



The  
**EDWARDIAN**

**February 2013**



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**Address for Correspondence:- Hon Secretary, VVCCA ACT (Inc), PO Box 3394, Manuka ACT 2603**

### MEETINGS HELD EVERY 3<sup>rd</sup> WEDNESDAY OF THE MONTH AT 7.30PM.

The Club meets in the meeting room of Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick. The building can be accessed from either Yallourn St, or the Canberra Ave Service Rd. (access between Bristol Paints and Classic car Wash – next to United Petrol) Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and then by supper. Visitors are always welcome at our meetings. Membership fees are \$50 per year.

The Veteran and Vintage Car Club of Australia ACT (Inc) was formed in 1963. Its Objectives are;-

- ❖ To sponsor and encourage the preservation, restoration and use of Veteran and Vintage vehicles
- ❖ To engage in rallies, exhibitions and other events suitable for Veteran and Vintage vehicles
- ❖ To encourage the retention of Veteran and Vintage vehicles in Australia
- ❖ To collect and disseminate technical and historical information as shall be of interest to the members
- ❖ To offer the services of the Club, its members and vehicles to such charitable organisations as may be decided upon from time to time
- ❖ To engage in such other activities associated or allied with all or any of these Objectives which are intended to promote a better and wider knowledge and understanding of Veteran and Vintage vehicles among club members and the public generally



## President's Report



Welcome to 2013 and another great year to enjoy our Veteran and Vintage motoring. Since the last magazine we have met socially for 2 Club meetings at the Southern Cross Club and at the Woolley's for a BBQ in January, both functions were well attended and a good time was had by all who attended.

Two club runs have been held in December and January. Wal and Jane plus helpers organised a great Christmas lunch at the Fire Shed in Royalla. The food was great and the children were treated with a visit from Santa Claus. Thanks Wal and Jane and Chris & Simone for a great meal and all the work you put into making this a great outing.

The weekend away organised by Chris and Simone was another great event and I am sure there will be a full report in the newsletter. Five veteran and vintage cars attended and great destinations were organised which included David Crisp's at Crookwell, a motorcycle collection, historic home and BBQ at the Quamby's. The weather forecast was for showers but the days were great with a storm on Saturday night. The threat of rain stopped a number of our long distance T Ford drivers from coming in their veterans but attended in their moderns. Thanks to Peter and Alex in the Bean, David and Glen in the T Ford (Glen having a driving lesson in preparation for T Ford Rally) Chris, Simone and family in the Chev, Bruce and Cathy in a Chev and Rob and Beth in the Renault for driving their cars and putting on a great display for our Club.

The National 1 and 2 cylinder rally is on from the 10 – 15 March, we have 63 entries and it will be a wonderful rally thanks to a small hard working committee. The rally committee urgently needs 6 Club members to assist with daily activities which will include, placing rally route signs, collecting the signs, parking, and general assistance to rally entrants etc. If you can help please speak to Rick, Nick, Roger or I and we will be happy to find you a job.

Have a great year of veteran and vintage motoring  
Rob Woolley

**I just can't help myself!!!!**

**One for the T Ford boys.....What's wrong with this picture?**



If not immediately obvious, turn to page 3 for a clue



## Editorial



Firstly thank you to those members who've given feedback about the new-look newsletter. I'm glad you enjoyed it. Many have particularly liked the new front cover. Speaking of which you will recall I only included radiator badges and/or scripts of cars owned by financial members of our club at their time of being in our club (as opposed to cars they may have collected or disposed of either side of their membership in our club). I also requested input to any marques I'd overlooked. I have to admit I was only expecting to have missed maybe three or four, but oh how that illusion was quickly shattered! Over a period of two weeks a certain correspondent by the name of 'I.Irwin' promptly drip fed me a list of thirty five more! On the surface that sounds great, ie the knowledge that we've had an incredible one hundred and five different marques represented in our club. Look deeper though and I now have a real dilemma...how do I fit an extra thirty five bloody badges on the cover! You may have noticed in December's edition that front cover real estate is at a distinct premium. Three or four extras I could have handled relatively easily, but thirty five? Curse you Irwin! May your exhaust be forever infested with the fleas of a thousand camels! Actually, it's not quite as bad as it could be because there are four marques in the list of thirty five that I just can't find badges for. In the Club's early days foundation member Ross Millard's collection included a 'Maibohm' and a 'Delata'. Both rare cars. The best I can come up with is a photo of a hubcap for the Delata. It's pretty crude and looks like someone's just stamped the name in to a plain hubcap using letter stamps. Still, it's better than nothing (it's beside the Renault symbol if you're looking). Former member Ken Watson owned what is probably the world's only 'Jarrott'. Ian writes "*Jarrott was owned by, and almost certainly built specially for Charles Jarrott, Napier driver in the UK. The car, a 1907 or 1908 model, was something of a badge-engineered Napier. It was no cheap and nasty copy either, having authentic 'Jarrott' brass hub caps and a script on the radiator. It was found near Cootamundra and is thought the car may have been built for a special event where Napiers were denied access*". The late George Roberts owned a c1904 'Innes' when he was a member of our club. This car is now restored and owned by a Northern NSW enthusiast. Can you help me with a badge for any of these four? Cursing Mr Irwin aside, after much rejigging on the front page I have now included the extra thirty one, bringing the total depicted to one hundred and one (well 32 and 102 respectively if you include the hubcap photo)! How long will it be before we can display the full one hundred and five?

In this editions technical page I include an interesting article on magnetos. The author is described on one website as being one of the last of the 'old blokes' who knows how to restore maggies. He's up in Grafton and his number is in the text, so might be worth a call if you're in maggie-trouble.

I also include an interesting development in the Fédération Internationale des Véhicules Anciens (FIVA) with regards to the newly written 'Turin Charter'. FIVA is the world federation of historic vehicle clubs and supports and encourages the preservation of historic vehicles as an important part of our technical and cultural heritage. Our club is a member of FIVA by virtue of its membership of the Veteran car club of Australia.

The Turin Charter is based on and inspired by UNESCO's Venice Charter (1964), the Barcelona Charter (2003, historic ships) and the Riga Charter (2005, historic rail vehicles). I assume the idea is for the Charter to be adopted by UNESCO, in which case it could be of immense significance in helping us fight any unwelcome legislation that may ever come our way. If, after reading our newsletter article, you want more reading on the subject, go to <http://www.fiva.org/EN/Torino/Charter%20of%20Turin.html>.

Rick

**Shannons National 1&2 Cylinder Centenary of Canberra Rally  
Important advice....**

This major rally is now almost upon us. Entries closed some weeks ago and we have got 63 entries, including ten from our own club. This is a good manageable size and we've got some really unique things planned to show our guests. Not only have we got entries from every State of Australia, but we've even attracted four international entries too! As per previous requests, we would appreciate if members can come forward and offer to help in some way, even if it's just for one day. On some days we'll require people to help marshal the cars for parking and to look after them while the entrants are viewing various venues. We'll also require members to put direction signs out and also to bring them back in at the end of the day. Remember, our club is hosting this rally and stands to benefit from it, so involvement by our 'non-participant' members would be appreciated. Please contact me if you are prepared to help.

Also, the final dinner is being held at the Hellenic Club in Woden at 6:30pm on the 15<sup>th</sup> March. For those of our members who haven't actually entered the rally, but would like to attend this final dinner, and/or also the initial Sunday 10<sup>th</sup> welcoming supper, please return the meals form in this newsletter, with full payment, by no later than the meeting night of Feb 20<sup>th</sup>.

You'll see in the events section that on Sun 10<sup>th</sup> March the club is holding a run out to the Southwell's property at Hall where you can catch up with the entrants of this rally. This will be a great opportunity for Club members to see some wonderfully unique cars and meet their owners. Being the first official part of the rally we'd really like to make a good impression on our guests so we'd like to offer a sumptuous afternoon tea – and we need your help to do this. It would be much appreciated if you could bring along a cake, slice or something similarly delicious. But in order for us to co-ordinate who's bringing what, can you please contact Carol on 6282 4090 or [nowakn@netspeed.com.au](mailto:nowakn@netspeed.com.au) by no later than March 1<sup>st</sup>. Even if you can't make the day itself, the goodies can be dropped off at Carol's on the Saturday or early Sunday morning. A good participation rate would be appreciated.

Rick

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**Here's your clue.....a close-up of the front axle.**



Recently on the 'Pre-war Cars' website I read an interesting story and photos. Putting the various comments together the story unfolds something like this....see over



John Vahey recently purchased a restored 1910 Ford out of America. It seems the bloke who restored the car did not have a correct 1910 front axle so used a 1911, or later, axle and proceeded to modify it to make it look like the correct thing. This involved sawing off both ends of this later unit near the stub axles and welding on recast reproduction '1910' axle ends.

Turn to page 14 for the end result.

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As mentioned in the last magazine, thanks to Carol Nowak we now have an historical record of winners of our various trophies over the years. Here's some more to cast your eyes over from days of yore. The Graham Benedick trophy is awarded to the person that drives their Veteran car the furthestest distance to attend a rally. Graham is still a member of the club and now lives in the Toowoomba region. The Rob & Beth Woolley Edwardian trophy is awarded to the best period dress for either a veteran of vintage car. More next issue.

Graham Benedick Shield		
YEAR	NAME	VEHICLE
1999 / 2000	WAL HICK	1912 T FORD
2002 / 03	WAL HICK	1912 T FORD
2003 / 04	TED CLIFTON	1915 T FORD
2003 / 04	WAL HICK	1912 T FORD
2004 / 05	WAL & JANE HICK	1912 T FORD
2005 / 06	TED & MARG CLIFTON	1915 T FORD
2005 / 06	WAL & JANE HICK	1912 T FORD
2005 / 06	EUAN & WILGA COUTTS	1910 SCAT
2006 / 07	EUAN & WILGA COUTTS	1912 SCAT
2007 / 08	EUAN & WILGA COUTTS	1912 SCAT
2008 / 09	TED & MARG CLIFTON	1915 T FORD
2009 / 10	EVAN QUARMBY	1911 CADILLAC
2010 / 11	TED & MARG CLIFTON	1915 T FORD
2011 / 12	TED & MARG CLIFTON	1915 T FORD

Rob & Beth Woolley Edwardian Trophy	
YEAR	NAME
1993 / 94	R & B WOOLLEY
1994 / 95	L & M ROBINSON
1996 / 97	ROY BENDALL
1997 / 98	K & J HEMBURROW
1998 / 99	K & C SOUTHWELL
1999 / 2000	BARRY ROBERTS
2001 / 02	WAL & JANE HICK
2003 / 04	EUAN & WILGA COUTTS
2004 / 05	TREVOR & JOYCE COUCH
2005 / 06	EUAN & WILGA COUTTS
2006 / 07	TREVOR & JOYCE COUCH
2007 / 08	K & C SOUTHWELL
2008 / 09	MALCOLM & BRONWYN NOAD
2009 / 10	NICK & CAROL NOWAK

Disclaimer – Any similarities in the below to a current club member is purely coincidental.....or maybe not.....

Geoff was driving down the Tuggeranong Parkway when his mobile rang. Answering it he heard his wife, Lyn, urgently warning him, "Geoff, I just heard on the news that there's a car going the wrong way down the Parkway! Please be extra careful!!!"

"Hell," said Geoff, "it's not just one car. It's hundreds of 'em!!!"



### Product of the Month (P.O.M)

This month's POM is courtesy of Peter 'Lambdas'R'Us' Makeham. As the number of club members with lathes seems to be on the increase I thought the following would be of interest. It is an Australian product from 'Eccentric Engineering. <http://www.eccentricengineering.com.au/> called the 'Diamond Tool Holder'.

The Diamond Tool Holder was originally developed in Australia by Des Burke in 1985 and manufactured by him until 2006. At the age of 80 Des finally hung up his production overalls to spend more time in his shed on hobby engineering .

Unlike conventional lathe tools the High Speed Steel (HSS) tool bit is held at a tangential angle to the work piece.



Tangential tool angle.

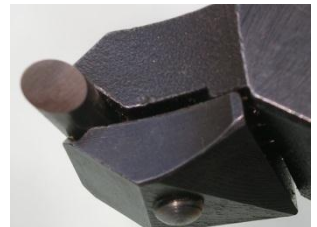


Conventional tool angle

Holding the tool bit in this position provides all the clearance angles required for general cutting purposes, leaving only the top rake to be put on using the grinding jig that comes with the kit. Due to this tangential angle, all the cutting forces will be transferred down through the length of the tool tip. This together with a body cast in 4140 heat treated steel makes for a very rigid tool.

The Diamond Tool Holder utilises a standard piece of square section HSS, either 1/8 or 1/4 inch depending on the holder selected, which is inexpensive and easily available from any engineering supplies. One tool bit blank is supplied with each kit. Resharpenering is fast and simple using the grinding jig. Just clamp the tool bit in the jig and run it across a regular bench grinder. Due to the design of the holder, this is the only face that needs grinding. Using the same jig, it is easy to grind the angles for a 55 or 60 degree screw cutting tip by using the V groove at the front of the jig. The holders will also accept 1/8 or 1/4 inch diameter round HSS for use as a round nose tool and the jig will sharpen this too, and of course the radius will stay the same however many times it is resharpened.

After grinding square section HSS, the point of the tool will be an angle of approximately 80 degrees. This will give 5 degrees clearance on either side of the tool-bit allowing machining into a corner or step in one operation without having to rotate the tool-post.



**Club Christmas Party at the Royalla Fire Shed  
16<sup>th</sup> December**

It was a grey and overcast day but this didn't dampen our Christmas spirit. A small group of us in our old cars meet at Telopia Park at 10am for a chat and morning tea. Filled with Christmas goodies we departed to Royalla's RFS Shed via the Old Cooma Road. It was a lovely country drive to build up an appetite for our Christmas Lunch. When we arrived we met up with the rest of the club.

Chris and Simone

Attendees: John and Doreen Ahern – T Ford, Ted and Margaret Clifton – T Ford, Nick and Carol Nowak – Overland Wayne Young – T Ford, Wal and Jane Hick – T Ford "Christmas T", Chris, Simone, Nicholas, Madeline and Cameron Hogan – Chev, Geoff and Lyn Nicholas – Bike and Modern, Bruce and Kathy Booby – Modern, Wayne and Sandra Smith – Modern, Kingsley and Cynthia Southwell – Modern, Ian and Ida Irwin – Modern, Mal, Alex, Adelaide & Mabel – Modern, Rick McDonough – Modern, Rob and Beth Woolley – Modern, Gerard & Marie Frawley – Modern, John Cadona and Vilay – Modern, Dave, Diedre and Glenn Robinson – Modern

Things are crook. Santa's been reduced to this for a sleigh!



Some happy kids and revellers enjoying the day



Left - Oi Santa... Have ya got a Bosch BC4a maggie in ya sack for me?



The following article was kindly sent to me by Ivan Taylor of New Zealand. If the name is familiar it is because Ivan is the Editor of the 'Bulletin', the magazine of the Veteran Car Club of New Zealand. This is one of the most sought after magazines of the ones tabled at our monthly meetings for very good reason....it is the best Veteran car club newsletter in Australasia by far. Ivan is also an entrant in our upcoming 1&2 cylinder rally so I'll look forward to meeting him.

### THE INNOCENCE OF THE MODERN DRIVER.

In these so called modern times we take for granted the many conveniences and luxuries we now have when we use the modern day automobile. We have air conditioning, climate control, electric windows, windscreen wipers that wash and clean, adjustable seating etc, and an engine that usually starts instantly by turning a key. Drivers under the age of 40 years have grown up with the gradual increase of all these and other conveniences associated with the present day motor car, and take them all for granted until something goes wrong. On the rare occasion that something does go wrong like the engine failing to start; it's a cell phone call to the Automobile Association, or to the nearest garage, with a cry for help. When the ignition key doesn't work they are helpless. Not so in the days gone by, you didn't have a key you had a thing called a crank-handle, which was fixed permanently to the engine at the front of the car, or it was stored under the driver's seat, or it may have been unfortunately left at home in the garage. Provided you had the strength you could use this simple piece of equipment to crank the engine and with a little luck it would usually start on the first or second turn.

Having been driving for well over 60 years and still playing around with veteran cars it has been very essential for me over all these years to know how to start the car with a crank handle, as electric starters didn't appear on the motor car as standard equipment until around 1913 at the earliest. Not so the modern generation as I found out recently. I had a very attractive 20 something female newspaper reporter come to do a story on the birth of a pair of twin donkeys on my farm, an exceptionally rare occasion. The interview was done and photos taken of the proud mum and foals and the equally proud owner. However as this reporter walked past my garage she noticed my other equally rare twin, a 1909 twin cylinder Riley motorcar parked inside, and asked if she could have a look at it. She decided that here was another story and proceeded to ask questions and take notes about its origins, history, restoration, value, and its operation. Walking around it she noticed the crank-handle with its wooden handle protruding from the front of the radiator which prompted the following conversation. "What is that thing for" I replied "that is for starting the engine up" she replied "Oh, but how does it work" my reply "You wind it around and around and it starts up the engine" at this point there was a short thoughtful pause then finally "I see, but how far can you go before you need to get out and wind it up again." At first I thought that she was having me on but I quickly realised that she was very serious. I then explained the system in more detail showing her the engine, to which a very embarrassed reporter finally said "so you don't actually need to have a key to start it" She thanked me very much for my time and after taking more photos she left a little bit embarrassed, but a much wiser reporter.

A very good article with photos of my donkeys was published later that week but I am still waiting for the story of the wind up clockwork veteran twin Riley motorcar to appear.

Ivan D. Taylor.





The below is an excerpt from the report given by our Council of ACT Motor Clubs to the AGM of the Federal body late last year. Of interest is that they now have 67 Clubs affiliated, representing around 5500 members and 6500 vehicles. Not bad figures for a town of our size! One matter commented upon was the SIVS scheme. You may remember a Council member coming to one of our meetings not that long ago to tell us about the SIVS scheme they were promoting. Basically it was a scheme whereby you could get 90 days rego on a vehicle of more than 20 years old, but those 90 days could be scattered at random amongst the 365 in the year, ie. they didn't have to be consecutive. It was probably more a scheme to suit the post war stuff, as we've already got a pretty good rego scheme for our oldies. Anyway, looks like it's a dead duck now.....

## SPECIAL INTEREST VEHICLE SCHEME

This year we had some bad news with regard to the Special Interest Vehicle Scheme we proposed and have worked so hard on. The Government have decided the SIV's scheme is not warranted and would in fact dis-advantage many people who cannot afford to register their vehicles. The basic meaning was they did not want to promote the wealthy over the poor. We are hopeful we can change this attitude and to this end we are sending through letters to the current government and are hopeful we may be able re-open discussions. As you are aware from the last couple of years this would be a scheme to complement our current Concessional Registration Scheme and allow some modifications that are currently prohibited under that scheme. Our aim is to introduce a SIVS scheme catering for unusual machines that are 'rare' and special (that are garaged, rather than registered), thereby permitting their limited use. We still firmly believe this would enable more vehicles that are currently unregistered to be put on registration thereby giving more revenue to the ACT Government; however, we are still to convince them of this fact.

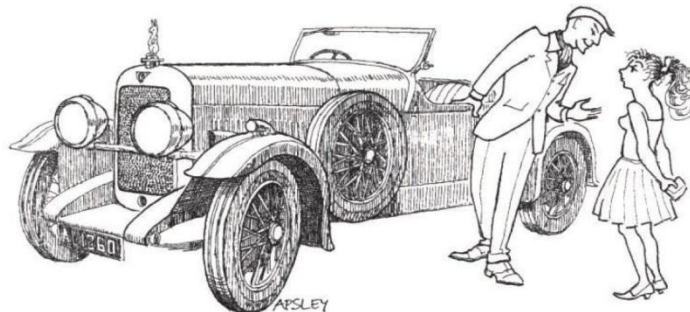
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## For Sale

**English Wheeling Machine** unfinished project, most parts there along with drawings. \$50 ono. Please call Chris Hogan 6259 5250 or [simandchris@optusnet.com.au](mailto:simandchris@optusnet.com.au)

**M.G. TD 1952.** Good old restoration. British racing green, wire wheels, aero screen. \$25,000. Angelo D'Emillio, Ph. 0262542732.

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"NO, MY DEAR, THERE AREN'T ANY SEAT BELTS. HOWEVER, WITH THE GEAR LEVER AND HAND BRAKE ON THE RIGHT I WILL BE ABLE TO KEEP A GOOD GRIP ON YOUR RIGHT THIGH WITH MY LEFT HAND. THAT SHOULD GIVE YOU CONFIDENCE."

Cartoon stolen from the Alvis Car Club



## The Club Calendar

Feb 20	Club meeting
Feb 24	Calthorpes' house and Carillon
Mar 10	Invitation run – Brooklands
Mar 10-15	National 1&2 Cyl Rally – Canberra
Mar 17	Wheels - Thoroughbred Park, Mitchell
Mar 20	Club meeting
Mar 24	Goulburn Swap
Mar 28-Apr 1	CHMC Easter Rally - Merimbula
Mar 24	Goulburn Swap
Apr 17	Club meeting
Apr 21	Club Run
May 15	Club meeting
May 19	Club Run
June 19	Club meeting

## EVENTS DETAILS

\*15 FEB – Retreads run. – this is included for those of our members fortunate enough to be able to attend such weekday events. The February lunch run for Retreads is planned for noon on Friday 15th to go to Point Hut Crossing Reserve by the Murrumbidgee River . If there is a fire warning for that area stay at home.

### **SUNDAY 24 FEBRUARY – CALTHORPES' HOUSE AND CARILLON**

**\*\*\*PLEASE NOTE THE CHANGE OF DATE\*\*\*\***

I have booked us in for a tour of Calthorpes' House cost \$7 adult, \$5 Concession from 2.30pm followed by afternoon tea and BBQ at the Carillon (sunsets about 7:45pm). Please bring along chairs etc.

Calthorpes' House is an historic house and garden and a visit will take you back to the time when the Calthorpe family lived in the house. Original furnishings, household appliances and photos reflect the fashionable ideal of style and taste in the middle class Australian home of the late 1920s.

We have set this run especially for all our 1&2 cylinder cars as a great chance to get them out before the 1&2 Rally. In saying that this for all club cars, I will be looking for an indication of numbers at the February's meeting as we need to advise Calthorpes' House of numbers. I hope that this is enough to whet your appetite and entice you to come along and check out our very own local history.

Calthorpes' House, 24 Mugga Way, Red Hill

### **SUNDAY 10 MARCH – INVITATION RUN – BROOKLANDS**

We have been invited by the 1&2 Cylinder Rally Committee to meet with the Entrants at Kingsley & Cynthia's Southwell's property, Brooklands on Sunday afternoon for lunch and afternoon tea (Entrants due to arrive by 1:45 pm). If you can help Carol with afternoon tea please contact her on 6282 4090 or [nowakn@netspeed.com.au](mailto:nowakn@netspeed.com.au)

**17 MARCH - WHEELS**

See details further below. We are again under cover in the Grand Stand building (site 'F' on the map). Note that our club will enter via the main gate. Also note the starting time and drip tray requirements. Due to our prominent location I would ask that we all make the effort to attend so as to make a strong club display and maintain our location for years to come.

**28 MARCH to 1 APRIL – INVITATION RUN - COUNCIL OF HERITAGE MOTOR CLUBS EASTER RALLY MERILBULA**

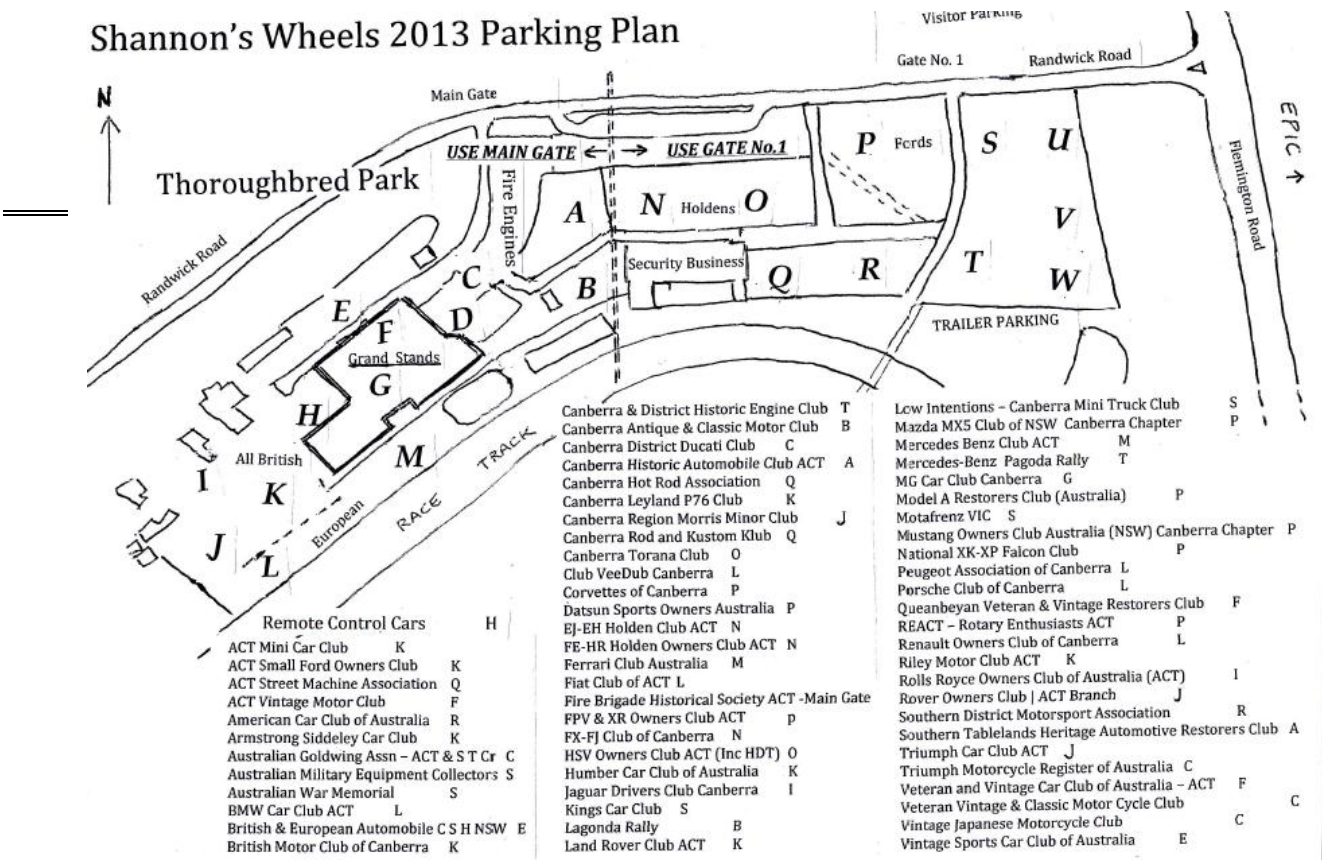
Next year's Easter Rally will be held in Merimbula on the Sapphire Coast. If you are interested please see the website [www.bushcouncil.com.au](http://www.bushcouncil.com.au) for an entry form. Try for accommodation at the Comfort Inn Merimbula phone: 6495 3077.



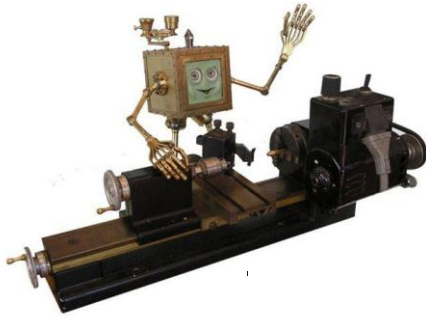
# Wheels 2013 Update

Vehicles to arrive on Sunday, 17 March from 7.30am but before 9.00am. Late comers may be refused entry. As Wheels 2013 will be advertised as being available to the General Public from 9.00am to 3.00pm, Clubs are asked to remain in place until 3.00pm. All vehicles must use a **Drip Tray** and it is your responsibility to leave your parking area clean and tidy at the end of the day. The nominated charity is TADACT (Technical Aid to the Disabled ACT)

## Shannon's Wheels 2013 Parking Plan







## Technical Page

How to test your magneto coils

Author: Jack Ussher, Grafton NSW.



### ROTARY MAGNET TYPE

Using a digital multimeter, set at 200 ohms ( $\Omega$ ). Place the black (negative) lead on the multimeter to the earth wire of the coil. (The one that is screwed to the body of the magneto). The red multimeter lead goes to the positive wire of the coil which goes to the points. You should get a reading of 1.6 of an ohm or less. This proves continuity of the coil. This tests the primary winding. To test the secondary winding:- Set the multimeter to 20K (20,000 ohms) and place the black lead on the wire that goes to the points and the red lead to the high tension terminal which leads to the spark plugs. You should get a reading of at least 3000 ohms which will show only the first 3 digits as 300 on the screen because you are in the 20,000 scale.

If there is less 3000 ohms (300 on screen), the coil is said to be weak. If there is no reading, e.g. a blank screen, this indicates an open circuit. If it is a low reading, under 2000 ohms or 200 on screen, it means it is very weak and will not fire. If it is a very high reading e.g. > 8000 ohms or above (800), it indicates the coil is corroded and full of verdigris.

### ARMATURE TYPE

Set your multimeter to 200 ohms ( $\Omega$ ). Connect the red multimeter lead to the positive side of the points with the points open. The black lead anywhere on your magneto to earth. You should get a reading of 1.6 or less. No reading means the primary wind is open circuited.

To test the high tension, or secondary winding, set the multimeter on 20K, (20,000 ohms). Remove the pickup on the end of the spark plug wire from the magneto and turn the magneto until you can see the brass segment on the slip ring. Place the black lead to the positive side of the points with the points open and the red lead on the brass segment of the slip ring. You should get a reading of 3000 ohms or more (300 on screen). If there is no reading, the winding is open circuited. If the reading is very low ie <2000 ohms (200 on screen), the coil has a short circuit. If there is NO reading the coil is dead. If it is a very high reading ie 8000 ohms (800 on screen), the coil is corroded and full of verdigris.

### CONDENSORS

Keep in mind that the last magneto condensers were made in 1964, they had a shelf life of 20 years due to the organic composition which biodegraded with time. I make a dual condenser system from the components used in a MIG welder. Also Super Cheap auto sell a Bosch GL 103 which can be used in SR Lucas, RS Lucas, International, Wico A series, Fordson Tractor magnetos and these are something you can fit up yourself.

If you find your magneto does not pass these checks, you can contact me on H (02) 6642 4569 or mob 0418 254 746 for a full rewind and service.

PS A Final Handy Hint:- NEVER use a coil and condenser tester designed for testing car coil ignition systems because this unit uses far too much power and in matter of seconds can carbon track your magneto winding resulting in a very short life.

## In a Club Member's Shed

In this edition a lovely little 1911 Hupmobile restoration is well underway. The engine is nearly finished and the chassis too, but what about the missing body? Does this member have the necessary skills to build a body to suit it? Well, have a look at what he's building in his spare bedroom. This is not simply a store bought kit that needs assembling. This is a 1.5 metre+ model he is building from scratch, hand-making every single piece and scaling it off a copy of the original plans! So who is this master mariner in miniature? Well the fact the ship in question was built for the Admiralty of Amsterdam in 1666 and named the 'Gouden Leeuw' (Golden Lion) is a clue as to his identity. So does he have the ability to build a body for the chassis?.....Fair chance!



Dear me.....Why must I be tempted with material like this? Last edition of this section I mentioned the 'unmanly' activity of one of our members who I caught working on his wife's knitting needles on his lathe. After publication I received a most indignant phone call from said member who corrected me by saying he was not putting sharper points on said needles, as I had stated, at all,...he was in fact actually doing something with the knobs on the ends! Hmmmm.....there's a line here but I better not use it!





## **Turin Charter officially comes into force**

### **International association of classic car clubs (FIVA) presents coherent guidelines for the responsible treatment of historical vehicles**

**Brussels/Stuttgart, 29 January 2013** – It was on 29 January 1886 that Carl Benz received patent no. DRP 37435 for his three-wheeled vehicle with a gas-powered engine from the Imperial Patent Office in Berlin. This date signified the birth of the automobile and marked the beginning of personal transportation. Today, exactly 127 years later, 29 January 2013, the Turin Charter comes into force, having been adopted by the Fédération Internationale des Véhicules Anciens (FIVA) General Assembly in October 2012. This policy paper highlights the cultural and historical importance of the automobile and advocates the responsible treatment of historical vehicles. These principles and guidelines provide support for owners of historical vehicles in the use, maintenance, repair and restoration of their vehicle. The charter is a landmark document, recognised worldwide. It is FIVA's reaction to demands from international political organisations such as the EU Parliament and UNESCO, joining the ranks of the Barcelona Charter for the protection of historical ships and the Riga Charter for the protection of historical railways.

In the Turin Charter, FIVA safeguards the right to drive historical road vehicles on international public highways. "If we want to be able to experience classic cars in the future, we must make sure they are recognised as a part of our culture worth protecting now", according to FIVA president Horst Brüning. And that doesn't mean putting old vehicles in museums. "Quite the opposite, we hope this charter leads to people seeing more classic cars on public roads. This is the only way to share their history and the fascination they hold with everybody", Brüning continued. The charter instructs users to maintain as much of the original vehicle as possible in its running and restoration, to document all work undertaken and, of course, to maintain its roadworthiness.

### **Increasing interest in historical vehicles**

More and more people are becoming interested in classic cars and would like to be able to call one their own. While the love of classic cars was just a hobby for a tiny number of enthusiasts a few years ago, today it has become a global movement. However, ever stricter and more complex environmental and safety requirements tempt people away from maintaining their classic cars in their original condition, so that they may continue to drive them on public highways. This is where FIVA, with its Turin Charter, comes in. This landmark document means that adjustments to policy in this area are to be conducted on an international, rather than a national, level. The UNESCO convention on the protection of cultural property of 14 November 1970 was used as a model. It has been accepted into the national law of 120 countries so far. In the Turin Charter, FIVA defines criteria and requirements according to which historical vehicles can be classified as cultural property.

A central theme of the charter is the preservation of as many of the original features of the vehicle as possible. This includes cars, motorbikes, commercial vehicles, trailers, bicycles and other mechanically driven vehicles, as well as any other land vehicles which do not run on rails, whether powered by steam, fuel, manpower or electricity. There is a whole catalogue of specific recommendations on the use, maintenance, preservation, restoration and repair of serviceable historical vehicles. For the first time, owners of historical vehicles have access to a document giving them clear guidance on the best way to

look after their vehicle. An ID card based on the charter is also in the planning stages, guaranteeing every owner, buyer and seller that the vehicle has been used and cared for according to the Turin Charter.

### **Preserve, restore or modify?**

The aim of the charter is to protect both the tangible and intangible evidence of the history of vehicles in order to pass it on. We seek to preserve the greatest possible authenticity. Expert and ongoing care of all parts of the vehicle and regular running are necessary for this. The more often a vehicle is driven, and therefore seen, on public highways, the more interest in the subject grows not only interest in the vehicles themselves, but also in the traditional skills of engineering, maintenance and operation.

FIVA differentiates between three different types of operation and maintenance of a vehicle: preservation – care in order to protect the vehicle from damage or decline in its original state, in its own way and with its specific historical value. The golden rule is to “keep the history in the vehicle”. A “better than new” appearance is not the aim. Restoration – this includes all kinds of repair, restoration or reconstruction. This encompasses, for example, supplementing missing parts or areas with the aim of restoring the vehicle to its earlier state and protecting the original parts as far as possible. Modification – this is comprised of all work which aims at a more or less precise, factory-new appearance of the vehicle, without taking historical accuracy into account. This kind of rebuilding can strip the vehicle of its cultural and historical significance and is not an approach endorsed by the charter.

A handbook, under the working title of “Vademecum”, will soon be available to provide further explanation of how the Turin Charter should be put into practice. Thomas Kohler, chairman of the charter group, is leading this project.

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Yep – broken off at the welds. John Vahey and a friend were driving their ‘restored’ 1910 Ford somewhere in Europe, when suddenly the front axle broke in two places and both John and his friend were thrown from the car, fortunately only suffering minor injuries. As one commentator on the Pre-War website stated “An original Ford-made forged-steel Model T axle of ANY year would not, and COULD not break like this unless repaired or modified in this fashion. The use of ANY axle on the public roads, so modified, is, in my opinion, almost a criminal act, endangering the occupants of the car as well as any bystanders, as this one has proven.”

Perhaps the above suggests that, should we buy a car that someone else has ‘restored’ we should get key components like axles crack tested? Your views or similar experiences?



## GOULBURN TRIP AUSTRALIA DAY LONG WEEKEND 2013

### **Friday 25 January 2013 - Canberra to Goulburn via Bungendore**

At about 10 o'clock we all rolled into the sporting fields in Bungendore. Where we had a cuppa and a chat before saddling up for the short and scenic trip across some great back roads into Goulburn. When we arrived in Goulburn we headed for Belmore Park for a long lunch and another chance to catch up before checking into our digs of the weekend.

After a freshen up and a trip to the shops for some BBQ supplies we all made our way to Evan Quarmby's for a long overdue catch up and BBQ where we were able to check out his new setup and collection of veteran and vintage car and settle in for the evening.

### **Saturday 26 January 2013 - Goulburn Run – Australia Day**

Today saw us stay around Goulburn; we all met at the motel with Pete and Alex also joining us in their Bean after an early start from Canberra.

First up was a trip to Riversdale, a historic house and garden built in the 1830s as a coaching inn. We were treated to a great tour of the house with some fantastic questions by Nicholas Hogan that only a seven year old would ask which worked our guide's knowledge. We finished the tour with a fabulous Devonshire Morning Tea.

After morning tea we headed to Victoria Park for lunch and joined in with the Goulburn Veteran and Vintage Car Club's display and Australia Day festivities. It was a fantastic display of cars and trucks also great day to network with other veteran and vintage car owners. The Sturgess' had a great afternoon with rides in and a drive of Bean Trucks.

Late in the afternoon Bruce Booby had help me arrange for us to visit a Goulburn local with a Motor Bike collection. This was a great hour spent viewing his collection of restored and original bikes as well all the other parts he had collected.

For dinner that night we all we Tattersall Hotel were we all enjoyed a great meal before the heavens absolutely opened up and put on a great show. We all had to brave the weather to get home.

### **Sunday 27 January 2013 – Crookwell Run**

The plan for today was to be up and on the go by 8:30 however I found that I had a wheel problem and had to change a tyre at the last minute which pushed out our start time a little.

We all met at the motel for today's run and Dave and Glenn Robinson in the 15 T had driven down this morning to join us. Rob and Beth arrived late yesterday afternoon and were ready in the Renault, Pete and Alex in the Bean then there was Bruce and Kathy and us in our respective chevs as well as local member from Goulburn Brian and Helen in there 29 Dodge.

We all set off and travelled the back roads to Crookwell and took in the countryside with very little traffic on the road we were all able to settle back and relax in to the drive.

Our morning tea stops was in Crookwell at Dave Crisp's property where he had his collection of Overland veteran cars and his latest project open for viewing, Dave's latest project been a 1917 Willies Over-

land race car with the original V8 engine, a very impressive project and we are all looking forward to seeing it finished.

From Dave's we moved on the main street of Crookwell for a bit of lunch and a look around before we headed down the main street to the Lindner Sock shop which had specially opened for us. We were able to view the machines that make the socks and ask questions, it was a very worthwhile trip and after we left the shop with our purchases. It was now time to head back to Goulburn and for Pete and Alex to head back to Canberra. We stayed around Crookwell a little longer than the others as the kiddies had an ice-cream and a play in the park.

We stopped in at Kingsdale Winery on our trip back into Goulburn where we caught up with the Nowak's and the Wooley's as they were packing up to go. We went and had a tasting and a coffee and had made our selections we were on our way.

That night it was decided that the Tattersall Hotel was the place for dinner and another great meal was had before the band started up and most of us made a move towards home although a group of us went for a walk along the main street before calling it a night.

### **Monday 28 January 2013 - Goulburn to Canberra via Gunning, Gundaroo**

Monday had come around all too soon and we had packed up and filled up ready for our trip home which took us out through the back roads to Gunning for morning tea from here we bided our Goulburn friends farewell and our members travelling modern headed off separately. Dave and Glenn in the T, myself in the Chev and Simone with the kids made our way home. Chevy had a little moment along the way and after an adjustment to the coil lead and we were back on the road before stopping in Gundaroo for lunch and before parting ways for the final leg home.

I was a most enjoyable weekend special thanks to Bruce and Kathy Booby who assisted us in preparing some of the runs and organising some of the extra visits. Also to those who made an extra effort to join our weekend by leaving early to drive up from Canberra to meet us before the runs started.

Chris and Simone

### **Attendance**

Chris, Simone, Nicholas, Madeline and Cameron Hogan – Chev (Friday to Monday)

Kathy and Bruce Booby – Chev (Friday to Monday)

Brian and Helen Hamilton – Chev (Friday to Monday)

John and Doreen Ahern – modern (Friday to Monday)

Ted and Margaret Clifton – modern (Friday to Monday)

Nick and Carol Nowak – modern (Friday to Monday)

Wayne Young - T Ford (Friday)

Roger Gottlob – modern (Friday)

Marshall Magner – Wosley with Brian Walker passenger (Friday and Saturday)

Noel James – Morris (Friday and Monday)

Pete and Alex Sturgess – Bean (Saturday and Sunday)

Rob and Beth Woolley – Renault (Saturday and Sunday)

Glenn and Dave Robinson – T Ford (Sunday and Monday)

Gerard and Marie Frawley – modern (Saturday to Monday)



Friday - Bungendore



Saturday - Riversdale & Australia Day





Sunday - Crookwell



Gundaroo – Monday





## Meals Form for VVCCA (ACT) non-Rally entrants

**2013 Shannons National 1 & 2 Cylinder Veteran and  
 Centenary of Canberra Tour for  
 Veteran Cars, Motorcycles, Steam and Electric Vehicles  
 10 – 15 March 2013**

The Rally Committee is pleased to invite VVCCA members (non-Rally entrants) to attend the following activities in the Rally.

Please complete the **yellow** boxes and pay the total in the **blue** box below.

**Names:** \_\_\_\_\_

**Dietary requirements:** \_\_\_\_\_

Day & Event	Price	Number of people	Total
Sunday evening welcome function	\$22 per person		
Friday Presentation dinner at the Hellenic Club in Woden	\$50 per person		
		<b>Total to pay</b>	

Please send **payment** and your completed form by **20 February 2013**.  
 Cheques payable to: **Veteran and Vintage Car Club of Australia (ACT)**

Send to Roger Gottlob, Rally Secretary  
 16 Gairdner Circuit  
 KALEEN ACT 2617

Or alternatively, hand the above form in at the February monthly meeting.



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