ALERT

An e-mail from Royal Automobile Club Historic Awards recently lobbed on our home computer seeking a subscription. It may be scammers targeting car clubs. It may not. Whatever, the prudent thing to do is to delete such e-mails without opening them.

Remain vigilant. Scammers are trying to steal our money and/or personal information so they can steal our money. Never open e-mails or download anything unless you know it is definitely from a safe, reliable source. "If in doubt, toss it out" by hitting the delete button. Especially with .exe files.

Buying "over the internet" is seen to be "cool". It may not be. Scams can be avoided by dealing locally with people you are able to meet in person. Best to know the supplier's name, phone number and home address. NEVER give out bank details, Tax File Numbers, Centrelink Numbers and the like. To do so allows scammers to impersonate you and steal your money.

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CLUB CONTACTS

For enquiries about any Club matters, including Membership and Conditional Registration, the following contacts will be useful:

President:	Caroline Wood	president@vsccsa.org.au 0412 685 527 or (08) 8270 3253
Secretary:	Wayne Wood	secretary@vsccsa.org.au 0412 086 587 or (08) 8270 3253
Treasurer:	Frank Reed	treasurer@vsccsa.org.au 0409 805 161
Registration:	David Bristow	0456 415 811

Wayne Wood
HONORARY SECRETARY

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THERMOGRAPHY Fast, reliable, non-contact solar panel testing to see what the eye can't see.

GOOD NEWS

The Club RUGBY has a new home.
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Telephone 0429 625 211

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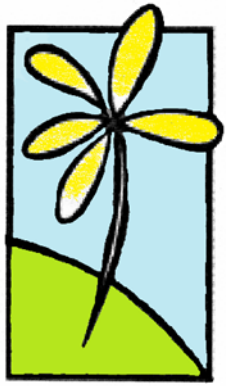

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