THE VINTAGE BULLETIN

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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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FRONT COVER: GVV&CCC President Trevor Unsworth and his Veteran WILLYS *Overland* start their run from Gawler to the Barossa
BACK COVER: SA FERTILIZERS + SHANNONS + ALLBIZ advertisements

COPY for June Edition DUE
midnight Thursday 10th June

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, Andrew Christophersen, Stephen and Olivia Hooper, Ken Hurley, Mal Millard, Lloyd Mott, David Prest, Christopher Rees, 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,

Brian.

You won the Bulletin Article Lotto prize for May.

Andrew wins the minor prize.

Congratulations to both of you.

Who will award themselves the prize of an article for June? (We already have one candidate but need more to make it a contest. 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

It is not often that *The Vintage Bulletin* is as thin as this issue. The Editor thinks, not that it matters and he could be wrong, that it has been some time since there has been a 28-page version of the Journal. COVID-19 can be blamed of course. However reasons lie elsewhere too.

Certainly, a reduction in the number of Club Runs means a reduction in the number of articles. He suspects that people not working in their sheds on relatively major projects also comes into play, as does the increasing age of our Membership. Not that "age" is a bad thing. On the contrary. It is something to aspire to even if it does take one's focus off old cars and on to family, particularly grandchildren and medical matters of one sort or another. So … no complaints from the Editor about that.

Speaking of the Editor, he has prepared a lengthy article about the recent Gawler to Barossa run conducted by the Gawler Veteran, Vintage and Classic Car Club. He also has material for a few pages about our Club's Auction, Trading Table and Logbook Day. Not wishing to deter others from contributing; and to encourage others to supply articles, the Editor exercised his editorial prerogative and withheld both stories.

What does appear is the final, (Part Four), instalment of Brian Bennett's Dunlite story. Brian also writes about a big shed he visited. Andrew Christophersen describes re-building a heater unit on his *Hurricane*. Four new members are welcomed; and there are notices for coming events, including the Doughnut Run inspired by Olivia Hooper. Not to be missed, the Club will buy the doughnuts. Incidentally, the Editor prefers to try to be consistent and not use American spelling wherever possible. He did use "Donut" once though!

There is a lack of international cricket being broadcast. However, re-runs of *Bonanza*, *Laramie* and *Rawhide* in the early hours fit the bill nicely.

Anyway,

that's what I think.

Wayne Wood

MAY 2021

Some interesting items:

Mal Millard recommends https://youtu.be/d9kdQAxxnIA
Chateau Impney Hill Climb (Pre War Classes) 2018

Lloyd Mott recommends: https://youtu.be/V69gZm2xbmU
Mob of Bentleys attack Goodwood

WORDS FROM THE PRESIDENT

Well … it seems that things may be settling down to the more normal, pre-COVID-19, situation.

Since the Historic Motor Vehicle Gathering in March we have had our, hopefully, last outdoor General Meeting and our first Indoor General Meeting.

We have had a good turnout at a Mid-Week Run in April to Finniss and a meal before the General Meeting in April.

A well-attended Auction Day on Saturday 15th May, with a sausage sizzle, trading table and Logbook renewals was as good as any Auction Day held in the past few years. Thank you to all the Members who came and supported the Club.

There will again be a meal before the General Meeting inside the CCC Clubrooms on Friday the 28th May and Members are encouraged to join us for this. Just let us know so we will have sufficient food.

May the good luck continue, especially for the Doughnut Run in June and the Mid-Week Run and President's Run in July.

Thank you all once again for your continued support of the Club.

Regards,

Caroline

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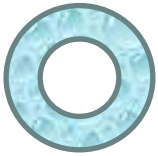
COMING EVENTS SUMMARY

REFER PAGE 21 FOR DETAILED INFORMATION

GENERAL MEETING

Friday 28th May 2021

The May General Meeting will be inside!
We will start with a Meal before the Meeting from 6.45pm.
$3.00 buys a bowl of Spaghetti Bolognaise.
Please BYO Chair to avoid the need to disinfect the Clubroom's chairs.
The "formal" part of the Meeting will commence at 7.30pm.
Free Tea, Coffee and Biscuits.
Clubrooms open at 6.30pm.



See Page 21

DOUGHNUT RUN

Sunday 6th June 2021

Club buys Donuts

To celebrate International Doughnut Day, Stephen and Olivia Hooper have planned a Run and the Club will supply the doughnuts.

Full details are on Page 21.

So that Olivia and Stephen know how many doughnuts to buy, they ask that people RSVP by Wednesday 2nd June.

Stephen and Olivia Hooper
0417 832 443

MID-WEEK RUN

July 2021

Chris and Joan Catt will be arranging a
Mid-Week Run to Middleton in July.
Details will be in the June issue of *The Vintage Bulletin* and will also be circulated via e-mail. It will be mentioned on Facebook.

NEW MEMBERS

On behalf of the VSCC the Committee extends a warm welcome
to **Rory and Rae Hope**
as Full and Joint Members respectively.
Rory and Rae jointly own a 1925 AUSTIN 20hp Tourer.

NEW MEMBER

On behalf of the VSCC the Committee extends a warm welcome
to **David Ellery**
as a Full Member.
David owns a 1920 MAXWELL 25 Tourer.

NEW MEMBER

On behalf of the VSCC the Committee extends a warm welcome
to **John Ellery**
as a Full Member.
John owns a 1924 BUICK 24-34-24 Roadster.

Saturday 28th August 2021

Rooms have been booked in the Vine Court Motel owned by the Hotel and just a 350 metre stroll down the road.
Places for Saturday's dinner in the Hotel have also been booked.
Rooms are $125 per night, twin share.
A $25 deposit will be required in due course.
Dinner will be individually charged on the night.
Fred Chapman has done the groundwork.
Now it's up to us.

CLUB FACEBOOK PAGES

Several years ago Doug Gordon set up a Facebook page for the Down Under London to Brighton Run. That was at the time the Run was conducted in conjunction with the National Veteran Vehicle Rally held in September 2017 at Clare. Doug continues as the page's Administrator.

More recently, Caroline Wood established, and is the Administrator of, a Facebook page for the Historic Motor Vehicle Gathering. That page, according to numbers of the attendees, was instrumental in attracting entries, particularly of post-1931 vehicles.

Immediately after the 'Gathering', Angus Mitchell made a Facebook page for the Club. He and Doug Gordon are the Administrators for that page.

So, **the Club now 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

Members and friends are asked to Like us on Facebook and to encourage family and friends to also Like us on Facebook.

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.

Doug, Caroline and Angus have done the groundwork. Let's thank them by building upon it to share with others the joys of our hobby and Membership of The Vintage Sports Car Club of S. A.

Find us on

Wayne Wood
HONORARY SECRETARY

PART FOUR

SLOW DECLINE

Lloyd Dunn's retirement led to a changing of the guard at **Dunlite**. We got a new CEO who split his time between Melbourne and Adelaide, (roughly two days a week here). He seemed a very aggressive individual who appointed a 'puppet' Adelaide Branch Manager who would not make a decision and tended to present other peoples' good ideas as his own. A period of stagnation and unrest followed and after around six years' service I decided to leave Dunlite.

I got a job teaching at the Electrical Trade School. Finding that not to my liking I decided on another career change and secured a position as an Instrument Technician with a mining company located near Kalgoorlie in Western Australia. When I visited a few friends at Dunlite to say goodbye, the Factory Manager, (FM), told me if things didn't work out there would always be a job for me there.

Part of the deal with the mining company was an air-conditioned house at nominal rent. A fortnight before we were due to leave I got a letter stating that no house was available but we could have a caravan at more than double the rent. We had a toddler and a baby - there was no way I was going to expose my family to life in a caravan in a remote and harsh environment. So, I told them what they could do with their job.

For the first, (and only), time in my life I was potentially unemployed, so I rang the FM at Dunlite and asked if he was serious about giving me a job. There was a long pause, then he offered to take me to lunch to explain what he had in mind.

I always had a good working relationship with the FM. We saw eye to eye on many issues. He was a Pom. His dad died in the war and he left school very young to get a job to support his mother and sister.

Dunlite Part Four *(Cont'd)*

He was deprived of a proper education and had no paper qualifications but was the most brilliant man I ever met. He had a photographic memory, a great work ethic and was a born leader and motivator. He started out as a labourer and worked his way up to supervisory roles in a factory in England. When that factory closed down and most of his hometown with it, they decided to emigrate to Australia to give their children a better chance in life. Once again he started at the bottom and worked his way up to management roles through hard work and outstanding ability.

At that time Dunlite did not have a formal material control system in place; they relied on the expertise of departmental supervisors. Historically this had worked well but it came unstuck when we landed a contract to supply twenty 2.5 KVA Army alternators every month for two years. The production run became habit and no-one thought to advise the supervisors that the project was coming to an end; so when we ended up with a lot of surplus components with no commercial value - the FM determined to make sure that this could not happen again.

The job offer took me by surprise - it was way outside of my field of expertise. I had nothing to lose, so accepted the position of Production Planner. My brief was to devise systems and documentation to ensure a reliable flow of components for the production process. My only qualifications were an understanding of the production process and some common sense. It turned out that I had a knack for it. My systems were well received and effective so I continued along this unexpected career path for some time.

Dunlite had not developed any new products in a while. Salesmen were clamouring for a new range of 2.5 and 5 KVA petrol-driven "Power Pack" generators suitable for campers and tradies. We had existing products but they were heavy, bulky and expensive. We sold around 250 units a year. Sales forecasts for a new light, compact, cheaper, design were for 2,000 units per annum.

The project got the go-ahead and was eventually successful despite the lack of coordination by inept management. Only the strength of character of the FM got it through, despite him having no authority over design personnel.

Dunlite Part Four *(Cont'd)*

The standard engines used for "Power Packs" were Briggs and Stratton, (B&S), units. They were cheap, reliable units and there was an extensive service and spare parts network, (agents), throughout Australia. Larger sales volumes meant that we could buy direct from the B&S factory, resulting in further savings. At that time B&S was the largest engine manufacturer in the world, (by volume around 13 million units a year and they didn't bother to put serial numbers on them). The B&S factory only sold engines by the Gross (144) - that was the minimum order. larger orders had to be multiples of 144. You could get a further price reduction for orders exceeding 30,000 units.

Then came significant change. Our international owner was swallowed up by a multinational conglomerate. Our new masters employed external consultants to analyse all aspects of the business and their final report was pretty much spot on. Senior management came in for severe criticism; only the factory came out smelling of roses.

A new full-time CEO was appointed. (A big-wig from overseas). First impressions were positive. He oversaw a major management restructure to address the issues identified by the consultants. Some managers were dismissed and others were given different responsibilities. The FM, (my immediate superior), who came out of the review with his reputation untarnished, was appointed Marketing Manager, (MM).

I was promoted to a new role, reporting to the MM, responsible for analysing historical sales data and marketing projections to come up with a production schedule to be actioned by the factory production planners.

The new regime brought in their own efficiency experts to overhaul our production control systems but they did not recommend any changes. At that time Dunlite produced a large range of generators, (2.5 to 350 KVA), and employed around one hundred and fifty production personnel.

One of the major issues identified by the external consultants was a chronic lack of communication between management and workers. Our new CEO set out to remedy this. He established weekly communication meetings attended by senior and middle managers responsible for passing information further down the line.

Dunlite Part Four *(Cont'd)*

The system worked for a few months then gradually degenerated as meetings turned into drinking sessions. I thought the CEO had a big ego, unlike Lloyd Dunn, and seemed to have gathered a cohort of "yes-men" around him. He didn't appear to me to like anyone to challenge his views.

Lloyd Dunn did not employ salesmen, (other than himself). He did deals with rural agencies throughout Australia which covered regional sales and service for a cut of the purchase price.

Our new CEO was determined to head an expansion of the Company and at some cost he established **Dunlite Branch Offices** in every mainland Capital City - each was staffed by a Branch Manager, Sales Manager, Service Manager, Accountant and ancillary staff. New management roles were created at Head-Office in Adelaide to oversee the Branch Managers

The result of these increased overheads was a more than twenty percent price increase for every product that we made - effectively making us non-competitive in the market place. To compound matters, some city-based salespeople undercut the traditional rural agency network, putting them offside.

I could see the writing on the wall and decided to leave, (get back into my trade). The company struggled on for several more years with diminishing sales until the axe fell and the factory closed forever - a sad end for a once proud Company. It is probably a blessing that Lloyd (1912 - 1978) didn't live long enough to witness the Company's demise.

I tried to find on the internet a photograph of a Dunlite flange-mounted generator from the 1970's to accompany this article, but to no avail. What I did find was that as a reflection of its good reputation the **Dunlite** brand has resurfaced in recent years; not locally produced but badge-engineered imports, in a small range of mass-produced portable "Power Pack" generating sets suitable for campers or tradies.

"The Dunlite logo expresses our proud claim as:
THE POWER BEHIND THE NATION"

Brian Bennett

GAWLER TO BAROSSA VETERAN AND VINTAGE RUN

Sunday 11th April 2021

Conducted by the Gawler Veteran, Vintage and Classic Car Club, sponsored by Steinborner Automotive Barossa and the Federation of Historic Motoring Clubs SA, this was the event's sixth running.

There were 79 vehicles entered, (13 Veteran and 57 Vintage vehicles with four wheels, plus 7 Motorcycles and 2 Trucks.), numbers roughly comparable to our Club's Historic Motor Vehicle Gathering.

The Gawler Club, in particular from my perspective Trevor Unsworth and David Prest and their team, are to be commended for the effort made to ensure a comfortable, enjoyable Run.

Among the entrants …

VSCC represented by:

Brian and Chris Bennett
Ian and Lorraine Loader
Jim and Margaret Thompson
Lloyd and Judy Mott
Rodney and Barbara Wood
Roger Bennett and Karen Brown
Wayne and Caroline Wood

Both GVV&CCC and VSCC represented by:

David Prest
Fred and Noeline Chapman
Steven Lovell

There will be a full report in the June issue of *The Vintage Bulletin*.

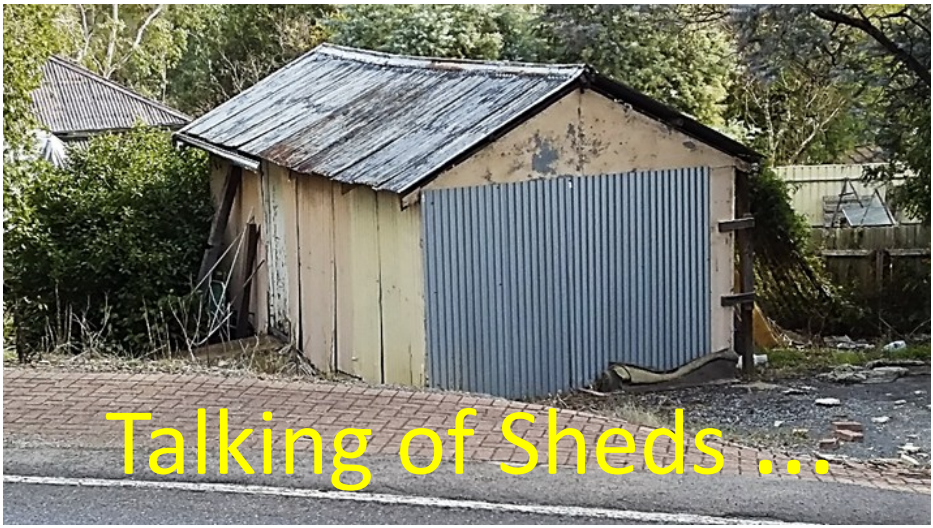
Editor

ADELAIDE SOUTH AUSTRALIA

SA FERTILIZERS

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

AUTUMN … Lawns could use a complete organic fertiliser at this time of year. Remove weeds before applying, then water in well.



Until recently this shed had useable double doors. New grey galvanised iron has replaced them so it is unlikely that the shed is used to house a motor vehicle. Its state would also seem to mean that it is not used as a workshop. Given its location with easy access to a good road, it is a pity it has fallen into disrepair.

There may be stories associated with its former life when the country around it was relatively undeveloped. Now? Who knows?

Even with alarms and cameras installed, it is probably too close to the road, which is effectively the back boundary of the property, to seek approval for the Club to use it for storage of the RUGBY.

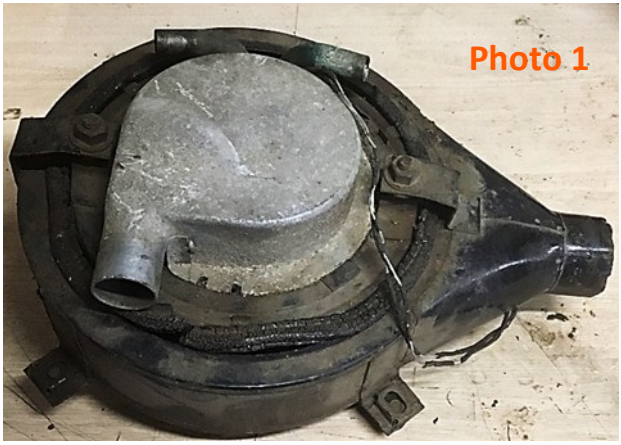
The Club RUGBY NEEDS A NEW HOME!

Chris Catt is waiting to hear from you, Dear Reader, if you or some-one you know well, has room in a shed for a clean-living, well-behaved old car with no children or pets. (08) 8381 7823 will reach him.

By the way, there are some shed stories this month. Thanks Andrew and Brian. Thanks too to Jim for sending an interesting picture. Unfortunately I have so far been unable to tidy it up for publication but will keep trying.

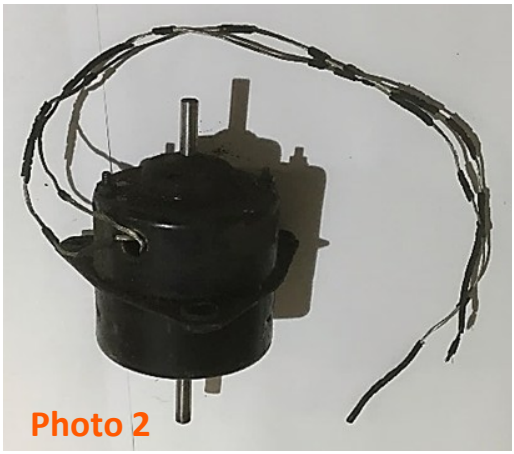
Editor

RE-BUILDING THE HEATER UNIT IN THE Armstrong Siddeley *Hurricane*



The unit is mounted on the firewall. I couldn't find a service manual and the following is based on conclusions I reached during disassembly. The heater core and other components are contained within an air box that receives "ram air" when the vehicle is travelling forwards. Fresh air flows over the heater matrix and this process is assisted by fans driven by an electric motor. One fan pumps air through floor vents; these have hinged doors to control airflow. The other fan feeds air to the demister vents.

Photo 1 is of the unit before restoration. As can be seen, the insulation on the wires had failed and the front rubber seal had deteriorated.



Dismantling the unit was relatively simple . The heater matrix was checked for water leaks by a radiator repairer and none were found. I cleaned and painted the surfaces visible inside the engine bay using gloss enamel paint. The section incorporating the floor vents is visible inside the cabin and has been cleaned but not repainted. In my view it has a desirable patina. The hinged doors were seized. WD40 remedied this.

ARMSTRONG SIDDELEY *Hurricane* Heater Unit Repairs *(Cont'd)*

Others examined the motor leads and concluded the insulation had simply degraded rather than failed as a result of an electrical fault in the motor - welcome news. A friend with the necessary skills replaced the leads, (see **Photo 2**), checked the brushes and electrically tested the field coils and all were found to be serviceable. Happy days!

Reassembly of the heater unit presented challenges.

The motor mounting system comprises three rubber inserts in a flange mount, presumably intended to reduce transmission of vibration. These had hardened. Replacements were made using rubber grommets obtained from Clarke Rubber and shown in **Photo 3**.

There are seals front and back. The front seal was made using a foam rubber section, other pieces of rubber and then sealed where necessary with black silicone. The rear seal was made using pinch weld and again sealed with black silicone where necessary. The unit as it is now installed on the firewall is shown in **Photo 4**.

A MEMORABLE VISIT TO A BIG SHED

In January 1964 we visited Christine's relatives in Port Pirie. We made the trip on my VESPA Motor-Scooter which with two-up could do around 45 mph flat-out in favourable, (no wind), conditions. We made frequent stops to restore circulation and feeling to our nether regions but reached our destination in due course.

Christine's Uncle took us on a tour of Port Pirie to show us some local landmarks and attractions. We ended up at a big shed, (actually an aircraft hangar), where he met a mate with a bunch of keys who unlocked an access door to let us in.

Bluebird CN7 World Speed Record-Breaking Car

Unbeknown to us **Donald Campbell's Bluebird CN7 Car** and **K7 Hydroplane** were being housed in this hangar prior to attempts on both the **Land** and **Water Speed Records** in **Australia.** Both of these impressive machines were secured to their transporters but they were not covered and we were able to examine them closely, even touch them.

Besides the streamlined shape, the things that stood out the most about the car were the enormous stabiliser fin located at the rear of the vehicle and the wheels which were very large in diameter and quite narrow in cross-section. The tyres were completely smooth, (no tread), with a round profile and looked just like an inner-tube mounted on the rim.

Wikipedia tells us that the car weighed four tons and was powered by a Bristol-Siddeley Proteus gas-turbine developing 3320 KW and driving all four wheels. The split-rims were fitted with Dunlop 52 inch diameter tyres inflated to 160 psi.

Memorable Visit to a Big Shed *(Cont'd)*

In 1964 **Donald Campbell,** (later Sir Donald), set two **World Speed Records** in Australia. The **Bluebird CN7 Car** set a new **Land Speed Record,** on the dry salt flats of **Lake Eyre** in South Australia, of 403.1 mph (645 kph). He became the first man to exceed 400 mph in a wheel-driven vehicle. The **Bluebird K7** Jet-Propelled **Hydroplane** set a new **Water Speed Record** on **Lake Dumbleyung** in Western Australia of 276 mph (441 kph).

There is a lot more information available on the internet about the speed record attempts in Australia including the flooding of Lake Eyre causing a twelve month delay. Even then, a damp track restricted performance although a small increase above the existing world record was achieved.

Bluebird K7 World Speed Record-Breaking Hydroplane

The large hydrofoils on the boat, (two at the front, one at the rear), appeared to have been machined out of solid billets of stainless-steel. There was no ring-tone when I rapped them with my knuckles to indicate that they were hollow.

Sir Donald Campbell was killed in 1967 while attempting to set a new Water Speed Record on **Coniston Water**, Cumbria, England. He crashed at over 300 mph (480 kph). The **Bluebird Hydroplane** became airborne on its second timed run and speared into the depths. The Bluebird and his body were not recovered until 2001.

There is a theory, (not proven), that the vessel was too light because Sir Donald failed to top-up with fuel between runs.

Brian Bennett

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 your motor is lubricated

THERE are any number of lubricating systems, but the types most generally used may be summed up in three, or a combination of three.

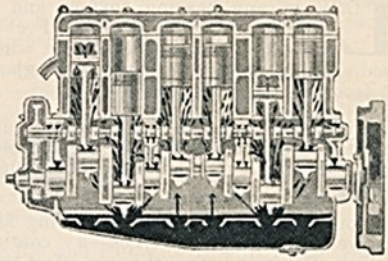
The simplest is the splash system, which does what its name signifies—splashes the oil to the moving parts, by the revolving crankshaft, connecting-rods and flywheel.

The splash and pressure system is another one. It splashes the oil to some of the parts and pumps it under pressure to the more important moving parts.

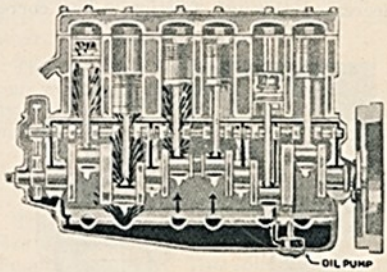
Then there is the pressure system. In this type all the moving parts are lubricated by oil which is forced to them by the pressure of a gear-driven oil pump.

In these days of high compression engines, faster road speed and higher engine speed, this system is fast coming into its own because of its positive action.

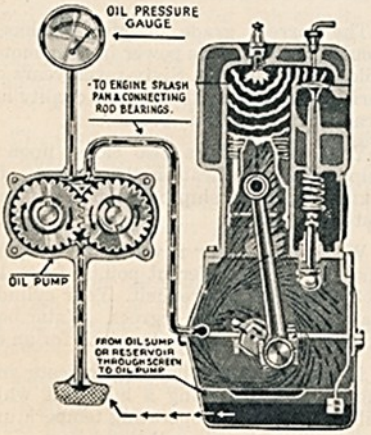
An oil pump consists of two gears encased in a small metal box submerged in the lubricating oil at the lowest part of your engine crankcase. These gears revolve in opposite directions. This draws the oil into the box and forces it out under pressure to the moving parts.

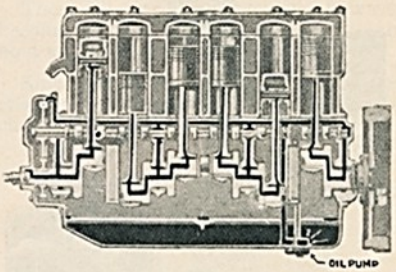


Splash System



Splash and Pressure System





Pressure System

Your oil gauge is connected to your pump. It tells you nothing about the quality or quantity of your oil. It simply shows in pounds, the amount of pressure exerted by your pump in forcing the oil through your engine, and its use is to tell you if your oil is circulating.

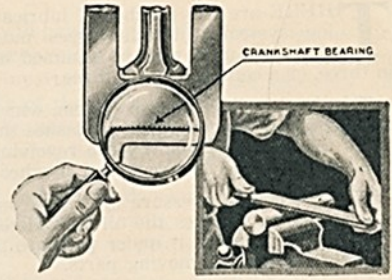
UNDER THE BONNET *(Cont'd)*

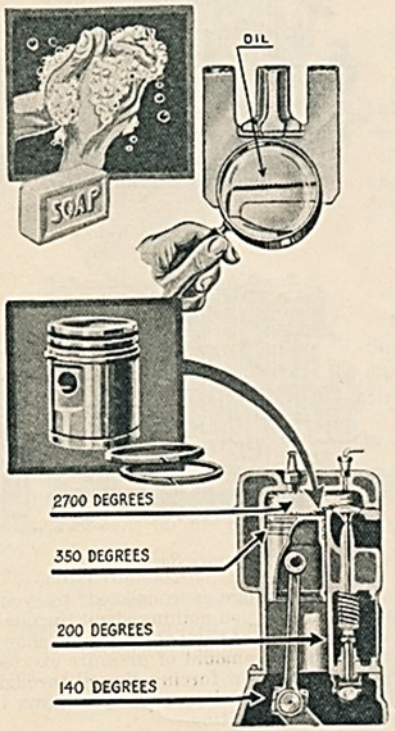
Three jobs your motor oil must do

LOOK at any bearing surface and it appears as smooth as glass. Feel it. It couldn't feel smoother. But when you examine it under a magnifying glass, it seems as rough as a file.

Should two surfaces of this nature come together without a film of oil between them, the result would be like filing a piece of metal.

Your oil must provide a protecting film between moving surfaces—a coating which affords the same slippery effect that soap and water give to your hands. Remember that the efficiency of your car is decreased through friction. The correct grade of Mobiloil will reduce this friction to a minimum.





Pistons do not fit tightly in their cylinders. Piston rings do; otherwise the compressed gases would escape (with consequent loss of power) and oil would be forced into the combustion chamber—a wasteful condition known as 'oil pumping.'

Your motor oil must aid the piston rings in forming leak-proof seals between cylinder walls and pistons, if you would derive the maximum power from your engine.

Only the Best Motor Oil will Seal in the Power

The correct grade of Mobiloil has a faculty of sealing the power in your motor, mile in and mile out. Sixty-seven years experience in refining the highest quality lubricants has made this possible.

Your motor oil is also called upon to help reduce the heat in the engine. It's a kind of partnership between air, oil and water.

When your motor is warm, its temperature ranges, at different points, from 140 to 800 degrees Fahrenheit. Your cylinder walls may reach 350 degrees. Water boils at 212 degrees. It's quite a task for an oil.

If you select Mobiloil to lubricate your engine, you are using a lubricant which will ensure correct operating temperatures —an oil which will withstand heat.

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

COMING VSCC EVENTS

GENERAL MEETING

Friday 28th May 2021

The May General Meeting will be inside!
We will start with a Meal before the Meeting from 6.45pm.
$3.00 buys a bowl of Spaghetti Bolognaise.
Please BYO Chair to avoid the need to disinfect the Clubroom's chairs.
The "formal" part of the Meeting will commence at 7.30pm.
Free Tea, Coffee and Biscuits. Soft drinks $1.00.
NOTE: Clubrooms open 6.30pm but meal will not be ready until 6.45pm.
That will allow time for set-up etc.
We will have a COVID-Marshal and COVID SAfe Check In.

DOUGHNUT RUN

Sunday 6th June 2021

To celebrate International Doughnut Day (Friday 4th June) a run has been arranged.
We will start at Adelaide's biggest doughnut – Victoria Pk!
Meet on Beaumont Road, Adelaide ,(enter from South Terrace only), at 9.00am for a 9.30am departure.
Following a short metropolitan run we will stop for morning tea where doughnuts will be served.
You will need to bring your own thermos / refreshments.

We will finish at the Sir Thomas Playford (ETSA) Museum in Kurralta Park for a guided tour as we travel back in time. Museum entry is by gold coin donation. COVID check in and enclosed shoes are required as we move through the workshop.

To ensure enough doughnuts please **RSVP** to Stephen 0417 832 443 with attendees by 2nd June. We look forward to seeing you on the day.

Stephen and Olivia Hooper
0417 832 443

COMMITTEE MATTERS

The Committee met via mobile phone and in person on **Thursday 13th May 2021**. The following significant matters are reported for the information of Club Members and readers of *The Vintage Bulletin*:

- the May General Meeting will be held inside at the Glandore Clubrooms with a simple meal before the Meeting to be arranged;
- invoices for Renewal of Membership for the year ended 30th June 2022 have been distributed with a Membership List for the year ended 30th June 2021;
- discussed Membership Cards and the information on them;
- Membership Applications received from
  Rory and Rae Hope (1925 AUSTIN 20 Tourer being restored)
  David Ellery (1920 MAXWELL 25 Tourer in original condition)
  John and Lisa Ellery (1924 BUICK 24-34-24 restored Roadster);
- Rory and Rae Hope approved as Full and Joint Members respectively;
- David Ellery approved as Full Member;
- John and Lisa Ellery approved as Full and Joint Members respectively;
- Celebrations for 75th Anniversary were discussed;
- agreed sausage sizzle $2 for Club Auction Day, Chris Rees as Auctioneer, there be a Trading Table as well as Logbook processing;
- Meals before Meeting to continue for future General Meetings.

Next Meeting Thursday 10th June 2021.

Secretary

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MEMBERSHIP RENEWALS

The South Australia Associations Incorporation Act 1985, (Section 23A (1) (c) (i)), requires clubs such as The Vintage Sports Car Club to maintain a Register of Members.

The Registrar of Motor Vehicles has power to audit Club Membership and Historic Registration records. So that the Club will not be embarrassed by such an audit, thought has been put into development of a Club Database which incorporates names, addresses, membership records, vehicles owned, historic registrations and so on.

As a first step, Membership Records have recently been updated. Information from them has been printed as the "Membership List 2020-2021".

This has enabled Invoices to be produced for Renewal of Memberships, rather than the old system of Membership Renewal Forms. Your Invoice was included in the April issue of *The Vintage Bulletin* and is the prescribed form referred to in the Club's Constitution. For privacy reasons the Membership List does not contain addresses. The Database does.

Please check your details on the Invoice and make sure that they and your entry in the "Membership List 2020-2021" are correct.

Then pay the fees. We would prefer that you pay by direct debit, using your unique reference printed on your invoice; and e-mailing notification to the Treasurer by using treasurer@vsccsa.org.au.

If paying by cheque please make sure that your name appears either in the account name or written on the back of the cheque or on an accompanying note.

Cash is still acceptable. Just see the Treasurer at a convenient time. The President is also able to issue receipts if the Treasurer is unavailable.

Please let the Club's Secretary know of any errors to be corrected; and of any details you want changed, added or omitted. You may do this via e-mail to secretary@vsccsa.org.au; or by some other convenient, direct, means only to the Secretary.

Your assistance with this is very important to make sure that the Club's records are current and as accurate as we can make them.

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

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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

"Then the pain hit home; blinkin' cars", he said.

"No Pain - No Gain", eh?

Chris Rees went to some trouble to get his T-Ford to the Club Auction. It was appreciated Chris.

CLUB AUCTION DAY
Saturday 15th May 2021

There was a very good response to the Club's Auction, Trading Table and Logbook Day. Chris Rees was a very entertaining Auctioneer and over forty people stayed for the Auction and helped raise a very tidy sum for the Club. The Committee has authorised the use of the net proceeds from the BBQ to buy doughnuts for the Run on 6th June.

A full report in June issue of *The Vintage Bulletin*.

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Are you potentially **voiding** your **warranty**?	☐	☐	☐
Are your panels actually **saving** you **money**?	☐	☐	☐

YOU NEED TO KNOW

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- Under-performing solar cells mean you are **creating LESS** energy and **paying MORE** on your power bills
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- Our 12-point solar check, including digital and thermal images, can **identify** current or potential **problems** with your installation

INSPECTIONS
Regular inspections help to identify current or potential issues with your installation.

CLEANING
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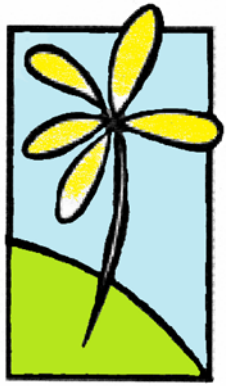

"It might be poo to you.....but it's bread & butter to us"

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