THE VINTAGE BULLETIN

ESTABLISHED 1945

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THE VINTAGE BULLETIN

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

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

ACKNOWLEDGEMENTS and THANKS

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

THANKYOU Brian Bennett, Roger Bennett, Andrew Christophersen, **Pat Pending, Barbara Pennington, David Prest, Ralph Richardson, Graham Tonkin, Shirley Tonkin, 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

Michael Strang

Congratulations on winning this month's Bulletin Article Lotto

I would appreciate it if you would supply an article, or two, on any subject(s) of your choice for inclusion

in the July 2019

issue of *'The Vintage Bulletin'*.

Thankyou, Wayne

DISCLAIMER

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

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PREFACE

Well, this may be the first issue of *The Vintage Bulletin* produced and sent for printing from on board a ship at sea. (Touch wood that it is not the last.) Chugging along at a steady 16 knots through days and nights of fog, the ship's horn bellowing out a warning to unseen craft, (or perhaps sea-life), between Japan and Alaska has provided plenty of time. Internet access is somewhat more problematic. We should all be grateful for the time and effort expended by the providers of information and articles which have filled this issue. I certainly am.

Graham and Shirley Tonkin have contributed material above and beyond what is expected of them in their elected positions; and have also assisted by contacting others on my behalf for the benefit of Members and Readers. There are reminders about Membership Renewals, lots of Events and the Annual General Meeting. It's that time of the year.

After visiting the Club in March, Ralph Richardson has written some notes about his journey from sunny Queensland; and Andrew Christopherson has contributed a piece about the Armstrong Siddeley Rally held in cold and windy Canberra. Roger Bennett confides about his interest in Veteran vehicles; and Pat Pending makes a return appearance after years away. Food for thought; and action. See what you make of it.

EDITOR'S NOTES

Firstly an apology. Last month *The Vintage Bulletin* contained un unacceptable number of typographical errors. Just goes to show, "familiarity breeds contempt", or something like that. If I could have the draft ready before the printing deadline I could employ a proof-reader.

Producing this edition has been interesting, given the difficulties experienced with the internet. Seven days at sea. Certainly relaxing. No need to dress before dinner.

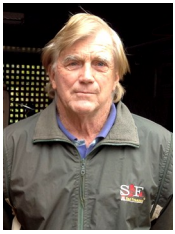
Comments have been made about the effect of Members having the opportunity to travel. We need to adapt because the younger Members are approaching retirement, and travelling, too.

Anyway, that's what I think.

Wayne Wood

MAY 2019

THE PRESIDENT'S PAGE



I have lately been rather taken with a television show which is of great interest. "Vintage Roads Great and Small", with Christopher Timothy and Peter Davison who starred many years ago in "All Creatures Great and Small".

Now in their senior years they are driving the lesser roads of Britain to destinations that allow for many miles of interesting motoring. Their vehicle is a later model Morgan. Half the fun is getting in and out of it and meeting very interesting folk of motoring nature along the way to their destinations. If you haven't caught up with this series, please do; you won't be disappointed.

As we are now in May, or possibly at the time of reading this almost at the end of May, it is time to start thinking of the July AGM. As usual there are opportunities to nominate for positions on the Committee as all offices are declared vacant. Don't be shy. Whether or not you have any committee experience doesn't matter. What is important is enthusiasm and willingness to help the Club. If a Committee position doesn't appeal to you, please consider offering your services in one of the non-Committee roles.

A great *Bulletin* article by Alan Hollyfield on his DELAGE DI. I have always enjoyed articles about Members' cars and I would like to see more of this type of article. I don't think our Editor would disagree. Thankyou Alan.

Whilst on the subject of 'Alans' … some lovely cars for sale by Alan Robinson. Wouldn't it be nice to see the 1926 HUMBER 9/20 back in South Australia? I remember this car on VSCC runs back in the 80s and I think it would be very welcome back here.

As time moves on and businesses that we used in the mechanical age disappear or move into the digital age, we sometimes are left out on a limb. Of late I have found it difficult to find a locksmith that can make or modify locks and keys to suit a certain purpose. It seems the major longstanding locksmiths that I have dealt with are not interested in ancient mechanical locks.

I was recently directed to Goodwood Locksmiths, 210 Goodwood Road, Millswood. I suppose many Members would be familiar with them, being on the south side of town. However, they can do anything and without question I can certainly recommend their work on our ancient locks and keys.

Graham Tonkin

MEMBERSHIP RENEWALS

Recently, Member A rang the President to check Member B's phone number. He had been unable to get Member B on the number he had used for several years. The President was able to say that the number he wanted had been changed. Member B had told the Secretary of his changed number.

This example shows why it is important for Members to fill out the Membership Renewal Form when paying their Annual Membership Subscription. Without up to date information from Members, the Secretary is unable to maintain an accurate, useful, Members' Register.

Each year the Club produces a Membership List which is posted to Members. Please let the Secretary know if, for any reason, you do not want your address and telephone number(s) to be included in the Membership List. Your name will still be included.

NEW MEMBER

On behalf of the VSCC the Committee extends a warm welcome back to **FRED CHAPMAN**, (John's Brother), as a Full Member after an absence. He is the owner of a 1929 GRAHAM PAIGE.

2019 NOSTALGIA TOUR
"Richardsons on a Run"

It was the arrival of my 50 Years of Membership Certificate that was the catalyst for our 2019 'Nostalgia Tour'. I had already been keen to attend the Registro FIAT 2300 Rally in Bathurst since I fouled up the dates last year; and I was thinking of calling in to see my sister in Tumby Bay and her daughter and family in Port Lincoln. There just happened to be a National Historic Machinery Rally in Murray Bridge and a Folk Fair in Laura; and since we would call into Joan's sister in Adelaide, it seems a natural extension to attend the March General Meeting; and call in on Alan Robinson on the way down. The days in between all these things were filled with calling in on car and machinery museums and collections and whatever took our fancy.

Veteran GMC Semi-trailer, with solid tyres and no cab, on display at Murray Bridge

Vintage BERLIET Tourer displayed in the McFeeters Museum, Forbes, New South Wales

Some of the unexpected highlights included the Old Tailem Town visit, having driven past for a few decades. There we found four FIAT Topolinos in a shed and a part dismantled Lalley Light generator set, the 5th to be discovered in Australia (including mine) and only the second with an original switchboard which I do not have (yet).

2019 Nostalgia Tour *(Cont'd)*

The Historic Machinery Rally at Murray bridge included an unusual veteran GMC semi-trailer.

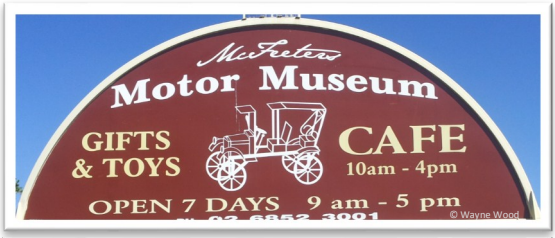
A large stationary engine collection was inspected in Port Lincoln - there are about 100 unrestored engines to be offered for sale.

The Whyalla steel works tour gave an insight into the present and planned future of the facility - the only railway line manufacturer in Australia.

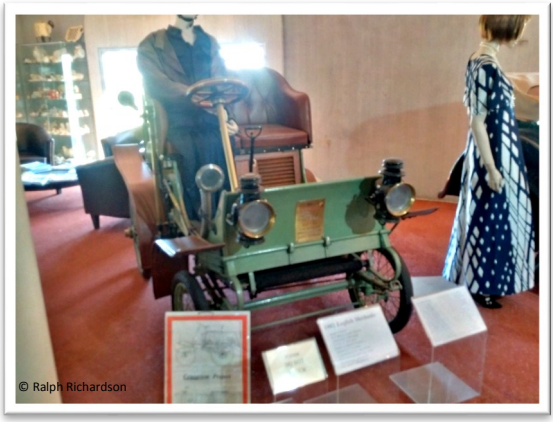
It was a very gutsy dusty drive to Melrose but a leisurely journey from Laura to Bathurst.

The McFeeters Motor Museum in Forbes included a vintage BERLIET which reminded me of Dennis Basson's car - could it be the one?

There was also the ENGLISH MECHANIC built by former Adelaidean FIAT enthusiast, Syd Norman. The "English Mechanics" was a magazine published fortnightly(?) with the plans for the next bit of your car.



"Pre-Octagon" MG Roadster at Forbes in the McFeeters Museum's Public Car Park



ENGLISH MECHANIC Roadster on display in the McFeeters Museum

2019 Nostalgia Tour *(Cont'd)*

**A Bathurst paddock of 'Princesses'
on their last legs
and badly in need of life-support**

**FIAT '2300' Rally Cars,
Pit Lane, Mount Panorama,
Bathurst, NSW**

You could buy a casting kit for the engine and transmission, but the rest was DIY. I can't remember how many issues it took to get the complete design, but Syd found them all and since he ran an engineering business in Mackay at the time, the car was completed. He actually found one of the original kits, but chose to remanufacture. It was an interesting exercise in getting it registered as a 1902 car.

When arriving at McFeeters, in the public car park there was a lovely example of the first MG model. (Pre octagon.)

A visit to Abercrombie House near Bathurst unearthed a paddock farming 'Princesses' in clear need of life support.

I conclude with a picture of the FIAT 2300 rally cars on pit lane entrance at Mount Panorama. (Mine is the red coupe.)

Overall, a varied trip with a bit of everything, including reminiscences.

Ralph Richardson

WORDS AND PICTURES ☺

NARACOORTE SWAP MEET
Friday 3rd to Monday 6th May 2019

Shirley and I left home on Friday morning, travelling to Naracoorte via 'A' Class Metal Finishers at Lonsdale. The phone call that my plating was ready for pick up the day before necessitated the detour, otherwise a separate journey the following week would have been in order. So, travelling via Lonsdale, Kangarilla, Meadows and Echunga, we finally made it to Mount Barker and on to Naracoorte.

Although we have been swap meet attendees all over for more than thirty years we had never attended Naracoorte except for a brief visit way back in 1986. We had heard all the favourable reports over the years of who got what and what was available, but times have changed and probably by-passed us as we were a little disappointed.

An acquaintance told us that it has reduced in size over the past few years and I would say there were about one hundred sites; and it was rather hard to find a site with car parts. Mainly everything else from household items, whitegoods, clothes, DVDs, CDs and so on. Obviously very successful, running as it is, but I don't think worth the effort for buying and selling parts unless one is a local. Having stated all the negatives we did well in the sales department. As the Street Rod fraternity rely on early Ford components we sold many parts to a couple of Street Rodders and some to a Ford collector from the Riverland. We did do well.

This is a two-day swap meet but many were leaving around 3.00pm and many said they don't return on Sunday. We thought of returning home on Sunday but as we were booked into our cabin Sunday night we used Sunday to travel down to Port McDonnell to Feasts' Museum which is full of VALIANTS; mainly 'R' and 'S' Series.

Besides VALIANTS there is everything of interest or different on display. When I say everything I mean just that. I cannot list it all, but what I can say is that if you can think of anything at all, then it is displayed there.

After that interesting exercise it was lunch by the sea, back to Naracoorte, dinner at a lovely Chinese Restaurant; and then home on Monday morning.

Graham Tonkin

VETERAN CAR CLUB OF SOUTH AUSTRALIA
ANNUAL THREE-DAY RALLY 2019
Saturday 13th to Tuesday 16th April 2019

Over recent years I have had a growing interest in Veteran cars. For me the engineering involved in manufacturing these apparently simple but surprisingly complex vehicles at a time when it was all "handmade" is a wonder and represents skills no longer thought necessary in this digital age.

So, on the Sunday of the Veteran Car Club's Annual Rally, Karen and I decided to make morning tea to go and see if we could track down the cars; after all they were due to be at Myponga so how hard could it be. We arrived at Myponga along with hundreds of other people to find it was the opening of the new Myponga Reservoir Trail and public access to the Reserve. After a quick look around we could find no Veterans but ascertained that they were going to the Brewery for lunch. As it was a lovely day, we joined the crowd and wandered along the new Trail. Eventually we made it back to the Brewery and found some of the cars. We had a look around and a quick chat with Sandy and David to find out that the SWIFT is not keen on climbing hills. (Having just come back from a three-week trip to New Zealand I had to agree.) At this stage everyone was going in for lunch, so we had another look at the cars that had made it and then headed back home.

Next day I decided to make it a long weekend, (you do this when you are retired), so we collected Karen's mum and headed to Victor Harbor for lunch and hopefully another opportunity to look over some Veteran cars.

On arriving at Victor Harbor we stopped for the essential old-man pit stop and noticed a couple of Veteran motorcycles go past. We lost them in the traffic but after a bit of a wander we saw a vehicle we recognised and followed it to McCracken, the lunch-stop. Knowing they would be there for a while we had a pleasant lunch in a local hotel before getting back to the Veteran Car Club group about an hour later; which then gave us a pleasant hour or so looking at the magnificent motors and chatting with their owners before heading home.

Roger Bennett

2019 NATIONAL BRUSH RALLY
Sunday 22nd to Friday 26th April 2019

As a footnote to Roger's article, printed opposite, about attending the Veteran Car Club's Annual Three-Day Rally:

Roger wrote: "Just to prove I have the disease really bad, we went on Anzac Day to Goolwa to admire BRUSH vehicles from all over Australia".

BRUSH vehicles are Veteran light cars, often referred to as "runabouts", designed by Alanson Brush and have, among other unique features, a wooden front axle. They were gathered at Goolwa by their owners for the National BRUSH Rally which was held over six days.

One car which was, I believe, scheduled to participate in the Rally is pictured below at the recent Historic Motor Vehicle Gathering.

Editor

VSCC AUCTION AND LOGBOOK DAY
Saturday 11th May 2019

The day started with cool and cloudy weather and we were loaded up with sausages, bread, etc., as well as auction and trading table items and book work for the renewals. By the time we arrived at Glandore it was fining up and looked hopeful for the day. There was time for a cup of coffee and some Morning Tea before Kevin, Jim and David arrived.

There was some discussion on whether to have the auction inside or outside which arrived at "no result" so Jim arranged chairs in the Clubrooms. I was set up ready for renewals. David was organised for the Log Books. Outside, Kevin was sorting out the BBQ ready for the sausage sizzle; and Graham was watching the weather to see if it would change at all as at the time there was lovely sunshine.

Soon, Members started arriving, with Brian and Chris setting up tables for selling Fred Stace's workshop items, (on behalf of Judy), which had people around them like bees to a honey pot.

Suddenly there was a down-pour which had everyone bringing in the chairs out of the rain. Kevin was doing a roaring trade with the sausages and David's table was lined up with Log Books.

When Chris Rees, the auctioneer, arrived the weather had returned to sunshine again and it was decided to set up the auction items by the front door on tarps. Chris did his best to auction the items especially with those Members who arrived late. One arrived with more auction items, which added to the fun. The trading table only had some books, strawberry plants and cookies which ended up in the auction as well.

Overall it was a good day.

Shirley Tonkin

MAY GENERAL MEETING
Friday 31st May 2019

2019 marks a century since Armstrong Siddeley Motors Ltd. was founded.
We will discuss the people behind the formation of the Company;
its development; and will provide a brief overview of the cars.
Presentation arranged by Andrew Christophersen.

GAWLER VETERAN, VINTAGE AND CLASSIC VEHICLE CLUB INC.
35TH ANNIVERSARY RUN
Sunday 9th June 2019

FREE ENTRY Chateau Tanunda Oval from 10.00am
Rally Plaque $5.00 Treasure Hunt Fun Competitions
Cake and Coffee Morning Tea available
Sausage sizzle for lunch
Vehicle Judging by the public Prizes
INFORMATION: Trevor Bellchambers
Or Gawler Club web-site

NATIONAL MILITARY VEHICLE MUSEUM
EDINBURGH TRUCK SHOW
Sunday 6th October 2019

Two for One Tickets ($15.00 saving) for Car Club Members
Information: **Jack (Alan) Benney** **0418 897 664**
E-mail: militaryvehiclemuseumpro@outlook.com
www.military_vehicle_museum.org.au

AUSTRALIAN HISTORIC MOTORING FEDERATION INC.
NATIONAL MOTORING FESTIVAL
Saturday 28th March to Friday 3rd April 2020

To be held in Albury-Wodonga
Open to Veteran, Vintage and Historic Vehicles more than 25 years old
Cars, Caravans, Motorcycles and Commercial Vehicles

Enter by 30th June 2019
for Early Entry Draw for "Accommodation for the entire event"
All Information and Entries on AHMF web-site

www.ahmf.org.au/2020tour

Email: 2020tour@ahmf.org.au

THE DIARY

NOTE

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

2019

Not everyone who wanders is lost …
like me at present, they might just not need to know where they are.
BEAUTIFUL!

MAY	SUNDAY **26th**	**STANTON OHLMEYER RUN** CANCELLED
	FRIDAY **31st**	**GENERAL MEETING** **Presentation by Andrew Christophersen**
JUNE	*MONDAY **10th***	*QUEEN'S BIRTHDAY Public Holiday*
	THURSDAY **13th**	**Committee Meeting** Copy DEADLINE for June *'Bulletin'* 12m
	THURSDAY **20th**	**MID WEEK RUN**
	SUNDAY **23rd**	**PRESIDENT'S TROPHY RUN**
	FRIDAY **28th**	**GENERAL MEETING**
JULY	THURSDAY **11th**	**Committee Meeting** Copy DEADLINE for July *'Bulletin'* 12m
	SUNDAY **21st**	**ANNUAL LUNCH** (Joan and Chris Catt)
	FRIDAY **26th**	**GENERAL MEETING** followed by **ANNUAL GENERAL MEETING**
AUGUST	THURSDAY **8th**	**Committee Meeting**
	THURSDAY **15th**	Copy DEADLINE for June *'Bulletin'* 12m
	FRIDAY **30th**	**GENERAL MEETING**
SEPTEMBER	THURSDAY **12th**	**Committee Meeting** Copy DEADLINE for September *'Bulletin'* 12m

OF EVENTS

2019 (Continued)

OCTOBER	*MONDAY* **7th**	*LABOUR DAY Public Holiday*
	THURSDAY **10th**	**Committee Meeting** Copy DEADLINE for October' *Bulletin'* 12m
	FRIDAY **25th**	**GENERAL MEETING**
NOVEMBER	THURSDAY **14th**	**Committee Meeting** Copy DEADLINE for November *'Bulletin'*12m
	FRIDAY **29th**	**GENERAL MEETING**
DECEMBER	THURSDAY **12th**	**Committee Meeting** Copy DEADLINE for December *'Bulletin'*12m
	FRIDAY **13th**	**CHRISTMAS PARTY**
	WEDNESDAY **25th**	*CHRISTMAS DAY Public Holiday*
	THURSDAY **26th**	*PROCLAMATION DAY Public Holiday*

2020

JANUARY	WEDNESDAY **1st**	*NEW YEAR"S DAY Public Holiday*

EATING AT THE MEAL BEFORE THE MEETING?

APRICOT CHICKEN WITH RICE

6.30pm on Friday 31st May 2019

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

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

COMING VSCC EVENTS

STANTON OHLMEYER MEMORIAL RUN

CANCELLED CANCELLED

Sunday 26th May 2019

MAY GENERAL MEETING

Friday 31st May 2019

2019 marks a century since Armstrong Siddeley Motors Ltd. was founded.
The last new ARMSTRONG SIDDELEY was made in 1960.
Enthusiastic owners around the World keep the marque alive.
We will discuss the people behind the formation of the Company;
its development; and will provide a brief overview of the cars.
Presentation by Andrew Christophersen

MID-WEEK RUN

Thursday 20th June 2019

PRESIDENT'S TROPHY RUN

Sunday 23rd June 2019

Meet at 10.00am at the Clubrooms for supplied Morning Tea.
There will be a short quiz before we depart at approximately 11.30am
for the Army Museum at Keswick.
At the Museum, lunch may be purchased or you may Bring Your Own.

Numbers will be required for catering purposes and for the Museum by
the May General Meeting.
Graham Tonkin **(08) 8258 6547**

ANNUAL LUNCH AND TROPHY PRESENTATIONS

Sunday 21st July 2019

At the Victoria Hotel, (Top of Taps), from 12.30pm.
Definite numbers are required.
Please see the Treasurer by the June General Meeting with
$5.00 per head deposit which will be refunded on the day.
Joan and Chris Catt **(08) 8381 7823**

ANOTHER COMING VSCC EVENT

ANNUAL GENERAL MEETING
Friday 26th July 2019

Members, mark your Diary now; a quorum needs you.
There are at least twelve positions available on the Committee; as well as another dozen Appointments to be dealt with.
Without a quorum elections cannot be held.
Without a quorum appointments cannot be made or ratified.

COMING SWAP MEET

GAWLER MEGA SWAP MEET
Sunday 22nd September 2019

Gawler Showgrounds, Nixon Terrace, Gawler

Outdoor Sites	**$20**
*** Outdoor Undercover Sites**	**$25**
*** Secure Indoor Sites**	**$30**

*** Bookings:** **0467 603 057**
Information: **www.gawlerclub.com**

Gates Open 6.00am for sellers and 7.00am for buyers
General Admission $5 per person
(under 16 years Free)

Food and drinks available on site
No show cars, pets, fires, tent pegs

2019 ARMSTRONG SIDDELEY CAR CLUB CENTENARY RALLY

Canberra: Friday 29th March to Monday 1st April 2019

The Australian Armstrong Siddeley Car Club, (ASCC), is one of Australia's oldest one-make clubs, having been formed in New South Wales in 1960. Annual Rallies have been held since 1968, on a rotational basis hosted by branches in SA, Vic, NSW, ACT and QLD. Barbara attended her first Rally in 1971, I attended my first Rally in 1981 and between us we've attended over 50 rallies! These, the Club itself, and of course the cars have been a significant part of our lives.

This year's Rally was a special event, held to celebrate Armstrong Siddeley's Centenary Year and was hosted by the ACT Branch. It was held over four days, from 29th March to 1st April. We had been working hard to prepare Barbara's *Mk 1 Sapphire* but a strange mechanical noise became apparent 24 hours before we were due to leave. I hadn't recently serviced the other likely contenders, (the *Star Sapphire* and *Baby Sapphire*), and Canberra is a long way. So, reluctantly, we decided to take my SUBARU *Impreza.* We had long-standing friend and new member Doug McPherson with us. In convoy we had fellow members Paul and Donna Heuer. Two days and a night's stop in Hay later and we were in Canberra.

This was a great Rally with ninety people; and thirty-five ARMSTRONG SIDDELEY cars ranging in age from 1925 to 1960. Given the Club is relatively small, owing to the rarity of the vehicles, and with Members spread across many States, this was an excellent result.

ARMSTRONG SIDDELEY cars are rare. However, owing to the enthusiasm of the Members and the support of the Club there are still fine examples on the road. This Rally illustrated the fact.

One of the ARMSTRONG SIDDELEYS on display in front of Old Parliament House

2019 Armstrong Siddeley National Rally *(Cont'd)*

Present were two 14hp cars from the mid 1920's and a fantastic *1935 Siddeley Special*. This was Armstrong Siddeley's mid-thirties super-car with a 5 litre alloy engine and top speed of in excess of 90 mph. It is the only complete example in Australia. I understand that only 253 were produced and there are few survivors.

Of fourteen *234/236* (*Baby*) *Sapphires* known by the Club to be in Australia, seven were in attendance. Also rare are *Star Sapphires*, with only 981 ever produced and about nineteen known to the Club in Australia. Five of these cars attended the Rally.

Canberra was chosen as Armstrong Siddeley has a special connection to our Nation's Capital. In the early days the government fleet consisted of 20hp ARMSTRONG SIDDELEYS. The official photographer of the building of the Capital was W J Mildenhall and he drove a *14hp* ARMSTRONG SIDDELEY. It features in many of his photographs. On many occasions ARMSTRONG SIDDELEYS were used to ferry Politicians and visiting Dignitaries.

Rally headquarters were at Gold Creek Tourist Resort, an ideal choice because of the large open car park suitable for those who brought their cars on trailers; and because of the large dining room capable of hosting the get-togethers. It also offered lots of nearby shops and tourist attractions.

Cars lined up in front of Old Parliament House for the Rally's Concours d'Elegance

On arriving on Friday afternoon, we were pleased to catch up with old friends and meet many Members we had not previously met. An informal dinner was held that evening and we were honoured by a visit from the British High Commissioner to Australia, Her Excellency Mrs Vicki Treadall CMG MVO who provided the opening address for the Rally.

2019 Armstrong Siddeley National Rally *(Cont'd)*

It was of interest to note that she is a keen classic car enthusiast having owned various classic cars.

Our Concours d'Elegance, Saturday Lunch and Annual General Meeting were held at Old Parliament House, (the Museum of Australian Democracy). This was an impressive backdrop for our cars and an interesting attraction for Members to peruse. A smorgasbord dinner at a nearby restaurant provided more opportunity for people to chat and become reacquainted.

On the Sunday at the Arboretum, established after the 2006 Canberra bushfires, we listened to a fascinating talk about its development, purpose and the plants grown there. After lunch, a cruise on Lake Burley Griffin allowed us to take in more of the lovely scenery of the City. The day was concluded with a most enjoyable Presentation Dinner.

After a farewell breakfast and a rendition of a "A toast to the Marque –or a Song Of Siddeley" penned by one of our Members, we navigated our way through early morning traffic to Government House. Under special arrangement we were permitted to park our cars in the driveway and take a look inside. It was fascinating to see the room in which Ministers are sworn in, (before often being sworn at!). After final photographs to capture the moment, Barbara, Doug and I left for home; again stopping at Hay.

Barbara and I thoroughly enjoyed the Rally. We had a lot a fun and there was a great sense of camaraderie. We viewed the long journey, (some 2400kms), as another enjoyable aspect of the Rally as we travelled with friends.

Rallies offer the opportunity to sample other ARMSTRONG SIDDELEYS, and I had to live up to my name, "Mr Toad of Toad-Hall". This was assigned to me after a propensity in my early years to frequently request a ride in other members' cars. So, over the weekend we found ourselves in a *1953 Whitley Coupe*, (a very rare ARMSTRONG SIDDELEY), a *1949 Typhoon* in stunning condition; and a magnificently restored *1952 Mk1 Sapphire*.

Barbara was presented with Honorary Life Membership in recognition of her substantial contribution to the Club and the Marque. August this year will mark 50 years since passing her driver's licence in a *Mk 1 Sapphire*.

2019 Armstrong Siddeley National Rally *(Cont'd)*

Barbara, along with her late husband Garth, and late father George Hume, founded the Armstrong Siddeley Branch in South Australia. I was delighted to receive the Club Person of the Year Award to recognise my contribution to the Club and Marque since I joined in 1980.

A bigger thrill was to see so many younger Members participating both in the Club generally and on the Board of Directors. It became very apparent over the weekend just how much restoration work is going on in sheds all over Australia. It would appear our passion for ARMSTRONG SIDDELEY is shared by many others. The enthusiasm at this Rally was palpable.

We have been invited to give a presentation about the Centenary of Armstrong Siddeley at the VSCC General Meeting in May. This will offer an overview of the production and development of the marque since 1919.

Yours forever Siddeleying,

Andrew Christophersen ☺

Andrew Christophersen's
1933 20HP
ARMSTRONG SIDDELEY

A tidy car which did not journey to Canberra for the Centenary Rally

THANKYOU

That you are reading this issue of *The Vintage Bulletin* is because Brian Bennett volunteered to collect it from the printer at Lonsdale, Allbiz Supplies Pty. Ltd., and to wrap it and post it.
Thankyou, Brian.
Your generosity and commitment to the Club is appreciated.

Wayne

FROM HERE TO THERE IN SILENCE
or: "SHORTEN .. ING THE JOURNEY"
By Pat Pending in Consultation with The Boffins

The Boffins have been spurred into action by recent announcements from Canberra regarding the halting of Climate Change with introduction of vehicles NOT using Fossil Fuels by the end of the next decade.

In a report recently released by the Boffins in response to this and handed to the joint Committee on Climate Change Amelioration, the Boffins have pointed out some very important flow-on effects that need careful consideration during the transition period in the 20/20's.

Regarding the sight-impaired, non-driving Public … Will we see poor old Gladys with her walking frame leaping for safety from the pedestrian crossing when the slipstream lifts her skirts as the "duff, DUFF, duff, DUFF, **DUFF**, DUFF, duff, DUFF, duff duff" of a Heavy Rock DVD gradually fades into the distance to her strangled cries of "WHAT THE #!%* WAS THAT?"

Will Cyril need to retire his Seeing Eye Dog and employ a real Zebra to conduct him over the road as a moving Zebra Crossing? Or, as an alternative have a life-size cardboard replica Crossing that can be folded up like an umbrella and deployed at any point where a road gets in Cyril's way? At least that way he could keep the dog.

But perhaps we should throw the onus back at the driver to make him or her responsible, by demanding that sensors should be mandatory on all soundless cars to sense imminent collision with objects ahead; with built-in stopping distance calculations. That way even the koalas could be saved from extinction.

But it is not **Just** the roads that are a Hazard to our valued sight-impaired. What about the footpaths and private home driveways and Commercial Properties, where electrically powered devices now have access?

Must we legislate to ensure that all electric bicycles, motorised scooters, Shop-riders, Go-fers and Electric wheel chairs, are also fitted with similar "Duff Duff" approach warning systems and impediment sensing devices?

From Here to There in Silence *(Cont'd)*

It also beggars the question as to whether all private driveways, (and indeed ALL exits from private dwellings and Commercial Properties), must be equipped with flashing lights, automatic footpath gates and "Ding Dong" bells which activate as soon as pedestrians or vehicles exit from the building.

These safety measures should remain operative for at least 10 minutes to allow sufficient time for Gladys or Cyril to arrive at the footpath where sensors can be programmed to turn off the safety devices and allow normal pavement movement to continue.

There may need to be some innovative programming to ensure that when Cyril or Gladys emerge from the building simply to collect the mail it overrides the automatic gates, lights and "Ding Dongs".

Do we really need to "Shorten" the time frame for removing fossil fuelled vehicles from our city and countryside; or are there more innovative ways for keeping the population mobile?

Unfortunately, a solution to this Climate Change dilemma must await further investigation by the Brilliant Boffins and your avid Science Reporter.

Pat Pending

Oh! And before I go … don't forget …
Mmm. Oh dear, I've forgotten! ☺

I understand that more than a decade and a half ago, perhaps even longer, Pat Pending contributed articles to The Vintage Bulletin *before retiring. Recently Pat was moved to tap the keyboard once again; and jotted down some thoughts for consideration.*

Needless to say, (but I do), the ideas and opinions expressed are Pat's and not necessarily those of the Editor, Management or Membership of The Vintage Sports Car Club of South Australia Inc.

I look forward to printing more thoughts from Pat.

Editor

SOUTH AUSTRALIA

EARLY JAPANESE CARS

Japan was not always, but has become, a powerhouse of motor vehicle production. In the 1920s and 1930s most cars seen in Japan were imported. (Henry Ford's first car exported there arrived in 1902.) Mostly, they were status symbols and playthings for the wealthy.

The four-seated TAKURI, manufactured in 1907, is acknowledged as Japan's first home grown motor car. Subsequently there was the DAT 41 built in 1916; and a year later the MITSUBISHI Model A appeared. Interestingly, Mitsubishi made no more cars between then and 1960.

The Great Kanto Earthquake of 1923 set back Japan's infant car industry but helped Henry Ford. Hundreds of thousands of people died. Railway and tram lines were wrecked, as were roads. Tokyo was devastated. So was Yokohama, then as now a centre of Japanese manufacture.

As a response to the Earthquake, Japan imported 1000 FORD Model T truck chassis. They were deemed to be robust enough for the poor Japanese roads and were made into taxis. Henry Ford liked that opinion and was prompted to establish, in 1925, an assembly plant in Yokohama. Other American companies followed. Thus the number of American cars made/assembled in Japan increased while Japanese production remained small.

The Great Depression, triggered by the Wall Street Stock Exchange crash, began in 1929. The United States motor industry lost many companies because of it, whereas Britain and Europe did not fare so badly.

Almost as if the Japanese woke up that they could have a viable motor vehicle industry, the Automobile Manufacturing Industries Act 1936 was passed. It restricted vehicle production to companies with more than fifty percent Japanese ownership; and increased import duties. One result was that American imports were reduced. In any event all US production and assembly facilities were closed permanently by the onset of World War Two.

Before the War, Datsun was considered by some to be the most productive Japanese car manufacturer. The four-cylinder DATSUN Type 10 led the way, followed by small sedans and open "torpedo" models. In 1934 the US-style six-cylinder NISSAN Type 70 appeared; but in 1938 Datsun ceased production in favour of military and industrial vehicles.

Perhaps Japan's most important pre-war car was the TOYOTA AA; large, stream-lined, with six cylinders; modelled on the CHRYSLER Airflow.

Early Japanese Cars *(Cont'd)*

Kiichiro Toyoda, (1894-1952), registered the Toyota Motor Corporation in 1937. He was the son of the industrialist Sakichi Toyoda who made his fortune by manufacturing equipment for the textile industry; and studied engineering at Tokyo University before travelling to Britain and America to learn more. In the early 1930s Toyoda Industries funded Kiichiro's research into vehicle manufacturing.

For example, it bought a CHEVROLET which Kiichiro and his team of engineers disassembled to find out how it was built. The team went on to develop its own petrol engine in 1934, followed by a prototype car, the A1, in 1936. They used parts copied from FORDS and, as indicated above, modelled it on the CHRYSLER Airflow.

As the Toyoda name was associated with farming, it was decided to call the company "Toyota". Kiichiro Toyoda remained with the company until in 1950 he stepped down while it was struggling in Japan's post-war recession. His cousin Eiji Toyoda, (1913-2013), took over and ensured its survival.

Companies that went on to become Daihatsu, Isuzu, Mazda, Subaru and Suzuki existed but did not make cars until after the Second World War.

In post-war Japan, cars and associated matters were not of primary concern to most people and few Japanese owned cars. Most motor traffic was commercial in nature. Trucks and taxis. The US Occupation of Japan meant that arrangements were made between local and US firms; concentrating on the production of light trucks and three-wheeled vehicles. Honda, (founded in 1948), and Mazda were successful with motorised bicycles and three-wheelers based on their motorcycles, respectively. However, American cars dominated the market in Tokyo.

In the 1950s, Japanese firms began manufacturing foreign cars in Japan. For example, Nissan made AUSTIN A40s under licence; Hino built RENAULT 4CVs; and Mitsubishi manufactured US JEEPS.

Meanwhile, Toyota followed an independent path by developing its TOYOTA Crown in 1955. By 1958 it was exporting to the United States; and as far as I know, it and Honda have remained independent of mergers and acquisitions which have since characterised the world-wide industry.

Wayne Wood ☺

COMMITTEE MATTERS

The following significant matters dealt with by the Committee at its Meeting on Thursday 9th May 2019 are reported for the information of Club Members and readers of *The Vintage Bulletin*:

- Kevin Field, Sandy Nash, David Bristow, Brian Bennett and Chris Catt will meet in the Library on Tuesdays to commence cataloguing the Club's Library books;
- due to so many Members having the opportunity to travel the country and beyond, plus some age-related issues, we have run short of attendees for some coming events. Reluctantly, the Committee has found it necessary to cancel the 2019 Stanton Ohlmeyer Memorial Run;
- Fred Chapman, 1929 GRAHAM PAIGE, accepted as a Full Member;
- accepted Andrew Christophersen's offer of a presentation, (about Armstrong Siddeley), at the May General Meeting;
- deposit paid to Victoria Hotel for Annual Lunch so numbers needed;
- term investment due 30th May 2019 to be re-invested;
- Members to be reminded about Annual General Meeting to be held on July Friday 26th July 2019;
- Shirley will co-ordinate sale of People's Choice raffle books this year.

W² ☺

MOTORUMOURS

Cairns and Jan Boag have sold their Historic Vehicle and have made it known that they will not be renewing their Memberships for 2019-2020. We thank them for their Membership of the Club; and wish them well.

A certain BEAN hearse, which was also sometimes a Balfours® van, now resides in Gawler with a funeral company; and perhaps may be seen on the roads again.

Chris and Joan Catt are back and have resumed duties as Recording Secretary and RUGBY Custodian respectively.

59 percent of Members responded to the Club's Membership Survey

That is a very good response. It shows that Members do care about the Club and have thought about the issues involved.

The information provided by the Survey has been collated and in due course the Sub-Committee will make recommendations to the Club's Committee before publicising its findings.

W² ☺

ROLY'S POEM

I'M A SECOND-HAND CAR

Once I stood in a showroom fine,
Never was paint work so glossy as mine,
Never was an engine so sound and bright.
An opulent, pleasant, inspiring sight;
But the days rolled on and the years rolled by
They're rolling still, and so am I.

Until now I'm just a second-hand car.
Used and abused, as such cars are,
Worn of tyres and scarred and marred,
My engine knocks, and it knocks damn hard!
I'm down at the front, tipped up at the rear
Shrieking at every change of the gear.

I've been rammed from behind on a Murray River punt,
Of a head-on crash I've stood the brunt;
Nothing's been right and all things wrong,
Once I shed a wheel at Wollongong,
I've stripped my gears on Tapley's Hill,
My fuel tank leaks, but I'm running still.

Now only a second-hand week-end car,
Overloaded as such cars are.
Carrying my boss and his wife and brats,
While at night I'm a bed for the neighbour's cats.
They take me out on the Sabbath day
Over the hills and far away.

A wheezing, noisome, odorous thing
Kept together with wire and string.
Hither and thither and yon we roam
but I get them there and I get them home.
I bounce and rattle over the stones
My springs go "Pang" and my inside groans;
I'm a nondescript, battered, second-hand car
But I'm better than walking … so there you are!

Adapted from a poem in "The Motor in Australia" 1927.

Recited by Kevin Field
at the Club's General Meeting
Friday 29th March 2019

Poetry Corner

EXPRESSIONS OF INTEREST SOUGHT

Due to a thing called "AGE" I am reluctantly asking for expressions of interest for some of my Toys.

Alan Robinson: (07) 3201 1986 or **redbubble@picknowl.com.au**

1949 MG Y-TYPE SEDAN

Reg. 321 LUO. Reasonable appearance. Good interior. Drives well. Owner's manual. Jackall systems not working. Would benefit from a few twiddles. Selling unregistered – priced accordingly. Current insurance value $19,696.

1951 MG TD

Ex Brian Darke. Full history, books etc. Good condition, paint, trim and hood etc. Personal plate TMG 51, buyer to arrange transfer if required otherwise will sell unregistered. Current insurance value $29,547.

Very reluctantly:

1926 HUMBER 9/20 ROADSTER

Left factory 29.10.26. Purchased in 1965 from first owner. Needing full restoration. Condition generally good but unused for some time. Spare engine, gearbox, radiator, diff. etc. Club Plate VIN 1551. Current insurance value $14,971. Asking $16,500 for the package.

Cars and Parts and Things FOR SALE

*** 1913 HUPMOBILE A Rare Vehicle
Down Under London to Brighton entrant
Christopher Rees **0456 837 782**

*** 300/325 23" Inner Tube. NEW!
Graham Tonkin **0401 314 563**

** 1949 MG-Y Sedan; 1951 MG-TD; 1926 Humber 9/20 Roadster
Alan Robinson **(07) 3201 1986**
Or: **redbubble@picknowl.com.au**
More Information on opposite page

** BMC B-Series engine 1500 cc. Includes distributor, generator, fly-wheel, and clutch. No starter. No manifolds. Suit 1950s/1960s AUSTIN LANCER, MORRIS MAJOR, etc. Could be tuned to suit ear-
ly MGA but no tacho drive. $250.00
Doug Gordon **0417 896 081**

** Hydraulic Lift Engine Crane, (unassembled), with spreader bar. $250
Rob Jacob **(08) 8388 5469**

Cars and Parts and Things WANTED

*** 1925 DODGE BROS 4 cylinder Exhaust Manifold
Richard Kretschmer **(08) 8353 7898** or **0407 744 066**

*** 1931CHRYSLER Parts … mainly body panels
Christopher Rees **0456 837 782**

*** Any Information about 1925-29 ROVER 16/50 HP
Alan Hollyfield **0499 893 298**

*** PARTS for 1926 WILLYS KNIGHT '70' believed to be Holden body
PLEASE SEE CLUB WEB-SITE FOR FULL LIST
Greg Knight **0422 151 719**

*** ORGANIZERS for Mid-week and other Runs
President **0401 314 563**

* Nominations for Committee Positions and Club Appointments

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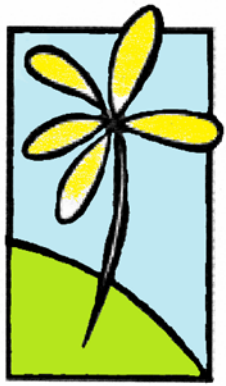

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