From the Chairman

As we near the Annual General Meeting, I reflect on our Club’s core purpose ‘for the preservation of veteran vehicles’ and the wider veteran vehicle movement. As a club, our policy and objective is to specifically advocate for the authenticity and originality of vehicles or at least returning and maintaining our historic vehicles as they were originally produced. In fact, up until recently, it appeared that both our Federation of Historic Motoring Vehicle Clubs and our previous Conditional (historic?) registration scheme supported this view, requiring vehicles to be “as originally produced without modifications” to be eligible for Conditional (Historic) registration. This is no longer the case and after a recent experience I am starting to question whether bureaucracy is threatening our objectives and the existence of veteran vehicles. It appears to me that in the rush to amend “Historic registration”, some aspects of the new code haven’t been thought through or the ‘left hand is not talking to the right,’ as some major inconsistencies now affect the registration scheme as it applies to older historic vehicles.

As you all know, I have been actively restoring my early Brush Liberty Runabout in preparation for the National Brush Rally in early July. The next step was to register the vehicle. I had expected a few questions on the vehicle, but it’s very frustrating when the bureaucrat applies the incorrect criteria/form and does not appear to recognise that a 1910 Brush is not a 1955 Chevrolet (obviously there can be no difference, they are both vehicles and both can be LHD). I was asked to show where my dipping high and low beam headlights were (when they are acetylene), where the rear brake lights are (how to make Kerosene switch on and off when you apply your brake?) and it was suggested that I mount red reflectors onto the wooden axles! Whilst my Brush might be left hand drive, the requirements for it to qualify for registration under the code as a historic vehicle shouldn’t in anyway compromise or even sacrifice its historical authenticity. “Form MR629” is the relevant new Vehicle Standards Fact Sheet for LHD vehicles and I am still trying to think of a vintage or veteran vehicle that might comply given that the Form clearly states that: “The vehicle must comply with the following requirements regardless of age of manufacture”. Now under the new scheme perhaps vehicles are not supposed to exist if they were manufactured prior to 1967. In fact the situation in reality is quite the
opposite, older vehicles do exist and my aim is to restore the vehicle to its original specifications and these objectives should be endorsed and supported under a scheme which was originally designed to preserve historic motor vehicles and our motoring heritage!

In my other life I am a teacher and my Term 1 report on the HR amendments is that DPTI can and has to do much better and has failed to have any regard to truly historic vehicles in their rush to amend the scheme. Possibly if instead of playing to the media they put in more effort and read their own forms, the scheme could be made consistent with the preservation of some of our oldest and most historic vehicles.

**VCCSA AGM and Annual Club Dinner:**

Continuing the theme of our approaching AGM, I would like to remind you of the nominations for your Committee, and as we have the required number, no elections will be required. This should make for a swift AGM at the start of our next Gathering.

- **Chairperson (1x required): Hamish McDonald**
- **Treasurer (1x required): Tim Rettig**
- **Secretary (1x required): Peter Allen**
- **Committee Members (5x required):**
  - Phil Keane
  - Andrew Hayes
  - Frank Cord-Udy
  - Ian Voysey
  - Julian McNeil
  - Public Officer*: Dudley Pinnock

*The Public Officer is not elected, but an appointee of the Committee in accordance with Rule 6.3.

I would like to offer my thanks to those who nominated for these positions and will continue to show their stewardship of our club and its purpose for the next year.

Finally, many reminders have been shared regarding the upcoming Club’s Annual Commemoration Dinner, which takes place this coming Saturday Night at the Torrens Arms Hotel, Mitcham. Sadly, I will not be there to take part as I will be on my way to Queensland, but if last year’s event is anything to go by, I know it will be a very enjoyable evening. Thank you to Phil Keane for organising this celebration of our club.

Happy veteran motoring.

**Meetings**

The Club holds informal gatherings at 8pm on the first Wednesday of each month, except January, at the Colonel Light Gardens RSL, Dorset Ave. Park behind on what was the bowling green, enter from Windsor Ave.

Assemble at 7.30 for a pre-meeting chat. The only formal club meeting is the Annual General Meeting, held on the first Wednesday in July each year.

**Wednesday 5th July** – AGM followed by a viewing of the ‘London to Brighton - 2016’

**Wednesday 2nd August** – The “Red Baron” and the Adelaide Connection! presented by David Chantrell

**Wednesday 5th September** - Speaker on the Clare Valley, a bit of its history and significant landmarks which should prime us for the National Veteran Vehicle Rally later in September

**Wednesday 4th October** – National Veteran Vehicle Rally - Clare 2017 Report

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[Image of VCCSA logo]

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Upcoming Club events

8th July  
Club’s Annual Commemoration Dinner. Saturday evening for a 7.00pm start offering an a la carte menu. Venue: Torrens Arms Hotel, 95 Belair Road, Kingswood.

6th August  
Mid Winter Shed Run. Julian McNeil will lead a trek through several of our members sheds. Starting at Veal Gardens, South Terrace at 9:00am for a 9:30am departure and heading into the eastern suburbs.

10th September  
Combined Run with the Morris Car Club of S.A. Starting at Veal Gardens, the morning run will end up at the wetland located in Oaklands Wetland and Reserve at 237-265 Oaklands Road in Oaklands Park; adjacent to the Warradale Army Barracks.

Upcoming Local & National Club events

10th – 14th July  
National Brush Rally 2017, Dalby, Queensland.

For more information on the Rally contact Graham Donges 0417 718 617 or Graham.Donges@me.com.

24th – 30th Sept  
National Veteran Vehicle Rally 2017, Clare Valley, South Australia.

Coordinated by the Sporting Car Club of SA and the Veteran Car Club of SA, the 2017 National Rally will be based in the regional township of Clare but will be travelling out each day through and to numerous locations in the region.

The Expression of Interest Form and Rally Registration Form are available from our web site http://vccsa.org.au/events-2/National-Veteran-Vehicle-Rally-Clare-2017 Contact Peter Templer 0417 081 502 or email to rally2017@vccsa.org.au for further information.

1st October  
‘Down Under’ London to Brighton Run for Veteran Cars & Motor Cycles

The Vintage Sports Car Club of SA have changed the usual date of this event from the last Sunday in September to the first Sunday in October to give entrants in the National Veteran Vehicle Rally, being held in Clare, the opportunity to participate in this year’s 30th Anniversary Down Under Run.

15th – 18th Mar 2018  
VCCA (Victoria) Annual Single & Twin Rally, Cobram.

The VCCA (Victoria) is holding its 2018 state Single & Twin Rally based in the RACV Resort in Cobram. The facility is well located to attract entries from the neighbouring states of South Australia, NSW and Tasmania. For those contemplating attending the 2018 National 1 & 2 Cyl Tour in Tasmania from 21st-25th March you may wish to enjoy the two events for the one trip.

You are invited to submit an Expression of Interest Form available from Andrew & Francis McDougall, email amfi@dunollie.com.au, or phone: 03 9486 4221 for further information.
The Tour is being run by the VCCA (Tasmania) and is open to cars and motorcycles built before 1st January 1919 and will be travelling on minor sealed roads for most of the time.
You are invited to submit an Expression of Interest Form now available from the VCCSA website or contact VCCA(Tas) Tour Committee, PO Box 182, Launceston, Tasmania, 7250 for further information.

Model T Ford Annual Rally 2019, Maryborough, QLD.

The Horseless Carriage Club of America (HCCA) South-East Australia Region are holding an International Veteran Tour in Bathurst NSW from 30th August to 6th September in 2019. Expressions of Interest – contact Russell Holden: 0422 219 911

Upcoming Swap Meet events

| 30th July   | Globe Derby Pk | 15th Oct   | Strathalbyn |
| 20th Aug    | Willunga       | 18th-19th Nov | Bendigo |
| 10th Sept   | Gawler         |

Notice

Conditional (Historic) Registration and your partner.
Given that our partners are not always as enthusiastic about our ancient vehicles you may be wondering what the link between the these two topics is. The answer is in fact “simples” as a meerkat would say. If your old vehicle is jointly owned by you and your partner then this Club has made it easier for you to register your old vehicle in both names. For $20 per year your wife or partner can be an associate member of the VCCSA which means that your vehicle can be registered on Historic Registration in both names.

An example of why this is desirable is that in the case of a member passing away their membership ceases and the conditional registration on the vehicle also ceases. In the case where a wife or partner is an associate member of the Club then the Conditional registration continues in force and the vehicle is still registered. We have found a few cases where it would have been useful for the historic registration of the vehicle to continue and so we are merely bringing this option to your attention so that difficulties might be avoided.

Other Club’s Publications
Many clubs provide electronic versions of their publications and the following Australian Motoring Organisations have provided us with a link to their publication during the last month:

For Sale

1905 6HP Single Cylinder 780cc Rover  Historically Registered XAG928

Due to an impending move I have to downsize my collection and regrettably the Rover is seeking a new custodian. The car is well known in South Australia as it was found very early and although not in the original 1934 Old Crocks Run it did appear in the late 1930’s when it was owned by the Brown Family of Scrap Metal fame. Subsequently the car passed on to the Jamieson Family who restored it and rallied it extensively. Perfect car for the One and Two Cylinder Scene as it only weighs about 500 kg so is easy to tow on a trailer and due to its size you do not need a massive trailer. So far there has been no hill that has stopped it, and it has even gone a few times on the Norton Summit Hill Climb ending up at Mount Lofty Botanic Gardens which is a test if ever there was one. Rover were very advanced as the car has a 3 speed gear box with reverse with wet metal plate clutch running in oil that is integral with the motor.

Offered at $35000 ONO. For more information please contact David Radloff 08 8264 0090 or radloff@chariot.net.au

For Sale

1910 Ford T, Eng no. 10841. Fully Rebuilt, Has the narrow rare one piece sump and trans cover, aluminium Ford cast script with cross bars cast into cover underneath. Complete running unrestored in excellent condition. Has red plate registration permit. $50,000 firm

1912 Project Ford T Tourer, Eng no. 61600. Has American built wood body all original sheet metal, fully complete upholstery in general. Good condition, materials all correct. Has open valve and one piece sump. Square hole trans cover form script. $29,000

1913 Roadster T Ford Project, Eng no B3477. All mechanicals original upholstery. Have tack strips but needs all wood made. Engine B ‘Series’ Dec 1912 build. Has original panels and new turtle deck (Rootlieb) all brass etc. $16,000

Selling due to health problems. Thanks to all for kind thoughts and prayers, am recovering well. Contact Bill Formby H 5625 2344 M 0488 288 164
Unknown & Intriguing Items

History to this vehicle is unknown but we would think that it was originally an early de Dion Bouton, based on the tubular chassis and what is visible of the transmission, with a number of obvious home made additions. Photo thought to be from a rally circa 1935.

Any further and more expert opinions would be gratefully received - Arthur Clisby

Photos from Club Run to National Railway Museum – June 11th
Lucie Dasse, a pioneer lady driver

Article and photos from Pre-War Cars

Looking at period pictures of old cars, one sometimes wishes to have been born 100 or more years ago, to have eyewitnessed the birth of the motorcar. Or even have participated its inception...

In Belgium, it would have helped if you were a hands-on person not only in the obvious cities with long-time experience in engineering like Liège (FN), Antwerp (Minerva), and Charleroi (Germain, Métallurgique), but also in some smaller places.

When Gérard Dasse, a mechanic from Verviers built his first motorcar at the end of the 19th century, its mechanics were based on Benz lines. It was very much a prototype, and mainly used as a proof-of-concept machine.

Gérard Dasse received much help in the construction of his vehicles from his sons Yvan and Armand. But the interest of today goes to their sister Lucie, the gorgeous lady who figures in the two pictures shown here. She must have been one of the first Belgian lady drivers and her clothing was not untypical for the lady motorist of that day.

She is seen on the second Dasse car, developed around 1895, a tricycle with two front wheels. Dasse plumbing background is visible in the chassis design, where the horizontal engine takes a central position with belt-drive to the rear wheel. A water reservoir acts also as the rear mudguard, and the seats are already suspended, but the spoking of the wheels is still radial.

The Dasse family went on to build many types of vehicles including racers, lorries and buses. They also even started a school for mechanics and foundry. The company eventually closed in 1956. Armand died in the same year, Yvan in 1964. Not much more is known about the life of the lovely Lucie Dasse, but we’d love to hear if any reader does!
OLIVE OIL FOR LEATHER-FACED CONE CLUTCHES

Story By Kevin Brooks
Originally published in Veteran Torque (QLD) several years ago.

Some of you have heard me extolling the virtue of olive oil as a dressing on leather-faced cone clutches. Indeed, I have gained a few “disciples”. However, for the unbelievers and the unknowing, let me enlighten you.

When I first bought good sole leather for my Buick clutch (having discarded a cone which now adorns my wall, complete with over $400 of Kevlar), I asked the saddler should I use Neatsfoot Oil. His reply was, “Neatsfoot oil is good for feet. Go buy yourself a good vegetable oil!” Since that day I have used nothing but olive oil (Extra-virgin, of course) with great success.

One Doubting Thomas hit me one day with, “But surely neatsfoot oil is some kind of vegetable oil.” At the time I couldn’t answer him but here’s the fact: Neatsfoot oil is made from the shin bones of cattle! Yes, shin bones, not hooves as with gelatine.

At Gatton recently, John Farrier remarked it was time to feed his De Dion a little neatsfoot and what a pain it is. Well, let me assure you. Go and buy a pressure pack of olive oil, remove the nozzle and replace it with one from a pressure pack that has the straw as well and all will be much easier! Douse your leather with a liberal dosing of olive oil at frequent intervals and your clutch will be sweet as can be……… and as you already know, prop your clutch open when your vehicles not in use and let the leather “swell”.

(And here’s a little after-thought: I remember from my history lesson nearly seventy years ago, that, starving, Scott of the Antarctic ate his shoes’ leather soles. Well, if you should get marooned in the desert in your pride and joy, I’m sure leather already soaked in cooking oil rather than stale shin bone, will make better eating!!………And it will be kosher for vegetarians too!!)