



# Bulletin of the Veteran Car Club of South Australia, Inc.



[www.vccsa.org.au](http://www.vccsa.org.au)

Vol. 9, No. 10 – May 2015

Member of the Association of Veteran Car Clubs of Australia (AVCCA)

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## Hahndorf weekend rally



Dear Readers, I would like to report on a highly successful South Australian rally recently held in the beautiful Adelaide Hills and based out of Hahndorf starting Friday 27<sup>th</sup> March to Sunday 29<sup>th</sup> March. The wonderful rally organising trio team - Neil and Gaynor Francis, Dianne Barber and Howard Filtness, and David and Michele Chantrell - achieved near perfection in Veteran rally organisation and touring.



Due to an overload of work and interstate travel to Victoria, I was not ready with my White Steamer till midday Saturday of the Hahndorf Rally but we were able to meet everyone at the Echunga Pub and return to the Hahndorf resort where I 'unwillingly' entertained a large audience with Steam Car Antics! I will leave David Chantrell to describe the painful details.

What a wonderful bunch of people attended the rally including Brian and Jill Hussey from Victoria, who entertained and transported us on the Sunday run in their fabulous Model T Ford. As an ex Ford Research Engineer from Detroit USA, I am thoroughly converted with the simplicity, reliability and robustness of T Fords. And I am now actively seeking one to use on windy rally days when it is difficult to keep the 1906 White Steamers pilot alight and maintain one's eyebrows intact and one's dignity. I love my 1906 White Steamer but take a look under my White and then under the T Ford. Beneath the 'T' there is nothing but an enormous space and a ginormous rubber band! (Brian's 'T' has the largest rubber band of any - it goes up hills like a rocket even with 5 passengers) - No really the triangular bracing and simplicity of the T Ford is a credit to Henry. Having visited the Henry Ford Museum on a weekly basis for 12 months when I lived in Detroit, I checked out most crevices and found a 1907 Model G White and a White Steam car twin cylinder compound marine engine. I also highly respect Henry Ford in that he built the Henry Ford and Greenfield Museums for the general public. Compared with other automotive Giants, his spending on his family and himself was quite frugal. He also regarded Thomas Edison as his mentor, and guess what - Thomas Edison owned **two** White Steamers at the same time! I enclose a picture for your interest.

I also thank everyone for making my partner Juliet and my special guests Ken Russell and Julie (Li) Zhu from Victoria and 80 year old Ron Smith and his daughter Catherine Smith from Adelaide, so welcome. Ron is a retired Toolmaker who recently sold me his unrestored 1959 Goggomobil, which he used to drive from South Plympton to the Bendix furniture company in the early 1960's. He then moved on to work as a Runner and Messenger for Don Dunstan and Members of the South Australian Parliament.

Back to the Hahndorf Rally: Sunday was a wonderful day visiting Strathalbyn and Glenbarr Homestead. A delicious scones, jam and cream morning tea filled our rumbling tummies, followed by a very well informed and entertaining tour guide who trundled us through the Glennbarr Homestead.

I am a Steam/T Ford/Goggomobil fan but I also love French cars and French Engineering. The 2 Renaults owned by The Le Busques and Don Tamblyn made a beautiful photo and the Archibald V8 De Dion even caught David Chantrell's eye and seemed to mesmerise him? I hope he was not thinking about doing something naughty with the Kangaroo radiator cap motif?

The French made one of the best Steam cars (no Julian, not the De Dion), the Serpollet. White Steam Car records show Rollin White visited Leon Serpollet before Serpollet unfortunately died racing one of his cars. Leon Serpollet set the Land Speed record in his 'Easter Egg' (Oeuf de Paques) at 75.06 mph on the Promenade des Anglais at Nice on 13<sup>th</sup> April 1902. Webb Jay in the White Whistling Billy, designed by the Mechanical Engineer Rollin White, set the World Dirt Track record (48.35 seconds) for the Mile in 1905 in a racing steam car using the same engine that was developed for the 1906 Model F, the same as my 1906 White Steamer. Fred Marriott finally set a very long standing World Speed record in the Stanley Rocket in 1906 at 127.659 mph on Daytona Beach. The same 30hp engine was beefed up and is used under my 1912 Stanley Mountain Wagon 12 Passenger Bus soon to appear on Veteran rallies. Stanley and Whites both owe some of their development paths to French ingenuity. Most probably Leon Serpollet.

I am also partial to Citroens, which were my family's cars from 1963 to 1970, so make sure you lock up your beautiful red chariot Dudley!

Once again thanks to the Trio team for a wonderful and enjoyable Hahndorf rally.

*James McInnes*





## From the Chairman

Besides there being *many* showers in April, it seems like a long time between meetings and outings. Must be the chillier nights!

Again, Julian provided us with an interesting talk last month. This time it was with regard to the history of the Argyll motor vehicle, from meagre beginnings, to being a very popular vehicle, which required the owners to build a bigger and better factory (some would say grand!). Then they were confronted with the big daddy of GFCs (The Depression), and they retreated from the vehicle manufacturing business. Thank you Julian.

We were addressed some time ago, and by spot reports in the Bulletin, by Darryl Grey with updates of the progress of his restoration of his then newly acquired Renault CB, which in it's past life had been very badly incinerated. Darryl is going to address us with his latest updates on the restoration at this coming meeting on Wednesday.

Having gone to a training session with Stuart MacDonald recently to be trained as a Traffic Marshal, which was organised by the All British Day Committee, I reported back to our committee how simple the procedure was. It is in the interest of our Club for us to have suitably qualified people on our runs, or other motor vehicle events you may be involved in.

The SA Police have volunteered (I believe the police who attend are not paid for their services on the evening) to address and train those who are interested in this qualification. There has apparently already been some interest from people outside of our Club who would also like to attend. Feel free to invite other people if they wish to attend.

The period of training takes about 30 minutes or less, depending on questions. The qualification is permanent and does not have to be renewed, and an ID card is issued to those attending.

The training is very informative, especially in the understanding you as a driver, and/or navigator, will gain with regard to the requirements of having to obey these marshals when they are on duty.

The Club has programmed that this will occur at our normal meeting night on Wednesday 5<sup>th</sup> August.

Happy Veteran Motoring.

*Phil Keane*

## Meetings

The Club holds informal gatherings at 8pm on the first Wednesday of each month, except January, at the Colonel Light Gardens RSL, Dorset Ave. Park behind on what was the bowling green, enter from Windsor Ave. Assemble at 7.30 for a pre-meeting chat. The only formal club meeting is the Annual General Meeting, held on the first Wednesday in July each year.

**Wednesday 6<sup>th</sup> May.** Darryl Grey will tell us about the current ongoing restoration of his 1912 CB Renault.

**Wednesday 3<sup>rd</sup> June.** Talk by Geoffrey Mitton on the ex JWS De Dion 'Daisy Bell'.

**Wednesday 1<sup>st</sup> July.** AGM.

**Wednesday 5<sup>th</sup> August.** Traffic Marshal training.

## Upcoming events

Sunday 10<sup>th</sup> May

Breakfast Run. Meet at Veale Gardens, South Tce. 9.00am for 9.30am departure. Run will finish at the new Café de Villi's, Main North Rd, Blair Athol.

Saturday 6th June

Inspection and Registration day at Colonel Light Gardens RSL 9.00am until 1.00pm. BBQ lunch available. Pay your membership, get your car(s) inspected and your log books updated. Notary available to sign Statutory Declarations.

Sunday 5th July

Garage visit and morning tea, details advised later.



## **Wanted**

Editor to continue with the production of this magazine. I will be hanging up my hat after the June issue, after four years I am running out of steam. And as a bit of emotional blackmail, 'if no one puts their hand up there will be no Bulletin'. Also wanted are photos and reports of events which our club has attended, to try and continue the tradition of photos on the front page. *Ed.*

Also urgently required is someone to take up the position of Secretary. Included to this edition of the Bulletin is a Committee nomination form, so that you can put your name forward before the AGM. And your Membership renewal form, of which a hard copy is required for the club records, even if you pay by direct debit electronically.

## **For Sale**

Enclosed/covered box/car trailer with removable canopy - \$3,990

Inside dimensions: length 4.2 x width 1.83 x height 1.9

External: length 5.0 x width 2.3 x height 2.5

Includes winch, front and rear gates are ramps. Good tyres and rims. Override brakes. LED lights.

Well maintained, served me well but I have upgraded. I can email pictures.

Please contact Trevor Paynter on 0416 222 026.

## **For sale**

Veteran Motorcycle 1905 PEUGEOT. 500cc Single 3 1/2 HP. Very rare motorcycle. Has been given its 100 year badge by the Veteran Car Club of Australia. The bike is on Club plates (to be returned to ACT Rego). The bike has been regularly run in club events and was at the Parkes Veteran M/C Rally in 2013. It has new tyres and the magneto completely serviced by Peter Scott. It has a B&B Carby and comes with service tools and Restored original seat. Price \$34,000.

Contact Geoff 0415228877.



## **For sale**

Longuemare brass carburettor No 43814 \$600

Phone Ray after 15/5/15 on 08-82589295



## **What are they**

I have a friend with a few bits that he needs identified. Then they will probably be available.

All ideas to Peter Allen 8353 3438 [mcallen@senet.com.au](mailto:mcallen@senet.com.au)



Higher resolution photos available from Peter, or the [editor@vccsa.org.au](mailto:editor@vccsa.org.au)



## 1910 Albion A3 Restoration

With a few veteran and vintage motorcycle restorations completed I was keen to find a veteran car, and in 1985 a motorcycle acquaintance, Trevor Verrall, told me that he had recently picked up the motor of a 2 cylinder Albion with a broken crankshaft. It had come from Graebers at Lobethal, the one-time operator of a hills bus service, and he said the radiator was still there on a welding plant, on which the Albion motor was blown up and replaced with another. The plant was acquired along with the transmission and steering column, wheels and other loose bits. The chassis, which comprised a pair of RSJ steel channels, had been cut up to make the welder trailer, and the wheels and axles were not there.

Colin Drake of Warrnambool had a similar car, and he gave me a number of spares he had. Bob Payten, restorer of a 1911 Ford T now with David Chantrell, found another Albion motor in an old factory at Flinders Park, which was about to be bulldozed for housing development. That was acquired and a fellow in Denman, Queensland took the first motor for his Albion project, now running and seen at the recent Kalgoorlie rally, along with Drake's A3 which also now lives in W.A. The transmission also had been blown up, very heavy gears yet they had failed, which made me think Graebers had made it work for its keep. I saw another transmission at Lake Goldsmith and found its owner to be Jack Upton from Beaufort. A swap was arranged and we had a sound transmission.

I had by then found the more complete 1910 Hotchkiss, and with no room, passed the Albion project on to Don Cuppleditch, who with much more patience than me, rebuilt the car. The parts as Don took them are shown still in my trailer. I returned the parts from Colin Drake to Warrnambool, and as you will see, Don regained them later. Don continues the story.

*Terry Parker*

“When I bought the Albion it consisted of a trailer load of bits and pieces, so the first thing I did was to write to the Albion Motor Company in Paisley a suburb of Glasgow, Scotland asking if they had any information that would help me with the restoration of the car. They replied saying that unfortunately all of their drawings had been destroyed in a bombing raid during WWII, but if we were ever in the UK to call on them and they would be glad to assist me in any way they could. We travelled to the UK almost immediately.



When we arrived at Albion Motors we were met by the Works Manager and the Chief Draftsman, who took us on a tour through the plant and showed us an Albion A3 engine (No. 107A) that had been restored by a group of their apprentices. Prior to our visit they thought it was the only surviving A3, I was not sure they were too happy when I told them I knew of three others in Australia, however they were most helpful. When we returned to the office they produced a fully illustrated parts list, without this I wouldn't have been able to make any of the missing parts. When we left we were invited to contact them again if we needed any more help with the restoration of our A3.

The Albion A3 became a retirement project; during this time Elsa and I accompanied the late George Bell and several other Club Members to the Bi-Annual Easter Rally in Mildura, when it finished George said he wanted to go to Warrnambool to see a man (Colin Drake) who thought he might have some parts for the single cylinder Swift that George was restoring. During the meeting George happened to mention that I was restoring an Albion and Colin said he had the remains of one that had been destroyed in a bush-fire and he would be glad to get rid of it if I wanted it, YES! I couldn't get it out quick enough. The bits were two igniter columns, two rear chain-case inner halves which also acted as radius-arms for the rear-axle, two rear-chain tension adjuster slides, one rear-axle beam and he didn't want a cent for it.

Another stroke of luck was during a visit to Geoff Johnson's yard, he produced a large bronze casting and asked if I could say what it was, when I said no! he told me it was the magneto rotor for my Albion and it had the actual engine number on it.

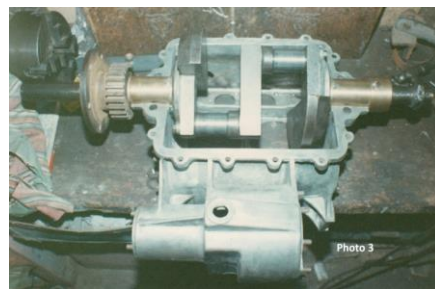
In 1988 I started on the restoration of the Albion. I decided to first of all do a temporary assembly of the chassis to find out what was missing, fortunately it was all there, on turning over the front-axle I found the date of manufacture of the car, July 1909.

The next step was to check the engine and when it was dismantled I found a lot of wear, so I had the



crankshaft reground, and made new bronze main-bearings. Photo 3 shows the crank-case with the new main-bearings in place with the reground crankshaft.

To produce a spark a low tension igniter was required, this was the equivalent of a spark-plug. The swinging arm is struck by a hammer on the igniter column the current generated passes up the brown column to an insulated brass rod and then along a moveable brass strip with insulated grip, this enables each cylinder to be checked with the engine running.



The engine is a twin cylinder with non-detachable cylinder-head, there are two camshafts the nearside for inlet and offside for exhaust. Inside the igniter column is a push-rod which is kept in a stand-by position by a strong spring, when the camshaft turns the push-rod lifts and the striker on the tappet arm opens the contact breaker points causing a spark.

The engine revolutions are controlled by a centrifugal governor the required speed is set on a quadrant mounted on the steering column and once the desired speed is reached the governor holds that speed. Power was through a combined three speed gearbox and differential then by chain to the rear wheels.

Wheels, I had no wheels so an ad was placed in Restored Cars, 'Wanted five 25 inch beaded edge wheels' and after a while I had five wheels, when they arrived it was obvious I had a problem, they had 14 spokes and I only needed 12 so they had to be reworked.

The original holes were plugged and new ones drilled in the half-fellows, that wasn't too bad but the spokes were a different matter, all 60 had to be changed from round to oval and the mating faces increased by about a quarter of an inch.

Finally the hole for fitting the wheels to the axle was oversize so they had to be filled with glass reinforced resin then bored and faced so that the wheels ran true. The 25 inch wheel was set-up on the rear of the chuck spindle of a 10 inch-swing lathe and the tool holder and cross-slide mounted on a temporary support structure. Machining the rear wheel sprockets on the lathe was achieved by mounting on the lathe cross-slide tool holder, a square tube to provide a hub to mount the rear brake-drum so the hub could be raised or lowered as required, near the top of the tube an indexing pin was mounted to locate each tooth for machining with a fly-cutter held in the lathe chuck.



It was now time to go back to Glasgow and measure the body of the A3 which had been moved to the Museum of Transport, I had to secure a permit from the Curator to enable me to climb over and take measurements and photographs, this was granted subject to certain conditions. When I came home I set about drawing it up full-size, with front, side, rear and top elevations.



The base of the body was made of kiln-dried Australian Oak one and three quarters of an inch thick. The base of the front seat and all body panels were made with waterproof marine-ply.

Finally the leather upholstery was done at my house by a retired furniture upholsterer who was in his late seventies and after he had finished it he said it was the last time he would work on a car, having to pull and work the leather to create the diamond tufting played hell with his arthritis."





## The Veteran Car Club of South Australia, Inc.

### Membership Renewal 2015 – 2016

**Membership Details:** We are required to maintain a register of Members' details and also a list of vehicles registered with the Club. A Statutory Declaration must be produced at each annual log-book stamping or renewal and the vehicle must be sighted by one of the Club Registration Officers every 3 years. We are also building a list for posterity of vehicles owned by Members, whether they are registered through the Club, or not. This list will not be made public. From time to time there are enquiries from outside the Club wanting to contact a Member, or to contact the owner(s) of a particular make of vehicle. The current procedure is to pass the enquirers details on to the Club Member(s) for answer, and this will continue to be done. All of this information is best managed on one data base, and to ensure that it continues accurately it is important that all Members complete the following table. For the **Members only** list which will be issued this year, please indicate in the box provided if you **do not** want this information printed. No addresses are disclosed.

<b>Name</b>			
<b>Address</b>			
<b>Home telephone</b>			
<b>Mobile telephone</b>			
<b>email address</b>			
<b>Vehicle</b>	<b>Type</b>	<b>Model</b>	<b>Year</b>
<p><b>I consent/do not consent</b> to my name and vehicle details appearing in the <i>Bulletin</i> from time to time. NB. If you do not indicate your wishes, your details will not be published.</p>			
Membership fee for 2015 – 2016 (includes postage of <i>Bulletin</i> if you do not have an email address)		<b>\$30</b>	
If you have an email address but would like a copy of the <i>Bulletin</i> sent to you by post...add \$15		<b>\$15</b>	
<b>Total</b> (insert \$30.00 or \$45.00 as appropriate)			
<b>Signed</b>			

Subscriptions are due on 30 June, and if not paid by 30 September membership lapses. **Historic Registration through the Club ceases from 1 July until subs are paid (while the member is "unfinancial"). If subs are not paid by 31 July, the Club is then obliged to notify the Registrar the member is unfinancial. After that a new MR 334 may then be required to reinstate Historic Registration as your vehicle is unregistered.**





# The Veteran Car Club of South Australia Inc.



## Notice of Election of Committee Members to be held at the Club's Annual General Meeting Wednesday, 1<sup>st</sup> July 2015

The Club Committee is comprised of the following members: **Chairperson, Secretary, Treasurer**, and five **Members** of the Committee. Any member of the Club in good standing is eligible to stand for election to any position on the Club Committee provided that:

- The member has been nominated for election to that position by another member of the Club in good standing.
- The nomination has been seconded by a different member of the Club in good standing, other than the nominee.
- The nominee accepts the nomination, and,
- The nomination shall be in writing, signed by the nominator, by the seconder and by the nominee and delivered to the Secretary by no later than 28 days prior to the date of the Annual General Meeting; corresponding in 2015 to Wednesday 3<sup>rd</sup> June.

### Nomination Form

I, ..... , hereby nominate .....  
to stand for election to the position of ..... of the Club Committee

Signed ..... (Nominator)

I, ..... hereby second the above nomination

Signed ..... (Secunder)

I, ..... hereby accept the above nomination

Signed ..... (Nominee)

Completed nomination forms should be received by the current Secretary by **no later than Wednesday 3<sup>rd</sup> June 2015**. If submitted by post to:

*The Secretary VCCSA,  
P.O. Box 193  
Unley BC  
SA 5061.  
email: [secretary@vccsa.org.au](mailto:secretary@vccsa.org.au)*





# 'DOWN UNDER' LONDON TO BRIGHTON RUN

for

**VETERAN CARS, MOTORCYCLES AND COMMERCIAL VEHICLES**

**SUNDAY 25<sup>TH</sup> OF OCTOBER 2015**

Hosted by  
The Vintage Sports Car Club of S.A. Inc.



## ENTRY FORM

The Entrant's (Owner's) Name:.....

Club: .....

Address: .....

..... Postcode: ..... 'Phone: .....

E-mail address: .....

Driver, if other than the Owner: .....

Vehicle Make: ..... Body Style: .....

No. of Cylinders: ..... Horsepower: ..... Year of Manufacture: .....

Number expected for Morning Tea: .....

**Please enclose Entrance Fee of \$10.00,  
which includes Morning Tea for two.  
Additional Morning Teas are \$2.00 each.  
Please make cheques payable to The V.S.C.C. of S.A. Inc.**



SHARE THE PASSION

Vehicles must have Concessional or Full Registration.  
Trader Plates not accepted.

Entrants are encouraged to wear costume  
relevant to the period of their vehicle.

### INDEMNITY and CONDITIONS OF ENTRY

All entrants owners drivers and riders enter and participate in the Down Under London to Brighton Run, (the Run), at their own risk. The organisers promoters and sponsors of the Run their agents and employees accept no liability for any loss or damage suffered by or to any entrant owner driver or rider by any means act or omission or through any circumstances and the entrant hereby agrees to indemnify and save harmless the organisers promoters and sponsors of the Run their agents and employees from all actions suits claim proceedings or demands for damages or loss howsoever arising out of the entrant participating in the Run.

**In completing and signing the Entry Form I acknowledge and accept the Conditions of Entry.**

Signed by the Entrant: ..... Date:.....

**For Enquiries:** Ian Loader (08) 83827243 0418349693 [lorian23@bigpond.com](mailto:lorian23@bigpond.com) or  
Rodney Wood (08)83822100 0419806552 [rodneywood@iprimus.com.au](mailto:rodneywood@iprimus.com.au)



# **'DOWN UNDER' LONDON TO BRIGHTON RUN**

**for**

**VETERAN CARS, MOTORCYCLES AND COMMERCIAL VEHICLES**

**SUNDAY 25<sup>TH</sup> OCTOBER 2015**

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**The Vintage Sports Car Club of S.A. Inc.**



## **OUTLINE OF PROGRAMME**

**Further details will be forwarded on receipt of Entry Form.**

**Route instructions will be in the Run Booklet handed out at the start.**

**9.00 a.m. Assemble at London Road, Mile End for short Ceremony before a 10.00 a.m. start**

**10.00 a.m. Vehicles to be flagged off by the "Mayor of London"**

**Morning Tea at Combined Car Club Clubrooms at Clark Avenue, Glandore**

**Proceed as directed to Brighton to be welcomed by the "Mayor of Brighton"**

**Presentation of Medallions**

**12.30 p.m. Depart for lunch at Colley Reserve, Glenelg**

2.30 p.m. A short Closing Ceremony preceded by Presentation of the Shannons Trophy to the driver of the vehicle which in the opinion of the Shannons Representative most deserves it

**We ask that all vehicles remain on display until after the Closing Ceremony, after which participants may leave or may remain to socialise**

**Entry Forms will be available at the Sporting Car Club of S.A. Office, The Veteran Car Club of S.A. or [vsccsa.org.au](http://vsccsa.org.au)**

**For Enquiries: Phone Ian Loader (08)83827243 or 0418349693**

**[Lorian23@bigpond.com](mailto:Lorian23@bigpond.com) or**

**Rodney Wood (08)83822100 or 0419806552 [rodneywood@iprimus.com.au](mailto:rodneywood@iprimus.com.au)**



**SHARE THE PASSION**

