



NEWSLETTER

No. 4

APRIL 2017



ONE OF A SERIES OF PHOTOS PROVIDED BY GEORGE BARBER, A NEPHEW OF ANTHONY AND JOHN BARBER WHO TOOK THESE PHOTOS BACK IN THE 1920'S. MORE PHOTOS AND INFORMATION INSIDE. WE THANK GEORGE FOR MAKING THESE PHOTOS AVAILABLE.

KALORAMA RALLY

I'm sure most of you know that the Rally was first held in 1956. Interestingly, it was almost an accident that the rally was held then as it was originally the Kalorama Floral Display, held over Easter 1956. But in order to present a bit of variety, it was decided that some Vintage Cars would be displayed on the Monday. And from there the Kalorama Rally was born. So 2017 was its 61st year.

There were a couple of initiatives the Committee came up with this year. For the first time, a "Featured Marque" would be nominated. This year it was Alvis. A special display area was reserved at the centre of the oval, with all other cars flanking them in 3 circular rows around the oval. About a dozen Alvis were featured, all except one, a fine TA 21 example being pre-war. They were a fantastic feature.

The second was to invite the Yarra Valley Machinery Preservation Society to present a working display of stationary engines. They embraced that invitation with a great deal of enthusiasm and put on a fantastic working display, which, in my view, added an extra dimension to the day and was very popular with all on the oval. Society members are a really friendly bunch who ooze enthusiasm for their hobby.

All up we had around 300 cars on display. Cars from all eras – Veteran, Vintage, PVT, Postwar Classics and other more recent vehicles, the criteria for display being any vehicle over 25 years of age. However, in the "Spirit of the Rally" most were pre or immediately post war. Additionally there was a good turnout of Vintage Motor Cycles. They also add a different dimension to the display and their presence has helped the Rally assume its identity of years gone by.

Will the Rally endure? Last year, there was a kerfuffle regarding the use of the oval, but thankfully that is now well behind us. The newly elected Mayor of the Yarra Range Council, Noel Cliff attended and was chauffeured to and from the oval by our ever supportive George Hetrel in his magnificent 540K Mercedes. Noel is right behind the event, stressing on the PA the importance of community involvement in fund raising. He mentioned that, according to the Council's research, the benefit is about 10 to 1, meaning the spin-off from such occasions is much more substantial than simply counting the dollars on the day.

So all in all we had a fantastic display. We have yet to "do the sums" but we would expect the CFA to benefit by around \$6,000, a much needed injection which will fund equipment upgrades. Many thanks to all who attended and all the volunteers without whose help and input this event would never have been possible.

Keep the end of March 2018 free in your diaries. We are at risk of a "code red" fire danger if we hold the event early in the year and are beholden to the AGP later in March, but "watch this space".

Paul Edgar

(Photos below by Mather Magilton. There were in fact more cars of our period there than perhaps these photos indicate. Ed.)



AUTUMN LEAVES (UNSEALED ROADS) RUN

23RD APRIL 2017



I have planned a morning of enjoyable motoring exploring some interesting and little-known roads within easy reach of Melbourne followed by lunch near Yarra Glen.

The plan is to commence at 9.00 am at Melissa's cakes and café in Lower Templestowe (63 Parker St) Melway Map 33 D4 with further refreshments to be taken at Pheasants Nest mid-morning and lunch at the De Bortoli Winery near Yarra Glen allowing an easy return to the fully sealed conformity of suburbia.

Entry is free but the two course lunch at \$60 per head requires pre-booking and **pre-payment by 10 April**. Please let me know by email if you are interested in coming at russ.meehan@bigpond.com and I will send you an entry form, and the route notes. **I have been underwhelmed by the response to date and unless I receive a good response to this message I may cancel the event.**

Russell Meehan

"GYMKHANA AT THE RACECOURSE"

Friday 12 May - MMM

Saturday 13 May - Gymkhana

The Newstead Racecourse is just outside Newstead on the Guildford - Newstead Road
130km from Melbourne

Camping available, Bacon and
eggs breakfast for campers plenty
of B&B's around the area
A sumptuous Saturday Night
Dinner at \$25 a head

The MMM is at the Racecourse on Friday night

A mystery tour of historical interest on Saturday morning
starting at 9am

Food will be organised for Friday night and we
would like to know numbers

Contact
Robert Sales on
0409 548 650
or
vintagerobert@gmail.com

A bottle of quality red wine will be awarded to:

- the member who brings three or more other members to the above event in his/her Proper Car; and
- the member who brings a visitor to this event who later becomes a VSCC member.

Prize in each case to the first to claim by contacting Club Captain Peter Fleming. (9729 3440 or 0408 389 439)

FROSTBITE? BASTILLE? SUNDAY 16TH JULY

The DELAGE CLUB and The VINTAGE SPORTS CAR CLUB
are again combining to brave the cold (*but not in Paris*)

Come and join in a morning drive finishing with lunch
at the Yarra Glen Hotel

Please contact me if you are coming so a lunch
reservation can be made.

9.00 for 9.30 departure

Corner of OAKLANDS AND SUNBURY ROADS TULLAMARINE.
MELWAYS 177 H9

MAX FOSTER
halcyon@netcon.net.au
0407 706 077
5470 6077



COMMEMORATING THE LEGACY OF THE FORMER ACTIVIST IN BOTH CLUBS, THIS YEAR'S GREGOR RUSDEN COMBINED DELAGE AND BENTLEY CLUBS RUN WILL COVER GREAT ROADS NORTH WEST OF MELBOURNE.

ON **SUNDAY 30TH APRIL 2017**, MEETING 9AM FOR 9.30 START, AT
WOODLANDS HISTORIC PARK, SOMERTON RD, GREENVALE. MELWAYS 178B6

LUNCH WILL BE AT THE PIG AND WHISTLE, 705 JAMES LANE, TRENTHAM EAST

THE GREGOR RUSDEN TROPHY FOR CLUBMANSHIP, DONATED BY STUART MURDOCH, WILL BE PRESENTED TO THIS YEAR'S WINNER.

PLEASE ADVISE:

DELAGE CLUB

ALLAN REID

0412 488 248

allan.reid@samraj.net.au

BENTLEY CLUB

BARRY BATAGOL

0418 396 281

barry@in-tech.com.au



STUART
MURDOCH'S
CELEBRATED 1914
GP DELAGE S TYPE

VINTAGE SPORTS CAR CLUB of VICTORIA

Directory

COMMITTEE

President	11 Beverage Drive	(BH) 9335 4666 (preferred) (H) 9397 6878 Mob: 0416 046
Pat Ryan	Tullamarine 3043	247 Email: president@vintagesportscarclub.org.au
Vice-President/Club Captain	3 Jeanette Street	(H) 9729 3440
Peter Fleming	Bayswater 3153	Email: clubcaptain@vintagesportscarclub.org.au
Secretary	12 Gerard Street	(H) 9530 0519 Mob: 0427 445 547
Phillip Burns	Caulfield, 3162	Email: secretary@vintagesportscarclub.org.au

For all correspondence, EXCEPT accounts, subscriptions and limited registration

Treasurer	10 Irymple Avenue	(H) 9509 4421 Mob: 0407 358 190,
Peter Holbeach	Glen Iris 3146	Email: treasurer@vintagesportscarclub.org.au
Competition Secretary	6/163 Commercial	(H) 9827 9165 (Fax) 9824 2566
Mark Burns	Road	Mob. 0417 002 892, Email:
	South Yarra, 3141	competitionsecretary@vintagesportscarclub.org.au
Newsletter joint editors	4 Glen Drive	(H) 9499 3827 Mob: 0414 717 945
Graeme Steinfort	Eaglemont 3084	Email: newsletter@vintagesportscarclub.org.au
and	61 Longview Road	(H) 9879 2710 Mob: 0419 369 648
Mike Bellair	Croydon 3136	Email: newsletter@vintagesportscarclub.org.au

All contributions must be submitted at least 12 days before following meeting.

Handwritten contributions will only be accepted from very senior members

Committee Member	13 Centre Road	(H) 9873 3117 Mob: 0407 544 627
Daniel Zampatti	Vermont 3133	Email: danielzampatti@gmail.com
Committee Member	104 Glenfern Road	(H) 9758 1713 Mob: 0408 036 767
John Cox	Ferntree Gully 3156	johnmarg654@yahoo.com

COMMITTEE APPOINTEES

Membership Secretary and Limited

Registration	10 Irymple Ave	(H) 9509 4421 Mob: 0407 358 190, Email:
Peter Holbeach	Glen Iris 3146	membershipsecretary@vintagesportscarclub.org.au
Youth Ambassador	21 Montgomery Av	Mob: 0434 677 434
Stewart Perry	Mt Waverley, 3463	Email: stooy86@hotmail.com
Librarian	10 Kardella Lane	(H) 9787 7692 Mob: 0400 770 917 E-mail
Chris Terdich	Mount Eliza 3930	poainc1@bigpond.com

Club postal address is P.O. Box 203, Caulfield South, 3162. We do not have a mail box at the club rooms.

The Clubrooms are at the rear, 110A Gatehouse Street, Parkville. Meetings are generally held on the 2nd Friday of each month (committee meeting the following Thursday).

It is appreciated that members only park their "historic cars" adjacent to the clubrooms on meeting night. Please respect the neighbours and do not park on the nature reserve and as Gatehouse Lane is often a play area for young children, strictly observe the 10 kph speed limit bearing in mind that because of the commanding presence of vintage cars they can be thought to be going faster than they really are.

The opinions expressed in this newsletter are not necessarily those of the VSCC of Victoria or its officers. Whilst all care has been taken, neither the Club nor its officers accepts responsibility for the accuracy of information printed and or the quality of any items or services advertised or mentioned in this publication. Incorporated Association Number A0000458F.

The editor reserves the right to edit contributions submitted for publication.

NEW MEMBERS

John & Jo Smith	Vermont South 3133	0476 295 100	1928 Riley 2 seat rdstr (under restoration in Vic) 1933 Riley Lynx (in UK) 1934 Riley Monaco (in UK) 1931 Alvis Silver Eagle
Mac (James) Hulbert		0449 142 024	
Nicholas Sharplin			
& Cathy Mifsud	Kew 3101	0411 635 605	1938 Riley Blue Streak 2500cc special body
Jack Quinn	Brunswick West	0488 197 575	1928 FIAT 509 SM

MUTTERINGS OF A VINTA-GENT



Mutterings of a Vintagent April

News of recent weeks saw a Saab Aircraft lose a propeller between Albury and Sydney. It had me thinking of the odds and the luck of those onboard. Just as importantly the reasons behind such a total system failure. If the aircraft industry and its justifiable safety procedures can have such an incident, what of us with our near century old machinery? A friend with a very fast Formula F5000, yes the one with a 5 Litre Chev in the back was telling me how in the regular safety checking and servicing process found a cracked front stub axle.....as an MG TC owner for 46 years I could identify, as this is a common failure and they are but 70 years old. We all have an obligation to ourselves, our families and other road users, so whenever doing any maintenance, please crack test and check those components that if they fail may hurt.

A busy month just past; Phillip Island, Eddington, Kalorama and the Grand Prix., Bugattis, ERAs, Aston Martin all going hard with Cooper Climaxes both in front and behind them. We Vintagents respect fine machinery irrespective of age. VSCC members everywhere feasting their eyes on magnificent machinery or competing, sheer bliss for us all. Some (The Steinforts) even mixing with the rich and famous or infamous.

Our next event is one of my favourites, The Autumn Leaves Run. Once again we are promised a wonderful event. Call Russell and book now.

Pat Ryan

SUPPER ROSTER For any queries or assistance or to volunteer call Daniel Zampatti on 9873 3117 or 0407 544 627

April Trevor Leech
May Newstead crew
June John Lakeland

July John and Marg Cox
August Dom Dimattina
September tba

October tba
November tba
December Stephen Hands

OUR GUEST SPEAKER AT THE APRIL MMM WILL BE MEMBER JOHN GILLETT

John Gillett will tell us of his experiences with MG's over many years with a varied range. The Ex Bira K3 pictured below is but one. Remember TUESDAY 11th April.....Bookings are needed if you wish to join the committee and other members for dinner at the local pub before the meeting. 6 PM at The Parkville Hotel 43 Royal Parade, Parkville. Call Pat Ryan at least a day ahead on 9335 4666 to book. Meeting at the clubrooms at 8PM



VSCC CALENDAR 2017 (Subject to review & realignment)

APR	9	Myrniong Sprints (Date TBC)	A7 Club	T
	11	MMM NOTE THAT THIS IS A TUESDAY		N
	14-17	Easter		
	23	Autumn Leaves Run (Combined with Buggatti Club Autumn Run)	Russell Meehan 0427 172 860	A
	26	SUSPECTS	G Steinfort	
MAY	30	Delage and Bentley Clubs Gregor Rusden Run	Alan Reid 0412 488 248	
	7	VHRR Rob Roy (3 Peaks round 1)	VHRR	T
	7-13	Alvis National Rally QLD		
	12	MMM At Newstead		N
	13	Newstead Gymkhana (Date TBC)	R.Sales	A
	14	Muvvers Day		
	15	National Motoring Heritage Day (TBC)		
	21	Day Trial	Jim Thompson and Peter Davey	T
	24	SUSPECTS	G Steinfort	
JUN	27-28	Winton Historic Races	A7 Club	A
	9	MMM		N
	17-18	24 Hour Team Trial	The Burns Ward	A
	21	SUSPECTS	G Steinfort	
JULY	14	MMM		N
	16	Frostbite Run/Delage Club Bastille Day Run	Max Foster	A
	23	Observed Section Trial Yarra Track vineyard	DZ/SP/GJ	A
	26	SUSPECTS	G Steinfort	
AUG	11	MMM		N
	13	Rob Roy Pre War Hillclimb (3 Peaks round 2)	RR Committee	T
	19-20	VHRR Long-Track Winton (Date TBC)	VHRR	
	23	SUSPECTS	G Steinfort	
SEP	9	MMM		N
	22	Closing Date for Nominations for VSCC Committee		
	18-22	Western District Wimmera Wandering Week	G Burnham I. Waller	A
OCT	20	SUSPECTS	G Steinfort	
	1	Vintage Collingrove Hillclimb S.A.	Sporting Car Club of S.Aust	T
	13	MMM & AGM		N
	13-15	Motor Classica	Mathers 9321 6750	
	15	French Car Festival (Date TBC)	Delage Club	
	14-15	Mt Tarrengower Hillclimb (Date TBC)	Bendigo CC	T
	20-22	Lancia Castlemaine Rally + Tour to 27 th	Aust Lancia Register	
NOV	25	SUSPECTS	G Steinfort	
	4-7	Alex Bryce Two Day Rally	Hugh Briss	T
	8	MMM NOTE THAT THIS IS A WEDNESDAY		N
	11-12	Sandown Historic Races (Date TBC)	VHRR	A
	18-19	Bendigo Swap Meet		
	22	SUSPECTS	G Steinfort	
	26	MGCC Historic Rob Roy Hillclimb TBC (3 Peaks round 3)	MGCC	T
DEC	25-26	Geelong Sprints (Date TBC)	Geelong For-Sure Committee	
	8	MMM Christmas Party	S.T Nicholas	N
	10	Two Wheel Brake Rally	Vic Timms	A
	20	SUSPECTS	G Steinfort	

Club News

- **John Blanchard** featured on TV on Sunday the 5th March 2017 whilst the Clipcal 500 was in progress. His grandson Tim was driving in the event, and John acknowledged the camera with a smile and a 'thumbs up';
- **John Shellard** and his Bugatti appeared in the latest RACV *Royalauto* magazine advising of the current Bugatti register tour of Victoria with *"at least 20 Bugatti"* coming to the event, including some from Overseas. It is a pity we did not have any advance notice!
- **Cathie Davison** advises that Theodore Moss have the ex **Lewis Luxton** Bristol engined HRG prototype for sale at an auction towards the end of April. It was one of two prototypes built circa 1952 by HRG with independent suspension. The body is by Tom Peach, and the car is road equipped. Should be good for historic racing;
- **The Victorian Historic Racing Register** Newsletter advises that there will be a celebration of the life of **Trevor Cole** at the Austin7 Clubrooms at Unit 8, 10 Kylie Place Cheltenham North on Saturday 29th April 2017 between 1 pm and 5 pm. All are invited to the occasion, with light snacks, wine, soft drinks and beer provided. Trevor was generous in his support of younger people getting started and with is advice to get Austin 7's going;
- **The same Historic Racing Register**, Newsletter, referred to above, reports the death of **Bill Pitt** in Queensland. I can clearly recall Bill Pitt driving his 'Mrs Anderson entered' D type Jaguar at Albert Park, when he spun it at the St Kilda Football Gound corner in 1956 (?). It was spectacular to say the least, as I sat behind the barricade watching my first **real** race meeting. I had attended in my Mother's Morris Minor with some school pals, one of whom hid in the boot to save on entry tickets! I had earlier been to Fishermans Bend with an Uncle, and was amazed by the racing MG TC's!!!
- **At the same time Lynden Duckett** ran his Mercedes (as featured in *"Racers and Rascals"*) and the *Spectator* car park was 'awash' with all manner of proper Vintage Cars - then in everyday use;
- **David Monk** is 'down sizing' and wishes to dispose of the Austin 7 *"trials"* special that was built by the late John Pryce. It was built by John for the 'then' Austin 7 Trials formula. John Pryce was the Competition Manager of BP Australia, and brought from the UK, the concept of Observed Section Trialing (or mud trials). Initially, the Austin 7 Club had 'all' Austin 7 Trials cars. Nowadays, the cars are specialised and would not be capable of being road registered (the above car is on limited registration). Present day cars are usually, with few exceptions, VW rear engined. David can be contacted on 0417 321 503 for more information and details of this historic little car;
- **Chris Terdich** claims that the brakes of der Wanderer are 93 years old, and it pays to have a very loud Horn!
- **The Day Trial** is to be organised by **Jim Thompson** and **Peter Davey**. Obviously it will be in the Kyneton District, and we will have to be careful that we do not get lost round Hanging Rock and environs! **Grant Cowie** is busy working on Jim Thompson's Bugatti and has straightened the chassis. Grant reports that Shannons, who insured the car, are good to deal with and are keen to have a complete detailed repair;
- **The Austin 7 Club** will feature a tribute to Rob Roy at the May Historic Winton, and those making available cars that ran at the venue will get Free Tickets for two, and also a free entry to the Regularity runs at Historic Winton, if they wish to enter. At least two of my cars ran at that venue pre war – both P type MGs, with the green car getting a class record in the hands of **Peter Manton**, and it was also driven a Rob Roy by **Laurie Rofe**, and in his article *"Cars that I have owned"* that appeared in Restored Cars. He gave it a favourable wrap . The Organisers are also looking for a display of VSCC Cars, for which they also offer free entry;
- **For Sale Department:** I have an Austin Healey 100 Service Manual for sale, as I am having a clean up of the library, due to the fact that everything must be moved for the new carpet to be installed. It is in used condition, but no grease or dirty marks, has a faded hard cover. \$50 to the first caller!
- **Jim Runciman** came over from the West to drive **Trevor Montgomery's** 'Little Alfa' at Phillip Island. This was firstly, due to the fact the 'Monty' had a family wedding to attend (he had the hair cut for the occasion) and Jim missed out on an entry to the Demonstration at the Grand Prix with his 12/4 Riley team car, and this was some consolation. There was a Riley Club National Rally at Phillip Island, commencing on the Monday after the Historics, and Jim stayed on for that;
- **Patrick Ryan** took his Jaguar powered special, **Bowell #1**, down to Phillip Island in place of the monoposto V8. **Conor** was in the Formula Vee and having a great time. Below is the *"Dammitt Fueling Special Speed Car"* of the President, which was not up to form. Of course, if it had been Patrick would have given the Monskate and the Lister Jaguar a run for their money!;
- **Martin Ubert** ran his Vauxhall Cresta sedan, complete with its *"Bathurst"* (!) modifications and he had great fun. The car was running mid-field, and showing the way to a lot of the "sportscars". Whilst Martin would be the first to admit that it was not an 'economy project', it was a great entry to motor sport. Incidentally, there were not many VSCC Members entered in the Events, despite Phillip Island being *in our backyard* and being



one of the most spectacular tracks in the World!

- **Peter Fleming**, borrowed a tow car from **Kurt**, and took his Riley 9 Monaco ("Grace") down on the Monday to Phillip Island, after the Historics, to the National Riley Rally, and told me that there was an admiring crowd round the car all day;
- **Tim Jackson** was on duty, ably assisting **Stuart Steinfort** at the Albert Park GP, with the logistics of getting the ex Murphy "P" MG to the Historic demonstration. Tim took his son **Tristan**, who like his father, and grandfather, Graeme, has shown a great interest in pre war MGs and racing cars in general. We were all at corner#10 when Daniel Ricciardo came off and the crowd showed their appreciation of his efforts by a burst of applause. **Tim Jackson** is depicted as a "Grandstand" for **Tristan**, whilst he, Tim and **Stuart Steinfort** watch the action!;
- **The Historic demonstration** at Albert Park, in my opinion was not so much about "Historic Cars", as the speed differential between the 'older' cars and the fastest was substantial. There was not a large Historic attendance in our 'sort' of cars. Perhaps the *Selectors* should consider a demonstration like they have at Goodwood Revival, where they invite a group of vehicles that would be "on the roadside" in the 1950s or 1960' etc– which in the case of Goodwood Revival, ranged from commercial vehicles, trucks, tractors, cars and caravans, and motorcycles (no horses). It would give everyone a go. It may even satisfy the Letter Writers to "The Age" who still complain about the noise and congestion allegedly caused by the GP each year!
- **Eddington Sprints** attracted a huge entry, according to **Allan Tyrell**, who competed in his Austin 7 s/c Ulster (he also ran his Austin 7 racer round Albert Park at the 1956 (?) AGP, in a support race). There were about 121 cars and something like 21 bikes competing. They each got 4 runs, and it was declared a great day's motor sport. Allan felt that VSCC entries were down on the day. **Jim McIndoe** had his A7 Sports amongst the 7 other A7's that competed and I guess that **Phillip Hallo** was amongst the starters. FTD was a dead heat between Dave Morcom Corvette and Andrew Watson in a V8 Charger; 13 .3 seconds! **Leigh Goodall** in his Austin 7 did 19.4 secs, **Kevyn Brown** won the Edwardian Class in his T Ford, beating **Patrick Ryan** in his Vauxhall. With 21.6 secs for **Allan Tyrell** in the Ulster and **Ivan Stephens** in his SS100 both winning their respective classes – Official results not yet to hand.
- **Julian Ghosh** was at Albert Park for the GP and came out just for the weekend, and a couple of days each side. That is enthusiasm!
- Daniel Clarke and his wife have just had their second child. The new arrival is daughter Emily shown on the right in the family Vauxhall.
- Further to Cathy Davison's anecdote on Earl, here is another one from Earl himself emailed by Grace Davey Milne: Ode by Geoff Russell (circa 1957). SEE E. D MILNE WITH " WITH HUDSEE BUG" DRILL LIGHTENING HOLE IN " DIFFY" PLUG.



Graeme Steinfort

In keeping with the medical theme of the December Two Wheel Brake Rally, the Stephen Hands Trench Warfare Cowley had its usual mine replaced with something more medically appropriate along with the usual Stephen Hands sense of humour.

SEEN AT CASTLEMAINE



Phil Guilfoyle, Grant Cowie and Stuart Murdoch beside the 1914 Grand Prix Delage now complete with its recreated cylinder block. As those who watched the ABC 7.30 Report on 27 March 2017 would know this car is now back in full operation thanks to the efforts of Grant and his team.



Grant taking past president John Lakeland for a run in the G P Delage.



John Lakeland beside his 20 HP Sunbeam project at Grant Cowie's Castlemaine workshop.

(Photos by Graeme Steinfort)

YARRA VALLEY HISTORIC SOCIETY'S ANNUAL CRANK-UP AT THE YARRA JUNCTION MUSEUM.

Bernie Jacobsen was right when he said in his email that the Crank-up would give us a “rare chance to see other enthusiasts, playin’ with their En-gins”. “Most of them blokes, they aint nuf-fin like it”.

These blokes and ladies are so enthusiastic about their hobby, and what skills they have. Richard Newell had his Foden Steam Truck which he had driven (yes driven) over from Yarra Glen. It peaks at around 15k. He recently had a new crankshaft cast, machined and fitted. The thing seemed alive, chattering away to us as it ticked over.

Peter Fleming was totally captivated by all the goings on and I’m sure he would have loved to have been on the other side of the safety fences. Kurt Schulz sold a 10 volt generator to Dave Bull, one of the very skilled engineers who has no idea what he’ll do with it, but he reckons it was probably a good deal as the thing was so damn heavy!!

Yvonne and I really only expected to call in for a short while, en route to Alan Ashby’s place at Wesburn where he is slowly restoring my 22T Riley Kestrel. Peter bought us lunch and a cuppa and it was over 3 hours before we left.

The members of the Yarra Valley Machinery Preservation Society are such a friendly bunch. Last weekend at Kalorama they adopted the 4hp Sundial “hit and miss” engine I had just bought off Peter. I mentioned when I took to Kalorama that it hadn’t run for over 10 years. “Is that an invitation?” I was asked. Well, how could I refuse?

Before long they had the maggie sorted, cleared the muck from the cylinder, made a few adjustments and away she went. I didn’t have it at the Crank-up, as the engine is so heavy it bent the chassis of my 55 year-old trailer!!

Thanks to Bernie for encouraging members to attend this wonderful display. I’m sure all who went had a great time. I have recently joined the Society, who meet at Mont De Lancey on the 3rd Wednesday of the month and will keep you informed of coming attractions. They really are not to be missed.

Paul Edgar

(A selection of Paul's photos are provided below. Ed.)



CORRESPONDENCE

Dear Mike and Graeme,

Thanks for a very fine VSCC Victoria NEWSLETTER.

Over a few recent newsletters some errors and misunderstandings have appeared in relation to the 1934 Railton-Terraplane known as the 'Straight' Railton or AYK 923 that is currently in South Australian hands with the Scammells. In an attempt to rectify and clear the matters I offer the following brief story on the car along with a photo taken of a young Michael Straight at the wheel in the paddock of the December 1934 South African International Grand Prix.

If there is available print space, then it'd be great if you could publish the following along with the two period photos.

Best regards
Jim Scammell

AYK 923 History - The 'Straight' Railton

The car known as "The Straight Railton" is a 1934 Railton-Terraplane Sports Tourer by Berkeley Coachwork, Motor Bodies & Engineering Co. Ltd. 39 Hartham Road, London N.7.

The original purchaser was the 18 year old Michael Whitney Straight (September 1, 1916 ~ January 4, 2004) who was a UK raised American magazine publisher, novelist, patron of the arts, member of the prominent Whitney family of the USA, a confessed spy for the KGB, and the younger brother of two siblings as follows

Air Commodore Whitney Willard Straight CBE, MC, DFC (6 November 1912 ~ 5 April 1979) who was a UK raised Grand Prix motor racing driver, aviator, businessman, and member of the prominent Whitney family of the USA

and Beatrice Whitney Straight (August 2, 1914 ~ April 7, 2001) who was a UK raised American theatre, film and television actress and member of the prominent Whitney family. She was both an Academy Award and Tony Award winner.

Michael purchased the car in 1934 and sold it in 1937 after driving it 23,000 miles. At the end of 1934 he took the car to the first international South African GP where he finished in 3rd place. The car was immediately returned to the UK where it was used for touring purposes, never to be raced again.

(See YouTube for "South Africa's Grand Prix Motor Race News In A Nutshell (1934)" the link is <https://youtu.be/MVGL-VOV1Sg>)

Registration number 'original UK' - AYK 923 until sold into Australia in 1982.

Registration number 'current South Australia' - AYK 923

Owners - there have been four owners to date

1st (3 yrs) - M.W. (Michael) Straight - DEVON, UK (1934~1937)

2nd (45 yrs) - A.C. (Bert) Bradford - PLYMOUTH, UK (1937~1982)

3rd (32 yrs) - R.G. (Ray) Pank - BURNSIDE, AUS (1982~2014)

4th (already 3 yrs) - J.W. (Jim) Scammell - ST PETERS, AUS (2014~)

The car has survived in very original and complete condition, having received only one replacement body panel in its life. That panel is the aluminium cover over the petrol tank and rear dumb irons.



Michael Straight at the 1934 International South African GP circuit, East London



AYK 923 racing on the East London circuit in the 1934 International South African GP

TECHNICAL

PHASE OUT OF LEADED FUEL

The Australian Government has been reviewing the use of lead in racing fuels in Australia, given increasing concerns about the impact of lead on both the environment and on public health and safety.

In response to a 2015 National Health and Medical Research Council report on the effects of lead on human health and advice from the Fuel Standards Consultative Committee, the Ministry for the Environment subsequently consulted with racing fuel suppliers and racing associations on a phase-out timeframe for lead in racing fuels and how industry might need to adjust its practices.

As such the Government proposes to phase out lead in racing fuels and the use of aviation gasoline (avgas) for racing, over a two-year period from **1 July 2017**, with a proposed prohibition on lead from **1 July 2019**.

Given the impact this phase out will have on Historic Motor Sport, CAMS is currently developing a strategy to manage the phase out and the development of changes to ensure that affected vehicles can be modified to ensure they can continue to be used in the sport. Further to this, CAMS is seeking dispensation to allow the use of a leaded fuel to make sure that some of our most popular and renowned events can be participated in by a unique range of vehicles from both Australia and abroad.

CAMS will be issuing an update in due course with further details on how it plans to facilitate a steady transition for Historic Racing in Australia during this phase out period.

All current holders of section 13 racing fuel approvals (leaded and unleaded) have been granted an extension until **30 June 2017**. This extension will not require an application, and is at no cost to the supplier. Before the extension ends, information will be provided to racing fuel suppliers and racing associations on the outcome of the Ministry for the Environments' consideration of the use of lead in racing fuel.

List of approvals for holders of Section 13 racing fuels available on <https://www.environment.gov.au/system/files/resources/7b3b7f74-5061-4de8-a01a-cca7d824d704/files/granted-approvals-may2016.pdf>

For further information please direct all queries to historics@cams.com.au

FURTHER INFORMATION ON FIRE EXTINGUISHERS

A few weeks back our competition secretary Mark Burns had me circulate the following message to members by email and then spoke on this subject at the March MMM.

"Dear Members, especially those of you who compete in helmet events and get scrutineered, please be aware that commencing 8th March Aldi have 1kg dry powder extinguishers with metal mounting brackets (the sort of kit that CAMS likes you to have) on sale at \$14.99. Australian Standard compliant, and a bargain if one's current extinguisher is approaching 3 years old and likely to be sneered at by the scruters. After giving it a shake, mount your old one next to the bbq or some other useful spot."

Noel Cunningham contacted me noting that domestic dry powder fire extinguishers are generally of the ABE type where A, B and E represent components in the powder that are there for different purposes. Noel pointed out that the "A" component is highly corrosive to Aluminium and if in fact used in an aircraft fire the aircraft has to be dismantled, often costing more than the aircraft is worth. Noel notes that BE fire extinguishers are also available that do not contain the "A" component which is there particularly to deal with paper and wood fires which can be extinguished with water. The BE extinguishers aim particularly to deal with oil and electrical fires and though corrosive are less so than the ABE type. Noel further notes that if you use either of these extinguisher types they will corrode metal and that this corrosion is accelerated by water. So after the fire remove the powder with degreaser followed by copious amounts of water.

Noel advises that this is an alert not an authoritative statement adding that he provides this advice in good faith and takes no responsibility for damage to your car or anything else if you use either of these types of extinguisher. He suggests that members make their own enquiries on-line where full information on this subject is available. One thing to note is that in the USA our ABE type fire extinguishers are referred to as ABC.

Noel's final comment is that BE extinguishers can be hard to find. He orders his through a local hardware supplier who he has trained to ensure that they come with a long use by period.

In a subsequent discussion with Mark Burns who has on two occasions had to deploy one of these ABE powder extinguishers for engine fires (1 x Alvis, 1 x Vauxhall) he confirms that the powder residue has been pretty beastly to clean off the engines and carburettors. However as Mark as notes, the cleaning effort pales to insignificance with the effort involved in dealing with the consequences of a burnt engine bay, or - in the Vauxhall case - potentially the whole garage. If however one is unfortunate enough to have to set one of these extinguishers off, getting onto the clean-up as soon as possible in appropriate the manner is obviously essential.

Mike Bellair

TECHNICAL (continued)

CAUTION! BEWARE OF SNAKES

Yes! Snakes and these ones can be quite deadly! Just have a think before you reach for that ever convenient tube of "**silicone sticky stuff**". It takes a fraction of the time and almost no skill at all to apply and so much easier that you don't even have to think about it. Just squeeze on a nice thick layer!

BUT what happens to the surplus material? You can see what comes out on the exterior of the joint and it is comparatively easy to wipe the joint clean. But what is going on inside your engine/motor etc? The same amount comes out of the joint on the INSIDE as on the outside, only it eventually hardens and some time later it drops off in the form of a **SNAKE**, Like other snakes it just loves to wriggle into dark places. Places like the screen that is there to stop things going into your engine/motor's oil pump. So it clings to this screen eventually blocking the thing. Even if it does not completely block the screen it will reduce the oil flow to the vital parts usually supplied with oil by the pump. Eventually as more snakes of silastic join it, they can completely block the screen with absolutely disastrous results.

Just as you would when walking through long grass down by the riverside, **BEWARE OF THE SNAKES!** There may be one slithering through the oil-passages in your engine/motor right now. There is an alternative product that may take a little longer and requires a little more thought. I do what the 1920s or 30s mechanic working on your car did all those years ago, I find a nice piece of stout paper or the side of the box my favourite breakfast cereal came in and I cut a gasket and then I apply to only one side some "Aviation" gasket cement. I buy the non hardening variety, It comes in a little bottle with a screw cap, attached to the underside of the cap is a little brush for applying the liquid. I use just enough to give the gasket a light coating and from then on I never need to be afraid of the snakes. If I replace the cap tightly I will have enough to last a very long time.

Bernie J



Above is a photograph of one such snake I found in the sump of the 1912 Humber!

MEMBERS' PROJECTS

This is a newsletter item that we should really have each month but for various reasons do not. I, as much as anyone, am remiss in not providing a story about my own Austro Daimler restoration project.

Relatively recent member Brian Canny and his wife Anna who live in Ballarat have, over quite a few months provided me with updates on progress with their Sunbeam project. I now take this opportunity to put these updates together into this story about Brian's and Anna's project.

As Brian reported mid last year, they had become the proud owners and in possession of a rather famous Sunbeam Speed 20, previously owned by John Blanchard. This is in fact ex Lou Molina Sunbeam. As Brian said, the car was in excellent condition, as can be seen in the photograph below, apart from the engine block, a replacement for which Brian was fortunate enough to be able to source from the UK. This, he said, probably being the last un-installed 3 litre Sunbeam block in captivity !!

The block was then in the process of being checked for cracks and everything else and restored to hopefully "new" condition and being prepared to go back in the car. The head and all the restored ancillaries were ready to be united with the block and with a bit of luck, after sea trials, the Sunbeam would be ready for the Alpine in 2016. As Brian then noted, he and his wife Anna were looking forward to being custodians of another classic and to enjoying some vintage motoring and the company that goes with that activity. In early January this year Brian reported that he had finally got the Sunbeam running, (twelve months of engine rebuild and she goes like a Sunbeam should), until 100 kilometres into "sea trials", when all of a sudden all drive ceases!!! Luckily, Brian had dropped his wife off earlier and so was the only one waiting in the heat and flies and frustration on a lonely country road, 10 kilometres from home. Solution: phone for rescue, pick up trusty trailer, trailer home, diagnosis: a broken axle.



Rudge hub and axle: So back to the drawing board, and as Brian reports: if you have ever had to remove a "Rudge" hub and axle, you will be aware that this is quite an experience. After much doubting all advice and persistent hammering and application of heat on the right spot, over several days, they finally released their grip on the axle assembly and came free. Brian has now ordered all necessary parts from the Sunbeam guru in Great Britain and is hoping to be back on the road shortly and resume his so called "sea trials".

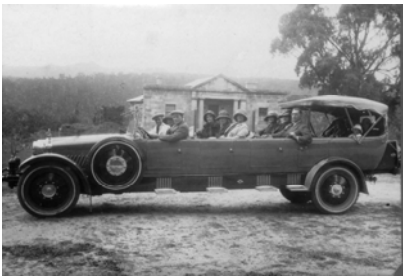
We look forward to hearing of the success of the resumed sea trials and to seeing Brian and Anna's car in action in a club event.

Brian and his Sunbeam shown to the right during the initial "sea trials" and before the axle failure.

Mike Bellair



MYSTERY AND OTHERWISE INTERESTING PHOTOS



The only response from readers to the several mystery photos in the February newsletter was from Craig Gillingham who advises that the charabanc pictured is a 1922 White, and the body was built locally by Smith & Waddington. He can recall seeing a similar vehicle in Restored Cars magazine years ago, but can't find the issue it was in. He thought there may have been a bit more information about them in this article, - who were they built for? how many? etc. A Google search brings up a similar vehicle, although it doesn't have the distinctive Westinghouse shock absorbers on the front.

FOR SALE AND WANTED

WANTED - old pepper and salt canvas duck material to repair my hood. one or two metres should be enough. The modern stuff is a different colour and texture. **Terry Francis 0419 989 891 terrencefrancis@yahoo.com**

WANTED pre-WWII racing quick release Radiator and Fuel filler caps ... one of each required. Old or reproduction, any condition or size considered. Is anybody doing these now? **jimscammell@yahoo.com.au**

WANTED A Lambda motor to replace the Beta motor presently in my ex-Bob Galletta Lambda. Any hints on a possible source of a motor or significant parts would also be appreciated.

Toby Primrose 0415 333 380 Email: tobyprimrose@gmail.com



FOR SALE I have a 1916 Le Zebre Radiator for sale and it appears to be in excellent condition but is less the radiator cap and the screw in drain plug which is of minor relevance in this find. I thought you may care to pass this info onto your membership as it should go to someone who could use it to perhaps finish off a restoration as feel sure someone in the old car fraternity could use it. As I paid \$400 for it plus commission at auction I am not inclined to sell it for less. We live in Yarra Glen on the road to Rob Roy some 10mins away. **Chris Lamacraft 0428586215**

FOR SALE Barry Ponchard has some Darracq parts which are pictured to the right and is looking for a good home for them. You can contact **Barry on 9726 9510 or bponch@bigpond.com**



Member Terry Francis recently I visited George Barber in Maryborough - he is a nephew of Anthony and John Barber. He has some memorabilia and old photos, some of which I now have. He is planning to auction a trophy - copy of flyer attached. George may sell prior to the auction (date not yet set) to a vintage person.

If interested please contact Terry Francis on **0419 989 891** or terrencefrancis@yahoo.com


(02) **"An R.A.C.V Trophy -
24 Hour Trial
Melbourne to Sydney
1928.
1st Class AWARD
A.BARBER JUN^R."**

This trophy was won by my Uncle - Anthony Barber driving a Lancia Motor-car.

Raymond James Dalton (Accredited Valuer) on 11/11/2012, valued this Trophy at **\$6,500.00**



Old Car Gearboxes P/L



Ben Needham **John Needham**

Factory 3/23 Wren Road, Moorabbin, Vic. 3189
Phone: 03 9553 3203 Fax: 03 9553 3207


Sleeping Classics
RESTORATIONS

16 Reid Street, Bayswater Vic. 3153
P: 9762 2444 or 0419 591 465
E: info@sleepingclassics.com.au
or s.classics@bigpond.com
www.sleepingclassics.com

VINTAGE & CLASSIC CAR BODY RESTORATION

Aaron Eckhardt

Antique Tyres
— EST. 1977 —



Ben McKinnon

134 McEwan Rd West Heidelberg Vic. 3081 AUS 4/15 Bosci Rd Ingleburn NSW. 2565 AUS

PH: 1300 55 44 13
Fax: 03 9458 4795
antiquetyres.com.au
ben@antiquetyres.com.au

Aussie As...

Lightning ^(TM)

Clean & 1st Strike..

METAL POLISH - HAND CLEANER - LEATHER
CONDITIONER - CLEANER & REJUVENATION OIL

NOW STOCKED BY THE V.S.C.C.

MADE BY LEIGH GOODALL - V.S.C.C. MEMBER

MINUTES OF VSCC MEMBERS MEETING HELD ON 10 MARCH 2017. (Approx 32 members present)



WELCOME: The Vice President Peter Flemming conducted the MMM as the President has passed on his apologies. The Vice President welcomed members & guests to the 2017 March Members Monthly Meeting.

APOLOGIES: Patrick Ryan, Stephen Hands, Geoff Burford, Stuart Steinfort, Barry Ponchard, Betty and Ian Ruffley.

VISITORS: Alan Ashby, Mag and Geoff Hubert.

NEW MEMBERS: Mac (James) Hulbert Alvis silver eagle 1931, Jack Quinn 1928 fiat 509sm, John (& Jo) Smith, 1928 Riley 2 seat roadster (under restoration in Vic), 1934 Riley Monaco (UK) 1933 Riley Lynx (UK),

SICK LIST: Ian Ruffley

RECENTLY DECEASED: John Balthazar's father.

MINUTES OF PREVIOUS MEETING: The minutes of the meeting held on 10 February 2017 were confirmed on a motion moved by Graeme Steinfort and seconded by Chris Terdich.

CORRESPONDENCE: We received various club newsletters via email and post, The VSCC sent out passes to Phillip Island Shannons walk.

PAST EVENTS:

FEB 11-12 Night Trial run by T. Donnan. Excellent event and a hoot. The CFA enjoyed the company of our members and cars and provided some good food on the night. Peter and Co. skived off for a beer but still managed a 3rd in class.

19 RACV Classic Showcase, Flemington RACV 800 cars on show and some of ours. Poor parking but a big money earner for RACV. Worthwhile visiting.

COMING EVENTS: Please note that Mark Burns is still looking for support from Members to run events throughout the coming calendar.

MAR 17-19 Phillip Island Historic Races VHRR 2 ERA's and other great cars to be at the event including a Lex Davidson car.

25 Eddington Sprints Bendigo CC/Roger Boehme Great country meeting with great cars.

23-26 Australian Grand Prix Good cars at the demo runs for vintage and historic racers.

26 Kalorama Paul Edgar Wonderful community event to support the CFA and give back to Kalorama. 61st year. Mystery tour on way leaving from Belgrave.

APR 9 Myrniong Sprints (Date TBC) A7 Club

11 MMM NOTE THAT THIS IS A TUESDAY

14-17 Easter

23 Autumn Leaves Run Russell Meehan, will be on some wonderful dirt roads and sealed roads for others. Templestowe to Pheasants creek and Yarra Glen.

MAY 7 VHRR Rob Roy (3 Peaks round 1) VHRR

7-13 Alvis National Rally QLD

12 MMM At Newstead

13 Newstead Gymkhana Same format as previous years and Robert is looking for volunteers to assist with the event. Saturday Mystery tour.

15 National Motoring Heritage Day

21 Day Trial

27-28 Winton Historic Races A7 Club Noel Wilcox is looking for cars that competed pre 1960 and will provide a free ticket. Regularity discount is also available. All display cars will receive 2 free tickets.

FINANCIAL REPORT:

Expenses \$ 2120 income \$ 600 Balance of cash on hand \$ 108,859 in all accounts

Raffle prev month raised \$ 152

CARS AND PARTS:

FOR SALE: Kurt Schulz has a list of Engineer tools available from Ex Engineer

Mark Burns advised members that Aldi has fire extinguishers available at \$14.99

Repco fire extinguishers are not date stamped (or may not be)

WANTED: None requested

GENERAL BUSINESS:

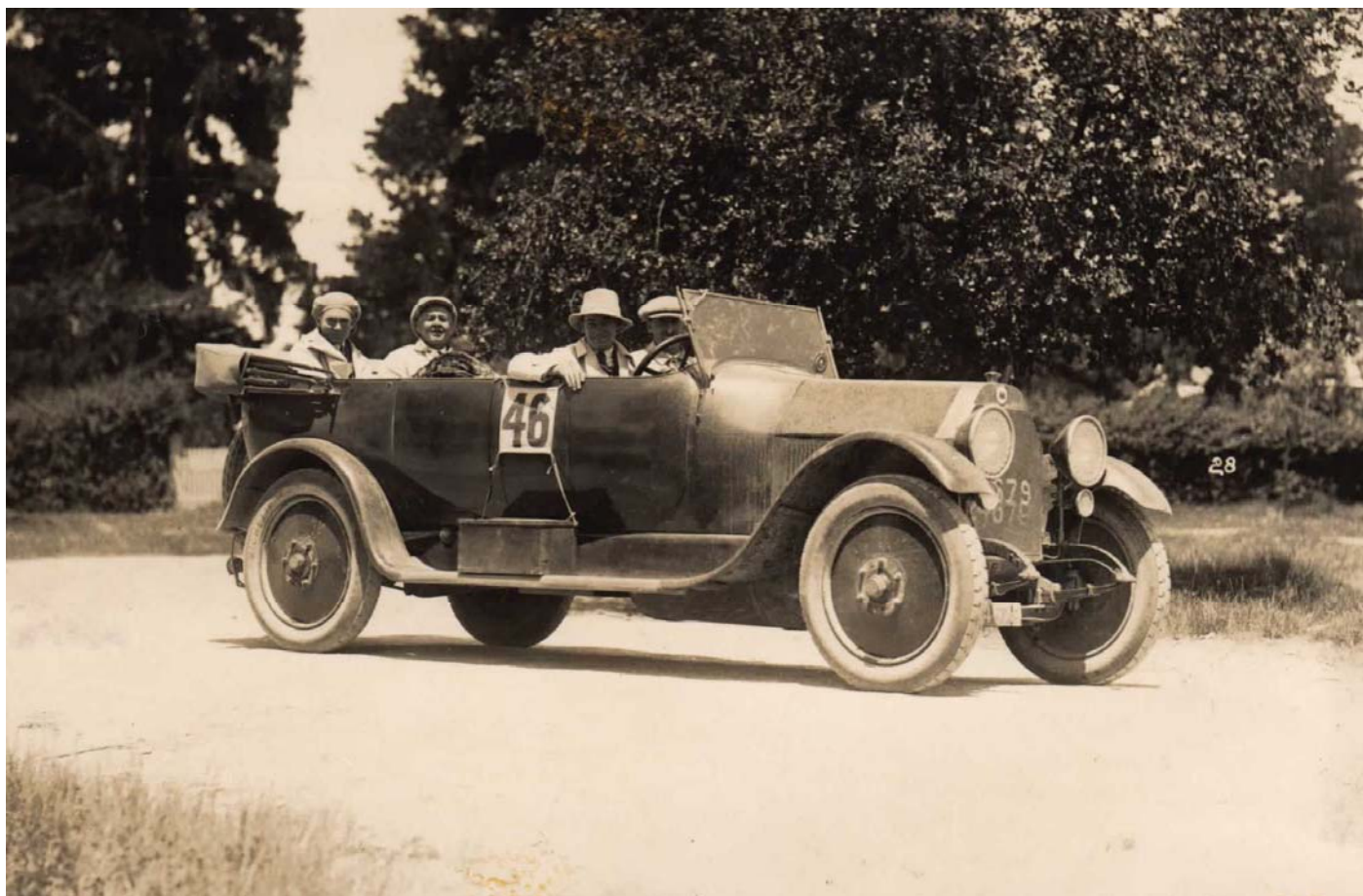
Peter Holbeach discussed the previous article from Mike Hipkins re Brake shoes and brought in a brake lining that had de-bonded. VSCC brochures are available downstairs to members and if you have someone interested in our cars or club please pass these on. Raffle tickets were sold by John Needham with prizes of a \$45 wine or book.

Request by members that the SUSPECTS lunch dates be added to the calendar and published in the newsletter.

The president closed the formal meeting and adjourned for 5 minutes before introducing Mac Hulbert to give a presentation on the ERA R4D and his custodianship of the vehicle and many events he has attended and competed in worldwide.

The Vice President thanked Peter Donald for supper and the formal meeting closed at 8.50 pm.

Phillip Burns
Secretary



Member Terry Francis recently visited George Barber who lives in Maryborough and is a nephew of Anthony and John Barber. Terry has been given approval for us to publish these photos, photos that are of great interest to the Lancia fraternity. Additional photos from this collection are provided in the email version of this newsletter. Where there were notes on the back of the photos those notes are reproduced here. The Kappa with 4 seated- 1924 - Anthony Barber driver, John Barber near side observer. The two Lambdas in a stark alpine setting - 1924 Alpine Trial. A particularly fine period photo! The Lambda and unknown car with 2 spares at dirt road junction (our front cover photo) and the side on photo of the Kappa with no. 46 and observer in white coat at front - both Alpine Trial date uncertain.



*From the George Barber collection. Cars lined up at the start of races at Aspendale Race Track in 1926 or 1927
Photos were obtained for publication by member Terry Francis from the George Barber collection*



