THE VINTAGE BULLETIN

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The Vintage Sports Car Club of South Australia Inc.,
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THE VINTAGE BULLETIN

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

☞ CONTENTS ☜

1 The Committee and Officials
2 Contents
3 Acknowledgements & Thanks + 'Disclaimer' + Bulletin Article Lotto
4 Preface + Editor's Notes
5 President's Page
6 'A' Class Metal finishers + SA Fertilizers advertisements
7 Vale Peter Mott (*Nevin Skurray*)
9 Wattle Day (*Marilyn Skurray*)
10 Chamberlain 8 Racing Car Unveiled at Birdwood (*Graham Tonkin*)
11 More about *SteamRanger* (*Chris Hudson*)
15 Diary of Events
16 Diary of Events (continued) + REMINDER "Meals before Meetings"
17 Coming VSCC Events: B2B + Motorfest + Help Adel. Heritage Run
18 Coming VSCC Events: Mid-week Run + Ladies' Day
19 Coming VSCC and Other Events: Heritage Run + D U Lond to Bri
20 Auscold Logistics advertisement
21 Watts Fun (*Chris Catt*)
23 S-E Four Clubs Tour (*Graham and Shirley Tonkin*).
25 'Beep' … 'Beep' 'Beep' … (*Brian Bennett*)
26 The Life of Fuel (*Article from Wilf Penley*)
27 Motorumours
28 Committee Matters
29 Roly's Poem: "*Bore Wise, Piston Foolish"* by W. H. Charnock
30 Cars and Parts and Things FOR SALE and WANTED

Front Cover**: In Memory of Peter Hamilton Mott**
Back Page: **Houghton Autobody + Shannons + Penrite** advertisements.

People in Marilyn Skurray's page 9 picture taken at Port Noarlunga on 1st September 2018

Front: Garth, Lionel, Anne, Marj, Phil, Susann, Heinz

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, Chris Catt, Joan Catt, Chris Hudson, Lionel Leddra, Anne Mott, Wilf Penley, Marilyn Skurray, Nevin Skurray, Graham Tonkin, Shirley Tonkin, and **Wayne Wood** for your contributions of words and/or pictures to this Month's *'The Vintage Bulletin'*. 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

Christopher and/or Christine Rees

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 November 2018

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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The Editor is always pleased to receive copy but reserves the right not to publish material which in his opinion he considers to be prejudicial to the interests of the Club. Please refer to "Diary of Events" for copy deadlines which allow time for preparation, printing and posting.

PREFACE

Members have supported this month's issue of *The Vintage Bulletin* by supplying almost all of the material in it. A very pleasing situation for any club to have. This has been particularly helpful for me as Caroline and I have been hosting visitors from overseas and interstate and spending time away from home.

Nevin Skurray's tribute to the late Peter Mott highlights what a loyal, passionate man Peter was; and there is a beautiful picture of Peter with Anne. Chris Catt won the Watts again. His question at the August General Meeting prompted Wilf Penley to find an answer. Marilyn Skurray's account of the Wattle Day excursion to Port Noarlunga; and the Graham and Shirley expedition to Bordertown, illustrate what good use of our old cars can be like.

Chris Hudson has responded to Members' disappointment about the lack of information available from the recent mid-week visit to the *SteamRanger* Depot at Mount Barker. He has written what will be several articles to be published over the next few months. The first of these outlines some of *SteamRanger's* history from its beginnings in Adelaide. Also as a result of the mid-week run, Brian Bennett's memory was jogged about how he funded the restoration of his ESSEX.

All of this backs up the usual information about the Club, its activities and arrangements.

EDITOR'S NOTES

Sadly, Peter Mott is no longer with us. During my first stint as Editor of this little rag he was a constant. That is, he wrote stories of Club events and accounts of his adventures on long, interstate, journeys with Anne and his cars. He was also kind to me by explaining "car things" which puzzled me. He saved me from being really embarrassed by my lack of knowledge. He would though just smile when I chided him for leaving the CHENARD door open. Wouldn't the battery go flat?

When I heard of his interest in *The Border Mail,* the family-owned newspaper which circulates in the Albury-Wodonga area, I thought that he may have been a journalist. If he wasn't, perhaps he should have been.

Anyway, that's what I think.

Keep Smiling and Be Happy Wayne Wood

SEPTEMBER 2018

THE PRESIDENT'S PAGE

President 2018-2019

Welcome everyone to Spring. The first event for the season was the 'Drive It Day' and it did not look very promising weatherwise (out this end of town) but by midday the Spring we hoped for was with us, hopefully setting the scene for the busy time ahead.

I would like to take the opportunity again, as I did at the August General Meeting to thank Craig Baulderstone for his concise account of his unfortunate experience regarding his stroke.

A very in-depth account of what can happen when one's health takes a turn for the worse. After reading of Craig's experience I feel more aware of situations that can suddenly strike and what may happen when they do strike. I, for one am now more informed. Thank you Craig for sharing your experience with us.

The changes in our hobby over the past many years are quite noticeable. There is much less restoring done now, especially with older vehicles. More specialised workshops have sprung up for the restorer who can pay for the whole job to be done. Gone is the challenge of doing it yourself for many. Many reasons for this exist, one being there are less people about with practical ability. Most modern day housing doesn't allow for the large backyard workshops. There are many, many historic vehicles available for purchase and there are a lot of cashed up baby boomers about. It is so true that historic vehicles can be purchased for a fraction of the price that it would cost to restore them but there was a time when this was not considered.

The challenge of bringing a derelict pile of junk back to life was foremost in our minds and the outlay of dollars was far less over a period of time. There was also a time when those running swap meets requested "no bric a brac". If this was the case today we wouldn't have local swap meets.

However our hobby is still alive and well but it has evolved and will continue to do so. Change has always been upon us as it is now but we do have more Car Clubs available and more and more events to attend. How many weekends offer more than one event to attend and also the new events which have surfaced, (for example *'Coffee and Cars'*, *'Coffee and Chrome'*), attracting very large numbers of vehicles on Sunday mornings to shopping centres and large retail car parks.

So, for now, happy motoring for the busy times ahead.

Graham Tonkin

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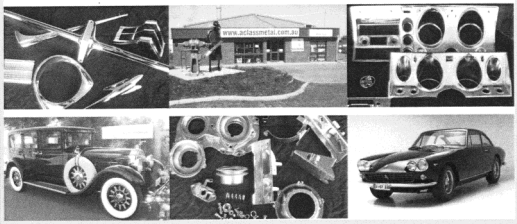

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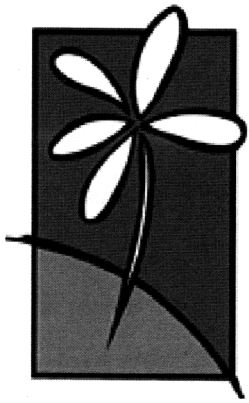

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PETER HAMILTON MOTT
1933 - 2018

They don't make people like Peter anymore!

Peter was one of those good men that you come across in life, if you are lucky.

He was always there to assist if you were in need of his vast mechanical knowledge and got along with everyone.

Peter was passionate about his cars, passionate about Trad Jazz and passionate about his wife Anne. Though not necessarily in that order.

He had a superb collection of Vintage and Classic cars, topped by his very special ALVIS *Speed 20*. Despite having six cars in all, Peter was able to use the cars regularly, often for a tour around the southern suburbs with Anne.

Peter was always loyal to the cause, whether it be his devotion to Anne, Cars or music.

Peter and Anne attended many Jazz Festivals each year; and regularly went to the Australian Jazz Convention which was held in a different state each year between Christmas and New Year.

Peter's loyalty to the Car Club saw him serving on the Committee for many years where he undertook most Office positions including President.

He and Anne regularly attended Alvis Rallies interstate. Yet another example of his loyalty to the cause.

Peter and Anne were always together. They met through their combined interest in Trad Jazz and were both Members of the Southern Jazz Club. They would attend every Tuesday night and had a permanent booking in the front row.

Peter will be missed by all those who knew him.

The mould has been broken. – Rest easy my friend.

Nevin Skarray

41
YGF 400

Peter Mott

NATIONAL WATTLE DAY
(DRIVE IT DAY)
Saturday 1st September 2018

Saturday September first dawned a sunny day with just a hint of breeze for our National Wattle Day.

Peter and Brenda, who have an affiliation with Beck's Bakehouse at Port Noarlunga, suggested that anyone who wished could dust off the Historically Registered vehicle and drive to the said Bakery for coffee and cake.

This offer was taken up by eight couples from the south who met and did just that.

From an alfresco vantage point we could see our cars in the large car park opposite and proceeded to consume coffee and cake with a lot of laughs thrown in. I think many of us used Peter's loyalty card so I guess he is set for free coffee for a while!

After an hour and a half we dispersed into the sunshine to drive on or make our way home.

These casual get togethers are great and we learn more about each other on such occasions.

Photographed is our happy group.

Thank you Peter and Brenda for the suggestion.

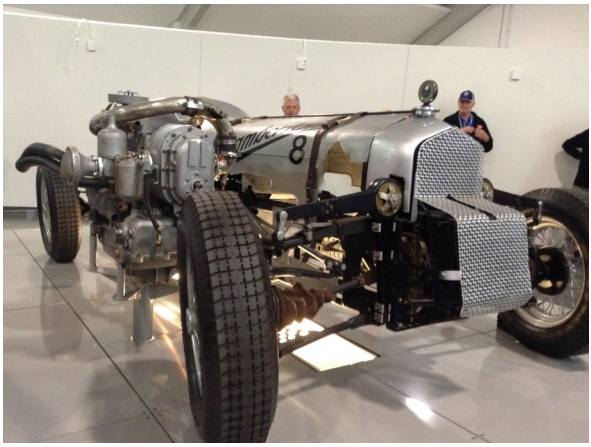
Marilyn Skurray

THE CHAMBERLAIN '8' RACING CAR

NOW AT THE NATIONAL MOTOR MUSEUM

On Sunday 2nd September 2018 we were invited guests at the unveiling of the Chamberlain 8 Racing Car at the National Motor Museum.

The CHAMBERLAIN 8 is a most interesting and historical Australian Racing Car built in 1929 by Bob and Bill Chamberlain who were later well known for the manufacture of tractors.



The car was built from the wheels up in Australia when most Racing Cars here used components including engines from overseas.

It has a triangulated space frame of small diameter tubing and a beautiful aluminum body with driver and riding mechanic seating. The car has 4-wheel independent suspension with inboard front brakes and front wheel drive. The engine is a 4-cylinder with 8 pistons vertically opposed with two crankshafts supercharged 2 stroke. It is of 1100 cc and develops 100+ bhp capable of spinning to 8000 rpm.

The CHAMBERLAIN 8 was purchased by the National Motor Museum after being offered for a very high price. The Federal and State Governments gave money through grants and much of the rest was picked up by community donations; our own Federation of Historic Motoring Clubs donating $3,000.00. The CHAMBERLAIN 8 was a very fast car during its time, but proved quite temperamental. It did not win as many racing events as it should have but it was a milestone in Australian Racing Car history. It is a one off.

It is so good to see our governments both Federal and State getting behind a project such as this. The Chamberlain brothers Bob and Bill went on to manufacture the Australian Chamberlain tractors that we are all familiar with.

Graham Tonkin

More About ...

The August issue, (Volume 66, Number 2), of The Vintage Bulletin *contained Chris Hudson's account of the Club's mid-week visit to the Mount Barker Depot of the* SteamRanger Heritage Railway *on Thursday 19th July 2018. He has now, as promised, provided more information about* SteamRanger *and some of its rolling stock; as well as about the organisation behind the scenes.* ***This is Part One****.*

SteamRanger is the operating name for the Australian Railway Historical Society, South Australian Division, (ARHS,) and has been used since 1978. The ARHS-SA was formed in 1952 and has been running tours since then. In the early days locomotives, carriages and railcars were hired through the South Australian Railways, (SAR), as they were still in regular service. From 1966 negotiations took place to retain four steam locomotives and rolling stock for Society use. The time had come to save them from the scrappers' torch as only a handful were left still in serviceable condition as steam had fallen victim to diesel locomotives. Those four engines were Rx207, Rx224, 621 and 526. Later 526 was exchanged for 520 as its fire box was in poor condition and would require expensive repairs. Negotiations were hard going as the SAR were not interested in the proposal. They wanted all the old locomotives gone. Credit must go to the late Dean Harvey as the main driver for the project for his persistence; which included meetings with the Railway Commissioner and government ministers etc. In those days the then Mile End Railway Museum came under the same banner and it was also saving locomotives for static display at its site. In 1975 the Museum separated from the ARHS and in 1988 moved to Port Adelaide.

In later years other locomotives and carriages were also obtained, including steam locomotive F251 from a park in Elizabeth as well as diesels and railcars from the Australian National Railways Commission, (AN), and the State Transport Authority, (STA), when retired from regular service.

More about *SteamRanger* *(Cont'd)*

After the closure of the original Mile End round house the locomotives were housed outside at the Mile End Diesel Depot; the carriages in the old Car Barn near the Adelaide Railway Station. Minor maintenance was carried out by Society members and major work at the Islington workshops by the SAR. By 1979 the Society was informed that all locomotives and carriages had to be removed from their current locations and Islington would no longer be working on ARHS rolling stock. This is when the Dry Creek *SteamRanger* Depot was established to house all assets and all work carried out in-house by members and contractors as required.

During this period many obstacles were overcome including the use of wooden bodied carriages after they were banned due to a severe accident in NSW. The list was endless.

Rx class locos 207 & 224 double-heading at Riverton, 1972

Trips were run all over the State including crossing the border into Victoria. The furthest was by locomotive 621 to Bacchus Marsh, Victoria, in 1994; numerous others to country destinations as lines were announced for closure. In the early years trips were made when engines were making their last runs.

In 1983 the government announced the closure of the section of line between Strathalbyn and Victor Harbor. *SteamRanger* put in a proposal to operate tourist trains over the line and in 1984 ran 13 trains from Adelaide (Keswick) to Victor Harbor and return as a trial. Locomotive 520 hauled these trains. It was a success and with government funding to upgrade sections of the track it officially started operating a weekly service in 1985, using qualified volunteer crews between Strathalbyn and Victor Harbor. From 1990 *SteamRanger* also took over the section of track between Mount Barker Junction and Strathalbyn, which gave them the entire branch line to Victor Harbor, but not before major issues were overcome.

More about *SteamRanger* *(Cont'd)*

While still under AN control this section had become run down with speed restrictions in place. Eventually some services were cancelled and the situation became political; AN dumped a pile of the dirt across the track at Mount Barker Junction when rolling stock needed transferring to Goolwa from Dry Creek. AN, like SAR, were against retaining rolling stock and lines for tourist services. After meetings with the Premier, the issue was resolved, which included funding to upgrade that section of the track.

During 1987 the Goolwa Depot was also constructed for the storage and maintenance requirements of the famous Cockle Train service which started in that year. A triangle was also constructed around the outside of the Depot for turning locomotives.

Loco 520's first trip after restoration by ARHS in May 1972.

A full-time fitter was also employed around this time to keep up with the high maintenance and repairs of running a regular steam service. This role continues to this day, based in Mount Barker.

More trouble was looming by 1995 with the announcement of the conversion of the Adelaide to Melbourne line from broad to standard gauge. (5 foot 3 inches to 4 foot 8 ½ inches.) There was some talk of a third rail for dual gauge track but in reality this was never going to happen.

Once again *SteamRanger* were on the move and a major depot was built at Mount Barker while the whole collection of locomotives, rolling stock, machinery and stores etc. moved before the conversion of the line to create the facility as we see it today. For a short period the recently restored steam locomotive F251 and some carriages stayed behind, in the now isolated Adelaide Metropolitan rail network, to run some local trips.

More about *SteamRanger* *(Cont'd)*

F21 and the carriages were later trucked up to the Victor Harbor line to re-join the rest of the *SteamRanger* fleet. The old *SteamRanger* Depot at Dry Creek is now the location of the new, modern, Railcar Depot for the Adelaide Metropolitan rail network.

The taking over of the Victor Harbor line was a huge task to say the least. There are so many behind the scene tasks going on that the general public don't see. Preparation of locomotives and carriages such as cleaning, servicing and raising steam before the day even begins. On running days numerous volunteers are required including driver, fireman, guard, car captains, station masters, train controller, ticket sellers etc. Endless tasks of restoring/repairing rolling stock, track work, station buildings and yards, level crossings, the list is endless. Of course, running a railway means everyone must be qualified in their particular area which means hours of training and studying. All tourist railways in Australia must comply with the same national regulations as the big mainline operators such as Pacific National and Genesee Wyoming etc. This is a huge task.

Loco 621 on its first trip after restoration by ARHS in April 1971.

During our tour all steam locomotives were at Mount Barker as well as most diesels and passenger cars. Some passenger cars, a diesel locomotive and railcars were at Goolwa Depot for Cockle Train services. This varies depending on the time of the year and what is running.

In Part Two I will describe some of the locomotives and carriages we saw during the Club's July visit to the* SteamRanger *Depot.

DIARY O

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

2018

Spring has sprung. Football finals: Collingwood Magpies and West Coast Eagles will contest the Grand Final at the Gee. South Australia has Travis Head in the Test cricket squad bound for the UAE to play Pakistan. The Redbacks have started the season with a win-in the JLT Cup.

FRIDAY	28th September	**GENERAL MEETING**
SUNDAY	30th September	**BAY TO BIRDWOOD RUN**
MONDAY	*1st October*	*Labour Day Public Holiday in S.A.*
WEDNESDAY	3rd October	**VSCC MOTORFEST EVENT** (W Wood)
SUNDAY	7th October	**Marshalling** for ADELAIDE HERITAGE RUN (R Bennett)
THURSDAY	11th October	**Committee Meeting**
SUNDAY	14th October	**Fundraising BBQ** (W Wood)
TUESDAY	16th October	Copy DEADLINE for October *'Bulletin'* 12 midnight
THURSDAY	18th October	**MID WEEK RUN** (C & J Catt)
SUNDAY	21st October	**LADIES' DAY** (Lionel and Anne Leddra) and ALL FRENCH DAY
FRIDAY	26th October	**GENERAL MEETING**
SUNDAY	28th October	**2018 DOWN UNDER LONDON TO BRIGHTON RUN** (R Wood)
SAT & SUN	3rd & 4th November	CANCELLED ROBIN CUP WEEKED
THURSDAY	8th November	**Committee Meeting**
THURSDAY	15th November	**MID WEEK RUN**
Thursday	15th November	Copy DEADLINE for November *'Bulletin'* midnight
FRIDAY	30th November	**GENERAL MEETING**

F EVENTS

2018 (Cont'd)

SUNDAY	2nd December	**END OF YEAR RUN**
THURSDAY	13th December	**Committee Meeting**
THURSDAY	13th December	Copy DEADLINE for December *'Bulletin'* 12m
FRIDAY	14th December	**CHRISTMAS PARTY**
TUESDAY	*25th December*	*CHRISTMAS DAY Public Holiday*
WEDNESDAY	*26th December*	*PROCLAMATION DAY Public Holiday*
TUESDAY	*1st January*	*NEW YEAR'S DAY Public Holiday*
SATURDAY	*26th January*	*AUSTRALIA DAY Public Holiday*

UNLESS OTHERWISE STATED, **ALL GENERAL MEETINGS** WILL BE HELD IN THE **C.C.C. CLUBROOMS** AT CLARK AVENUE, GLANDORE **ON THE LAST FRIDAY OF EACH MONTH STARTING AT 7.30 P.M. COMMITTEE MEETS AT 7.30 P.M.ON THE SECOND THURSDAY OF EACH MONTH**

Eating Before General Meeting
6.30pm Friday 28th September 2018

BAKED POTATOES

with a Variety of Toppings

If these are not your thing, then please bring your own food and eat with us. We don't mind. "The more the merrier", as they say. BYO drinks too if you wish.

Co-ordinated by Lee Michelmore

$3 per adult

COMING VSCC EVENTS

BAY TO BIRDWOOD RUN

Sunday 30th September 2018

For vehicles built before 31st December 1959
From West Beach, "Traditional Route" through Adelaide City
Veteran and Military Vehicles can start at Modbury
Information and Entry Forms at baytobirdwood.com.au

To join other VSCC Members travelling to West Beach:
MEET at Dave Potter Motors on 141 Brighton Rd, Glenelg South
at 7.00am sharp.

VSCC MOTORFEST EVENT

"Drought Proofing Adelaide"
Wednesday 3rd October 2018
Wayne Wood 0412 086 587

FULL Bookings have Closed

ADELAIDE HERITAGE RUN 2018 MARSHALLING

Sunday 7th October 2018

Formerly called the "Coast to Coast Run"
Conducted by the Morris Register
Our Club received help from Morris Register Members at last year's Down Under London to Brighton Run. Now it is time to repay the favour.
We have been asked to help with marshalling from 9.00am before the Run begins at 10.30am. Marshals can participate in the Run as they will not be needed at the finish at Hart's Mill, Port Adelaide.
Marshals needed in Adelaide Parklands at Edwards Park, off Anzac H'way.
Please call Roger Bennett if you can help with marshalling
Phone (08) 8325 0407 or 0419 855 138 or see Roger in person.
E-mail: rogben23@hotmail.com.au

Coming VSCC Events *(Cont'd)*

MID-WEEK RUN
"VIC TO VIC"
Thursday 18th October 2018

Meet in the carpark behind the Victoria Hotel, at the top of Tapleys Hill, O'Halloran Hill, at 10.00 am for BYO morning tea/coffee before a 10.30 am start. Route sheets will be provided at the start. If you wish to join the convoy along the way, check with Joan or Chris for details.

The run will be through the northern Fleurieu Peninsula on many roads not used by the Club in recent times. A regrouping/toilet stop will be provided along the way to Strathalbyn where an inspection of cars offered for sale by *Collectable Classics* will be available before lunch. Other options will include browsing in the many antique shops.

Lunch will be at the Victoria Hotel in Strathalbyn. A nine-choice menu will be available with prices from $11.50 to $15.00 a head.

If you intend to participate but will be unable to attend the September General Meeting, please advise Joan or Chris.

Joan on **0437 817 820** or **Chris** on **0409 817 823** respectively.

LADIES DAY
Sunday 21st October 2018

The aim of the run is to enjoy a leisurely drive and round off with something that the ladies will enjoy.

By the way, the gentlemen will definitely enjoy this one as well!

Meet at Kingston House in Kingston Park at 10:00am, enjoy a BYO coffee break and then take a scenic run down to the Southern Vales.

First stop is an interesting and unusual venue. There is a $10 pp entrance fee for this one. Lunch will follow at a local eatery.

Route sheets will be provided at the start.

Lionel Leddra 0417 821 585 **Ian Loader** (08) 8382 7243

COMING VSCC and OTHER EVENTS

ADELAIDE HERITAGE RUN

Formerly called "The Coast to Coast Run"

Sunday 7th October 2018

Arrive at Edwards Park, off Anzac Highway, between 9.30am and 10.00am.
Tour to Hart's Mill, Port Adelaide, begins at 10.30am after the Official Welcome by the Lord Mayor of Adelaide.

Not a race but a leisurely tour with slowest vehicles leaving first.
12.15pm Official Welcome by Mayor of Port Adelaide Enfield.
Cars on display until 3.00pm.
BYO Lunch or purchase locally.

Enquiries: John Chapman (08) 8336 8673

DOWN UNDER LONDON TO BRIGHTON RUN

Entries are trickling in for the 31st staging of the Down Under London to Brighton Run for Veteran cars and motorcycles.
Please mark the date in your calendars as there will be jobs to be done. We plan to assemble and start in London Road, Mile End where there will be a short Ceremony to get the entrants on their way. Morning Tea will be at the Clubrooms after a longer than usual drive. Wattle Reserve will be the finishing point where cars will be on display for a short time before dispersing … some for home, others off to the optional lunch at Glenelg.

Enquiries: Rodney Wood (08) 8382 2100 or 0419 806 552

31st Run

Down Under

London to Brighton

Sunday 28th October 2018

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Managing Director

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51 - 53 Diagonal Road, Pooraka South Australia 5095

WATT FUN
Sunday 16th September 2018

The annual Watts Trophy event took place on Sunday 16th September in cool but fine weather conditions. This year's event was again jointly planned by Rodney Wood and Roger Bennett. Rodney had arranged the venue and the details of how to get there from the meeting place at the CCC clubrooms, but had to leave us on arrival at the venue for a family commitment. Roger then took over and together with his daughter Rachel and other helpers, provided the events which the day was all about.

Nine cars started from Glandore: Brian and Chris Bennett in their ESSEX, Roger Bennett and Karen in their JAGUAR, Heinz and Suzie Brandt in their MERCEDES, Joan and me in our AUSTIN 7, Andrew Christopherson with Barbara in his ARMSTRONG SIDDELEY, Peter and Brenda Dawes in their WOLSELEY, Jim and Margaret Thompson in a HONDA, (as the BEAN wouldn't start), Graham and Shirley Tonkin in Shirley's MGB, and Rodney in his FORD MUSTANG.

Top
Armstrong Siddeley, MGB, Mercedes, Essex, Wolseley, Austin 7.
Bottom

Graham Tonkin presenting the 2018 Watts Trophy to Chris Catt.

We proceeded in convoy to the venue at Morphett Vale led by Rodney, with the front cars waiting for those delayed by traffic lights, and surprise surprise, found ourselves travelling right past our home at Hallett Cove on the way.

Watt Fun *(Cont'd)*

On arrival at the O'Sullivan Beach/Lonsdale Football Club, where the competition was held on a paved surface, we were joined by David Bristow and Sandy in their modern with the veteran SWIFT on a trailer. We then had lunch before the competitions commenced. Six cars competed in the various events with seven drivers, but because the winner of the trophy must be in a Veteran or Vintage vehicle, only three drivers were eligible to win the trophy. They were Brian Bennett, Joan and me. David was content to test drive his SWIFT around the perimeter for about an hour after much recent work on the engine to check that all was well, taking virtually everyone for a ride while he was at it.

Eventually the events concluded, points were allocated, and I was declared the winner. The President presented me with the trophy and so Vulcan has returned to Hallett Cove following Joan's win last year. We had a great time and our thanks go to all those who assisted in organising the event.

Chris Catt.

Andrew Christopherson and Peter Dawes, (standing); David Bristow at the wheel; Joan Catt in passenger seat.

SOUTH EAST FOUR CLUBS TOUR
Saturday 25th August and Sunday 26th August 2018

The Upper South East Four Clubs Tour is held annually by the Naracoorte Historic Vehicle Club, the Bordertown Vehicle Restorers Club, the Coorong Mechanical Restoration Club and the Southern Ports Vehicle and Motor Restoration Club based in Kingston and Robe. It is in its 14th year.

Usually attracting 75 plus vehicles and 150 to 200 people, it is held on the last full weekend in August; hosted in their area in turn by one of the four clubs.

We attended this year, the event being hosted in Bordertown by the Bordertown Vehicle Restorers Club, and opted for the Valiant to give it a long run.

Leaving early Friday morning we drove to Tailem Bend where we net our friends Ian and Carol from The Early Ford V-8 Club of America in their 1935 Ford V-8 Phaeton. Moving off to Bordertown following the Phaeton we maintained a good speed of 60 mph arriving there around 12.30 pm. After settling in to the motel and because it was such a lovely day we took the long walk into town for lunch. Finding a bakery we ordered the usual bakery food and found more friends so we stayed chatting until the bakery closing time about 4.30 pm.

Inquiring what Bordertown offers for meals we were told the red roofed pub was best so after walking back and cleaning up we drove back to the red roof pub and had a lovely meal.

Saturday morning was registration for the event with a gathering of entrants and vehicles at the refurbished primary school. Scones and jam were on offer as well and afterwards it was off to Mundulla, a very historic town a little south. Lunch was had there supplied by locals; and notables of the area gave informative talks on the district and its history.

Saturday afternoon was spent at a turf growing establishment with a talk on lawns, grasses and the machinery to sow, harvest and mow huge areas. Most informative. Saturday night was the official dinner and the theme was "dress in the era of your vehicle". There were hippies, and roaring twenties, (yes there were some vintage vehicles in attendance). Our friends Ian and Carol dressed formally as 1935. We with a 1962 Valiant dressed in our Rock and Roll gear. The usual parade was mandatory with entrants telling of their vehicle and dress. After we told of our 1962 Valiant and rock and roll involvement they then asked for a demo.

Four Clubs Tour *(Cont'd)*

It worked OK even without music. The winners were hippies and roaring twenties. A great night, with the vehicles parked in the closed main street, floodlit and with security.

Sunday was again meeting at the school and being supplied with a hearty breakfast before departing for Wolseley. Our route was past the white kangaroos but they weren't bothered by our presence. At Wolseley we were fed yet again and were given a comprehensive talk on the history of the town and area.

Then there was a visit to a local tractor collector who spoke on the history of each tractor and his trucks. Again most informative, as most tractor collections can be a bit ho hum.

We then drove to Clayton Farm for lunch, presentations and wind up. Such a beautiful area for driving older vehicles. After lunch presentations of People's Choice awards were given, with 2nd place to more friends of ours with a 1942 Ford V-8 pickup; and first place to an immaculate FJ Holden windowless panel van complete with period caravan in tow.

Afterwards a comprehensive tour of historical Clayton Farm kept us busy for quite some time and we were about the last to leave.

With the event all over it was back to Bordertown and to the red roof pub for tea, then back to the motel to finish Ian's bottle of red.

Monday we headed for home with another 60 mph drive to Tailem Bend and goodbyes to Ian and Carol. We motored home via Palmer, Birdwood and Kersbrook. The Valiant performed well for the 450 miles using no water or oil and returning 23 mpg.

A highlight of the weekend was meeting the first car we restored back in the 1970s, the 1929 Marquette which we sold to Ken Glynn-Roe, a onetime VSCC member and a rather colourful character.

Graham AND Shirley Tonkin

"BEEP" - "BEEP" - "BEEP" - ...

It's around 2.00 am in the 1980's, (before mobile phones). I have just been roused from a deep slumber by the urgent sound of my pager going off. Bleary-eyed I try to make out the message on the tiny screen. Oh no! It's a call-out to Adelaide Brighton Cement, (A.B.C.), at Birkenhead.

I was reminded of this scenario when **John Clare's** August 2018 mid-week run took us to a car-park adjacent to the A.B.C. manufacturing plant which operated 24/7 and contained an industrial lift which failed regularly, largely caused by the harsh environment and misuse. The harsh environment was mainly due to air-borne grit which got into everything, (mechanical and electrical), as well as all over our clothing. The misuse was usually the result of trying to stop the closing-doors by driving a bobcat or forklift into them.

Lift companies provide a 24/7 breakdown service. A condition of our employment was being rostered on to do "After Hours Calls" for seven consecutive days, every six to eight weeks. During this period we worked our normal day shift PLUS we were also required to attend any calls that came in outside of normal business hours.

We were well remunerated – the base call out rate was three hours at time and a half, (i.e., four and a half hours pay). If we were able to fix the fault and get back home again before receiving another call, the next call would result in another four and a half hours pay, etc. If we received another call while we were already out then we only got paid for the extra hours worked, but the rate did change to double-time after the first two hours. The extra income generated from my "On Call" weeks over five years provided all the funds needed to restore our ESSEX.

To put things into perspective, if the call was to the CBD or inner suburbs I could be on-site within 20 minutes, probably fix it within another 20 minutes and be home again in around an hour. So, there was a good chance I would be home again before another call came in. Not so with Adelaide Brighton. I had a one hour drive each way and it nearly always took quite a while to fix.

This facility only had one lift and if it was stopped we had to climb the stairs to get to the lift machine room - the equivalent of a 16 story office-building. The view from the top was spectacular in daylight, more so on a clear moonlit night with the reflections on the meandering Port River. Carrying tools it was quite a physical workout and we may have had to go up and down a couple more times to fetch parts and fix the problem. This was not one of my favourite jobs.

Brian Bennett

THE LIFE OF FUEL

How long does fuel last in your car's tank?

Chris Catt was experiencing starting problems with his AUSTIN and asked some questions at the Club's August 2018 General Meeting. A variety of solutions were put forward, among them: "use 98 octane fuel"; "drain the fuel tank after each use"; "fill the fuel tank after each use"; "use an additive". Members proposing these solutions did so with conviction. Chris was able to get the car started and running well enough to win the Watts Trophy but what did he do? Whose advice did he follow?

Chris's dilemma prompted **Wilf Penley** to search the web for an answer, the result being that he submitted an article from *AutoSpeed*. Titled as above and written by *AutoSpeed's* Michael Knowling, it begins:

"How long does fuel last?
This is an important question when you've got a car that's rarely driven or you have fuel stored in drums. The last thing you want is a tankful of 'off' fuel that can damage your fuel system or possibly even kill your engine."

Knowling then quotes experts from fuel companies Shell Australia and BP Australia; and experienced tuning operators from Brisbane and Melbourne. He concludes:

"Clearly, there are some important factors to keep in mind when storing fuel in a container for several months or when parking your car for a few weeks.

Our recommendation is not to run the engine at high load with fuel that's been in the tank for any more than three or four weeks and it's a good idea to add at least 25 percent fresh fuel to the tank every few weeks. This will help ensure there are no fuel-related driveability problems or detonation and will reduce the chance of lacquer building up inside the tank."

The article has not been written specifically for older vehicles but does appear to me to contain some sound advice. It also gives contact details for the individuals quoted, and although written in 2011 they may be useful sources of more technical information for those who need it.

www.autospeed.com/cms/title_The-Life-of-Fuel/A_3051/article.html
Accessed 18.25 CST 01/09/2018

Edited by Wayne Wood

MOTORUMOURS

Looking at the list of Trophy and Run winners in the August 2018 issue of *The Vintage Bulletin* could lead one to the conclusion that "beards win trophies". A co-incidence? Or an example of women being disadvantaged? I suppose it depends on who one asks. I'm sure that merit has most to do with it. Better not alert the PC Brigade though, eh?

Apparently Club Members can travel properly in convoy. Anyway they did to the Watts. If not, I haven't heard any stories to the contrary.

Peter and Anne Mott's CHENARD ET WALCKER
at one of the Club's Historic Motor Vehicle Gatherings

COMMITTEE MATTERS

Although a quorum was available, the Meeting scheduled for Thursday 13th September 2018 was called off due to the unfortunate unavailability of the President and the Secretary.
A Meeting was held a week later, on Thursday 20th September.

The following significant matters dealt with by the Committee on 20th September 2018 are reported for the information of Club Members and readers of *'The Vintage Bulletin'*:

- appointed Chris Catt as Vice-President;
- agreed 7.00am departure from Dave Potter Motors for Members wishing to gather together before the Bay to Birdwood start;
- payment for binding volumes of *The Vintage Bulletin*;
- two weekends away next year … Bert Pope to the "south" of Adelaide and C. B. Robin to the "north";
- participants in "Drive-it-Day" and Motorfest events not to receive points towards Club Shield or trophies;
- organisers of "Drive-it-Day" and Motorfest on behalf of the Club are eligible to receive points for doing so;
- Anne Mott granted Full Membership;
- Club RUGBY engine may need attention and will be checked;
- A maturing term deposit to be re-invested for 100 days to take advantage of a special interest rate.

Wayne Wood

The 2018 Down Under London to Brighton Run is not far away.

Have you volunteered to help Rodney on the day?

It's not too late to be

POETRY CORNER

ROLY'S POEM

BORE WISE, PISTON FOOLISH

(W. H. Charnock)

Little Willie's racing pistons
Were the joy of his existence
But the rings within their grooves
Made too many wasteful moves,
Letting noxious gases pump
Down into the seething sump,
Sloshing stygian oil in quarts
In and out the carboned ports;
Though there could be no dissent
That little Willie's motor *went,*
Still, like many mugs before,
He splashed the cash on a rebore.

Little Willie's jampot pistons
Are the bane of his existence;
Oil consumption now is nil,
So is power on a hill,
Bores and rings each other squeezing,
Overheating, melting, seizing,
Paving Willie's road to hell,
With graphite and with U. C. L.;
His engine will be nice and free
Some time in 1963.

What a lot of things to spoil
To save a little drop of oil.

This poem, (above), by W. H. Charnock was read by Kevin Field to Members and Guests at the VSCC General Meeting held in the Combined Car Clubs Clubrooms, Glandore, on Friday 25th November 2011.

Cars and Parts and Things FOR SALE

** Herschell Spillman engine 4 cylinder approx.1920
David Bristow **(08) 8298 3837**

* Dykes Automobile and Gasoline Engine Encyclopaedia 12th Edition
Ian Cullen (Jamestown SA) **(08) 8664 0067**

* 4 brand new, never fitted to a car, 16inch wheels and tyres Suit Toyota 86 GT
Graham Tonkin **(0401 314 563**

* Stihl chain saw with 18 inch bar
Only used by a little old man $45.00
Ian Loader **(08) 8382 7243 or 0418 349 693**

Cars and Parts and Things WANTED

** VW Kombi Jack (Mercedes is similar)
Jim Thompson **(08) 8278 2927**

** Surplus Leaf-springs—any size or condition
Alan Hollyfield **0499 893 298**

** A pair of Split Dorf, green porcelain Spark Plugs
David Bristow **(08) 8298 3837**

** Tow Bar to suit 'S' Series Valiant: goes under rear panel
Graham Tonkin **0401 314 563**

* **Marshals to assist Adelaide Heritage Run 2018**
Sunday 7th October 2018
Edward's Park, Adelaide Parklands
9.00am until 10.30am
Roger Bennett **(08) 8325 0407** or **0419 855 138**
rogben23@hotmail.com.au or in person

Houghton Auto - Body

North East Road, Houghton S.A. 5131

Ph: (08) 8380 5140

Email: darren@houghtonautobody.com.au

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