THE VINTAGE BULLETIN

THE VINTAGE SPORTS CAR CLUB OF SOUTH AUSTRALIA INC

ESTABLISHED 1945

Published monthly by:-
The Vintage Sports Car Club of South Australia Inc.
Box 701 Plympton P.O. S.A. 5038

www.vsccsa.org.au

Print Post Approved 100005139

OCTOBER

2017

VOLUME 65 No.3

SOME INTERSTATE PARTICIPANTS

V.S.C.C. of S.A. 30th Down Under London to Brighton Run 2017

82 years young - Trish Hanley from Qld. in her 1915 Saxon Roadster

Laurie McGrath from N.S.W.
1914 Ford T Tourer

Adrienne Cerutti from Qld.
1909 Maxwell LD Runabout

THE VINTAGE BULLETIN

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

☞ CONTENTS ☜

1 Contents
2 President's Message
3 Editorial
4 Members Marques - D.F.P.
6 My Down Under London to Brighton Apology
7 30th Down Under London to Brighton run
8 Committee Matters
10-13 Photo's - Down Under London to Brighton Run
14 Diary of Events
15 Meal Before Meeting
16 Coming Events
17 New Members
18 A Strange Noise in the FIAT
22 Cars & Parts - For Sale / Wanted
24 Roly's Poem
25 Swap Meets / Invitation Event
26-27 Sponsors
28 The Committee and Officials

Front Cover: Down Under London to Brighton Run - Flag tearing ceremony with- Lachlan McDonald in the 1909 Brush pilot car. (Photo R. Wood)

Inside Covers & Rear Cover: Photo's from the 30th Down Under London to Brighton Run.

EDITOR
BRIAN BENNETT
28 Barnett Avenue
St MARYS SA 5042
☎ (08) 8276 2000

The EDITOR is always pleased to receive Copy.
Deadline: 16th of each month.
EMAIL:
briben45@gmail.com

PRESIDENT's ADDRESS

What a great day, I am of course referring to the **Down Under London to Brighton Run**, topped off for Brenda and I that the winning car was a magnificent Wolseley. It was a great pleasure to see so many Members (and their families) involved in the Run and for that you should all give yourselves a pat on the back.

I spoke with many of the Run participants everyone enjoyed the Run, the day, the organisation, in fact all facets of the Run. Thanks to everyone that took part, whether it was a big part or a little part it was a necessary part, without which things would not have gone as well as they did.

For our Club to continue to mount events of this calibre, and to keep costs to entrants as low as possible, and free where possible to the general public, we do need to ensure we have funds in the Club to cover costs. One of the ways we do this is with the sausage sizzles at Bunnings. The last one we did albeit on Grand Final Day, although still reasonably good, lacked Members to keep shifts as short as possible.

Part of what we do collectively as a Club is not only the good stuff, marshalling so we can see the cars go by as an example, but also those jobs in the background that help to ensure that the events we run carry on in the manner that our Club will continue to be proud of.

We hope to see as many Members as possible at the G.M. on Friday 27th October, there will be a video of the DUL2B shown at that meeting so if you did miss it this is your big chance. 6.30pm for our meal and 7.30 for the meeting.

The Shannons Award winner

Check out the runs that are on for the rest of this year, it would be great to see you on one of them. You can check with the Club Captain if the runs are suitable for Vintage, Classic, Post Classic or even modern cars.

And of course, my apologies for the photos but I couldn't help myself!! Go Wolseley……

Happy (and safe) motoring to you all.

Peter Dawes

EDITORIAL

Phew!, what a busy weekend, with the General Meeting on the Friday night, fundraising BBQ on the Saturday and **30th Down Under London to Brighton Run** on the Sunday. **Ian Loader** & **Rod Wood** and their band of volunteers deserve high praise for their efforts in organising and running both of these activities.

Volunteers for the Saturday fundraising BBQ were at an all-time low, resulting in a very unfair workload for **Rod** & **Ian** - let's hope this is a one-off and we don't get AFL Grand Final day again (especially when a S.A. team is playing). I had to withdraw due to family commitments.

Among the dignitaries attending our **Down Under London to Brighton Run** were two **P.M.'s** (**Peter Mott** & **Peter Mussared**), although infirmity prevented them from driving their wonderful machines they were both able to ride in the passenger seats and observe the pleasure derived by a new generation of family members.

By all accounts the new route and format of the **30th Down Under London to Brighton Run** was very successful and well received by participants - but it has introduced some new challenges - more marshals/helpers are required and costs increased due to the need to hire equipment to provide weather protection and catering facilities at Wattle Reserve. Commercial sponsorship offset the costs for this years 30th Anniversary event, but only time will tell if this support will be ongoing. I am sure the organisers and committee will review all aspects of this very popular event once all the figures have been finalised and participant feedback taken into consideration.

Regards Brian

Joan and Shirley suitably attired for the occasion, at Park 23 prior to the start of this years 30th Anniversary Down Under London to Brighton Run.

Photo - Peter Dawes

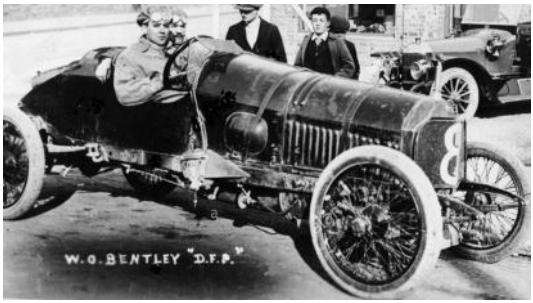
MEMBERS MARQUES

The partnership of **Doriot**, **Flandrin** and **Parant** Motors situated at Courbevoie on the bank of the River Seine in France, began with a two-way partnership of **Doriot** and **Flandrin** formerly of Clement-Bayard and Peugeot, commencing to produce their own design of motor vehicle around 1906 - a shaft driven single-cylinder voiturette with transverse rear suspension, and bearing the name **Doriot-Flandrin**.

Before too long the two engineers were joined by **Parant**, and the **D.F.P.** appeared on the automobile market. Single-cylinder vehicles were still being produced in 1910, but in addition there were at least two 4-cylinder cars, with a 6-cylinder vehicle joining the ranks one year later.

By 1912 perhaps **D.F.P.**'s most notable motor connection had been made. Two very famous brothers, W.O. and H.M. Bentley acquired the British concession for **D.F.P.** in London. The rather diminutive little car sold well, and W.O. began making quite a name for himself and the little car competing in many races, and winning several as well.

When in 1914, the 2-day Tourist Trophy proved to be exceptionally hard on almost three-quarters of the field, 16 of the original 22 cars and drivers dropped out, the six vehicles to finish the event were cheered on by all spectators, but none more than the gallant 6th place getter. Not only was its engine a mere 2 litres (compared to the 3.3 litres of most other cars in the race) but it was a tuned up touring car - the smallest in the race. The 12/15 **D.F.P.** driven by W.O. Bentley used aluminium pistons and due to racing so successfully with them. W.O. succeeded in convincing the British Military of the era, the advantages of fitting aluminium pistons to some of its war machines. Aluminium pistons became standard on many aero-engines fitted to Allied planes.



The fitment of aluminium pistons helped to give 65 mph performance in a car that only cost £290 - £320 in 1914.

(Cont. on Page 5)

(Cont. from Page 4)

However the hazards of war greatly affected Messrs. **D.F.** and **P.**, that and the Bentley decision to produce their own cars at Cricklewood in London, severely affected the **D.F.P.** sales.

Bentley's successful appearance of the first 3 litre car bearing their name at the 1919 London Motor Show and the fact that **D.F.P.** lost their best export market when Bentley began producing his own vehicles did not bode well for **D.F.P.**.

(Historians tell us that it was the **D.F.P.** that was the greatest influence on the design of the original Bentley vehicles).

Financial difficulties soon necessitated the use of propriety engines in all D.F.P. models and production numbers declined. But in 1922 a model using a D.F.P. built engine was once more introduced. A year later the popular little D.F.P. Petite appeared, but sales did not improve sufficiently to prevent a take-over.

The Company was absorbed by S.A. de Construction de Voiturettes Th. Laffite - this Company whose headquarters were in Paris continued using the D.F.P. premises to construct motor vehicles, but within 2 years the Laffite combine also succumbed to the ravages rained on the smaller car manufacturers by the larger car giants, they closed their doors in 1928 like so many others. Whether they were absorbed into a larger Company or just ceased to manufacture I have been unable to determine.

Penny

THE DIMINUTIVE D.F.P.

4-cylinder, o.h.v., 1100cc engine, 3-speed gearbox. Diff. is the same as early Amilcar - no star gears.

On a trip to central N.S.W. - getting parts for a Chenard-Walcker, I came across the D.F.P. engine and gearbox in Mildura, whilst there, I was told some more of the car was in Toritta. I drove there and found the radiator, diff. and steering box. The rear-end was buried in a dam, not to be deterred - 2 weeks later I returned to the dam site, and spent the weekend getting the rear-end out. The car or what was left of it was then loaded on top of an old Kombi Van and brought home.

On assembling the located parts, it was obvious that there were several bits missing, these I made up, and after freeing up the rest of the bits was able to see what the car must have looked like originally. It has been in the shed ever since.

There do not seem to be many of this make left, I do know of an engine resting in N.S.W. and about 25 years ago I recollect seeing a chassis off a 2 litre model in Victoria.

Ernie Edwards

Both articles from the January 1984 Bulletin

My **Down Under London to Brighton** Apology

In my nervousness, and with much regret, I omitted to thank the following people.

At Park 23 -
Darryl Wood & his mate Dan Condon served excellent breakfasts.
Members of the Morris Register Car Club volunteered as marshals.
John Clare handled the PA system & Sandy Nash looked after the hi-viz vests.
Friends Trevor, Jim, Chris & Tracey volunteered to take photos at various places during the day.
To Shirley & her band of rebels (Graham, Chris, Joan, David, Sandy & Marcus Tonkin the young flag bearer) – thank you for the entertainment.

At Wattle Reserve -
Heinz picked up and returned the generators.
Brian & Chris collected and returned the coffee percolators.
Michelle Senior made a special trip to deliver the delicious London buns.
Roger & Karen, along with Rachel & Nick delivered, unpacked then erected the trailer load of essentials – chairs, tables, gazebos etc.
Jeff & Tracey, Jai & Emma carted heaps of necessaries, and then helped with setting up and dismantling equipment.

The buns wouldn't have tasted as good had they not been lovingly buttered and served by Barbara, Maureen & Lee. Marilyn welcomed old & new faces, collected tickets and served teas and coffees alongside Lorraine, and Chris hovered expertly, refilling jugs, sugar bowls, cups, and anything else that needed refilling.

To the organising committee who met over the last 6 months. Thank you. Your input was invaluable, and the meals we shared enjoyable.

And then there were the tireless people who disassembled everything. Thank you once again.

This year we had a major sponsor, Auscold Logistics, and although I didn't get to meet Bill Andary, I want to thank him for his generosity. Other sponsors for the event were; A-Class Metal Finishers; Loscam (embracing passion and innovation); Houghton Auto-Body (crash repairers); Shannons (Automotive Insurers) and Howard Storage World.

As usual the VSCC club members, under the guidance of David Prest, did a great job, marshalling and assisting when & where needed. Many, many thanks to you all.

In closing I wish to sincerely thank Rodney. He shouldered so much of the organisation for this event that without his guidance and tireless effort, this day would not have been so successful. He deserves full credit.

Ian Loader

2017 DOWN UNDER LONDON TO BRIGHTON RUN

The weather forecast was for 18 overcast degrees which sounded just right. When I arrived just after 7am at Park 23 Ian was there with the kettle attached to his generator and David was looking for marshals to send off on their allotted courses.

As the entrants cars arrived they were ushered into a large semi-circle centred about the PA system. The odour of bacon and eggs soon wafted over the area and a queue soon formed as the boys from the Lonsdale Football Club wielded their magic at the BBQ.

The entrants arrived in a steady stream up till 9.30 am when the formal proceedings began, with President Peter introducing the Mayor of London (John Trainer, the Mayor of the City of West Torrens). Shirley gave commentary to the proceedings leading to the tearing up of the red flag and then the procession was led off by the Pilot 1909 Brush.

I made a hasty exit with The Mayor of London so as to beat the cars to London Road where the he was to wave the cars through the start banner. The Morris Register folk did a great job setting up the banner. Initially it was deemed to be too low so initiative and innovation was employed with the banner being raised by placing the poles in the back of vehicles.

After delivering the Mayor back to Park 23 to collect his car I set off for Wattle Reserve. When I got there the Veterans were beginning to arrive, and were being ushered into their parking order by the willing marshals.

The setup of the marquees and chairs looked great in the filtered sunshine and thankfully there was no wind to speak of. Cars were parked in lines facing the sea with plenty of space all round for viewing. From a total of 60 confirmed entries there were 47 cars parked at the reserve. A good crowd of spectators seemed to be in attendance, including a crew from Chanel 7, and a photographer from The Senior newspaper. All good coverage for the Run.

Time spent at Wattle Reserve passed very quickly and all too soon The Mayor of Brighton (Susan Lonie, the deputy Mayor of the City of Holdfast Bay) was being called upon to make the presentation to the Pilot, Lachlan McDonald who accepted on behalf of all entrants. Next the Shannons Trophy Winner was announced, that being the lovely 1912 Wolseley Tourer of Paul and Kim Williams from Victoria.

Then the cars were off again, the drivers being presented with their Run medallions as they left the park. Some were heading home, and others going on to The Glenelg Club or lunch. Again the cars were arranged for display whilst owners and guests were otherwise engaged.

There was a good crowd in for lunch (about 80) and judging by the racket they were all in good spirits, which I took as an endorsement of a good, no, A GREAT Run.

Club members should be very proud of the way the **30th Down Under London to Brighton Run** was put on. Ian and I thank all who contributed to the successful running of this event, be they planners, organisers, coordinators, marshals, actors, commentators, morning tea ladies or family members. The list is far too long for me to mention all by name as with the onset of advancing years (not dementia) I would be sure cause offence by missing someone.

Regards

The self titled Run Director

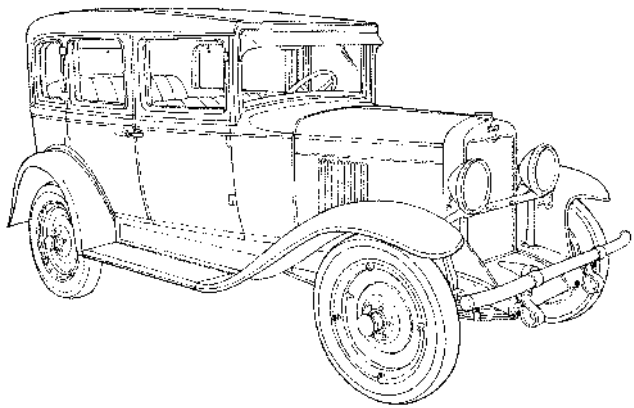
Rod Wood

COMMITTEE MATTERS

Meeting held on Thursday 14th September 2017

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

- Request for a grant for our Down Under London to Brighton Run (DUL2B) to be sent to the Federation of Historic Motoring Clubs.
- Letters to be sent to those members who have not renewed their membership.
- As at 14th Sept. 2017 there were 52 entries for the Down Under London to Brighton Run (21 from interstate).
- DUL2B organisers commended for obtaining sponsors to offset some of the costs of the event.
- Approved purchase of caps/hats with 30th DUL2B logo.
- Approved new Member applications from Jesse Iannone and Rex Wilson.
- Membership fees discussed - to be settled in May 2018 in readiness for the new financial year.
- Peter Dawes advised the Restoration Trophy is yet to be awarded - to be presented as soon as possible.
- Presentation packs for new members discussed.
- A sub-committee formed to review Annual Shield points system.
- With the simplification of the new "Club Registration" system it was decided to reduce the number of "Authorised Persons" to two.
- Agreed to a "cash float" of $50 each for Secretary and Treasurer to cover sundry expenses.
- David Bristow (Club Registration) asked to re-join the Committee.



"NO ONE KNOWS YOUR PASSION LIKE SHANNONS."

The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a quote on **13 46 46**.

SHANNONS

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

SHELSLEY

Shelsley Light, Medium & Heavy are a range of premium mineral, multigrade, high zinc, very low detergent engine oils designed to replace original SAE 30, SAE 40 and SAE 50 monograde engine oils in petrol, kerosene and diesel fuelled vintage, pre-war and post war cars, trucks and motorcycles manufactured between 1920 & 1950 fitted with or without an engine oil filter. They contain a tacky additive that allows the oil to cling to internal parts of the engine, for increased storage and low usage protection.

HERITAGE

Heritage engine oils are two monograde, non-detergent engine oils developed specifically for Vintage & Edwardian vehicles manufactured prior to 1920. LTM SAE 30 (Light to Medium & MTH SAE 50 (Medium to Heavy) use premium quality base oils combined with a specialised additive package to suit these very old machines. They contain a tacky additive for increased storage protection.

www.penriteoil.com

Proudly Australian & Family Owned *Since 1926*

30th DOWN UNDER LONDON TO BRIGHTON RUN

Steve & Lauren Forster (Queensland) - 1911 Maxwell Model I Tourer - photo P Dawes

A selection of cars at Park 23 prior to the start - photo P Dawes

30th DOWN UNDER LONDON TO BRIGHTON RUN

More cars at Park 23 - photo P Dawes

Bob & Hazel Burley (Queensland) - 1914 Singer 10 Roadster - photo P Dawes

30th DOWN UNDER LONDON TO BRIGHTON RUN

Darryl Grey (VCC of SA) - 1912 Renault CB Double Phaeton - photo P Dawes

The 30th Down Under London to Brighton Run starting from Park 23 - photo P Dawes

30th DOWN UNDER LONDON TO BRIGHTON RUN

30th Down Under London to Brighton Run underway - photo P Dawes

A Brush Roadster in very original condition

THE DIARY

NOTE

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

2017

FRIDAY	27th October	**GENERAL MEETING**
SUNDAY	29th October	**LADIES DAY RUN** (Ian Loader)
THURSDAY	9th November	Committee Meeting
SAT/SUN	11/12 November	BERT POPE WEEKEND **——CANCELLED——**
THURSDAY	16th November	**MID WEEK RUN** (Richard Kretschmer)
SUNDAY	3rd December	**END OF YEAR RUN** (David Prest)
FRIDAY	8th December	**CLUB XMAS PARTY**

2018

MONDAY	1st January	**NEW YEARS DAY LUNCH**
SUNDAY	7th January	**EARLY BIRDS RUN**
THURSDAY	1st February	**TWILIGHT RUN**
SUNDAY	18th February	**PICNIC RUN**
SUNDAY	18th March	**HISTORIC MOTOR VEHICLE GATHERING**

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

OF EVENTS

REMINDER

All future General Meetings will commence at 7:30 pm.

At the NOVEMBER General Meeting the R.A.A. will do an interactive presentation on current Road Rules.

CLUB WARES

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

All items available from the Treasurer at General Meetings

MEAL BEFORE OCTOBER GENERAL MEETING

6:30 PM FRIDAY 27th October 2017

MENU: Sausages & Salads

$3 PER HEAD

BYO Drinks

Coordinated by Lee Michelmore

ALL GUESTS ARE WELCOME

COMING EVENTS

LADIES DAY RUN

Sunday 29th October 2017

NOTE REVISED START LOCATION - Meet in **Nairne** for a 9:30 am start. Turn off the South Eastern Freeway at the Littlehampton & Nairne sign, go through the roundabout and before the train-line, stop opposite the oval, (toilets available), route sheets will be provided.
Drive to Murray Bridge where we will visit historic Round House for Devonshire morning tea. $5.50 includes entry fee and morning tea. Lunch from the bakery or BYO to be enjoyed before returning home.
Because of the distance of the run, you may like to use your modern car.

Ian Loader 0418 349 693

BERT POPE WEEKEND

Sat. 11th / Sun. 12th November 2017

This event **CANCELLED** due to insufficient support.

MID WEEK RUN

Thursday 16th November 2017

Meet at the CCC Clubrooms for a 10:00 am start. The run will be a leisurely drive in the North-East area with a re-grouping stop at Bolivar for the convenience of Northern residents. Lunch venue not yet determined, probably a Bakery , Café or Pub.

Richard Kretschmer 0407 744 066

END OF YEAR RUN

Sunday 3rd December 2017

Details in the November Bulletin

David Prest 0438 112 266

CLUB CHRISTMAS PARTY

Friday 8th December 2017

Details in the November Bulletin

NEW FULL MEMBERS

Welcome to two new Full Members

Jesse Iannone - 1934 Rolls-Royce Saloon
- 1927 Rugby Roadster

Rex Wilson (partner **Cathie**) **- 1925 Amilcar C4 Roadster**

We hope you enjoy your membership and all the opportunities it brings.

David Bristow (alias Charlie Chaplin) and Sandy McLachlan

A STRANGE NOISE IN THE FIAT

In response to the editor's invitation to write something for the Bulletin I decided to describe my travails in trying to locate and fix a loud noise in my 1925 Fiat 501, giving a blow-by-blow account for the mechanically minded. The noise could be described as a loud resonating drumming or rattling sound which occurred only when I took my foot off the accelerator with the clutch out. It was difficult to locate but seemed to be coming from the engine. Since running was not at all affected I had been ignoring this noise for years. I have always followed the dictum of the wise old mechanic: 'if it ain't broke don't fix it', but latterly it had been getting so loud that I decided to investigate.

Not knowing anything about mechanics, before working on the car I often consult the bible, otherwise known as Dyke's Encyclopedia or DE for short, the 1927 edition in my case. Under engine knocks it lists about 15 causes and symptoms. The closest to the one that I was experiencing was a loose flywheel. To test for this you run the engine at a fast idle then switch off the ignition, switching it on again before the engine stops turning. When switching back on there will be a knock and there certainly was in this case, more like a loud bang. This definitely seemed to point to the flywheel, which can be partially exposed by undoing the nuts around the gearbox bell housing and moving the gearbox and torque tube back as a unit as far as the rear spring shackles will allow. When I did this I expected to see a loose retaining nut and wobbly flywheel, but the nut was done up tightly in its original position, as indicated by the tab washer, and the wheel seemed to be firm, so I concluded that it couldn't be the flywheel after all. Time to drop the sump and have a look inside.

The sump casting is actually the whole bottom half of the engine including the flywheel and starter motor housings. It cannot just be dropped like a modern oil pan, but requires the whole engine to be lifted out. However, a previous owner had sensibly cut out the upper centre section of the chassis cross member which supports the front of the engine and substituted a length of flat steel held by four bolts, so now it was just a matter of undoing these and all the side bolts to drop the sump. Looking inside the crankcase all I could see that wasn't quite right was the little end of No 3 connecting rod contacting a piston boss instead of sitting in the middle of the gudgeon pin. I thought aha! that's it, because DE says that a bent con rod is another cause of knocks. I pulled the piston out downwards and straightened the rod following instructions in DE.

The pistons can only go in and out from the bottom because the big ends are too big to pass through the cylinders, but I found it impossible to fit a ring compressor on from underneath, so eventually I took the cylinder head off, pushed the piston up without its rings until it came out at the top, put the rings and ring compressor on, and pushed it back down again, , taking time out for a valve grind while I was at it, then replaced the head.

(Cont. on Page 19)

(Cont. from Page 18)

I was now so confident that I had found the cause of the noise that I reattached the gearbox and starter motor and redid all the sump bolts before starting the engine. Big mistake. The noise was still there exactly as before. So it wasn't the con rod. Pretty disheartening after all that. Now it was back with the gearbox, out with the starter motor and down with the sump all over again, undoing all those nuts, to have another look.

This time I thought that there was a bit too much end play in the crankshaft, an 8 thou gap at the front main bearing instead of the specified 1 or 2 thou. DE says this is also a cause of noise, so I cut a half-shim out of tinplate which at 7 thou was just the right thickness and inserted it behind the front main bearing, held by the bearing bolts. Unorthodox but now there is negligible end play. Time to test the engine again, this time on the handle without reattaching the gearbox or starter and just pressing the sump up against the crankcase on the trolley jack. There was the noise, undiminished. So it wasn't end play.

By this time my thoughts were returning to the flywheel and I did what I should have done in the first place. Wedging something in the crankcase to prevent the crankshaft from moving, I found that the flywheel would still turn a little. That didn't seem right. I had checked before for back-and-forth movement of the wheel but not side to side. Another big mistake.

Now the flywheel had to come out. To do this the gearbox needed to go back much further than was allowed by the spring shackles, so a major dismantling job was in order – removal of the back wheels and axle U-bolts, undoing the universal joint and brake cables, sliding the axle tree back over the springs, and lowering the gearbox to the floor. This is also what you have to do to take the clutch out, so I took the opportunity to replace some of the more worn clutch plates with thicker ones taken from old spare clutches (there are 33 steel clutch plates altogether). Now the flywheel had to come off. There are three threaded holes in the wheel to take cylinder head bolts (an obsolete thread by the way) so that the wheel can be pulled off by gripping these bolts. A jig has to be made up to engage them and give the puller something to grip. I expected the wheel to slide off easily since it was slipping on its spindle already. How wrong I was. Maximum turning force and heavy hammer blows on the puller screw failed to budge the wheel in the slightest. Evidently heat had to be applied to the hub, but I didn't want to work with flames underneath the car, so now the crankshaft had to come out. More dismantling, undoing all the main and big-end bearing bolts. With the crankshaft out, and heat from a blowtorch applied to the flywheel hub, it eventually came off after a lot more effort.

The retaining nut had not moved since installation 34 years ago so evidently I did not fit the flywheel on with enough force originally.

(Cont. on Page 20)

(Cont. from Page 19) **A STRANGE NOISE IN THE FIAT (Cont.)**

Swinging from side to side had widened the keyway in the flywheel hub, but not on the shaft, so now a new key had to be made of two different widths to fit in both grooves. The tapers are still not fitting snugly as indicated by bearing blue, so now I am relying on Loctite.

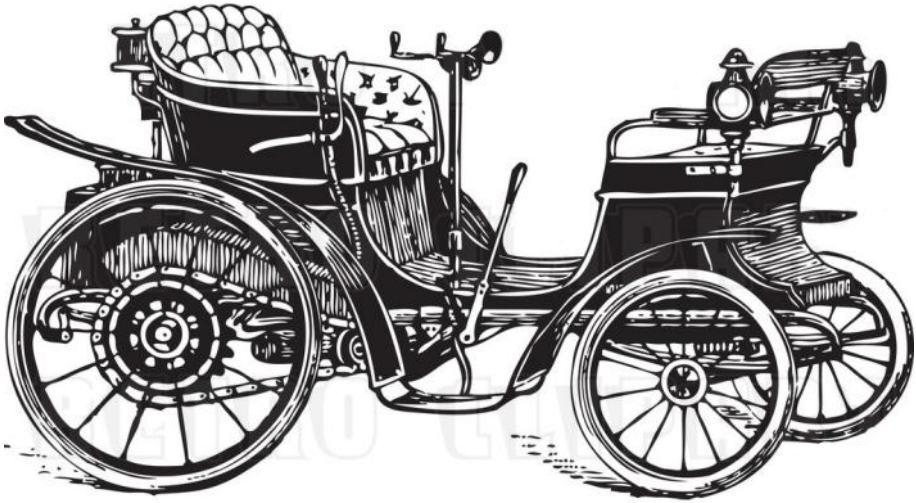
With the flywheel refitted, the crankshaft replaced, and the sump pressed up, I started the engine on the handle. Oh joy! the noise was gone. It had been the flywheel all along as I first suspected, but then went off on tangents. I should have known that only a flywheel can cause such loud noises because it rings like a bell at the slightest touch, and anyway that was what the DE test clearly pointed to. Another clue that I had missed was a startling crashing sound that occurred whenever the starter motor pinion engaged. I kept thinking there was something wrong with the starter. Now that sound too is gone.

Undoubtedly the reason why the drumming noise is heard only when the engine is winding down in neutral or with the clutch out is because that is the only time when the enormous flywheel is not under a steady torque force and is free to jiggle about.

It has been seven years now and the car has since gone to Birdwood and back a couple of times and on club runs without developing any strange noises, just the normal ones, so I am hopeful the problem is fixed, for now.

Eric Matthews

The FIAT 501 on the way to Birdwood after the flywheel problem was fixed.



DISCLAIMER

Readers are advised that the views and opinions expressed in this Newsletter are solely the views and opinions of the contributors and are not necessarily the views and opinions of the management or membership of the

Vintage Sports Car Club of S.A. Inc.

ACKNOWLEDGEMENTS

The Editor and Publishers of this Bulletin wish to acknowledge inclusions from the late **Penny Bristow, Ernie Edwards** and Members of the Vintage Sports Car Club of S.A. Inc. Thankyou to **Chris & Joan Catt, Peter Dawes, Richard Kretschmer, Ian Loader, Eric Matthews, Lee Michelmore** and **Rodney Wood.**

CARS & PARTS

FOR SALE

** Reverse Cycle Air-conditioner LG 'Gold' model lwn 224
Cooling 5600W, Heating 5400W, $400 for VSCC members.
Heinz Brandt 0491 121 312

** 4 off 650 x 19 Lester black-wall tyres, unevenly worn but still serviceable
$400 each new - 4 for $100
Kevin Field (08) 8449 8113

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

** Give Away - 3 off 23 x 500 tyres suitable for garage use only.
Jim Thompson (08) 8278 2927

** 2012 Toyota 86 GT - 43,000 Kms - Rego S488AZP
197 B.H.P. 2 litre Boxer engine, 6 speed manual, rear wheel drive,
Excellent performance & handling, has a spare wheel not a whoosh-kit
Comes with a brand new set of wheels & tyres. $19,000.00
Graham Tonkin 0401 314 563

*** 1970 CANSTEL CLUBMAN Series 1, one of approx. 30 built between 1969 and 1974 in Sydney. In extremely original condition, built with modified Triumph Herald backbone chassis, and running gear. Nissan 1.4 engine. Weber carby. Rare 5 speed gearbox, interesting history, excellent driving car.
Fully S.A. Registered - S.A. SCC 149.
Darrin Field 0429 327 746

*** 6 Volt globes - headlight and others - very cheap.
Richard Kretschmer (08) 8353 7898 or 0407 744 066

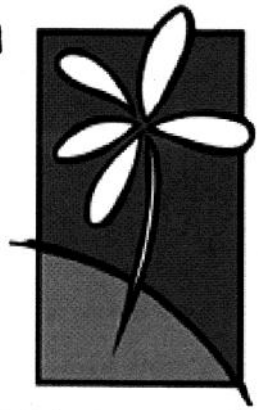
CARS & PARTS

WANTED

*** Volkswagen Kombi - Front Bull-Bar and Spare Wheel Carrier
Jim Thompson (08) 8278 2927

** K.R. Wilson Rear Hub Puller to suit Ford V8 1932-48.
Graham Tonkin 0401 314 563

Spring into the garden
With help from S.A. Fertilizers
- Fertilisers for all occasions
- Potting Mixes (Aust Standards only)
- Compost
- Mixed manure – Cow-Pig-Sheep
- Gypsum and more!



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

SA FERTILIZERS

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

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.

TAILPIECE

When you let your car get dirty,
The sun shines hot and long;
If you wash it well then it rains like hell,
So whatever you do , you're wrong.

If you spend a little fortune
Obtaining those extra knots,
The loss in power and miles per hour
Brands you as one of the clots.

But cane your motor with malice
Till it sounds like a load of tins;
It will serve you true and astonish you
One day when it ups and wins.

The moral of all this nonsense,
If you want to have your fun,
Is to do the least to the wretched beast,
And leave the rest well undone.

From "The Collected Motor Verses of W.H. Charnock"

Recited by Chris Catt at the October 2017 General Meeting.

Joan & Chris Catt at the Down Under London to Brighton Run

Quote of the Day!

Gent to Chris Catt……

"Chris, you look less like an undertaker and more like a client".

SWAP MEETS

LIONS CLASSIC BIKE SHOW

Sunday 5th November 2017

Macclesfield Oval - From 10:00 am - Entry $5
Swap Meet sites $20
Enquiries: Fred 0449 664 370

BENDIGO SWAP MEET

18th / 19th November 2017

Prince of Wales Showgrounds - Holmes Road, Bendigo
Enquiries: 0434 730 822 - E-mail: bendigoswap@impulse.net.au

ROTARY CLUB OF REGENCY PARK SWAP MEET

Sunday 26th November 2017

Regency Park TAFE College Car Park - 137 Days Road, Regency Park
Traders 7:00 am - Buyers 8:00 am
Entry $3 under 16 free
Enquiries: 0419 840 284 or 0413 133 233
E-mail: Ken Ka44190@gmail.com

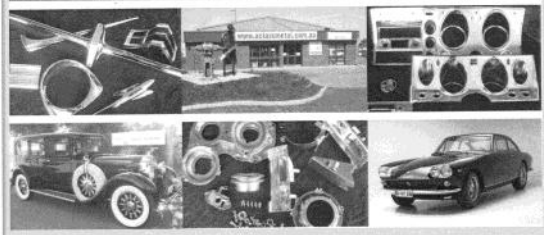
INVITATION EVENT

GUMERACHA SHOW AND SHINE

Sunday 12th November 2017

Gumeracha Sporting Oval - 10:30 am - 3:00 pm
Entry $10 plus wrapped Xmas present per vehicle
Enquiries: Peter Panagaris 0403 328 910 or Ray Johnson 0413 277 191
gumerachashowandshine@gmail.com

CHROME AUSTRALIA'S ONE STOP SHOP FOR ALL YOUR NEEDS.



Sensational Service – Sensational Surfaces!

- Restoration of Car & Motorcycle Chrome
- Polishing of Brass, Stainless Steel, Alloy, Other
- Metal Repairs & Bead Blasting
- Plastic Chroming • Zinc Plating
- Restoration of Jewellery (gold & silver)
- Restoration of Silver or Brassware

Committed to you! A Class understands and is committed to the importance of caring for your unique items & restoring your parts better than anyone else can. Using modern methods, we track & process your job ensuring quality & safety. A Class has been trusted with many award winning projects Australia-wide.

'A' CLASS

Metal Finishers Pty Ltd

www.aclassmetal.com.au

PHONE: (08) 8384 4331

TOCSI Quality Certified Company ACLASS

Like us on Facebook

LOSCAM Your Pooling Solutions Partner

Follow us now. LinkedIn

35 Embracing Passion & Innovation

LOSCAM - 222 Cormack Road, Wingfield S.A. 5013 Ph: (08) 8243 0300

Houghton Auto - Body

North East Road, Houghton S.A. 5131

Ph: (08) 8380 5140

Email: darren@houghtonautobody.com.au

HOUGHTON AUTO BODY stands for quality repairs, we always strive for the highest standard of crash repairs. WE have an experienced team to ensure your vehicle is repaired to factory standards in the shortest time possible. Free loan cars available. Every vehicle gets a valet service.
Let US put a smile on your face.

auscold LOGISTICS
a fresh approach

A family owned Australian business

Since 1981, Australian-owned and operated **AUSCOLD LOGISTICS** has earned a reputation for providing genuine, personalised service and customised solutions to the complex supply chain needs of out local and interstate customers.

We take a 'fresh approach' to every aspect of our business to provide safe, reliable and cost-effective transport and warehousing solutions.

As a highly experienced 3PL operation, we offer an extensive range of services, modern facilities and state-of-the-art tracking and monitoring systems to ensure your product is kept under optimum conditions.

To learn more about **AUSCOLD** and our services, please browse through our website, or contact us to discuss your specific needs.

auscold.com.au

Bill Andary
Managing Director

Telephone: 08 8304 6000
Fax: 08 8304 6097

51 - 53 Diagonal Road, Pooraka South Australia 5095

THE COMMITTEE - 2017 /2018

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

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

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

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

EDITOR
BRIAN BENNETT
Contact details are on page 1 of this Edition.

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

RECORDING SECRETARY
BRENDA DAWES
☎ 0418 837 401

PUBLICITY OFFICER
JOAN CATT
☎ (08) 8381 7823

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

FRANK REED
☎ (08) 8298 5523 or 0409 805 161

JOAN CATT
☎ (08) 8381 7823

GRAHAM TONKIN
☎ (08) 8258 6547

CLUB REGISTRATION:
AUTHORISED PERSONS

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

STEVE FORD
☎ 0497 377 774

ROGER BENNETT
☎ (08) 8325 0407 or 0419 855 138

PAUL SENIOR
☎ (08) 8373 5080 or 0447 442 693

SEAL HOLDERS
KEVIN FIELD, CHRIS CATT and NEVIN SKURRAY

F.H.M.V.C.. REPRESENTATIVE
RICHARD KRETSCHMER

TRIPLE 'C' REPRESENTATIVE
JOAN CATT

LIBRARIAN & HISTORIAN
KEVIN FIELD
☎ (08) 8449 8113

ASSISTANT LIBRARIAN
☎

AUDITOR
NEVIN SKURRAY

RUGBY CUSTODIAN
DAVID PREST
☎ 0438 112 266

VEHICLE INSPECTION COMMITTEE
STEVE FORD, RICHARD KRETSCHMER & JIM THOMPSON

PUBLIC OFFICER
JIM THOMPSON
☎ (08) 8278 2927

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

SOME PARTICIPANTS

V.S.C.C. of S.A. 30th Down Under London to Brighton Run 2017

Shannons Trophy winner - 1912 Wolseley Tourer - owner Paul Williams (Victoria)

Kevin Brooks - 1915 Buick CX25 Tourer (Qld.)

Robert Priest - 1914 Ford T Station Waggon (SA)

David McCredie from N.S.W. - 1912 Maxwell AC Roadster

Kim & Lee Coillet from Victoria - 1909 Renault AX Roadster