



NEWSLETTER

No. 4

APRIL 2014



**THE THREE WISE MEN PHOTOGRAPHED AT THE MARCH MMM
SECRETARY PHILLIP BURNS LEFT, JOHN LAKELAND PRESIDENT
CENTRE AND TREASURER KURT SCHULZ RIGHT**

**IMPORTANT NOTICE: THE AUTUMN LEAVES RALLY WHICH IS FULLY
DESCRIBED ON THE FOLLOWING PAGE HAS REVERTED TO THE ORIGINAL
DATE SO IF YOU HAD PREVIOUSLY MADE A DIARY ENTRY PLEASE UPDATE IT
FOR LUNCH RESERVATIONS WE WE NEED TO HEAR FROM YOU BY 10 APRIL**

Autumn Rallye

JOINT EVENT BETWEEN THE VINTAGE SPORTS CAR CLUB AND AUSTRALIAN LANCIA REGISTER TO HONOUR RUSSELL MEEHAN'S CONTRIBUTION OVER A NUMBER OF DECADES.

- Date:** Sunday 27th April, 2014
- Start:** 9:30am latest at Coffee Shop at Eynesbury historic Homestead, Melton South (Melway 226 H2)
- Tour:** Route through the Brisbane Ranges. Not a lot of autumn leaves, but beautiful country nonetheless. Notes to be provided at start. Approximately 150kms including 4km of good dirt road.
- Lunch:** From 1:00pm at the Batesford Hotel, 700 Ballarat Rd, Batesford VIC 3221. Lunch is a buffet fixed at \$30 per head plus drinks.
- Entries:** \$20 per car plus \$30 per person for lunch. The venue has requested notification of numbers by the 10th April. Please return the attached entry form to arrive by this date to either John Lawson or Rob Alsop:
- John Lawson:** 456 Victoria Parade, East Melbourne, 3002
03 9866 2562 (Home)
- Rob Alsop:** PO Box 7550 St Kilda Road, Melbourne, 3004
0418 804 875 rjhalsop@gmail.com

See you at Eynesbury,

John Lawson, Rob Alsop

AUTUMN RALLYE – ENTRY FORM

Sunday 27th April 2014

Entrant: _____

Make: _____ **Model:** _____ **Year:** _____

Club/Register: _____

Entry Fee	\$20 per car
Buffet	\$30 per head
Total	\$ _____

Please make cheques payable to the *Vintage Sports Car Club* or the *Australian Lancia Register* and return form to John Lawson or Rob Alsop:

John Lawson: 456 Victoria Parade, East Melbourne, 3002
03 9866 2562 (Home)

Rob Alsop: PO Box 7550 St Kilda Rd, Melbourne, 3004
0418 804 875, rjhalsop@gmail.com

**FOR LUNCH RESERVATION PURPOSES WE
MUST HEAR FROM YOU BY 10 APRIL LATEST**

RUSSELL MEEHAN'S OUTSTANDING CONTRIBUTION TO THE VINTAGE MOVEMENT AND THE LANCIA MARQUE.

Russell is my longest standing vintage/ historic car friend. Together with Graeme Steinfort, we joined Melbourne University's 12,500 other students in 1957, all of 57 years ago. Our mutual interest in Vintage cars brought us together. Russell's family home at 25 Bambra Road, Caulfield was a few hundred yards from that of a school friend and fellow student Pat Hoban. Pat Hoban and I often visited the Meehans and that was how I got to know Russell's car preferences. Although the three elder Meehan boys were Ford men, Wallace also had a rather scraggy 6th Series Lancia Lambda. We were 'hooked' and I purchased the first of several Lambda, a scruffy but mobile 8th series Weymann saloon a couple of months later, after giving Aldo Massola's 8th Saloon the onceover in its spot in the grounds of the then State Library/National Museum complex off Latrobe Street, and following long term owner Jack Craig in his similar car up Punt Road Hill. Russell now owns the Massola car – it had conveyed Massola to most of the important known aboriginal sites throughout Australia, including Arnhem Land. Graeme Steinfort recalls meeting all the Meehan boys at the Parish dance in Elsternwick. They were very hard to miss especially when they arrived in the early Lambda, with Wallace driving plus all the three 6 foot Meehan boys standing in the back!

Although I drove my Lambda whenever I could afford petrol and thought I would not attract trouble, carrying my father's licence for added security, we generally travelled by tram. Russell was the only person I knew who could pull the cord on the 'W Class' trams whilst remaining seated! Russel also introduced me to fellow student Jim Brown, son of Inventor and Engineer, Rudd Brown, who owned a very useful workshop/factory near the Malvern Station. Jim drove an early Lambda to which a foreign motor had been fitted, no doubt in frustration with the six stud arrangement which endeavoured to keep the often cracked heads on the corroding blocks of the Lambda. Russell a man of persistence continues to do battle – to his great credit – without recourse to modern substitutes. Lesser mortals such as myself, Graeme, Peter Renou and others embraced later Lancia creations. Jim Brown built the wonderful Stutz Special using the rear sections of the body of the ex-Arnold Terdich D8S Delage, which Bob King's mate, Adrian Fleur, had recently pranged into the bridge at Watsons Creek after several drinks too many at Rob Roy. Adrian was a wool broker – . Russell and I had carted part of the body from Kew to Malvern. I subsequently owned the Delage for several enjoyable years, and it now resides in Adelaide, having been rebodied. Allan Reid's D8S has its original bonnet sides – what goes around comes round! As you get older and if you have been involved in public adventures or politics, you get to know where the bodies lie. The Stutz later passed to fellow Lancia enthusiast and Club identity Bill Kerr.

Soon after starting University we began to attend monthly VSCC meetings at the University boat sheds - the 'world' of Tim Hewison, Pat Phillips (who also had a Lambda), Ted Hider Smith and Trevor Willey – all were very encouraging. Our circle of vintage car enthusiasts, in a sense the second generation, steadily widened to include Peter Makeham, a 7th series Lambda owner, the Alfa owning Peter Renou who subsequently switched from Milano to Torino, and Bob King who drove a sedate Minerva. We often attended Open car events, including the Albert Park Grand Prix meeting, sprints at the old wartime airfield at Fisherman's Bend and Hillclimbs at Templestowe and Rob Roy. These meets featured historic racing Bugattis of 'Puss' Catlin and Peter Menere, Clive Martyr with the Twin Cam Sunbeam and Eddie Perkins with the rear engined Lancia Special.

One Event I particularly recall was a Club Sprint down at Phillip Island. By this time Bob King had purchased a 30-98 Vauxhall from Simon Ramsay, and offered Russell and I the back seats for a very rapid and stylish trip to the Island. After watching Hider Smith in the Morris engined GN, Hewison in the DMS/DISS Delage (which I subsequently owned and sold to Ian Anderson) Pat Phillips in his Salmson and Jim Brown in the Stutz, we travelled home at an equally high speed. However the homeward journey was somewhat more perilous, as the 30-98 having run a big end bearing, had to be towed home by the Stutz. A journey which the traffic Police of today would not countenance. Fun days and great vintage motoring.

Russell and Jazz – another great and enduring Passion

Russell introduced a number of Vintagents to JAZZ –the two seem to go together seamlessly. He would invite us to stay at the Meehan’s “converted” Garage at Torquay – an ideal base for attending the summertime dances at the Lorne Surf Club. Jazz dancing, drinking on the beach and socialising with the many attractive girls at Lorne for summer fun went hand in hand. Australian Jazz Greats – Frank Johnston, Warrick (Wocca) Dyer, Owen Yateman, ‘Smacka’ Fitzgibbon, shared the gigs with Derek Phillips and Frank Trainor who’s Lambdas were also parked in prominent positions round the venues. I recall Trainor, no doubt after plenty of good cheer, having an accident in the early hours of one Sunday. The likes of surf club show off Jim Fountain, whose sister Joy was on TV, would lord it over the flashier girls, but we still had plenty of fun. Indeed I met my first wife, mother of my children, but never a great vintage fan, as a consequence of Wallace Meehan catching up with her best friend at Anglesea . Coffee and croissants in the Four Kings. The friend subsequently married Pat Hoban, who had introduced me to Russell.

Russell has owned the Derek Phillips short chassis Lambda torpedo for many years (winning the Vickery in his first year of ownership). Before Russell purchased the ex-Massola 8th Weyman, it had passed through the hands of Terry Valmorbida, Graeme Steinfort and Tim Hewison and all have thoroughly enjoyed it Now 60 years on it still has the same black fabric covering, although Terry renewed the seat coverings.

In the early years of Club Social events, Jazz music and dancing were vital ingredients of the Club – a welcome diversion to what could evolve into an excessive obsession with vintage motor cars. Subsequently this tradition was continued by Composer/Pianist Bruce Smeaton – an Amilcar man, Pianist Maurice Fabrikant who at that time owned the ex-Laurie Harrison 8th series Weymann Saloon (another one since disappeared). Dave Robison who still has the DM Delage and SS specialist and bass playing Ed Nantes. Before Fabrikant died recently, Graeme and Sue Steinfort organised a Jazz band for the Presentation dinner in the Yarra Valley, with Maurice playing a central role! Time for another such event. Dave Robson is happy to organise the musicians and I am sure Committee man Ed Nantes would dust off his double bass for such an event.

Russell’s aberration –“a 14/40 Vauxhall tourer purchased from Graeme Steinfort”. Just to prove nobody is beyond fault, Russell in his comparative youth purchased such a beast. Soon after he sold it, he settled firmly for vintage and later Lancias

Russell’s other great passion – Iris – I don’t know if Graeme Steinfort brought Russell and Iris together, but he certainly provided the venue for courting – his house in Michael Street, North Fitzroy. Graeme shared this house with Russell and Peter Makeham, Peter who at the time had purchased the lovely Porsche 356 convertible from Ian Polson. Ian promptly departed to the UK taking with him the ex-John Snow Delahaye 135 Competition, in which John Crouch won the Leyburn A.G.P. in 1949, before it was burnt out when owned by Dick Bland. Ian Polson atoned for his sins by completely restoring the car and by locating for me the original chassis of the ‘Mrs Jones’ 17/50 Alfa Romeo, which Ian had sold to Noel Robson.

Iris, a librarian, brings to mind Shirley Jones role opposite Robert Preston in The Music man, although I have never heard her sing. Iris and Russell love to dance. Her lively, attractive and intelligent presence was a welcome addition to Russell’s life and the Vintage/Lancia movements within which she found many soul mates. Perhaps it is the participation of the women , which ensures we don’t become a car obsessed group of old men and why club events are such a pleasure.

Iris and Russell’s home in Kew, with its two Lambda, garage and workshop with car port complete with Fulvia, has been a favoured Club Member visiting spot and the venue for much club administration work ever since Russell and Iris purchased. What a pleasure it is to visit – joking and exchanging views and gossip with Iris, discussing books and people and whatever.

Russell – the generous Rally Organiser and participant. Russell enters most VSCC and Lancia Register events and is a major organiser of the VSCC Two Day Rallies and Alpine Rally, as well as the bi-annual Lancia Castlemaine meetings. Think of how many times

participants on Rallies would have encountered Russell at Rally Checkpoints. Thankfully they rarely clash with major Jazz happenings. If in the Lancia Lambda he generally takes his brother Greg. We were particularly grateful when the seven months pregnant Linda joined Greg in the back seat on the excellent Jackson/Steinfort Alpine Rally round Tasmania in 2000. Margaret and I, with Andrew and Bruce happily roared round in our Alfas, whilst the saloon sedately motored on – getting together at night. Many other enthusiasts have likewise benefited from this generosity.

Life consists of 'givers' and 'takers'. Russell and Iris are certainly in the former class. The 2012 Hume Weir Tumult Alpine Rally was a fantastic event. In 2013 Russell expanded this event to other parts of the Snowy Mountains and Canberra for the Lancia Register as a post Castlemaine event.

Russell – Club Committee member exemplar



Russell Meehan assisted by Noel Robson (former VSCC president) filling up the radiator of Graeme Steinfort's Lagonda on a day trial many years ago

I recently commented to Graeme Steinfort that whilst I acknowledged his contribution over a long period, it seemed to me that Russell in his role as Secretary for years (2005-2013) Committee man (2003 – 2005) had done more than any other member to bring the Club into modern electronic age. At the same time he has been treasurer of the very active and successful Lancia Register – what an amazing contributor! He drafted the revised Constitutions of both bodies and ensured compliance with the Associations Act, Certainly the job of Secretary is infinitely more difficult and demanding than

during the time I was secretary during Felix Cappy's Presidency when I relied upon my private Secretary to do the administrative work. Russell did the total job himself and he gradually expanded the information available to members thorough skilful use of the Internet – events here and overseas, technical issues of interest, marriages and deaths, funeral services, issues such as limited registration (with considerable help from Rod Amos) and quite sensible guidance on the potentially divisive and tricky eligibility/make purity inquisition issue.

Russell's legal knowledge was extremely useful to me when we changed the Club's legal status to that of an Incorporated Association. He continues his role as the law changed. In passing I mentioned this to, Margaret, and she told me that when she worked in the Law department, she witnessed the amusing and entirely correct way Russell dealt with the very difficult woman from the Lady Nell Seeing Eye Dogs organisation – an Incorporated Association, which Madame ran as her personal fiefdom in defiance of the law. A lesser man would have long before lost his temper. Russell's other major contribution is to clean the Club rooms every month after the MMM

Nomination of Russell John Meehan as a life member of the VSCC. In view of Russell's outstanding contribution to the Club, I ask the Club thorough the Committee to make Russell a life member. If the Lancia Register hasn't done so already, it should follow suit as Russell has served on its Committee since its inception and has been closely involved in every Lancia Castlemaine gathering since the very beginning.

John Lawson

THE NEWSTEAD DOUBLE TEN

"GYMKHANA AT THE RACECOURSE"

Saturday 10 May 2014, 1 pm

Ten Years of the Gymkhana on the Tenth



*At Newstead Racecourse 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
Sumptuous dinner at \$20 a head*

***And don't forget entrants can 12 years or older
give the children a go!***

*Evening movies to keep you entertained and lots of talking together
Contact Robert Sales on 5476 2007
or vintagerobert@icloud.com for details*



PRESENTS ROB ROY HISTORIC HILL CLIMB 2014

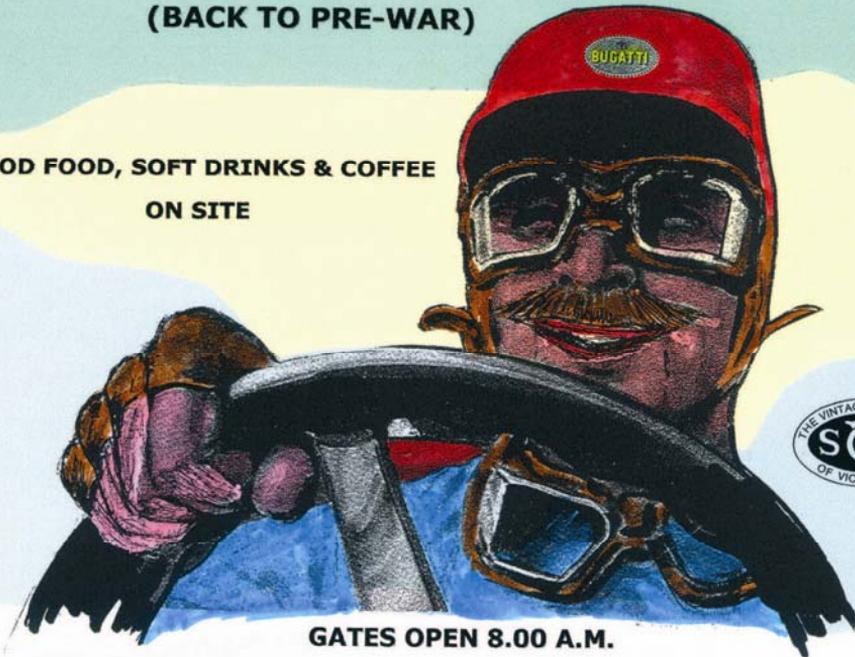
CLINTONS ROAD, CHRISTMAS HILLS – MELWAY 265 A11

MAGNIFICENT MEN & THEIR RACING MACHINES

Sunday, 17th August

FULL DAY'S FUN RACING PROGRAM
(BACK TO PRE-WAR)

GOOD FOOD, SOFT DRINKS & COFFEE
ON SITE



GATES OPEN 8.00 A.M.

ACTION ON THE TRACK FROM 9.00 A.M.

COME EARLY FOR GOOD TRACKSIDE VIEWING

ENTRY: \$15.00 (INCLUDES 2 PEOPLE) – EXTRAS \$5.00

CHILDREN UNDER 14 FREE

JOHN LAKELAND

0429 101166

FEATURING

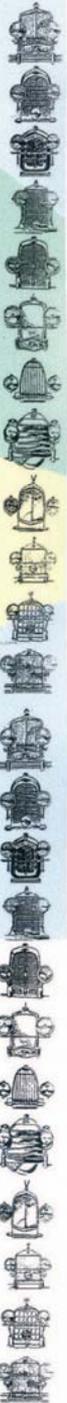
KIDS' BILLY CART RACING

AT "LUNCH TIME"

JOHN COX

9758 1713

FREE PARKING — ABSOLUTELY NO DOGS !!!!!!!!!!!



VSCC OF VIC ALPINE RALLY 2014

Planning is proceeding for the rally and already 23 Victorian members have expressed interest in participating. The general plan is to leave Wagga on Monday morning after the 70th Anniversary Rally and head via back roads to Tumbarumba then back towards Holbrook for lunch on a rural property. After lunch the route will go to Albury via Jingellic and a scenic run beside the Murray River and the Hume Weir. On Tuesday the route heads for the Victorian high country with lunch at a country hotel followed by a mountain ascent, the route depending on road and weather conditions, to finish at Bright. The following day involves a route back to Melbourne avoiding the Hume Highway. It has not been possible to include the high country roads of NSW in the Rally because it is not possible to be certain that the roads will be navigable when we want to use them.

Members of the VSCC of A have been invited to join in the whole event but may opt to participate on the first day as far as Jingellic then branch off to Tumut for the night before heading back towards Sydney. Some Expressions of Interest have been received from members of the VSCC of A and it is hoped that more will enter this event.

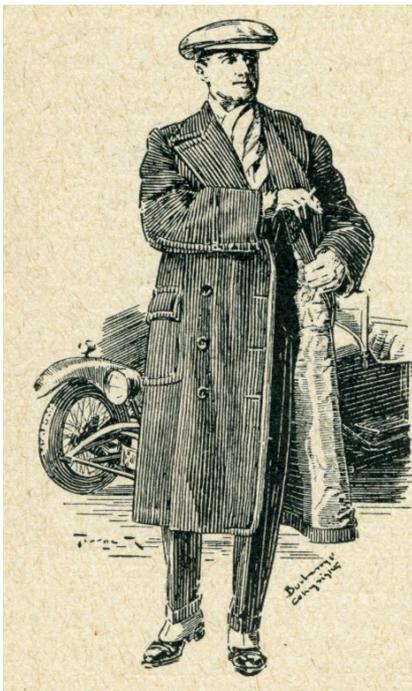
An entry form will be available in about a month after the costs, including some meals, have been established. Meanwhile I look forward to receiving more Expressions of Interest. Accommodation information will be forwarded to those who have forwarded an Expression of Interest.

Russell Meehan

From the 1924 Motor Repair Manual.

Browsing through old Car books is often a rewarding past time. I discovered these gems in the introduction of a 1924 "Repair Manual"

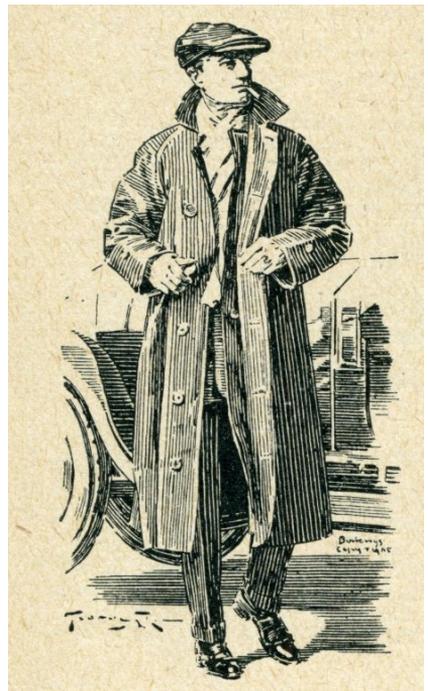
"Many car owners are quite capable of undertaking their own repairs, or even a complete overhaul with a little instruction. The only difficulty confronting the majority is a want of confidence. It should be realized that the dismantling and re-assembling of a car presents as little difficulty, and certainly as much pleasure, as a "jig-saw" puzzle. Motor car parts are made within such accurate limits that with careful handling, they are bound to go together again as before they were taken apart."



In an advertisement in the same book.

"This Splendid all-the-year-round Motor Coat keeps one warm when the wind is keen and cool, clean and comfortable on hot or dusty days. Double buttoning fronts prevent wet getting through the button-holes whilst wind-cuffs protect the wrists and fore-arms. Detachable linings of Fleece, Fur or Leather regulate the warmth." Oh! what jolly fun the modern automobile driver is missing out on!

Bernie Jacobson



VINTAGE SPORTS CAR CLUB of VICTORIA

Directory

COMMITTEE

President John Lakeland	5 Cloverlea Drive Kilsyth, 3137	(H) 9728 6464 Mob: 0429 101 166 E-mail: president@vintagesportscarclub.org.au
Vice-President/Club Captain Ed Nantes	51 Frater Street East Kew, 3102	(H) 9859 3159 E-mail: clubcaptain@vintagesportscarclub.org.au
Secretary Phillip Burns	12 Gerard Street Caulfield, 3162	(H) 9530 0519 Mob: 0427 445 547 E-mail: secretary@vintagesportscarclub.org.au

For all correspondence, EXCEPT accounts, subscriptions and limited registration

Treasurer Kurt Schulz	12 Mervyn Road Belgrave Sth, 3160	(H) 9752 6300 Mob. 0402 117 788 E-mail: treasurer@vintagesportscarclub.org.au
Competition Secretary Mark Burns	6/163 Commercial Road South Yarra, 3141	(H) 9827 9165 (Fax) 9824 2566 Mob. 0417 002 892, Email: competitionsecretary@vintagesportscarclub.org.au
Newsletter Editor Graeme Steinfort	4 Glen Drive Eaglemont, 3084	(H) 9499 3827 Mob: 0414 717 945 Email: newsletter@vintagesportscarclub.org.au
Co-editor Mike Bellair	61 Longview Road Croydon 3136	(H) 9879 2710 Mob: 0419 369 648 E-mail: mikebellair@gmail.com

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

Handwritten contributions will only be accepted from very senior members

Committee Member Pat Ryan	11 Beverage Drive Tullamarine, 3043	(H) 9397 6878 (W) 9335 4666 E-mail: pat@ryansbus.com.au
Committee Member Russell Meehan	27 Ridgeway Ave Kew, 3101	(H) 9817 2860 Mob: 0427 17 28 60 E-mail: russ.meehan@bigpond.com

COMMITTEE APPOINTEES

Membership Secretary and

Limited Registration Peter Holbeach	10 Irymple Ave Glen Iris, 3146	(H) 9509 4421 Mob: 0407 358 190, Email: membershipsecretary@vintagesportscarclub.org.au
Youth Ambassador Daniel Clarke	62 Hornsby St Maldon, 3463	(H) 5475 1506 (W) 5470 5526 Mob: 0409 166 388 youthambassador@vintagesportscarclub.org.au
Librarian Chris Terdich	10 Kardella Lane Mount Eliza 3930	(H) 9787 792 Mob: 0400 770 919 E-mail poainc1@bigpond.com

Club postal address is PO Box 3193, Cotham, 3101. 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.

VSCC CALENDAR 2014 (Subject to addition and change)

APR	6	Kalorama	John Lakeland	A
	11	MMM		N
	13	Myrniong Sprints (TBA)	A7 Club	A
	18-21	Easter Long Weekend		
	27	Autumn Leaves Run	J. Lawson	A
	27	VHRR Rob Roy Hill Climb	Pat Ryan	
MAY	9	MMM		N
	10	Newstead Gymkhana	Rob Sales	A
	11	Mothers Day		
	23-25	Winton Historic Races	A7 Club	A
JUN	13	MMM		N
	15	Day Trial	Farrell and Flynn	T
JULY	11	MMM		N
	13	Frostbite Run/Delage Club Bastille Day Run	Gilles Blain	A
AUG	8	MMM		N
	17	VSCC Rob Roy Hill Climb	Committee	T
SEP	12	MMM		N
	19	Closing Date for Nominations for VSCC Committee		
	19-24	Alpine Rally & Combined Vic & NSW VSCC 70th Anniversary Rally.	Russell Meehan	T
OCT	4-5	Collingrove Hillclimb SA (TBA)	Sporting Car Club of SA	
	10	MMM & AGM		N
	11-12	Welsh Trial & OST	School Bully	A
	18-19	Mt Tarrengower Hillclimb (TBA)	Bendigo Car Club	T
NOV	1-4	Alex Bryce Two Day Rally & Cup W/E Tour	TBA	T
	14	MMM		N
	7-9	Sandown Historic Races (TBA)	VHRR	N
	14-16	Bendigo Swap Meet (TBA)		
	23	MG Car Club Historic Rob Roy Hillclimb		
	29-30	Geelong Sprints	Geelong Foreshore Committee	A
DEC	14	Two Wheel Brake Rally	P. Holbeach & P. Latreille	A
	12	MMM Christmas Party	E.L.Ves	N
	14	Two Wheel Brake Rally	Bob King and Stephen Hands	A

NEWSLETTER CONTRIBUTIONS

Graeme Steinfort and I are joint editors of this publication. Graeme in the main collects the information and also writes quite a lot of it. I primarily assemble this material into the electronic format that the printer requires and email out the electronic colour version to the 70% of club members who use email. Nearly all contributions come in by email and it matters little whether emails are addressed to Graeme, to me or to both of us. It is in fact helpful if contributions are emailed to both of us at the same time. I will be in Europe for all of May and June so best not to send material to me only while I am away though I will monitor my email during this time and if I receive an email contribution that is not also addressed to Graeme I will forward it on to him but I can't guarantee to be able to do this every day. Stuart Steinfort will kindly take on the task of assembling the electronic document while I am away.

On a more general note a club newsletter such as ours is only as good as the material that is received. Contributions are always welcome particularly photos taken at events and event reports. One thing we would like to see more of is stories about members' cars and accounts of members' restoration projects and their old car adventures such as the one the Lagonda Rapier folk are about to embark on. Graeme and I are happy to get material in draft form so don't be deterred because you haven't completed a degree in English literature. By all means give Graeme or me a call to discuss.

Mike Bellair

FROM THE DRIVER'S SEAT



It has been six months since I started in this role and it has been quite a learning curve! Many of the things I took for granted and really never took much notice of, I now have a greater understanding. I now have a feel for what it takes to run our club, and to run the many great events our club organises for all of its members. And what does it take? Well I'll tell you, it takes dedicated and motivated people who spend their valuable spare time in meetings on weeknights, making phone calls, preparing routes and making sure that when you attend that event it all goes swimmingly. And after that they have to write a report for the newsletter. And you think, that was a great run, I might do it again if I have time. Some of those organisers may travel the route up to three times, just to make sure the average times can be repeated, mostly at their own cost. Although I have never competed in an Alpine rally, I can only imagine how many hours Russell puts in to his preparation!

I would personally like to thank all those dedicated people working behind the scenes to give us a the events to use our cars in the way they were designed to. And remember, if we don't support these events, all we will have left will be static shows and coffee runs!

We are the only club offering competitive events for our class of cars and we hope to continue with this for many years yet, so if you would like to help run an event or organise one yourself, talk to the committee and you will be surprised how satisfying it can be to be part of a successful event that everybody enjoys. Remember many of the organisers give up their chance to compete in order to give you the opportunity to compete!

On things more mechanical, my Riley race car is nearing completion. And I am looking forward to exercising it at the many venues open to our cars, Rob Roy, Mount Tarrengower, Phillip Island, Winton, Sandown, Eddington Myrniong and Newstead. Not that I will get to them all but I will try and fit in as many as I can given my time and marital constraints.

Up The Creek Workshop informs me my motor is only a couple of weeks away so I am busy doing all the little things I usually never get around to once the car is running, like putting the fuse box on a swing down hinge, so I don't have to crawl under the dash to change a fuse.

So please enjoy this month's events and I look forward to seeing many of you at our regular meetings or on a weekend event and if you have any ideas or suggestions, please come and talk to me anytime.

Yours in motoring.

John Lakeland

S.U.S.P.E.C.T.S. MARCH MEETING

The March S.U.S.P.E.C.T.S. was attended by small group consisting of Kurt Schulz, Alan Tyrell, Neil Cooke, David Smallcombe, Graham Fossey, Andrew Turner and myself (John Lakeland). I think the small attendance may have been due to the change in the MMM meeting. It seems we may need to advertise our meeting dates more clearly to avoid confusion. Matters discussed included an initiative by Kurt Schulz to advertise the club at venues we normally don't attend by setting up a club display with banners and information handouts at the All British day at Flemington on Sunday the 30th March. David Smallcombe and myself agreed to attend in our cars plus John Balthazar with his Alvis.

John Lakeland

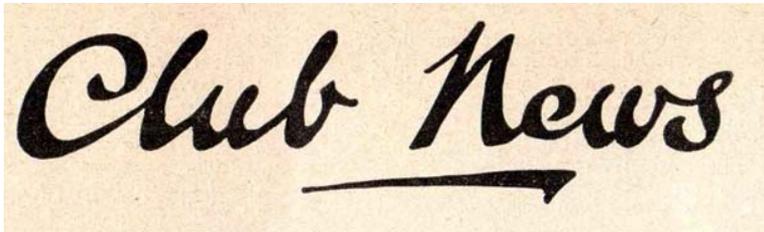


VSCC display at Flemington All British Car Show

S.U.S.P.E.C.T.S. NEXT MEETING IS ON WEDNESDAY 23 APRIL

Calling all the usual (and unusual) S.U.S.P.E.C.T.S. for the next meeting which will be the outing to a motorcycle museum. The deal is we arrive at the usual time, midday, but not at the Club Rooms but at Antique Motorcycles, 1 Grange Road Cheltenham. We pay our host Johnny Glee \$15, then he and his staff will feed us with a BBQ lunch and a tea or coffee. He will then arrange a guided tour of his premises. If you don't know of the place or have not been there before, you are in for an eye opener of an afternoon. Not only are there many many motorcycles of all ages but a fantastic collection of car and aircraft memorabilia. They restore bikes there, many are for sale along with some interesting cars. He even has an air cooled racing car hanging on a wall. Head south down Grange Road, past the Moorabin Airport and the premises are on the corner of the right hand bend. Please let me know by Saturday 19th April if you are coming. I really would like you to come along.

David Smallacombe 0412 128 930



- **John Balthazar** managed to purchase a band saw at the VDC Swap day at Yarra Glen on the 9th March 2014 for **John Cox** and no doubt John will use it in the resuscitation of his Morris Minor Sports Special. Good buy!
- **Our Treasurer Kurt Schulz** is getting a bit like to Frank Sinatra, in that he is getting surrounded by his own personal 'rat pack', which created a "Danger Zone" for VSCC Members at the VDC swap meet. As if by magic, as one approached Kurt's selling site, either Peter Fleming or Daniel Zampatti would appear with "Have I got a Deal for you!!!!!!!!!!!" After navigating past the Stands of **Bernie Jacobson**, **David Smallacombe** and **John and Sharon Balthazar** with their gentlemanly behaviour, one is taken by surprise and barely escapes without purchasing a picnic set!
- **The usual Suspects were in attendance.** **Jim Goble** had a stall and '**Amilcar**' **Len Jenkins** was buying, **Jim McIndoe** with his Morris Tourer was on the Morris Stand, as was **Murray Couper** with his fine little Wolesley Hornet sports and his bull nosed Morris coupe. I was excitedly told by **Graeme Jackson** that there was a stand with A7 bits – and it turned out to be **David Smallacombe's** nothing there for me, although I found some A7 bonnet catches nearby, and next to **Helen and Bernie Jacobson's** where **Bernie** donated a Jack Pollard book on Australian Motoring for the Club Library, thanks **Bernie**. **David Couper** was in attendance and looking for Lancia bits. There were lots of sites and selling good stuff if you wanted it. It seems that a lot of Vintage Stuff is coming out – **Peter Fleming** purchased a \$10 box with four "D" rear lamps in it, and much more! **Kurt Schulz** was jealous and indeed worried that **Peter** may take over his pitch!
- The Riley enthusiasts were out in force at Phillip Island, to have a good look at **Jim Runciman's** Riley Sprite TT Team car. **Geoff Burford** as you will see elsewhere, drove his 'new' Riley 1 ½ down to Phillip Island as a test of its successful completion. He was so impressed that he now seriously considers taking the car OS with B-i-L **Bernie Jacobson** on the 3 month Rapier tour of the UK and continental Europe;
- **David Rapley** corrects last month's report of the 'parties' involved in the rebuild of **Jim Runciman's** Riley Sprite. The upholstery was done by **Grant White** and the painting of the car by **Bill ?** of **Bunyip**;
- **Betty and Ian Ruffley** were at Phillip Island to support **Jim's** first drives in the Riley and declared themselves satisfied. All we need for this marque is to see **Ruffo's** car on the Grid;

- **I notice** from the latest Newsletter from the VSCC (UK) that both **Peter Donald** and **John Lakeland** have joined as Overseas members. These colonials shall shake up the Poms!
- **Peter Fleming** tells me that Hanger 9 at Moorabbin has now been renamed as: "Propellers & Airscrews" and whilst they have 'stock' it has increased in price. Peter sent Bob Taylor to get some BSF counter sunk screws, they were short of thread near the head and he had to cut threads – which was hard;
- Delage **Tony Osborne** was at the Phillip Island Historics and tells me that he still has the D8 Delage, which is still being worked upon. His Hispano engined Delage is now up in Sydney and , having 'proved' itself on the run down to Phillip Island where it features in a number of photos at that Club's opening Rally. Will we see it on the 'George Green Rally'? As long as Petrol Supplies continue to be available to meet the thirst of the 18.5 litre V8, it may be there! In NSW they have a man many years experienced in Magneto repair , overhaul and maintenance – **John Wilson @ 434 Galston Road, Dural NSW 2158 and telephone number 0459 591 839 or 02 9651 2160** – maybe a useful clue;
- The "**Mother Club's**" George Green Rally, celebrating 70 years since formation, will take place on the 19th to the 22nd September 2014. It coincides with 80 years since the formation of the UK VSCC and 50 years since the Club purchased "Gatehouse". **Russell Meehan** is the one to communicate with about the George Green and our own Alpine Rally;
- **Pre War MG Registrar Tony Sloan** is busy **getting his Riley 9 engined P type MG ready for Collingrove in 2015** (needs the body done) and entertained Stuart and I to a lesson in dismantling and maintaining Luvax Shock absorbers the other day. They are really a simple device and it is a wonder that the existing Specialists do not take them on for repair. It is evidence that if you air your concerns in the Newsletter, someone will know of a solution.....so, please use this Journal for this purpose;
- **The Lagonda Rapier brigade** will have loaded their cars for the UK and Continent, by the time this Newsletter reaches you. **Geoff Burford is taking his Riley 1 ½ litre special** with these chaps. We hope they all enjoy!

GES

COMMITTEE CHATTER

At its last Committee Meeting there was a full complement of Committee persons, apart from Peter Holbeach who was an apology. Apart from the usual formal business there was a lengthy discussion about the upcoming Rob Roy hill climb on the 17th August 2014 and how best to promote the event. Kurt Schulz produced a Poster that he had prepared and the Committee approved the wording. President John Lakeland has donated a set of bookshelves to the Library and he proposes to deliver and install them in the coming weeks. The physical condition of the Clubrooms was discussed at length and this discussion was led by Andrew Cox who had undertaken a survey of the building and its needs. The upstairs windows are in need of replacement or repair. Andrew to get a price for repainting the exterior, and outside drainage. The position of the neighbouring properties was discussed.

GES

ROB ROY HILLCLIMB 17TH AUGUST 2014

John Cox has taken the reins of this event again and getting his sub-committee together. He plans to have as a special feature **Sleeve valve cars**. Advertising is progressing, and Kurt Schulz has prepared a "flyer" to hand out at various functions like Flemington, Kalorama and Winton, and, the sub-committee is about to meet! Keep the event in mind!

GES

EDDINGTON SPRINTS

The Eddington Quarter-Mile Sprints always looks to be a shambles, and it never is. Cars move around the site with as much order as ants do around their nests. Spectators' cars are mixed among the competitors', and to work out who's competing you either need to spot a number stuck on the driver's door or you wait to see who lines up at the start line. All the above makes Eddington Sprints quite unique, and we all hope it stays that way.

This year Eddington was bigger and better than ever before. The 129 entries included motor bikes for the first time; and the bikes ranged from the hottest of sprint bikes to the mildest of step throughs. They certainly added a new dimension and new interest to the day, even if you're not a biker.

As is often the case at Eddington, morning fog cleared to present a glorious day in the high 20s, and to allow just enough dust to ensure you'd need at least a chamois when you get home.

Let's hope Louie can do the same for us next year.

The range of spectators' cars was as diverse as the competitor's, with everything in the car park PB & TC MGs, Delage, Rolls.



The Ryan 30/98 at Eddington

Patrick and Connor Ryan were the only entrants in Group J over 1501cc, so in all likelihood one of them won the class. Austin Sevens proliferated, outnumbering the MGBs, but only just. As usual the most entertainment came from more modern machines whose owners give horsepower much more priority than originality. Mind you, none of the spectators (even the VSCC stalwarts) minded particularly; smoking tyres are much more interesting than an original 1928 tail light bracket. A good array of pre-war cars but Edwardian cars were thin on the ground with only two T Models.

John Clucas



Seen at Eddington: above Doug Keith's N Type MG while below Alan Wettental and his J2 MG



NAPIER NEW ZEALAND: ART DECO CAPITAL OF THE UNIVERSE

FESTIVAL FEBRUARY 21-23 2014

Hosted magnificently by 30/98-ophiles Ian and Jenny Patton from Hamilton, Susan and I were privileged to attend this year's Art Deco Festival weekend at Napier in New Zealand.

Napier is located on Hawke(s) Bay on the East Coast of the North Island, and apart from its many other redeeming features it boasts itself as the birthplace of a certain Hipflask. Following the total devastation of the township from a massive earth-



Deco style Suzanna with Auburn



V12 Hispano on Hastings Street

quake (releasing more Richters than the one at Christchurch apparently, and lifting the land up some 2 metres!) in 1931, the commercial area and beachfront were cleaned up and completely re-built, quakeproof, over a period of only four years, and all of it in the various iterations of Art Deco architectural styles that were current at the time.

The re-building effort in such a short time is a whole story in itself (one which I am happy to relate to any-

one who will listen) but suffice to say that it was far from niggardly, as the work was carried out with extraordinary style and it was finished and detailed exquisitely. The Art Deco buildings have remained largely unmolested, are of course the pride of the town, and are much in demand if they ever come up for sale. The annual summer festival is an absolute treat for anybody interested in Pre-Hitler-War cars, fashion, architecture and romance.



Single cylinder Cadillac

Some 35,000 people attended over the weekend (more than half of them dressed in period kit), and along with an enormous array of activities and shows there were steam traction engines, more than 100 pre-1939 cars (among others, Packards and Auburns were touring New Zealand and incorporated the festival in their itinerary), old bicycles, and our particular favourites: about 30



Auburn Speedster and Packard on Hastings Street



Billy carts — note the boa horn

or 40 superb and quirky billy carts complete with kids all dressed up, no snivelling, and dads and siblings push-starting. Attached is a small sample of Susan's professional photographs from the weekend which I hope convey to you some of the atmosphere of the event.

If members showed interest we would be happy to present a picture show and talk at an MMM in the near future (including an expose of Horopito Motors !!). But be all of that as it may, I could not recommend the event to Members more highly, and insist that you incorporate it on any motoring tour of the shaky isles.

Mark Burns

TECHNICAL FORUM

This month we are pleased to have two items from Bernie Jacobson that are very relevant to cars of our period.

How well do you know your car?

Many British cars are equipped with an SU petrol pump, probably one of the most maligned pieces of equipment fitted to our cars. This is mainly because it is also one of the most neglected and misunderstood. This pump gives excellent service over an extended period of years without receiving any attention apart from polishing the brass fittings. Fitted as original equipment, in most cases there was no attempt to filter the fuel prior to it reaching the pump. How many people even know that the SU pump is fitted with its own very efficient filter? In the normal state of affairs this is never cleaned or not until the car has stopped suffering from fuel starvation. This in itself can lead to far more serious problems, not the least of which is holes burnt in the crown (top) of pistons. This can be very expensive indeed.

The filter is hidden behind an innocuous looking brass plug tucked away at the bottom of the pump.

Before removing the plug make sure the ignition (electric power source) is turned off and place either a generous sized piece of rag or a container under the pump to avoid spilling petrol. On the inside of the plug is a small sump to collect any dirt etc. trapped. If left for some considerable length of time, eventually the filter itself will become blocked. The filter and the fibre washer should come away freely once the plug is removed but if badly blocked it may require some gentle persuasion. Do not use sharp objects such as a screw driver blade as you could easily perforate the filter mesh. Having carefully washed the filter mesh it can be replaced and with the red fibre washer and the plug inserted and screwed up tight the job is done. In an ideal world this should be looked at, depending on the miles the car is driven, annually.



SU Pump with filter removed

When did you last look at yours?

The next question in the "How well do you know your car" department is one that I am occasionally asked. "What should I use to lubricate the disks in my Andre Hartford "shock absorbers"?"

First to be totally correct they are not shock absorbers but Friction Dampers or Snubbers. In this the word "Friction" spells it all. They rely on the friction between the wood and the brass disks to work. But first let us look at the wooden components. These are made of a particular species of timber, Lignum Vitae, claimed to be the worlds hardest wood. Not only is it hard but it also possesses natural oils to a point where it can be said to be self lubricating. In fact Lignum Vitae is used as the bearing material for the propeller shaft in some modern submarines. Any supplementary lubrication is NOT required. In the section covering lubrication in my Lagonda Owners Handbook it states specifically "Do NOT put oil (or grease) on the shock absorbers".

To set up friction dampers they must first be removed from the car. Holding one arm in a vice turn the other arm at approximately 90 degrees. Using a "Spring Balance" (fisherman's scales) adjust the large nut in the centre until the arm just moves with a pull of 25 to 30 pounds. 25 for light cars and 30 for larger cars. Re fit to the car and test drive before adjusting further. To adjust tighten the nut to stiffen, back it off to soften. This adjustment is quite critical the nut being turned one eighth of a turn at a time. Do not rely on using a Torque wrench on the nut to make meaningful adjustments.

Once set up correctly they should not require any further adjustment for some considerable time.



PHILLIP ISLAND HISTORICS above and to the right. Graeme Steinfort was only there for the Friday practice hence no report of the event however some photos. Top left above and right is Jim Runciman's Riley Sprite team car. Top right is the (former Head bros.) Austin 7 s/c Ulster of Peter Macrow and below it is the Wolseley Hornet special of Murray Couper while above left is a Type 37 Bugatti.

THE VSCC MARKET TRADERS at the Vintage Drivers Club Yarra Glen Swap Meet below. To the left are Bernie and Helen Jacobson setting up while to the right Peter Fleming and Kurt Schulz in command of their usual well organised stall.



MORE PHILLIP ISLAND

Attached are a couple of photos from Phillip Island taken on my iPhone. Geoff Burford had just completed building the Riley from a collection of parts. It had done 358 miles when it arrived at Phillip Island.

The Maserati 4CL of Paddins Dowling was amazing. It is only 1,500 cc S/C but it beat a whole range of cars from the 50's and 60's, some 2,500 cc, passing ten in one race from the back of the field and getting about 8th place in the next. It sounded beautiful too, you could hear it clearly above the sounds of the other cars. Delightful youngish chap from the USA. Hope we see the car here again.



DO YOU KNOW THIS CAR AND OR ITS OCCUPANTS?

Graeme Steinfort has received the following request from Howard Maguire :

*"Hi Graeme
Just remembered I had these pics sent to me by a journalist who writes for Classic Sportscar. Apparently they are dated 1946/47. Do you know anything about the guys in the photos?
Howard Maguire"*

Any information can be sent to Howard on maguire_howard@hotmail.com



MASS EMIGRATION OF LAGONDA RAPIERS TO EUROPE



Bernie Jacobson has provided these photographs taken last week with a rather waterlogged camera. There are no people in the cars because 1. they were all inside "signing in" and 2. they were keeping out of the rain.



Clockwise from top left: Di and John Harvey from SA with their Lagonda Rapier, just back on the road after spending the last 50 years in pieces; Geoff Burford's Riley, the last car into the container; Room for three more; Tight squeeze; Helen Jacobson and her brother Geoff Burford; Line-up at the shipping company gate on a wet and windy morning; Bernie and Helen Jacobson's Lagonda Rapier about to head off on its fifth tour of Europe.



No doubt there are many who would say that you would need to be somewhat bent to want to spend several months touring Europe in relatively small and open PVT cars however the curvature here is due to camera optics rather than Bernie and co. having overstretched the shipping container.



How you get four Lagonda Rapiers and one Riley into one shipping container

VSCC NIGHT TRIAL 2014, AMENDED RESULTS

The gremlins crept in to the results of the Night Trail (or was it the Prince of Darkness?). The rescue came in the form of the spirit of Mr Edmondson and his ticketing system. In reviewing the results, Ian Barber in the 1932 Alvis Silver Eagle was found to have been deprived of some forty points in the final add up because on the night I omitted his Edmondson tickets from the addition. Mr Edmondson's system won out and the tickets with their numbers and the two unique punch marks respectively for the outward and return journeys (worth 20 points each) could be traced. This will all sound like gobbledegook for people who did not compete, but the result is that Ian has an extra 40 points which gives him a total of 139 points for the event and it puts him in 3rd place in the PVT class.

The final results are:

VINTAGE CLASS: Unchanged

Noel Cunningham	1923 Sunbeam	142 points	1 st Vintage.
Phil' Cassie	1927 Austin 7	140 points	2 nd Vintage.
Jim Thompson	1920 Talbot	138 points	3 rd Vintage.
Courtney Pern	1921 Delage	116 points	4 th Vintage.
Dave Baker	1927 Buick	76 points	5 th Vintage, (our host, only did Part 2).
Daniel Zampatti	1930 Austin 7	69 points	6 th Vintage, (thwarted by lack of Amperes).
Rob Rush	1928 Ford A	D.N.F.	(Thwarted by lack of cooling).

P.V.T. CLASS:

Trevor Leech	1935 Singer	146 points	1 st P.V.T. (Unchanged).
Geoff Burford	Riley Falcon	141 points	2 nd P.V.T. (Unchanged).
Ian Barber	1932 Alvis	139 points	3 rd P.V.T.
Kurt Schulz	Riley Falcon	133 points	equal 4 th P.V.T.
Andrew Cox	1938 Lancia	133 points	equal 4 th P.V.T.
Jim McIndoe	1937 Austin 7	44 points	5 th P.V.T.
John Lakeland	1939 Triumph.	D.N.C.	
Dom Dimattina	1938 SS100.	D.N.C.	

My apologies for the goof up.

Peter Donald

VHRR ROB ROY HILL CLIMB 27 APRIL 2014

The cost of entries to run in the VHRR Rob Roy on the 27th of April this year have been **REDUCED** from last year....

- Entry is \$90.00
- Entry under 18 years is FREE for VHRR members and their children and grandchildren.
- Have you ever heard of costs going DOWN????? Perhaps NOT....

BUT we need a bigger entry list to compensate for the lower entry cost.

SO get those cars out of the garage or the lounge room, take the blankets off them and use them as they were intended....

Hope to see YOU there...

Pat Ryan

LAST MONTH'S MYSTERY PHOTO

John Kent was back with the correct answer minutes after the newsletter was emailed out. *"Your mystery photo this month shows a Prince Henry Austro-Daimler engine. Re last months photo I should have replied as I knew the car & visited Jim Brebner several times to check a stash of NOS Crossley parts which he had for sale. In those days I owned more than one of this make."*



The photo shows a Prince Henry Austro Daimler which is being constructed by Johan Larsson in Sweden. An ambitious project as Johan has started with less than 100% of the car. One of the missing parts is a cylinder barrel which brings us to the Australian connection.

About a year ago The Automobile had a photo submitted from Australia of mystery cylinder barrel that had come from a car of unknown origin that had crashed and been abandoned in a gully in northern NSW many years ago. The Automobile later reported that the mystery cylinder barrel had been identified by a UK restorer who incidentally knows John Kent. John advises that a happy outcome from all of this is that Johan Larsson has been able to obtain the cylinder barrel though interestingly it is from a different car. Where the rest of the crashed Australian Austro Daimler ended up no one seems to know. Reports indicate that this car had chain drive to the rear wheels indicating that it was possibly a contemporary of the 5.7 litre team cars that won the Prince Henry Rally in 1910 though the later production version of this car (the 22/88) was offered with a choice of chain or conventional drive.

This month's mystery photo is from Graeme Steinfort's collection and was taken at an event much closer to home.

Mike Bellair

FOR SALE AND WANTED

The Blue Ulster below is the former Head Brothers Austin 7 Ulster. It is a going car and is currently for sale in the region of \$70,000. The chassis is 1930 and the engine is also 1930 and was part of a batch that the Austin Motor Company delivered to Gordon England. It is equipped with a Cozette Supercharger. For further information and vendor contact details phone Graeme Steinfort on (03) 9499 3827.



FOR SALE

MG PA Well known car which has had lots of work carried out on it. Formerly owned by Paul Latham. \$55,000
Enquiries to John Smith 9755 1187 (AH)

FOR SALE

"New Visby" lathe. (not Chinese). All geared head, 51mm mandrel bore, 1250mm between centres, swing 300mm in gap, 235mm over ways, 250mm 3 jaw, 300mm 4 jaw, #4 Morse tailstock, #6 Morse headstock, 3hp single phase motor, 1/3 hp suds. Runs from 15 amp power point. Some tooling. Excellent condition, see working. \$1850

"Qualos" (not Chinese) No.1 Back-gear horizontal milling machine, good range of cutters, vice, gearbox attachment for vertical milling. Main motor, suds pump and self feed motors single phase, runs from 15 amp power point. See working. \$850.

Reg Rhook, PO Box 282, Creswick, 3363. Ph. 53452775



FOR SALE 1951 Mk VII Jaguar.

Ideal for the aging vintagent to attend rallies in comfort with the spousal approval. In excellent condition was only on the road until 1963 until I obtained it and restored it in early 90s. Bare metal body and engine bay respray on 2 pack black. Completely rebuilt engine, [Needham] gearbox , suspension and diff. New leather, repolished wood and rest of interior. Discreet but effective air conditioning with condensers under the floor Recent new tyres.

A fast 100mph+ sedan with the model having a long racing history from Messrs Moss in the 50s to Bean in the 21st Century.

Selling due to the surprising discovery that 6 cars won't fit into 5 garage spots. AU\$ 30,000

Ed Nantes 03 9859 3159 enantes@bigpond.com

MIKE HIPKINS DOWNSIZING SALE

FOR FREE One very rusty 20" wheel with 72 spoked 3" rim. Despite the rust, the wheel centre might be of some value once sand-blasted. It is very large Rudge Whitworth type of internal diameter of 110mm I have not counted the splines.

FOR FREE Two 500x19 tyres, Dunlop Super 90s made in Sydney, circa 1970.

Unused and look prefect, but passed their use by date.

Suit trailer light loads or even spares used with caution!

FOR SALE Lucas M418 12 volt starter with pinion and spring , complete.

Lucas "Electric Engine Starter AJ 11606, 12 volt. Stub shaft, no pinion. [Looks too smart to be a Lucas.]

CAV Dynamo 6 volt Type DDC, 3 brush. [A very pretty small machine]

Bosch Generator [German] 12 volt 200 watt, 2 brush but with third field terminal.

All seem to be in working order. NICE offers requested.

FOR SALE Five Rims 18"x 3.25" wide. In very good condition - no rust.

Drilled and dimpled for 72 spokes. \$750 the set.

For all or any of the above please ring Mike Hipkins (03) 9429 5980 or mhippo@bigpond.com

WANTED Your cast off bits or abandoned project.

Sorry I am not prepared to pay huge sums of money and prefer not to pay any. With both the Dixie Flyer and the Packard now long gone and the Rapier on its way to the UK on holiday, I am in need of a project to help me fill in the idle moments. Preferably a "Vintage Light Car" as defined by the UK LC&E Section. Almost anything considered provided that it is free.

Bernie Jacobson (03) 9842 5808 two_oldlags@optusnet.com.au



MINUTES OF VSCC MEMBERS MEETING OF 14 FEBRUARY 2014

WELCOME: The President welcomed members & guests and apologized for the change of date due to the Formula 1 weekend and traffic issues

APOLOGIES: Russell Meehan, Greg Meehan, Dom Dimattina, Ian and Betty Ruffley, Geoff Burford, Andrew Cox, John Blanchard, Betty Lowe, John Needham, Bernie Jacobson.

VISITORS: Wes Southgate, Terry White – Riley Club

NEW MEMBERS: Leigh Goodall

SICK LIST: None reported

RECENTLY DECEASED: Tony Osborne, Ken Catlow

MINUTES OF PREVIOUS MEETING:

The minutes of the meeting held on 14th February 2013 were confirmed on a motion moved by Chris Terdich and seconded by Graeme Steinfort.

CORRESPONDENCE:

Various club newsletters and a Building report from Andrew Cox.

PAST EVENTS:

March 15-16 Night Trial Great event and overall participants knew where they were going. Trevor Leech thanked the organizers.

March 6-9 Phillip Island Races VHRR Chris Terdich participated in 6 races in the MG. Dinner was with Jack Brabham. American participant brought 'Old Yella' and presented a dissertation to Jack Brabham.

COMING EVENTS:

Suspects Lunch will be moved to May.

March 16 Australian Grand Prix Chris Terdich will run in his Alfa,

March 29 Eddington Sprints Roger Boehme This is a low key event with no entry fees and members are encouraged to enter

April 6 Kalorama

April 6 Myrniong Sprints

April 27 autumn leaves run and VHRR Rob Roy. Refer to email or newsletter for information

FINANCIAL REPORT:

Opening balance of working account \$ 88,097.59 (Term deposit of \$70,000.00 for 6 months included)

Expenses \$ 2,223.52

Income \$ 506.40

Balance \$ 86,380.47

CARS AND PARTS:

FOR SALE: None

WANTED: Glenn Bishop is looking for a generator for a J2MG

David Smallacombe is looking for a VH44 brake booster

GENERAL BUSINESS:

Members to decide on the preferred date/week for the informal BBQ and Opening meeting.

Graeme Steinfort Congratulated Peter Fleming on his position as VSCC of Vic Property officer

Stephen Hands advised that Peter Fleming is retiring from teaching but won't sprukey his own capabilities in designing aids for the Aged and asked him to elaborate.

Peter Fleming provided a gift of an aluminium phone cover to Kurt Schulz.

Kurt Schulz refuted the story of placing an aluminium cover on a phone to Mulch protect it in a glasses case to protect it from a lawn mower. Peter Holbeach reminded members of the Peter Donald letter and suggested that our cars are loud and can be perceived as driving fast when they are not.

David Smallacombe commented that the questionnaire response indicated that we could start a Morris group in Tasmania. Wes Southgate extended greetings from the Sporting Car Club of South Australia, vintage and veteran Graeme Steinfort commented that some things were incorrect in the last newsletter and apologised but reminded members that contributions should be on time

Mike Bellair thanked members for the many good photos provided for the March newsletter and asked them to continue submitting their photos.

John Lakeland thanked Mike and Graeme on their efforts for publishing the newsletter

Formal meeting closed at 9.50 pm

The President thanked Ed Nantes for arranging the supper.

Philip Burns

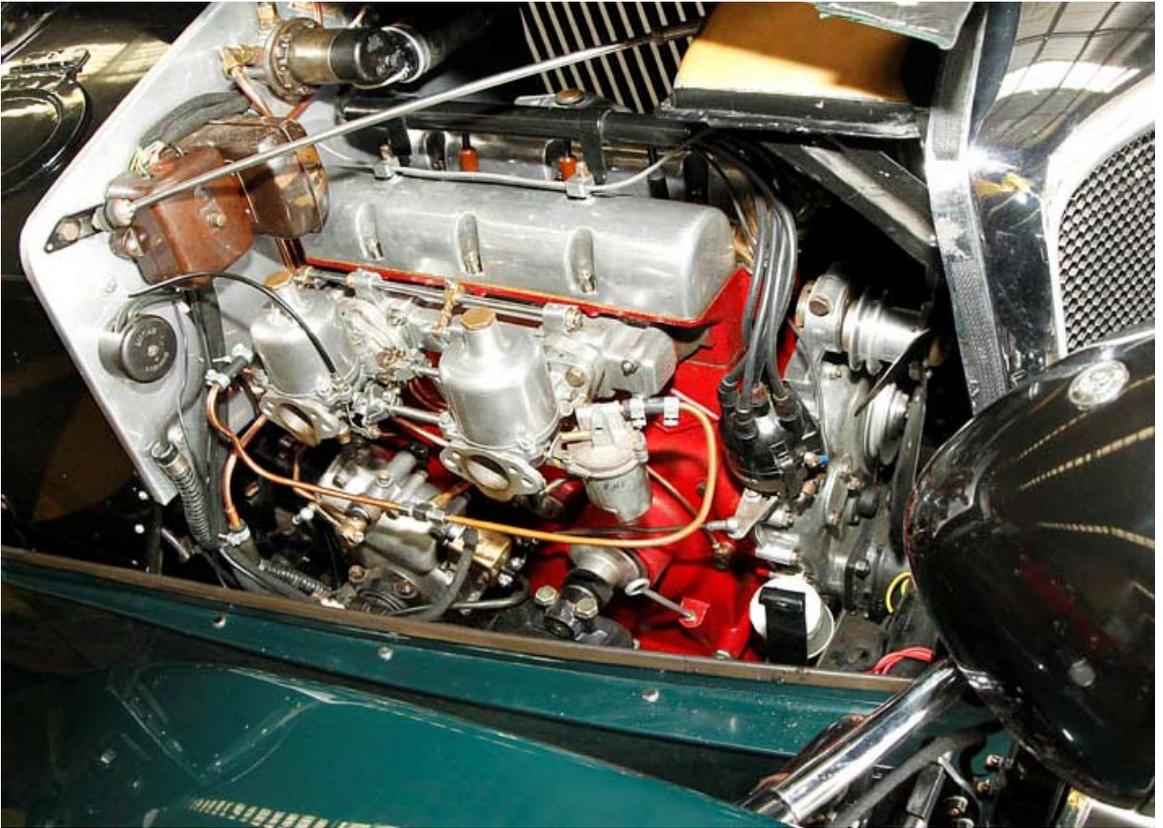


Racers and Rascals
The Vintage Sports Car Club of Victoria

**CLUB PRICE \$120
FOR YOUR COPY CONTACT
GRAEME STEINFORT 9499 3827
newsletter@vintagesportscarclub.org.au**

Does anyone recognise this month's mystery photo?





Above under the bonnet of Geoff Burford's Riley while below the Abbot bodied DHC Lagonda Rapier of David Nutter is getting some last minute attention before it goes into the shipping container. David bought this car at Shannons' auction last year and has done a lot of work on it since then.





Also seen at Eddington: Chris Capes-Baldwin's Austin 7 above while below Andrew Brown's Model T





Spectators' cars at Eddington; Rolls Royce Egg Van and Delage saloon

