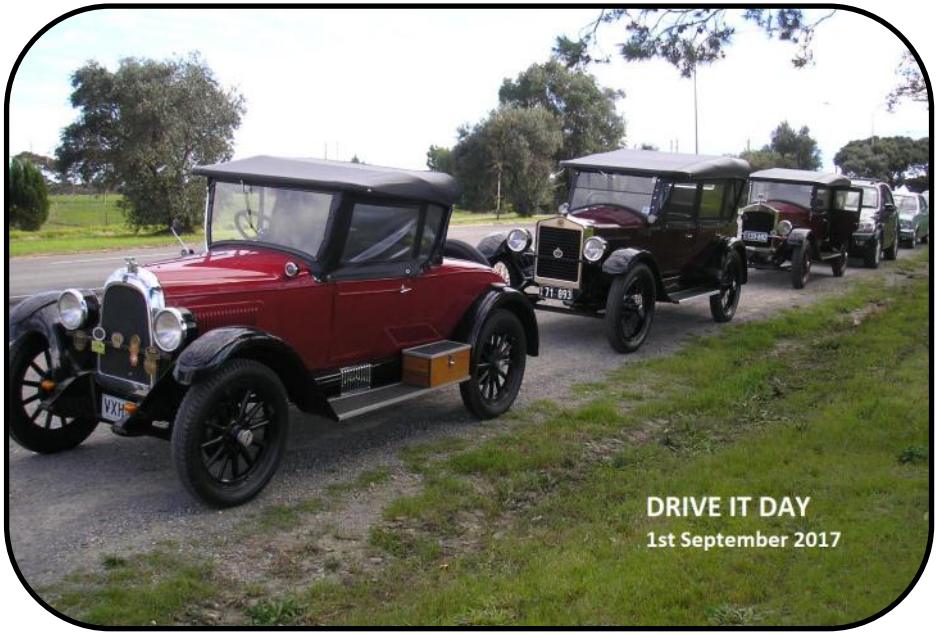
THE VINTAGE BULLETIN

ESTABLISHED 1945



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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 Presidents Address
4 Editorial
5 August Mid Week Run Report
6 Federation Matters
7 Watts Trophy Run Report
9 Drive It Day Report
11 Swap Meets / Technical Tips
12 Committee Matters
13 Diary of Events
14 Meal Before Meeting
15 Coming Events
16 Invitation Events / Acknowledgements
17 Repairing a little bit of History
19 Members Marques - Lloyd
22 Bendigo Swap Meet Tour
23 Club Rugby Custodian Required
24 Roly's Poem
25 Cars & Parts - For Sale / Bulletin Article Lotto
26 Cars & Parts - Wanted

Front Cover: Whippet, Essex 4, Le Zebre ready for 'Drive It Day' run.

Rear Cover: Vintage advertisements - Hupmobile & Vulcan

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The Editor is always pleased to receive copy, preferably typed.

Deadline: the 16th of each month.

PRESIDENT's ADDRESS

Well, the new Club year is under way, we've had a couple of runs where the attendance was pretty good, though it would have been good to see a few more vintage cars at the Watts Trophy event. The chances to get the older cars out are getting fewer, or harder, so those runs that are specifically for these cars are a real chance to get them out of the garage.

In my last, first, President's report I asked for you all as Members to give myself, and or the Committee feedback as to what you would have our Club do, what events would you like to see or participate in. I like to think that you're all working through this and that information will soon be fed to either myself or the Committee.

Where have you been of late that could be incorporated into a Run for either the regular monthly runs or a mid-week run. I would urge all Club Members to get involved, remember, "it is not what your Club can do for you but what you can do for your Club".

What's your Committee been doing since the last General Meeting? Check the minutes on the whiteboard, read what they are doing on your behalf. While you're there the minutes of the last General Meeting are also there for you to peruse.

On the 30 September we are cooking sausages again at Bunnings Mile End. Even at this late stage Club Captain, Ian Loader, will be only too happy to fit you in to help, either serving up or turning over the snags.

Don't forget that on Sunday 1st October is the **Down Under London to Brighton Run** for Veteran vehicles, come out and check these cars out. We don't often see them so we should take every opportunity to check them out, there are many interstate visitors taking part this 30th Anniversary this year, so there will be cars we've never seen in S.A. before.

Another reminder, daylight savings start this weekend coming, you're chance to get up at 2.00 am on October 1st to put the clocks forward 1 hour!

Well, Happy (and safe) Motoring to you all.

Peter Dawes

EDITORIAL

It's good to have our President **Peter Dawes** back on deck after a serious illness. Scans have confirmed he has a brain, but there is something amiss, the good news is that the condition can be controlled with medication. **Peter** puts it down to the strain of adding up the large numbers on our Golf Score-card.

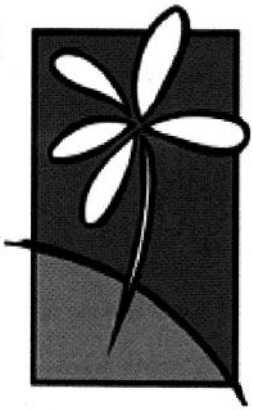
Our event calendar has been quite busy with reports in this issue on the August mid week run, the Watt's Trophy and Drive-it-day, thank-you to all contributors.

There's a very busy weekend coming up, with the G.M. Friday night, Fundraising BBQ on Saturday, and our 30th Down Under London to Brighton Run on Sunday featuring a record number of entries including a good number of interstate veteran vehicles. These activities would not be successful without the splendid efforts of co-ordinators **Ian Loader** and **Rod Wood** and their band of willing volunteers - it's not to late to put your hand up to help.

A reminder - our 'grace period' ends on 30th September, there are still a few renewals outstanding - this will be the last Bulletin sent to non-financial members.

Regards Brian

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

AUGUST MID WEEK RUN

Thursday 17th August 2017

The weather forecast was dismal, the sky very dark and foreboding, we had a hail storm shortly before leaving home, and it rained all the way to the meeting place at Mount Barker; despite this just over two dozen hardy souls assembled for the run (understandably not a 'vinti' in sight).

Wisely **Roger** and **Karen** had allowed for inclement weather and there was a large rotunda which provided shelter from the rain but not the fierce wind, unfortunately the ground was awash all around the rotunda so we had to paddle to reach it, those wearing white shoes and sandals probably wished they hadn't.

The rain stopped while we were having morning tea and the sun began to break through. **Roger** distributed the route sheets and we headed along the freeway in mainly sunny conditions to Tailem Bend with a brief re-grouping stop along the way.

Our destination was the 'Tin Elephant', a second-hand emporium dealing in almost anything old, rusty or seized, some with rather optimistic price-tags attached. It remained fine but the wind was biting, we browsed to our hearts content then made our way across the road to the Tailem Bend R.S.L. Hall where **Roger** and **Karen** had organised a two course lunch.

We enjoyed a lunch of soup with bread and butter, and fish & chips with salad, along with pleasant conversation in comfortable surroundings. When it was time to leave we emerged into a little patch of sunshine surrounded by very dark, threatening clouds.

The proposed route home was via the Wellington Ferry and Strathalbyn, but reports of flooding around Langhorne Creek persuaded most of us to head back via the freeway. We hadn't gone far when the heavens opened and it bucketed down, along with gale-force winds – the rain persisted at varying intensity most of the way back to Adelaide except for a few minutes of deadly glare when the sun broke through and reflected off the wet road.

One strange sight on the way back occurred at the Swanport Bridge, where the wind-socks located at each end of the bridge to indicate wind-strength and direction to driver's, were both extended almost horizontally – but pointing in opposite directions – must have been a whirlwind over the Murray.

Thanks to **Roger** and **Karen** for organising a most enjoyable run to a location most of us had not visited before, the conditions were not ideal, but isolated from the elements in the cabins in our modern vehicles the inclement weather had very little impact, while the fellowship of our companions ensured a very pleasurable day.

Brian Bennett

FEDERATION MATTERS

Meeting held on Thursday 13th July 2017

The following significant matters dealt with by the **Federation of Historic Motoring Clubs** at its Meeting held on 19th August 2017 are reported for the information of Club Members.

- Child seat-belts legally required in historic cars in all States except South Aust.
- Federation Run - organiser required or no run next year.
- Bay to Birdwood Classic - 1500 entries so far, closing soon.
- Motorfest events - 154 entries, many for multiple events.
- BMW Club admitted to the Federation.
- Federation Grant of up to $500 available for young restorers (under 26) - applications to be on Club letterhead and signed by Club President, by 31/12/17.
- Presentation by Michael Neale - Chairman Bay to Birdwood Committee.
- Conditional Registration Scheme changes - now called 'Club Registration' vehicle inspections / statutory declarations no longer required - rolling 30 year eligibility - some modifications allowed - no need to stamp registration certificates - old MR334 books can still be used until new ones available.
- Vale **Peter Stopford** - recognition of Peter's contribution to the Historic Vehicle movement.

Richard Kretschmer

30th Down Under London to Brighton Run - Sunday 1st October

WATT'S ON

Watts Trophy Run organised by **Rodney Wood** and **Roger Bennett**
Sunday 27th August 2017

The weather threatened showers but didn't deter the intrepid competitors for the **Watts Trophy**.

Our baby Austin 7 stuttered over the first 500 metres on leaving home but Chris gave it a burst of choke which did the trick and our favourite car "sped" down the road. We arrived at the CCC carpark to be met by the Mercedes Club – Ray & Heather Bottroff (also VSCC Members) had time for a chat before their Club headed off to Carrick Hill. The Members who attended our run were from the southern area (apart from the Bean) and so we all back-tracked our route to Morphett Vale where the action was set up and ready to go.

Rodney Wood had organised the venue (Lonsdale Football Club Grounds) and **Roger Bennett** had organised the events. There were 4 events and before things got underway Roger asked me if I would be participating. Having not driven the car for many years I did hesitate but thought "why not – it's only for fun".

Participants awaiting starters orders - photo Peter Dawes

The events were:
Slalom around posts then reversing back around the posts! – horror (OMG)!

Around the posts again, but this time moving a pole from one to another of the witches-hats (which were a tight fit). This was not as easy as it sounds because the passenger had to get the pole completely inside the car to transport it to the next empty witches-hat. Chris was lucky not to lose an eye as I tried this manoeuvre and it then became tangled in the hood as I tried to put it back into the witches-hat. Peter was hilarious because he stopped the car too far away so that Brenda couldn't reach - Peter was trotting around the car each time the pole had to be removed and replaced (after spending several days in hospital we weren't sure that was a good idea but he looked happy).

A rope attached to a centre-pole which had to be kept off the ground as you drove around in a circle while your passenger concentrated on holding the rope and adjusting its length accordingly and not pulling the pole over – not easy and caused one or two bad words to be exchanged between driver and passenger.

(Cont. on Page 8)

(Cont. from Page 7)

Footballs to be dropped into buckets (by the driver) around the course and reversing into a garage space at the beginning and end of this event. Jim had a major problem with this event because he didn't have a door his side (he kept driving around in circles so that Margaret could help) and also the Delage had a high waistline which didn't help with the bounce of the ball (it kept bouncing out of the buckets).

I can assure you there were a lot of limbs outside the cars, doors being opened, drivers running around their vehicles, shouts of woe and elation.

Thank you to Roger for taking the time to organise the events and keeping the score sheets, thank you to Rodney for organising the excellent venue and a big thank you to Barbara for having the urn boiling and plates of homemade cakes to help keep our energy levels up.

It was a great day and I was extremely surprised to find out that I had won the trophy. To those Members who thought about attending but didn't - you missed a good laugh and good company.

Attendees: Barbara & Rodney Wood (Whippet); Karen Brown & Roger Bennett (Jaguar); Brenda & Peter Dawes (Wolseley); Chris & Brian Bennett (Essex); Vi & Alan Hollyfield (Delage); Margaret & Jim Thompson (Bean); Joan & Chris Catt (Austin 7).

Joan Catt

*Overheard at the **Watt's** - "I can't get it in the hole".*

DRIVE IT DAY

Friday 1st September 2017

Peter & Brenda Dawes organised this run for VSCC members and guests as part of the **Federation of Historic Motoring Clubs** push to raise awareness of the historic vehicle movement.

We met at the weighbridge on South Road near Black Road for a BYO morning tea, then continued on South Road, Candy Road, Lonsdale Road and Gulfview Road to the Esplanade which we followed from Christies Beach to Moana, getting a stiff workout with lots of speed-humps and tight roundabouts.

Continuing on we came to McLaren Vale for a re-grouping stop and visit to 'Cactus Creations', unfortunately **Ian** - Le Zebre and **Rod** - Whippet had to leave us here to attend an interview promoting our **Down Under London to Brighton Run,** but their better-halves managed to hitch a ride in other vehicles.

Next came a short run to "The Farm' on the outskirts of Willunga for Lunch in comfortable surroundings, with friendly service and more than adequate portions - **Peter & Brenda** managed to find a venue which we have not visited before.

Roger & Karen's Jaguar and Phil & Marj's Holden

The Mugford Holden and Catt Daimler

The Dawes Wolseley and Bennett Essex

Thank-you **Peter & Brenda** for a most enjoyable run.

Brian Bennett

DRIVE IT DAY (Cont.)

David Prest - Club Rugby and **Graham & Shirley Tonkin** - Ford Mercury, attended the Gawler Club's very well attended Drive it Day Run to Bethany. **David** provided the photo's below from that event.

The Club Rugby - 4 cylinder

1926 6-cylinder Rugby Sedan

The photo's below are of a replica Henry Ford 1896 Quadricycle. The unit is very closely modelled on the original and the engine was made from plans and measurements of the original. It is not registered but can be driven. The owner (Lance Hill) hails from Morgan but is keen to attend this year's **Down Under London to Brighton Run** and the 2018 **Historic Motor Vehicle Gathering** (at David's invitation). Lance who is in his late eighties, would like the vehicle to go to the Birdwood Museum.

1896 Ford Quadricycle Replica

1896 Ford Quadricycle Engine

David Prest

SWAP MEETS

MOTORCYCLE ONLY SWAP MEET
Sunday 1st October 2017 - Balhannah Oval, Balhannah

Veteran & Vintage Motorcycle Club of SA Inc.
Strictly no car or bric-a-brac sites, gates open from 7 am, Entry $5 under 12 free

Enquiries: Peter Yates (08) 8255 8856

MORGAN & DISTRICT LIONS CLUB SWAP MEET
Sunday 1st October 2017

Morgan Primary School Oval - Buyers $5 under 15 free
Collectables, Rusty Treasures, Automotive, Potted Colour

Enquiries: Colleen Anderson-Peters 0438 892 905

STRATHALBYN SWAP MEET
Sunday 15th October 2017
Historic Motor Vehicle Club

Strathalbyn Harness Racing Club, 28 Mine Road , Strathalbyn
Sellers $15 from 5:30 am, Buyers $5 children free from 6:30 am
Food & Drinks - fully catered

Enquiries: Malcolm 0488 528 331 or Deidre 0422 078 127

TECHNICAL TIPS

Locating cylinder-head gaskets - misalignment of cylinder-head gaskets can be prevented by using two locating studs. Cut the heads off two cylinder-head bolts and cut a screwdriver slot on their upper ends, screw them into diagonally opposite holes in the cylinder-block. Place the gasket over the locating studs then install the cylinder head, insert cylinder head bolts into vacant holes before unscrewing the locating studs.

Loosening nuts with rounded edges - a socket or ring-spanner will usually slip over such a nut without moving it, place a piece of fairly heavy cloth over the nut and force (hammer) the socket over it, usually the nut can be loosened easily.

COMMITTEE MATTERS

Meeting held on Thursday 10th August 2017

The following significant matters dealt with by the Committee at its Meeting held on 13th July 2017 are reported for the information of Club Members and readers of *The Vintage Bulletin*.

- Agreed to submit a request to the Federation for a grant supporting this year's Down Under London to Brighton Run.
- Committee to review Bulletin distribution list with a view to reducing costs.
- Rod Wood reported on progress on Down Under London to Brighton Run.
- 16 members yet to renew - B. Bennett to put reminder notice in Bulletins.
- Joan Catt reported on CCC AGM - noting Garth Mugford's retirement after 30 continuous years.
- Membership application approved - Jesse Ioannace, 1934 Rolls Royce.
- Discussion on new home for Club Rugby - not resolved.
- Chris Catt initiated discussion on points system for the Annual Shield - deferred until details of previous scoring systems provided to all CM.
- Letter of thanks to be sent to all retiring Committee Members.

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THE VINTAG
THE DIARY

NOTE

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

2017

FRIDAY	29th September	**GENERAL MEETING**
SATURDAY	30th September	**FUNDRAISING BBQ**
SUNDAY	1st October	**DOWN UNDER LONDON to BRIGHTON RUN**
THURSDAY	12th October	Committee Meeting
THURSDAY	19th October	**MID WEEK RUN**
SUNDAY	29th October	**LADIES DAY RUN**
SAT/SUN	11/12 November	**BERT POPE WEEKEND**
SUNDAY	3rd December	**END OF YEAR RUN**
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**

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

2018

SUNDAY	18th February	**PICNIC RUN**
SUNDAY	18th March	**HISTORIC MOTOR VEHICLE GATHERING**

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 AUGUST GENERAL MEETING

6:30 PM FRIDAY 29th September 2017

MENU: Lasagne & Salad

$3 PER HEAD

BYO Drinks

Coordinated by Lee Michelmore

ALL GUESTS ARE WELCOME

COMING EVENTS

2017 DOWN UNDER LONDON TO BRIGHTON RUN
Sunday 1st October 2017

Date changed to complement National Vehicle Rally being held in Clare, South Australia in the last week of September 2017.

This year the VSCC of SA Inc., will be staging the 30th consecutive running of its popular Down Under London to Brighton Run for motor vehicles and motorcycles manufactured before the 1st January 1919. The run will assemble at Park 23 in the Adelaide Parklands before travelling along London Road at Mile End to Brighton (Wattle Reserve). Normally held on the last Sunday in October, this year it will take place on the first Sunday so that interstate visitors to the National Veteran Rally are able to take part.

Ian Loader 0418 349 693 or **Rod Wood** 0419 806 552

MID WEEK RUN
Thursday 19th October 2017

Meet at the Clarendon Recreation Reserve at 10:00 am for BYO morning tea. How to get there - drive through Clarendon, past the Bakery, (you can stop to pick up some tasty treats if you wish), cross the bridge with RH indicator flashing. At the far end of the bridge turn sharp Right onto Oval Road (when safe to do so) - there is a large under-cover area and toilets adjacent to the oval. Depart 10:30 am for Milang via Meadows and Strathalbyn - lunch will be at the Milang Pier Hotel. Choose from:- ale battered fish, chips & salad; salt & pepper squid; chicken or beef schnitzel; hamburger - all under $20 (vegetarian & gluten free available on request). We will head home via Clayton Bay, Finniss, Ashbourne, Meadows and Clarendon.

Numbers will be require for Hotel booking

Brian Bennett Ph: 8276 2000

LADIES DAY RUN
Sunday 29th October 2017

Meet at the clubrooms for a 9.30 start. 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

INVITATION EVENTS

ALL FRENCH CAR DAY

Sunday 22nd October 2017

All French cars welcome - veteran to modern
9 am to 4 pm, Wigley Reserve, Glenelg - Entry $15 per family.

NATIONAL VETERAN CAR RALLY - CLARE S.A.

Veteran Car Club of S.A. Inc.

A variety of events to be held in the Barossa Valley region during the last week of September 2017. For details check the VSCCA website.

"WHERE DO YOU GET IT" BOOK

Our original "Where do you get it" book has gone missing - it was a valuable resource for restorers looking to find vintage parts suppliers and service providers. We have a new book, but there is not much in it - if you can recommend businesses which may be of use to members please advise the Secretary **secretary@vsccsa.org.au** or write it down on a piece of paper and give/send to the Secretary, **Brenda Dawes.**

ACKNOWLEDGEMENTS

The Editor and Publishers of this Bulletin wish to acknowledge inclusions from the **Borgward Club of Australia Newsletter** and Members of the Vintage Sports Car Club of S.A. Inc. Thank-you to **Joan Catt, John Clare, Peter & Brenda Dawes, Kevin Field, Richard Kretschmer, Ian & Lorraine Loader, John & Lee Michelmore, Maureen Millard, David Prest, Jim Thompson, Graham & Shirley Tonkin** and **Rodney Wood.**

REPAIRING A LITTLE BIT OF HISTORY – part two

The last Thursday in August saw Ian & I heading north once again, leaving cold, wet & windy Adelaide for a much warmer northern Flinders weekend. Our aim was to assist in finally putting old sheets of roofing iron on St Ronan's Hut on Puttapa Station.

It's about a 6 hour journey, longer when stopping for morning tea, lunch, fuel and of course several comfort stops. After having done the trip 3 times previously, we now knew exactly where to go, and where to pitch our tent. It was so peaceful, sitting by our small cooking fire, listening to the sounds of nature and being swooped by dozens of Swallows as they zoomed in and out of the trees and our camp, looking for insects. No sign of the Zebra Finches this time. Emus were quite curious, and along with Sheep, a few Kangaroos came in to drink at the trough.

We felt very privileged to be here. No-one else for miles and the rest of the family and crew were not due to arrive until early Friday afternoon. The hut stands proudly on the crest of a low hill overlooking a gum tree studded dry creek bed. There had been good general rains in April, and the creeks ran, washing away signs of our previous camp fires. Jeff & Michael had seen water around here only once or twice many years ago.

On inspecting the hut we discovered many healthy plants growing between the flagstones on the floor, and they looked so lush it was almost a shame to pull them out. Everything else was as we had left it at Easter. Ian sifted sand through an old mattress base in preparation for the cementing and we then settled down to wait for our peace & quiet to be shattered when the gang arrived the next day.

They say "necessity is the mother of invention". Carrying buckets of water for showers, washing up etc isn't much fun, so, Jeff brought with him 7 rolls of garden hose. These were joined together, one end was put in the tank and water was then syphoned down to the camp. All mod cons.

Friday afternoon, Saturday & Sunday was a hive of industry. Piles of stones that had been left inside the hut were sorted and used to finish topping the walls, whilst Jeff & Jai clambered over the rafters to screw the sheets of iron in place as they were trimmed and cut to size then handed up. Ian and the cement mixer worked nonstop, while Tracey & Emma struggled with a rusty old stove and parts of a tank, along with numerous lengths of wire and 30 or more years of rubbish. This they moved further away from the hut, using the wheelbarrow. They then carted barrow loads of red shale to cover the dirt along the back of the hut, just to make it look better.

Sunday night we proudly stood back to survey the fruits of our labours. Then to celebrate we took our happy hour nibbles, a bottle of champagne and a box of matches back up to the hut to light a fire in the fireplace, most likely the first fire that's been lit in the hut for well over 30 years.

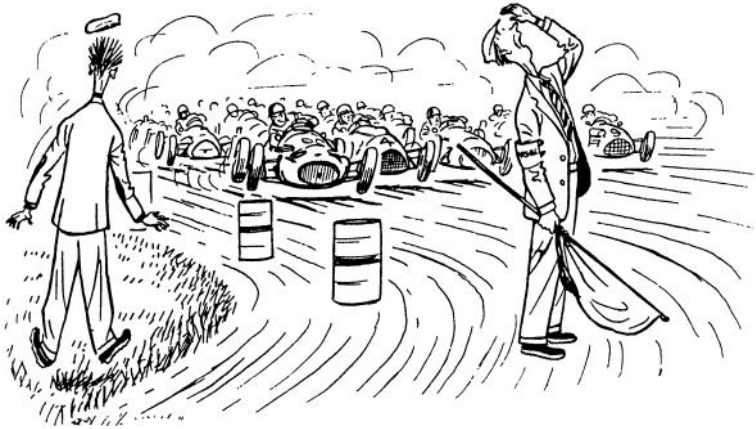
(Cont. on Page 18)

(Cont. from Page 17)

The chimney didn't smoke, and it was very cosy. What a feeling of satisfaction. We packed up and left early on Monday morning, calling in at Beltana Station to see owners Laura and Graham, before heading back to Adelaide.

Of course there are still some jobs to do – a few holes to block up, silicon to fill the nail holes in the roof and outside the chimney needs finishing. But in the meantime the hut is secure and mostly weatherproof. It should still be standing 100 years from now, thanks to Jeff, his dream and a happy band of helpers.

Lorraine Loader



"Must be well above the clouds."

MEMBER'S MARQUES

LLOYD - THE MOST SUCCESSFUL MICRO-CAR (PART 2)

Lloyd 600s were offered as sedans and station wagons and, until August 1958, also as Cabrio Limousines. One of the most widely publicised Lloyd's ever was taken on one of the greatest adventures of its time. Wolfram Block, of Bremen, drove one around the world, 53,300 km over almost impassable tracks, through searing heat and freezing cold, with remarkably little trouble. It was convincing proof of the car's ruggedness and durability, and did a great deal to promote Lloyd sales, particularly in the USA and in Australia.

Block published a book, "Weltreise mit 19 PS" (World Trip with 19 HP) which has recently been re-published with Block's photos from the trip. (Available from www.garage2cv.de and highly recommended for the photos alone, even if you can't read German!)

The LP 600 was actively marketed in Australia; in fact, Wolfram Block worked as a salesman for the Melbourne distributor, Stokoe Motors, during his stay in Australia. Import duty pushed its price up to a level where it was competing with the Morris Minor; as the road-test in *'Australian Motor Manual'* summarised, "we feel there will always be a steady if not great market in this country for any car which can offer the operating economy, excellent finish and attractive appearance of the Lloyd. It is to be regretted, however, that excessive import duties and sales tax have raised the price of the car so that it is more of a luxury means of transport than the "peoples car" for which we have waited so long. The 50 mpg (5.6 l/100 km) economy was greatly praised, the unsynchronised three-speed gearbox proved easy to change, and the only serious criticism testers made was the placement of the instruments (still on the left-hand side of the dashboard!)

The Lloyd Motorenwerke, very well aware of the value of good customer relations and marque loyalty, surveyed owners to see what improvements they would like. The results were so overwhelmingly consistent that a new model, featuring nearly all the things on the wish-list, was introduced in July 1957. Improvements included ashtrays (which were very high on the list!) winding windows, a boot with external lid, a synchronised gearbox and softer suspension. The improvements lifted the price of the new model, which was called the "Alexander", from 3470DM to 4060DM – above the price of a standard Volkswagen at 3790, but still well below the VW "Export Model" at 4600DM.

(Cont. on Page 20)

(Cont. from Page 19)

The Alexander was obviously the car the public wanted and sold very well. An unsynchronised gearbox was available until September 1958 as an option, in which case the price was reduced by 200 DM. Most buyers preferred to pay the extra for the ease of shifting. The gearbox, incidentally, was wholly designed and built by Lloyd, and was praised by an Australian road-tester as having "the best synchromesh in the world, bar none" – praise which was echoed by other testers world-wide.

The Alexander was assembled in Australia from early in 1958 and marketed as the "Lloyd Hartnett": This makes the car part of an Australian legend; L.J. Hartnett, father of the Holden, had left General Motors in anger, been thwarted in his attempt to build his own "Hartnett" car, and had now taken on building Lloyds in Australia. This was the only significant Lloyd assembly operation outside Germany, and enabled the price of the Lloyd to be reduced to a very competitive £789 (For comparison: Morris Minor, £896, VW £971), which, together with the enormous sympathy Hartnett enjoyed among the Australian public, guaranteed the car's success. As in Germany, the very low running and maintenance costs, and the car's ruggedness, were major selling points.

Photographs of the Australian assembly operation.

The success of the Alexander was no doubt instrumental in Lloyd's developing a more powerful, more luxurious model, the Alexander TS. Power was increased from 19 to 25 bhp, the interior was upgraded and a new trailing-arm rear suspension, borrowed from the Arabella, improved the car's handling well enough to cope with the significant increase in speed; the TS easily reached 110 km/hr. Improvements such as windscreen washers, laminated windscreen, and a warning light to indicate low petrol level (there was never a fuel gauge in a small Lloyd!) helped lift the car out of the minimal car class and justify the 4330 DM price.

The TS also had a new, attractive grille. In Australia the Alexander TS was sold for £820, while the standard model was reduced to £775. As the "Modern Motor" road-tester predicted, it quickly outsold the standard model, which was soon dropped.

(Cont. on Page 21)

(Cont. from Page 20) **LLOYD Micro Car (Cont.)**

The Lloyd-Hartnett had won a good reputation in Australia, and the Alexander TS further enhanced the good impression. In January 1960 "Sports Car World" honoured the TS with a full road test, something they only did for cars which they regarded as genuine sports models. (By comparison, the contemporary MG Magnette was only given a brief 'driving impressions' report!) They admitted that they were surprised at how good it was, and liked it, summing it up as "a good proposition for the automotive individualist whose lust has outpaced his pocket."

The German market was changing. The larger, more powerful four-cylinder Arabella, built from August 1959, was better suited to the growing demands of the public and to competition like the DKW Junior and the BMW 700. Sales of the 600s began to fall, but Borgward promised to keep them in production as long as there was a demand. The end of the Borgward Group put an end to all the firm's models; otherwise the Lloyd might have become an evergreen like the VW Beetle or the Morris Minor. As it is, they are enjoying a new wave of popularity as ever more restorers turn to micro-car's and, like buyers in the fifties, recognise that the Lloyd is an outstanding little car.

An Australian assembled Lloyd-Hartnett.

John Clare is currently restoring a 1960 Lloyd 'Alexander' TS.

Article supplied by **John Clare** - *Used with permission from* **Borgward Car Club Australia Newsletter Spring 2012….** *Rhombus Ramblings by Editor/Author* **Marius Venz.**

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Cost: $260.00 per person twin share $305.00 per single

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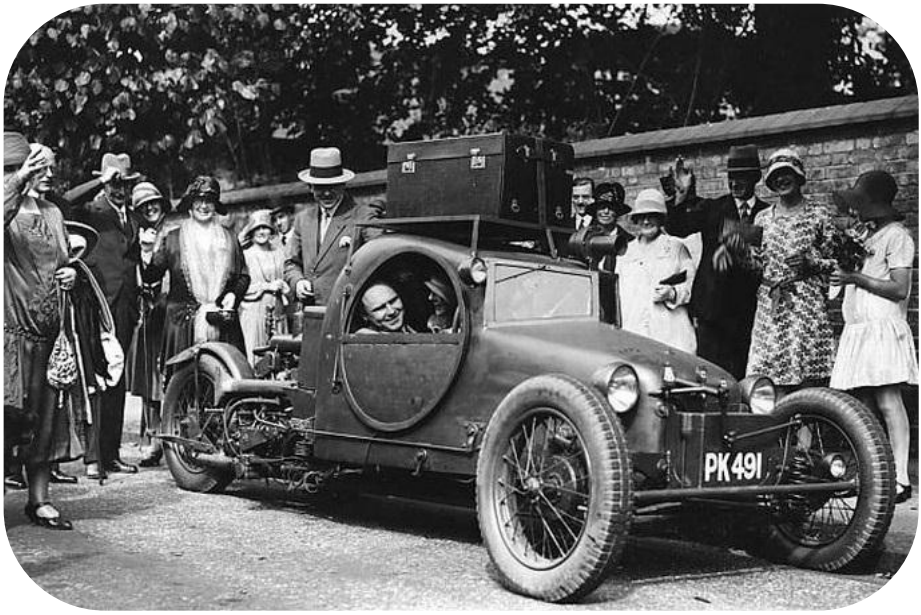
10 seats still available



Well, I guess it's a bit better than a bicycle built for two! *(Courtesy Maureen Millard)*

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.

CLUB RUGBY - CUSTODIAN

We need a new home for the Club Rugby. David needs the space it is currently occupying for a new project.

Please contact the Committee if you are able provide secure undercover parking for our Club vintage Rugby tourer.

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.

THE LAW OF THE COMMON DRIVER

The roads are meant for men like me, since motoring began.
I am the average motorist, I am the common man,
And this is the substance of my creed, culled from experience long,
For I have been driving sixty years, and so I can't be wrong.

The left of the road is for learners, and those who are prone to fright,
The right of the road is for women, and for drunkards adrift in the night,
So, hey diddle-diddle, I must drive in the middle,
For this is my god given right.

I can stop on a blind bend to pick a rose for the wife,
I'm a sensible chap and the last to cause strife.
When I drive in my van, I'm a reasonable man,
Let the fellow behind me get past…. if he can.

When I drive in a lane going steeply down-hill,
There is nothing to gain, save a possible spill,
If I take to the grass, or conceivably stop
For the misguided ass driving up to the top.
I mean no offence, but it's patent to see
If he had any sense he'd go downhill like me.

Another thing…. and this is the worst,
When climbing a hill I can't change into first,
because to irk my weary flesh, that gear has got no synchromesh.
So why won't the cars descending pray,
Pull more aside and give ME right of way.

The sports car bears a selfish lout, the bicycle the same,
And if I've left my blinker on, the makers are to blame.
If across your path I go, without a warning due,
I have my rights I'll have you know, and the onus is now on you.

But as I've said before, I'm an open minded chap,
Cars older than mine are a menace and should be wrecked for scrap.
I guard the middle of the road, I dip no lamp at night,
I have been driving sixty years, and so I must be right.

ANON

Recited by Kevin Field at the August 2017 General Meeting.

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 400 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

*** FJ Holden Front End for parts or standard height Front Springs only.
Lower inner suspension pin … pivot Left & Right.
Steve Ford 0497 377 774

* Morris XPAG crankshaft as used on MG TC, TD, TF, Y and Wolseley 4/44.
Happy to consider complete engine or just the crankshaft.
Roger Bennett (08) 8325 0407

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

ALL BRITISH DAY INFORMATION

http://soon.allbritishday.com/

BULLETIN ARTICLE LOTTO

Ian and/or **Margot Maxted**

Congratulations on winning this months Bulletin Article Lotto

I would appreciate it if you would supply an article on any subject of your choice for inclusion in the **November 2017** issue of *'The Vintage Bulletin'*

Thanks *Brian*

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