THE VINTAGE BULLETIN

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THE VINTAGE BULLETIN

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

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Front Cover: Twilight Run Dinner at the Haus Restaurant in Hahndorf.
(Photo Lorraine Loader)

Rear Cover: Vintage Hearing-Aid Advertisement.

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PRESIDENT'S PAGE

Greetings to you All. By the time you all read this the **Historic Motor Vehicle Gathering** will be over for another year. Did you as a Member involve yourself, did you bring a car to show, did you help with the Marshalling, did you spend time promoting the event in readiness for next year? If you did, well done. If you couldn't, mark your diary for next years event, the third Sunday in March, March 17 2019. How can you get involved you ask? I'm sure I heard you say that, speak to **Ian Loader**, **Rodney Wood** or any Committee Member, anyone of these people will be able to give you some information on getting involved.

At a recent General Meeting there was discussion on where our Club is, and what sort of Club did we want. What I'm trying to say is we have some criteria in our Constitution regarding Objects, Definitions and Membership, which may, or may not, be in line with you, the Members, thinking, given the changes in Conditional Registration. At our recent Committee Meeting there was some robust discussion on this topic and two opposing views were brought up and some of the pros and cons of both points of view were aired. Did we reach a conclusion? No, the views aired are well known to you all, and to most other Old Car Clubs in Australia and around the world.

There are, I believe though, a couple of issues that need to be addressed, these are the acceptance of new Members given the conditions of Membership as laid out in the Constitution which of course leads to the age of vehicles that may, or may not fit in with the Objects and Definitions of our Club, and of the course the perceived objects and definitions. Also the definition of a quorum for both Annual and General Meetings. Of course this will mean that our Constitution would need to be changed and that may bring up issues not mentioned here. To achieve any major changes, if any are required, to our Club, will require time to decide what the issues are, how we are to resolve them and then to formalise all this.

To do this we need ALL Members to have an input into this, this is not my Club nor is it the Committees Club it is YOUR Club and you as Members must have the say in what you want the Club to be. To this end a full and frank discussion will be held at our General Meeting on 25 May 2018. It would be good if as many of our Members attend that meeting as possible. If you could put your thoughts down on paper and pass to a Committee member that would also be good. I don't expect to reach a conclusion that evening, but we may or may not have enough response to formalise a motion for a later meeting. This also sets in train the direction of our Club for the new Committee, remember the AGM in July, and YOU as Member your response to Committee positions.

Well thanks for listening, I hope I've stirred you into agreeing/disagreeing with me and that you will put your views forward.

(Cont. on Page 4)

(Cont. from Page 3)

Don't forget the **GAWLER TO BAROSSA VETERAN & VINTAGE RUN** a chance to take out the older cars on a run specifically designed for them

Happy (and safe) Motoring to you all.

Peter Dawes

EDITORIAL

Thankyou to **Chris** & **Joan Catt** for packaging and posting last months Bulletin in my absence.

We have been away on several short trips recently, down to 'the Mount' for our grandson's birthday, home for a few days then across to Tumby Bay on Eyre Peninsular for nine days, home for a couple of days then down to 'the Mount' again for school sports day. It's been a bit hectic trying to get this issue ready so I will apologise in advance for any errors or omissions.

Peter & **Brenda** suffered a catastrophic engine failure at 100 kph on the expressway on their way to February's Committee Meeting so were unable to attend. Much of the documentation we were due to discuss was 'stuck' with them so business transacted was minimal, CM minutes will be displayed on the noticeboard at the GM as usual, but will not be summarised in this issue.

Regards Brian

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FEBRUARY PICNIC RUN

Sunday 18th February 2018

Twenty members gathered at Clarendon Oval for morning tea before being given instructions for the cruise through some lovely back roads. Even though it is the middle of summer, the roads **John** and **Lee Michelmore** had chosen, showed off surprisingly, for this time of year, the country side that was a picture with full dams and lots of greenery to be seen.

Morning tea at Clarendon Oval

Hardly any traffic made it a pleasure to drive. Some of the roads we used were Bakers Gully Rd., Peters Creek Rd., Brookman Rd., past Kuitpo Forest, Pottery Rd., Wickham Hill Rd., Clayton Rd., Douglas Gully Rd., Blewitt Springs Rd., Ingolby Rd., Oakley Rd. and Pennys Hill Rd. Through McLaren Vale township finishing at the McLaren Vale oval where we had lunch.

Members cars at Clarendon Oval

Unfortunately contrary to the forecast that suggested we would be enjoying a 29 degree day and the remote possibility of a very light shower in the late afternoon, what we were greeted with at our lunch venue was persistent showers and a very cold breeze .

(Cont. on Page 6)

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There was an open shed that provided shelter from the rain but not the breeze.

The lunch venue at McLaren Vale Oval

Those who attended were: Peter and Anne Mott - Modern, Malcolm and Maureen Millard - MGC, John and Lee Michealmore - MGY, Marj and Phil Luke - 1969 HK Holden, Chris and Joan Catt - Mazda MX5, Roger Bennett and Karen Brown - modern, Ian and Lorraine Loader - modern, Lionel and Anne Leddra - Club Rugby, John Clare and Sandy Nash - modern, Margaret and Garth Mugford - 1971 HG Holden.

Unfortunately the cold breeze encouraged the picnickers to head for home around 1.30pm but it was still an enjoyable day well worth making the effort to attend thanks to **Lee** and **John**.

Margaret & Garth Mugford

Photo's - Lorraine Loader

ACKNOWLEDGEMENTS

The Editor and Publishers of this Bulletin wish to acknowledge inclusions from Members of the Vintage Sports Car Club of S.A. Inc. Thank-you to **Donald & Elsa Cuppleditch, Peter Dawes, Kevin Field, Richard Kretschmer, Ian & Lorraine Loader, Marj & Phil Luke, Lee Michelmore, Garth & Margaret Mugford** and **David Prest.**

OUR TRIP TO THE SOURCE OF THE RIVER MURRAY - Part 1

Our group including **Garth** and **Margaret Mugford**, left home on Sunday 29th October 2017. Our meeting point was Tailem Bend before heading off for our first nights stop at Horsham. On the way we stopped at Coonalpyn to look at the painted Silos. It was a warm day and there was a strong wind blowing, which fortunately for us was a tail wind.

On arrival at Horsham we set ourselves up and enjoyed a happy hour before tea.

Next morning we discovered there had been a fair bit of rain overnight and the temperature had dropped. Our destination today was Warragul.

The painted silos at Coonalpyn

At Warragul it had been raining most of the day and the caravan park was very wet underfoot. Fortunately there was a break in the rain and we were able to go for a walk into the town before tea. Our next destination was Omeo in the Australian Alps. On the way we stopped at Bairnsdale for lunch and took the opportunity to look at the beautiful Catholic Church with its painted ceiling and walls.

Fortunately the rain had eased and the scenery was great as the road ran alongside the Tambo River. At the Omeo camp ground we virtually had the place to ourselves and could park where we liked. It was a nice spot, they had a hut with a fire -place where we built a fire to keep us warm while we enjoyed our happy hour and tea.

From Omeo we were on our way to "Native Dog Flat" camp-ground in the National Park. As has been the norm lately it rained overnight and we were a little concerned with 30kms of dirt road we needed to traverse, however our fears were unfounded and the road was good. Going further into the Alps the scenery was excellent. We arrived in time for lunch and we were the only one's in the campground, which had a fire pit equipped with a post and hook for the billy and a barbeque plate.

Collecting wood and getting a fire going was a priority and we were soon organised. There were a few campsites in the area and we had the pick of the bunch. There was no mobile phone service, and we had to supply our own power and water although there was a lovely creek flowing alongside, also a good toilet not far away.

(Cont. on Page 8)

(Cont. from Page 7)

A lot of time was spent at the camp-fire either cooking meals or keeping warm.

In the afternoon we did a bit of reconnoitring in preparation for the trek to the source of the river Murray. The trip to the Source of the Murray was a real trial necessitating the removal of trees from the track, driving around trees too large to move as well as filling washouts with rocks to be able continue on. It took four hours to travel 24kms before getting to the entry point for walking 6.5kms mainly uphill through thick scrub guided by a GPS. We left the camp site at 7:30am returning very tired, scratched, bruised and hungry at 7:30pm., a twelve hour trek. They were all very proud of themselves for what they had accomplished. I was prepared to join them in the walk to the source and had my lunch packed but disappointingly in the morning decided I wouldn't go as I felt that the 6.5km walk, mainly uphill, would not be to my benefit. Besides it was freezing cold and raining. When they got back they congratulated me for my decision as in their words it would have been to my demise to have attempted it. My story is as I was the oldest someone had to stay behind to protect the ladies from the wild horses that roamed the area.

On the seventh day of our trip we reluctantly left the serenity of Native Dog Flat camp ground to continue our journey along the Murray. Our destination was Corryong and had to travel back to the main road on the dirt. After another few kilometres we had a another 60kms of dirt, before regaining the bitumen to Colac Colac (6 km from Corryong).

After Colac Colac we headed for Yackandandah, as we were in the vicinity we visited Steve and Lynn Henderson members of the Chev club who have taken up the running of the Star Hotel. They were pleased to see us and we took the opportunity to have coffee and pizzas in their beer garden. After a stroll around the town we then made our way to Rutherglen for our overnight stop. Rutherglen is a nice little town and worthy of another stroll around. We needed these walks to relieve the kinks in the old bodies. *To be continued ……*

Garth & Margaret Mugford

SWAP MEETS

WMC SWAP MEET
Sunday 15th April 2018

Woodside Oval - Onkaparinga Valley Road, Woodside
Sellers $10 from 6:30 am, Buyers $3 from 7:00 am

Enquiries: Mark Ryan 0406 424 639 woodsidecommercassoc@ gmail.com

NARACOORTE HISTORIC VEHICLE CLUB
35th NARACOORTE SWAP MEET AND SHOW N SHINE
5th & 6th May 2018

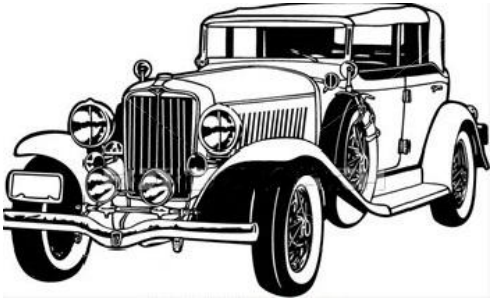
Naracoorte Showgrounds - Smith Street, Naracoorte
Outdoor sites $25 - site holder entry Fri. 12 noon to 9 pm, Sat. from 6:30 am
Public entry - Sat. 7 am to 5 pm, Sun. 7 am to 12 noon.

Enquiries: 0408 854 658 (4-8 pm) Email naracoortehvc@gmail.com

KAPUNDA SWAP MEET
Sunday 25th May 2018

Kapunda Trotting Track - 41Hancock Road, Kapunda
Full catering, Admission Adults $5, Pensioners $3, Under 16 free
Sellers from 7 am, Buyers from 8 am

Enquiries: Rodney Whenan 0428 956 462 Email kapharn@yahoo.com.au



TRAVEL TRIVIA

Cape Jaffa Lighthouse

Several years ago, on one of our frequent trips to Mount Gambier we decided to take a diversion to Cape Jaffa to have a look at the **Cape Jaffa Lighthouse**. We found large expanses of vineyards and an extensive marina / housing development under construction, but no Lighthouse.

There is a Lighthouse in Kingston S.E., we usually stop on the foreshore nearby to have lunch on the way down, and on the way home it is a landmark - on a clear day its white dome is visible from at least 12 kilometres away (even with our diminishing eyesight).

One day, a few years after the ill-fated trip to find the **Cape Jaffa Lighthouse**, we decided to have a closer look at the Lighthouse in Kingston S.E. - we discovered that it was a fabricated structure of wrought and cast iron; originally located on Margaret Brock Reef near Cape Jaffa. The Lighthouse operated from 1872 until 1973 when it was decommissioned and replaced by an automated light. The Lighthouse tower was relocated from **Cape Jaffa** to its current position in Kingston S.E. in 1976, it is owned by the National Trust of South Australia and operated as a museum.

Brian Bennett

THE VINTAGE
THE DIARY O

NOTE

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

2018

FRIDAY	23rd March	**GENERAL MEETING**
SUNDAY	25th March	**FUNDRAISING BARBEQUE**
SUNDAY	8th April	Gawler Club - Veteran & Vintage Run
THURSDAY	12th April	Committee Meeting
FRI/SAT/SUN	13/14/15th April	**BERT POPE WEEKEND** (Port Victoria)
THURSDAY	19th April	**MID WEEK RUN** (Phil & Marj Luke)
FRIDAY	27th April	**GENERAL MEETING**
SATURDAY	12th May	**CLUB AUCTION & CONCESSIONAL HISTORIC REGISTRATION DAY**
THURSDAY	17th May	**MID WEEK RUN** (Anne Mott)
SUNDAY	20th May	**STANTON OHLMYER RUN** (Brian Bennett)
SUNDAY	3rd June	**PRESIDENTS TROPHY RUN** (Peter Dawes)

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 MARCH GENERAL MEETING

6:30 PM FRIDAY 23rd March 2018

MENU: Baked Potato's with a variety of toppings

$3 PER HEAD

BYO Drinks

Coordinated by Lee Michelmore

ALL GUESTS ARE WELCOME

COMING EVENTS

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.

Richard Kretschmer Ph: 8353 7898 or 0407 744 066

MID WEEK RUN

Thursday 19th April 2018

Meet at Balhannah Oval (Johnston Memorial Park) on Onkaparinga Valley Road at 10:30 am for BYO morning tea. We will leave at 11 am for the drive through Woodside and Birdwood to the Williamstown Hotel for lunch. Choose from a small selection of dishes for $9.90 or from their regular menu. Numbers will be needed about a week prior to advise the hotel.

Phil & Marj Luke Ph: 8382 0506 or 0409 676 921

CLUB AUCTION / REGISTRATION DAY

Saturday 12th May 2018

Details in next months Bulletin

INVITATION EVENT

Gawler Veteran, Vintage and Classic Vehicle Club

GAWLER TO BAROSSA VETERAN & VINTAGE RUN

Sunday 8th April 2018

FOR VEHICLES UP TO DECEMBER 1930 ONLY

$10 ENTRY includes Morning Tea

Meet at the Gawler Council Car Park, Lyndoch Road. Enter from High Street, next to Fasta Pasta. Assemble from 8:00 am for a 9:30 am start. Large area for trailer unloading at the start (Council Car Park). Large area for trailer loading at the finish (Greenock Oval). Veterans will leave first with a clear break to the Vintage group.

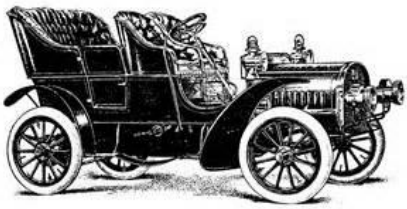
Mechanic in a recovery vehicle and trailer will follow at the rear of the cavalcade. Morning tea supplied to all entrants and passengers, on the Village Green at Lyndoch. Food and drinks also available from the Lyndoch Bakery as well as catering stalls on the Greenock Oval at the finish. Bring tables and chairs.

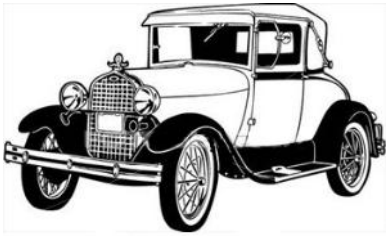
A fun day with lots of prizes, not for the best vehicle or knowledge, but at random and by good luck.

ENTRIES: **David Prest** - 0438 112 266 vvrun@gawlercarclub.com

Entry forms can be downloaded from the above web-site and I'm sure David Prest will be happy to take your money at our March General Meeting.

Our Club took part in this event last year as part of our Robin Cup Weekend and those who attended had a great time despite some inclement weather. This is a great opportunity to give our veteran and vintage vehicles a gentle run with sixty or more similar vehicles. We have entered our Essex, hopefully VSCC vehicles can travel in convoy to Gawler; early on a Sunday morning traffic should be light - similar conditions to our ***Early Birds Run****, one of our most popular events. …….Ed.*





MEMBERS MARQUES
DON & ELSA's EMPIRE

The first of my EMPIRE's was purchased from Mr. Ernie Edwards in 1979, shortly after that the restoration started. The car had belonged to two other restorers prior to Ernie, a Mr. Peterson and a Mr. Bob Payton. Mr. Peterson had discovered the car on a farm property near Virginia, where it had been cut behind the gearbox and was being used to drive a saw-bench. Fortunately, the remains were still on the farm, Mr. Peterson collected all of the parts he could find, took them home and as far as I can find out, only welded the chassis back together, before selling it to Bob Payton. Bob did some restoration work on it, including having a new set of gears made for the gearbox, it then passed to **Ernie Edwards** who immediately hung a 'Round Tuit' on it. So much for the known history of the car.

Where to start - the car consisted of two trailer loads of rusty bits and pieces, and when unloaded on the garage floor Morf said "Well Donald, I don't know what you are going to call this car? But I will always think of it as - the Heap". Immediately it was christened 'Euria'.

The first thing to look at was the engine, which was stripped and examined, then the crankshaft was re-ground, new mains run and line-bored, con-rods re-bushed and new big-ends fitted. The camshaft bearings were all worn and had to be renewed - to do this, the camshaft journals were covered in lamp-black, the camshaft placed in position, the housings dammed-up and white-metal poured. New valves and springs were fitted and the engine re-built.

About this time, I made contact with a Mrs. Nan Bailey in Melbourne, and after some protracted negotiations managed to purchase the second EMPIRE. There was one snag however, I had to collect it immediately! Two days later, **George Bell** and I left on a very quick trip to Melbourne. The car from Nan bailey had been a Runabout, and the one I had purchased from Ernie, was a Tourer. After some deliberation, I decided that the Runabout looked more interesting and decided to restore that one first. Both cars were the same year and model, 1913 and Model 31.

Very little work was required on the chassis, other than the normal filthy job of cleaning and de-rusting. New bushes were fitted to the springs, with new shackle-pins the springs were then fitted to the chassis. Axles next, the front axle was pretty straight forward, requiring new king-pins and bushes and new pivot bolts were made for all the steering linkages.

The rear-axle however was another problem, all 48 teeth on the crown-wheel were broken, these had to be built up with work-hardening stainless steel, then roughly filed to shape by template. The crown-wheel blued, assembled and put into the axle, then the pinions adjusted into mesh and rotated, the axle stripped and the high spots very carefully removed. This procedure was repeated many times until approximately 80% contact area was obtained on each tooth (this took over 60 hours).

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The bearings were Hyatt and very slack, after fruitless searches for replacements, I ended up making new inner races on a selective assembly basis to take up the clearance. This proved to be quite satisfactory and after fitting new seals the axle was finally assembled and fitted to the car. New brake-bands made up, lined and fitted, then the brake linkage made up and fitted - the old parts only being good for patterns.

The gearbox having already been restored, only needed checking and seals on the clutch-shaft and output-shaft revised to accept modern seals instead of the old felt style seals. A new clutch thrust-race was fitted then the engine and gearbox from the first Empire was fitted into the chassis. Now it was at last looking like a motor car. After making up header and lower tanks for the radiator, mounting it in place, connecting up hoses, the engine was ready to try and start. With no silencer in place, and when it did eventually start - I must admit it was fairly late at night - **Elsa** appeared through the thick pea-souper fog of exhaust fumes to tell me it was too late to make so much noise - end of work for that day!

I now had to build the wheels and since 32 x 3 ½ tyres were and still are almost impossible to obtain, I decided to fit 30 x 3 ½, which are readily available. New wooden spokes were made up and the wheels assembled, if a factory inspector had ever witnessed such a make-shift set-up for boring and facing the centre of the wheel so the hub could be fitted true to the rim, I am sure he would have had apoplexy. After fitting the wheels, the only thing left was the body. All the old panels that were available were only suitable for patterns, and since most of the timber had long since provided many good meals for some of Melbourne's white-ant population, I had to start from the beginning.

Firstly, a suitable full side picture of the car was photo-stated, and then divided into a 10 mm grid, suitable conversion scale calculated, and the body was drawn up full size. From these drawings, wooden formers for the mudguards and dash-cowl were made and from them white cardboard templates, eventually these panels were cut from 20 s.w.g. steel sheet and Hey Presto! I had a new cowl and set of mud-guards ready to fit.

The seat came next, the base was cut out and mounted on the car, after two backsides were set in place to ensure there would be ample room. Wooden uprights were then clamped in place and adjusted to get the correct angles, the seat framed up inside of them. It was panelled, cushions made up and a squab taken to the trimmer for upholstery. When the seat was returned, the petrol tank was mounted, new hood-bows laminated and fitted, then at last the car was ready for road-testing.

This was not the success that I had hoped for, clutch slip was the problem and no matter how I adjusted the clutch, I could not get it to grip. After many attempts I happened to mention the problem to our local 'Auto Transmission Specialist'. "Don't use friction modified oil on the clutch!!" was his advice. The clutch was drained and the oil replaced with Castrol Grand Prix and that did the trick.

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(Cont. from Page 16) **DON & ELSA's EMPIRE (Cont.)**

Finally the car was stripped right down and painted, reassembled and despatched to the trimmer for the hood to be covered and the upholstery finished. This was followed by pin-striping, lamps were fitted and the car finished by 11:00 pm on the Saturday night prior to starting on the Barossa National Rally on the Sunday Morning.

Don Cuppleditch

From the August 1984 issue of the Bulletin.

Restored 1913 Model 31 EMPIRE Runabout - a very pretty motor car

BULLETIN ARTICLE LOTTO

Peter Mutton

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 **May 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.

SOME CARS

Some cars sit and mope all day
Their owners keep them locked away.
It's not their wish to stay at home
While other cars go out to roam.
Think of cars that never rally
How sad they never see a valley,
Nor motor up the distant hills
Or just in traffic for their thrills.
'Tis sad to see them left in sheds
How would you like to stay in beds?
Let them out to have some fun
Bring them along to our next run!

ANON

Recited by Kevin Field at the February 2018 General Meeting.

CLUB CAPTAINS DILEMMA

The following is a precis of a topical article from the 'Southern Border Torque'

I questioned some mates and club members on why the turn-out for club runs and events was so poor and received the following answers. We are too busy, too old, the weather is too hot or too cold, we can't afford to run our cars, people don't want to go on long runs - only want to do static displays, and the list went on.

My conclusion - maybe we don't need a Club Captain, owners of cars just have to open their sheds, fill in their logbooks and take their cars for a run by themselves.

Mid-week lunch runs seem popular, to the ones who are retired or can get away from work.

Maybe we could reduce club events to once every two or three months. The situation needs to be looked at, as much as I appreciate the members that do come along, it is disheartening that out of the hundred plus members we only get eight to ten on a run.

Club Captain - Mount Gambier Club

Article supplied by our Club Captain!

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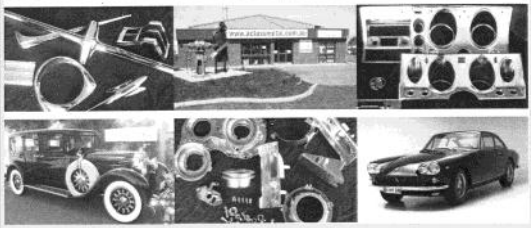

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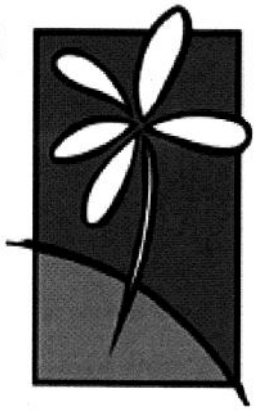

"It might be poo to you.....but it's bread & butter to us"

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** 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
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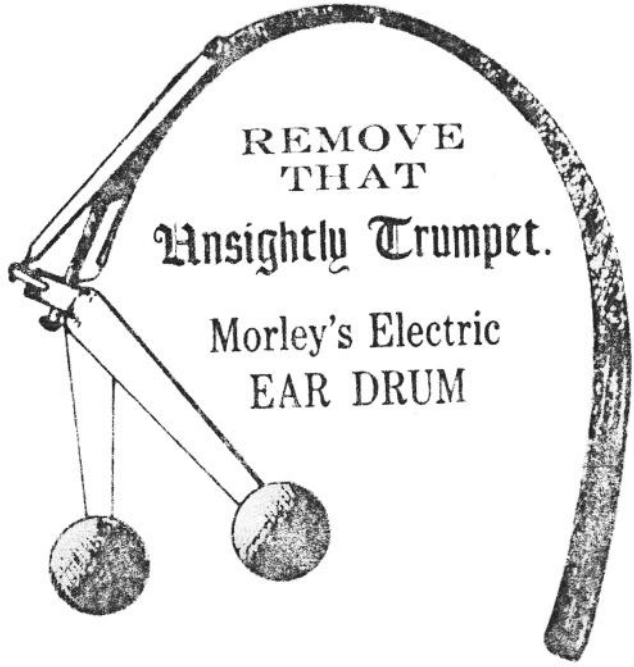

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