



## OFFICE BEARERS 2021-2022

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

## MEETINGS & MEMBERSHIP

**HELD EVERY 3RD WEDNESDAY OF THE MONTH AT 7.30PM.**

The club has commenced regular meetings at an alternate venue (Unit 7, 12 Quilpie Street, Fyshwick) until the Shannon's rooms are reopened for club use. Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and supper. Visitors are always welcome at our meetings. Standard membership fees are \$50 per year.

**Life Members – Ian Irwin O.A.M, Alan Higginson (D'csd), Garth Fisher (D'csd), Alan Pickup (D'csd)**

## WEBSITE

Visit our website to find out about club news, upcoming events, and digital copies of The Edwardian. You will find many previous editions of The Edwardian here, with more to come in the future as we digitise printed copies of the magazine dating back much further.

<http://vvccaact.org.au/>

***Like our Front Cover? The radiator badges and scripts shown have been specifically chosen as each depicts a marque of which a veteran and/or vintage example has been represented in our Club over the years. At last count there were 116.***

## OUR CLUB

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

## SAVE THE DATE

(DATES MAY BE SUBJECT TO CHANGE)

Wednesday 20th April	Club meeting at Unit 7, 12 Quilpie Street, Fyshwick from 7:30pm
Thursday 5th May	Coffee Run. Details to be confirmed closer to date by email.
Wednesday 18th May	Club meeting at Unit 7, 12 Quilpie Street, Fyshwick from 7:30pm
Sunday 22nd May	Club Run. Details to be confirmed closer to date by email.
Thursday 16th June	Club meeting at Unit 7, 12 Quilpie Street, Fyshwick from 7:30pm

**RETREADS**—‘Re-tyred’ members of many ACT Car Clubs meet informally for lunch at the Southern Cross Club Woden, 12 noon, on the 1st Friday of each month. Also at 12 noon on the 3rd Friday of each month a lunch is held where members, partners, and friends of all car clubs are also welcome to attend. If you plan on attending either, please contact Graham on 0407 199 019 by phone or text to confirm details / attendance so bookings can be increased if necessary. The group is known as “The Retreads”. Outings in their old cars are often arranged. The VVCCA (ACT) recognises these outings as legitimate events for any of its members who wish to participate.

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Champion Spark Plug Co. of Canada, Limited, Windsor, Ontario



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## PRESIDENT'S REPORT

Greetings and welcome to the April – May edition of the Edwardian.

On behalf of the Club I extend our sincere condolences to John Ahearn and his family in the passing of Doreen.

The past 2 months have provided a number of opportunities for members to use and enjoy their veteran and vintage vehicles. The breakfast run to Cotter Reserve in February was well attended with good weather and a great morning was enjoyed by all. The coffee runs continue to be very popular with visits to Two Before Ten at Aranda and Tulips at Pialligo.

The Club weekend away to Griffith was a very successful with David and Deidre, Rick and Shirley, Wayne and Sandra, Gerard and Maree, Scott and Denise and Rob and Beth attending, the vehicles attending included Model T Fords and an Austin Healy. Rick is writing a report for the Edwardian.

David, Deidre, Beth and Rob met with the Mayor of Griffith City Council to discuss possible Council support for the National Veteran Rally in 2023. The Mayor, who owns a 1970 Mustang, was very supportive of holding the Rally and offered Councils assistance in organising the Rally.

Kingsley and Cynthia Southwell's clearing sale was held in March with a great selection of gas and kerosene light, brass badges, stationary engines, tractors and farm equipment sold.

Looking forward to catching up at the April meeting or the next Club run.

Rob Woolley

## EDITORIAL

Thank you to all of those that have contributed to this edition! Yet again we have lot's of interesting content for you to enjoy. If you have any thoughts/comments please let me know.

Unfortunately I have not been able to attend much lately and catch up in person. While my car does still remain off the road (and will likely be for even longer as we keep finding things wrong with it) most of my time lately has been with the family since the birth of our second son Morgan last month. Everyone is going well, and hopefully in years to come, we will have another member to take up the family interest in veteran vehicles (or there will some cars for sale)

If you have any thing you would like to contribute to the June edition of The Edwardian, please drop me a message. One of these days I have a small project I do want to attempt myself which should hopefully be one of interest to everyone and will ultimately result in its own article.

Mathew Spackman



**Left:** For those that were on the club run last year when I had trouble with my bands, we finally got to investigating.

### Some Highlights of This Issue

P6—Upcoming Presentations

P7—Breakfast at the Cotter

P9—Coffee at Tulip's Cafe

P10—Wheels 2022

P11—Griffith Long Weekend

P15—Outback Model T Club Run

P17—Coffee Run at Yarralumla

P18—Two Little Wanders into Chevrolet Territory

P21—A Decorated Soldier Comes Home to Arah Park

P22—For Sale/Wanted

P23—Did you Know?

P25—Minutes of February Meeting

P28—Minutes of March Meeting

## AUTOMOTIVE NOTES

### THE NATIONAL CALENDAR

- |                              |  |
|------------------------------|--|
| 28 April-1 May, 2022         | Orange District Antique Motor Club Autumn Tour, sponsored by the National Trust of Australia (NSW). For Veteran and Vintage Cars (pre 1931) only. For more information contact Euan and Wilga Coutts on 02 63651274 or email <a href="mailto:ewanwil@bigpond.com">ewanwil@bigpond.com</a>  |
| 8—14 May, 2022               | 1 & 2 Cylinder National Rally—Narrandera, NSW. Hosted by the Veteran Car Club of Australia (NSW). Sunday 8th May 2022 will be a registration day and Saturday 14th May 2022 will be a farewell breakfast. Any enquiries to <a href="mailto:narrandera2022@gmail.com">narrandera2022@gmail.com</a> or visit the website <a href="https://www.vccansw.com/narrandera2022">https://www.vccansw.com/narrandera2022</a>   |
| 18 July—11 August, 2022      | The Heritage Motorcycle Club of Western Australia is partnering with the Veteran Car Club of Queensland to host the 2022 Brisbane to Broome Rally for a total of 4680km.   |
| 25 September-1 October, 2022 | Model T Ford National Rally 2022 (20T2) Rally in Dubbo, sponsored by the Model T Ford Club of Australia (NSW) Inc. For more information look under the tab “National Rally” on the Model T Club of Australia (NSW) Inc. website <a href="http://www.modeltfordclubnsw.org.au/national-rally-2022.html">http://www.modeltfordclubnsw.org.au/national-rally-2022.html</a> or email <a href="mailto:rally20t2@gmail.com">rally20t2@gmail.com</a>                        |
| 4—7 October, 2022            | Parkes Motor Museum 50th Anniversary Rally for Veteran, Vintage, and Post Vintage Vehicles. Organised by the Parkes Antique Motor Club. For more information email <a href="mailto:parkesantiquemotorclub@gmail.com">parkesantiquemotorclub@gmail.com</a>  |
| 23—28 October, 2022          | 2022 National Veteran Vehicle Rally, held in Busselton of south-west of WA (2 hours south of Perth), for all roadgoing vehicles build before 31 December, 1918. For more information visit the website <a href="https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally">https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally</a> or email <a href="mailto:busso2021@gmail.com">busso2021@gmail.com</a> |

**Is the calendar missing any major events?**

Please email me at [mathew.spackman@outlook.com](mailto:mathew.spackman@outlook.com) with the details for inclusion in the next issue.

## VIDEO OF THE ISSUE

This month a video from Anzac Day 2020 put together by the CHMC—The Council of Heritage Motor Clubs NSW Inc to honour our ANZAC's, and the vehicles that served them in World Wars 1 & 2.

<https://www.facebook.com/watch/?v=2508834552551425>

Do you have a video you might like me to feature in an upcoming edition? Please send me the details to [mathew.spackman@outlook.com](mailto:mathew.spackman@outlook.com)

## UPCOMING PRESENTATIONS

### April Meeting

Positive feedback received thus far has shown members are enjoying hearing of the types of work fellow members are currently doing, or have done in the past. In continuing in this vein, for our April meeting I have asked Peter and Darrell Leemhuis to give a presentation on their highly successful construction business. In a city as young as ours theirs is a business that can trace its roots back nearly 70 years ago when it was started by Peter's dad, Alex – and of course we have been meeting now for some time in an example of the style of building they are capable of. Come along and hear this fascinating history.



### May Meeting

While we're all petrol-heads at heart, you can't fail to have noticed the push towards electric vehicles (EVs)...and let's not talk about the price of petrol at the moment! In recognition of this, I have arranged for a representative from the ACT Branch of the Australian Electric Vehicle Association (AEVA) to talk to us about this emerging technology. The AEVA is a volunteer-run, not-for-profit organisation dedicated to promoting electric vehicle technology (including cars, trucks, buses, bikes and scooters) in the ACT. This will be a perfect opportunity for you to get answers to any questions you may have on EVs.



*Above - AEVA ACT displayed 13 cars at Shannons Wheels, Queanbeyan Showground, on 6 March 2022. The display attracted a large number of visitors who engaged in almost non-stop conversation with the EV owners for 3.5 hours.*

### Future Speakers

If there's an organisation or a subject you think our members might be interested in, please let me know and I'll see what can be arranged.

Rick

### Upcoming Swap Meets and Shows

I don't have any current information of any upcoming swap meets or shows, so if you have anything, please email me at [mathew.spackman@outlook.com](mailto:mathew.spackman@outlook.com) with the details for inclusion in the next issue.

## VALE DOREEN AHEARN

John and Doreen became members of our Club in July 1968, not long after they arrived in Canberra from John working at Wyangla Dam.

Doreen always accompanied John, and actively participated, on Veteran and Vintage car rallies in their T Fords. Furthermore she could and would always help on the tools if needed.

Doreen and John spent many winters at White Cliffs mining opal. Opal mining was another hobby that they both enthusiastically shared. Doreen very much enjoyed their trips away. She was an avid reader and she made sure that she always took plenty of books to read. It was nothing for Doreen to go down the mine shaft in the lift that John had made and then return to the top with a bucket full of tailings. She would then go through the tailings again looking for any opals that they might have missed seeing the first time.

Doreen was also a keen gardener and always maintained a beautiful flower and vegetable garden. As soon as they would return from White Cliffs Doreen would be out weeding the front and back gardens.

Doreen and John have three children, Eric, David and Diane. She was very much loved by her family and friends. She also got great joy from her eight Grandchildren and three Great Grandchildren.

Doreen will be sorely missed by all that knew her.

Farewell to our dear friend.

Marg Clifton and Carol Nowak

## ON THE ROAD TO NURIOOTPA

*Written by the late Roy Wheeler, originally published in The Edwardian November 1995.*

How an intrepid band, consisting of John and Doreen Ahearn, Ted and Margaret Clifton, John and Shirley Downes (all driving), Lloyd and Marleen Adams and Roy and Enid Wheeler (both trailing), made a double crossing of the Riverina — their troubles, trials and triumphs (Motor Bikes? Ed) — how JD did his big end — how John Ahearn blew his gasket, shattered his head, and suffered sundry problems — how Ted Clifton's shaft wobbled — how Lloyd Adams was cannibalised — and how we all got home safely. (John: John Ahearn; JD : John Downes).

**Three families in their Model Ts decided they would drive  
In convoy to a Rally in the Spring of '95.  
They'd left the Hume and headed west when JD had a shock,  
The big end under number one began to shake and knock.  
We understood Shirl's feeling on that bright September morn,  
Kneeling by the highway looking sad and so forlorn.  
The wounded T was skull-dragged to be chained down on a truck  
And taken back to Canberra. The Downes were out of luck.**

A few miles short of Finley the Ahearn's were filled with dread,  
They heard the gasket blowing and they knew they'd warped the head.  
A friendly young mechanic showed compassion for old John,  
He ground the head to flatness and he helped to bolt it on.  
They still weren't free of trouble, there was more that lay in wait,  
On Day One of the Rally came the cruel hand of Fate.  
A combustion chamber blew to bits inside the old girl's head.  
The noise of the explosion was enough to wake the dead.  
The oil was mixed with water and this we had to dump.  
JD produced a garbage lid to place beneath the sump.  
The evil goo ran in the lid, a black and steady flow,  
Then out a hole to spread around where grass will never grow.  
Another head was put in place but trouble was in store,  
John took it off and put it on and took it off once more.  
But Doreen almost saved the day; how could the veteran fail her?  
She threatened it. "You run", she said, "Or go home on a trailer."  
And run it did, and very well, to Birdwood and to Gawler.  
Though other Ts clapped on the pace, not one could overhaul her.  
The Rally done and farewells said, with partings sentimental,  
We headed home but John soon found his T was temperamental.  
The Clifton's Town Car ran so well they did not have to hurry,  
But trouble came in fits and starts when traveling up the Murray.  
Said Marg to Ted, "The distributor... it's playing up most prob'ly"  
Said Ted to Marg, "You're right my love my shaft has gone all wobbly."  
It's early in Echuca, and the sunrise paints the sky,  
There's Lloyd and Ted at surgery, we others standing by.  
They transplant a distributor with clean and sterile spanners.  
The Town car then fires up and shows its breeding and its manners.  
Some thirty miles from Wagga town, John's T succumbed at last.  
The gold had faded in the West and night was falling fast.  
John changed his mind about a part he's tossed out in the plain,  
So Lloyd and Marleen had to search amongst Salvation Jane.  
Trailer time for the Ahearn's and there we end their story.  
The Clifton's kept on running so they glided home in glory.  
"Ts Alive in '95" build friendships firm and strong.  
It's hard to wait till '98 to rally at Geelong.  
And down the road a hundred years, when time has passed us by,  
And we have joined old Henry at that workbench in the sky.  
We'll take a break from mending harps to look at things below  
And see our Ts still running as they did so long ago.

## BREAKFAST AT THE COTTER

### 20 FEBRUARY, 2022

A number of members enjoyed a BBQ breakfast. The weather was perfect and new electric BBQ cooking plates have been installed which are a real improvement on the old electric ones. We spent a couple of hours eating and talking before heading home. Greg & Mary came in the Talbot Darracq, Martin & Gabriella in the Oakland, Rob & Beth in the "T", Roy in the "T", Nick & Carol in the Overland and Rick & Shirley in the Fiat. Don, Terry & Glenda came modern. It was a lovely group.

The only hiccup from my point of view was that on the hill back towards home the solder joint holding the needle assembly to the float decided to separate. Would you believe it was on the steepest and narrowest part of the hill with double white lines and no verge to swing into? Thanks to all the members who stopped to help. The easiest way to solve the problem however was a quick phone call to my son, Stuart, who met me at home and we collected the gear required to tow the Overland. If I'd been in a safe spot I would have fixed the car roadside. Many thanks to Roy for the lift home in his Model "T". Also thanks to Terry who lent Carol a Hi-vis shirt to wear until I got back (we now have bright orange shirts in both old cars).

It was also particularly interesting and nice to note how many young people stopped to see if they could help. Anyway the car is now running well again.

Cheers Nick





## COFFEE AT TULIP'S CAFÉ

### 3 MARCH, 2022

We had another successful coffee morning at Tulips in Pialligo.

After coffee and a lot of talking a few of the ladies went to Bliss for a little retail therapy. There are some really beautiful gifts and plants in the shop.

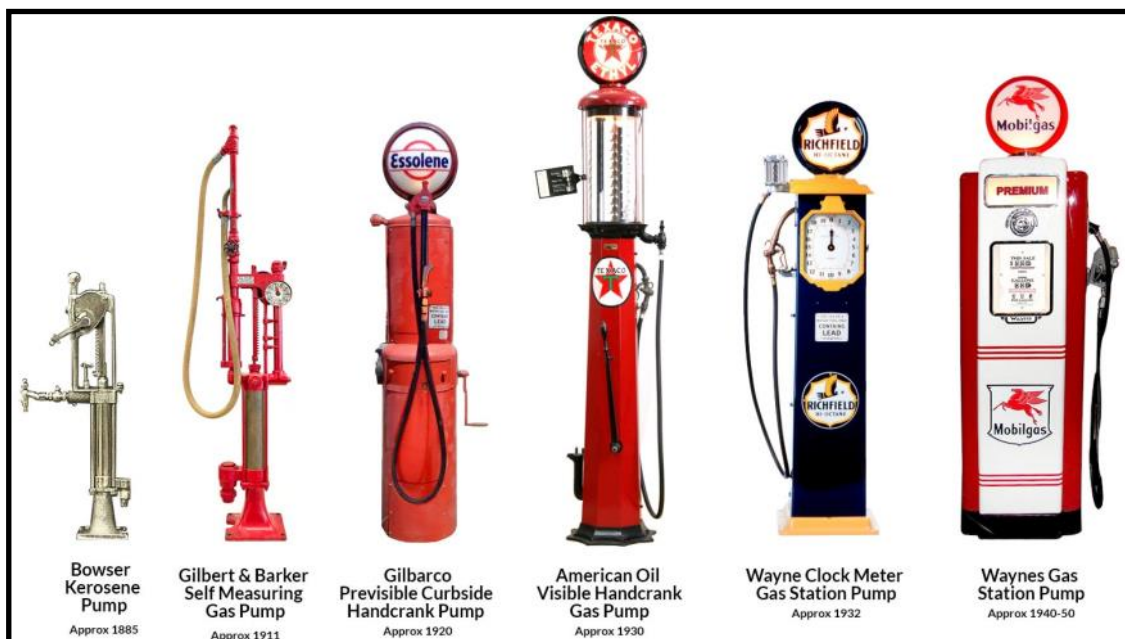
It was very nice to see Ida looking so well.

We had Rob and Beth in their "T" and Wayne Young in his "A".

Ian and Ida, Wayne and Sandra, Rick, Gerard and Marie and Nick and Carol all came modern.

The peacock in the photo is a resident of the area.

Bye for now. Carol



## WHEELS 2022 6 MARCH, 2022

“Nothing to see here”, is a phrase we sometimes hear in certain situations. This year’s Wheels was one of those situations – and not through anything the organisers did wrong. Unfortunately our club wasn’t able to field a strong showing at this year’s event, although the Corellas seemed to like the spot put aside for our Club.

In fact it was left to Ross and Kate in the ‘Maustin’ and Billy and son in the magnificent AC to fly the Club flag. Soon realising that no one else was going to turn up they decided to ‘up stumps’ and go on to the main oval and display their cars with the Antique and Classic. There were probably less than 4 or 5 vintage cars on the whole paddock (and that’s including our two heroes) out of the 300-400 cars on display. A sign of the times? Anyway it was great to see Billy out in his new acquisition. This is a very sporty 6 cylinder unit, as you can clearly see. I think I’m right in saying it’s a 1922 model. Billy has owned it for just over 12 months. This was the first time I’d seen the car so it was wonderful to see both it and Billy out together. Hope we see more of the pair on coming runs.

Of course like all classic steeds, the AC needed a bit of fettling to get it ready for its appearance. I see Billy is doing a sterling job of supervising the poor individual on his back! By the way Billy, with fuel prices as they are, how are you enjoying those three SU’s?

Rick



## GRIFFITH LONG WEEKEND 12-14 MARCH, 2022

The Canberra Day long weekend provided an ideal opportunity to get away for a few days. The stay had been thoroughly planned out beforehand by Rob and Beth Woolley, with suggested itineraries and directions for each of the days. All attendees stayed at the Griffith Caravan Park with the exception of Don and Bev, who required more specialised accommodation. While many headed over on the Friday, I headed over on the Saturday morning. The roads coming into Griffith are excellent, in that they're pretty straight and flat with a good surface – which ultimately led to my downfall – just a few k's out of Griffith I got nabbed! I still say it's ridiculous having a 100km/h speed limit on such roads.

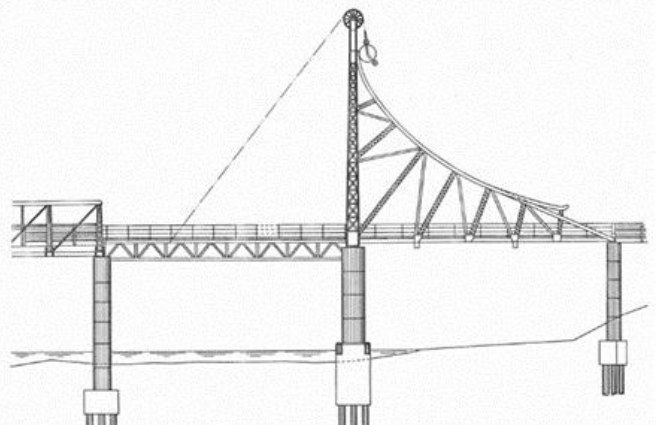
Saturday arvo's run was to a small settlement called Darlington Point, which sounds like it should be on the coast, but is in fact on the mighty Murrumbidgee. Rob very kindly offered seats in his T model to Shirley and myself. There we parked beside the river to look at the very interesting remains of an old bridge that have been re-erected at the entrance of a caravan park.



**Above:** Scott and Denises' car appears to have wet itself. **Below Left:** The Robinson and Woolley T's nearby. **Below Right:** Wayne and Sandra went sporty in the Healy.



*The Old Bridge at Darlington Point*



**Previous Page:** the bridge as it is today, now on dry land. It was opened in mid-1905 and is of the 'Bascule lift type'. The lifting span was 60ft in length and allowed for steamers on the river to get through. A decline in river traffic by the mid-30's meant the span ceased opening, but the single lane bridge was still in use until replaced in 1982 with the boring concrete bridge in the photo to the far right.



From Darlington Point we motored to a locality known as 'Whitton'. The main attraction here was a fairly new 'Malthouse'. Pretty much stuck in the middle of nowhere the Malthouse is a craft malting facility to supply artisan malt to elite whisky distillers, craft brewers and bakers. These malts are produced from locally grown and regionally sourced grains in NSW's Riverina. We all behaved and had coffees here in the café.



**Above Left:** The Woolley T got a bit wet after a short sharp shower at the Malthouse.  
**Above Right (x2):** The Whitton Malthouse is very large scale operation.

Sunday's run was again through local countryside with the Woolley's kindly offering their spare seats to Shirl and me again. First stop was Leeton. This town really has a strong connection with Canberra in that Burley-Griffin had quite a bit of influence in how it was set out and its architecture. I guess there's a reason why much of the main road between here and Griffith/Leeton is called 'Burley-Griffin Way'! Leeton has 21 buildings listed in the Art Deco Society of New South Wales' Register. A pleasant stop for morning tea was had, but alas it turned somewhat sour when we noticed Dave had a flat on the T. But the old adage "Many hands" etc was in force and it was soon fixed.



**Previous Page:** Gerard doing sterling work holding the 12v cable and preventing it from rubbing on the duco. Meanwhile the 'Real men' actually did man stuff! Unfortunately Gerard's 12v pump petered out at about 25 psi – not much good when you need 60psi! The only solution was to revert to the old fashioned way, so I started to earn my keep for a change. Bl\*\*y T Fords!

With a tyre full of air (four in fact) a lovely country run to Barellan followed. Barellan is located 45 kilometres from Leeton on the Burley Griffin Way and was home to Wimbledon Champion Evonne Goolagong-Cawley OAM, MBE, who grew up and learned to play tennis there. Now with a diminishing population, down from around 500 to less than 400 in the last 5 years, the town supports only a small local store and a returned services club (where we had lunch), a Hotel a small cafe, and garage. The town also has the first CWA Rest House in Australia, built in 1924 for passing travellers.



The Country Women's Association Rest House in Barellan, dating from July 1924, is of State significance for being one of the first 'CWA rest houses' purpose-built by local country women in Australia. The name 'rest room' has often been confusing to outsiders, who have seen it as a coy term for public lavatories. But what the women of the CWA were creating in their rest rooms was a home away from home, where they could put their feet up, allow the kids to roam free, make a cup of tea and conduct meetings in dignity and comfort – while their husbands were across the road at the Pub.



Of course Australia loves its 'Big Things' and the little town of Barellan can boast the 'Big Tennis Racquet' which stands in the main street. The racquet was made to celebrate the 100th year of Barellan and its proud association with Evonne Goolagong MBE AO. The Dunlop racquet is a scale wooden replica with Evonne's autograph. At age 13 she moved to Sydney to live with her tennis coach Vic Edwards & his family. The completed racquet is an exact 20:1 scale model of Evonne's battered wooden signature Dunlop racquet. To give you an idea of scale, the ball is 1.25 m in diameter.

It was here in Barellan that I learned a fascinating story. Beth Woolley grew up in this region. As a young teenager she went to Barellan to have a game of tennis against this young 8yo Aboriginal kid everyone was talking about. Beth happily admits she got well and truly beaten on the day by the young Evonne – no shame in that Beth when you consider what she went on to do!

From Barellan it was a 50 km run back to Griffith, but half way there you wouldn't believe it – poor Dave had another flat! This time it was the other rear tyre. With his typical good humour this was dealt with quickly



and efficiently. This time we made Gerard earn his keep by ditching the 12v pump and doing it by hand!

Scott and Denise had left us by this stage as they needed to be back in Canberra that night.

That evening we had some pleasant drinks and nibbles around the caravan park BBQ.

Monday was for heading home, although Rob and Dave met up with the Griffith Town Mayor that morning to discuss holding the '23 National Veteran Rally there. I believe this meeting went very well, which Rob will no doubt fill us in on in due course.

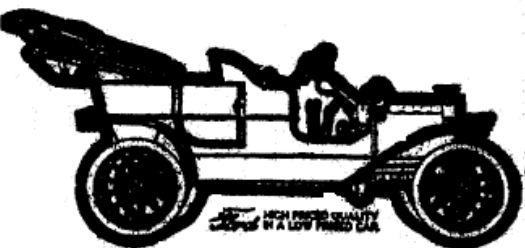
The roads around the Griffith area are absolutely ideal for veteran and vintage motoring. They're well made, fairly flat and not very busy. We did something like 300 kms during our weekend and one thing that struck me was the friendliness of other road users. We were constantly getting waves and lights flashing at us from other motorists – also many pedestrians had a cheer for us too. These are things that you don't see that often around here anymore, sadly.

I'd like to thank Rob for his kind offer of allowing us to be his passengers for the weekend. The T model performed faultlessly at all times. Beth was an absolutely wonderful guide too, with all her local knowledge providing a really interesting running commentary as we drove along.

Special thanks must also go to Rob for the obvious time spent in arranging the weekend and its various runs. This made for a very successful and enjoyable break.

Attendees - Rob and Beth Woolley, David and Deidre Robinson, Scott Harris and Denise Cherry – all in T models, Wayne and Sandra Smith in the Healy, and the rest in moderns - Don and Bev Doering, Gerard and Marie Frawley and the McDonough's.

Rick



4 Cylinder, 20 Horse Power Magneto; \$850. F. O. B. Detroit

## The Car That Has No Competition

The Ford Auto Company have sixty-eight (68) bona-fide orders for this car—probably more than have the other dealers in Baltimore for all other makes combined.

Why? Examine the car and ride in it—and you'll know.

Try it out on smooth roads and bad, up-hill and on the level, through snow, clay, mud and sand, and you will become convinced that what you pay in excess of \$850 for a five passenger touring car is money for which you do not secure full "value received."

If you are looking for a car that combines the desirable qualities of power, speed, quiet running, ease of riding, simplicity of operation and low cost of maintenance, you will find the Model "T" Ford in a class by itself.

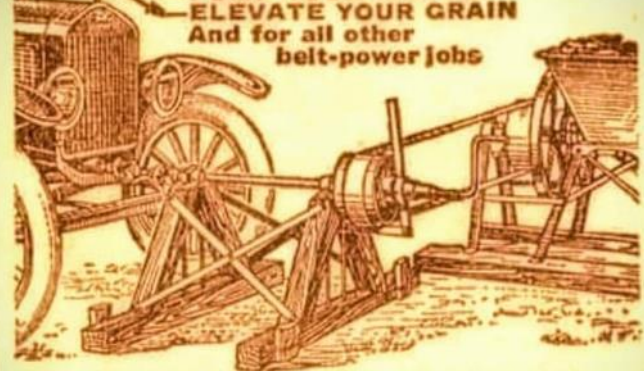
Academy of Music Building.

## Use Your Ford

to

- SAW YOUR WOOD
- GRIND YOUR FEED
- FILL YOUR SILO
- SHELL YOUR CORN
- PUMP YOUR WATER
- ELEVATE YOUR GRAIN

And for all other belt-power jobs



### Why Buy an Engine When a Low-Priced "WORK-A-FORD"

can be used with your Ford for all belt work? Your Ford has a powerful engine. It will outlast the car and you might as well use it and save your money. No wear on tires or transmission. Just drive up and hook on in three minutes. Friction Clutch Pulley. Governor regulates engine speed. Write for free circular and 10-day trial offer.

**WORK-A-FORD CO., 831 Madison Terminal, CHICAGO**

## OUTBACK MODEL T CLUB CANBERRA RUN 1-4 APRIL, 2022

### Outback Model T Club Canberra Run 1- 4 April 2022

#### Attendees

John and Jocelyn Preston, John and Zane McCartney, Roger and Jenny Moore, Barry and Julie Burrows, Brian and Alicia Day, Richard, Melissa, Peter, Byron and Matilda Wheatley, David and Deidre Robinson, Glenn and Alex Robinson, Murray and Robyn Alcock, Roy Bendall, Scott Harris and Denise Cherry, Rob and Beth Woolley and Andrew Robinson with Model T Fords dating from 1910 to 1927.

A welcome BBQ was held at the Robinsons on Friday night.

Saturdays run started at David and Deidre Robinsons home at Gearys Gap near Lake George. We left about 9.00am and drove up the Federal Highway to Collector, the traffic was light and we had a good run with no problems. A quick stop in Collector to make an adjustment before driving along back roads to Breadalbane. We visited "Sweetwood Lea" at Breadalbane, owned by Shlomi & Mary Bonet. Built in the 1850's as an Inn that was called "Breadalbane Inn". It is still original and the stables/coach house out the back has been rebuilt stone by stone. The huge Bunya Pine is as old as the house and is listed as a Protected Tree. Shlomi spoke on the history of the home while we had morning tea.

From Sweetwood Lea we travelled down the old Hume Highway over Cullerin Range to Gunning for lunch and a fuel stop. From Gunning we travelled through some great country roads to Dalton, and Jerrawa, crossing the Hume Highway and returning to Sutton Road and the Bellmount Forest Fire Station for afternoon tea provided by Deidre and the members of the Brigade. The Brigade members were very interested in the Model T's and took videos of us leaving.

From Bellmount Forest we returned to our accommodation either at Gearys Gap or Eagle Hawk.



Saturday night a BBQ was held at David and Deidre's where the Club discussed future runs and the National Model T Ford Rally at Dubbo in September.

Sunday we met at Sutton Bakery for coffee before driving through Mulligans Flat to Coppins Crossing and onto Uriarra Crossing for morning tea where we caught up with Roy Bendall and Nick and Carol Nowak. Murray and Robyn Alcock's 1923 Holden bodied T failed to proceed on William Hovell Drive with a terminal problem and had to be trailered home.

From Uriarra Crossing we travelled along Mountain Creek Road to Yass and onto "Cliftonwood" owned by Tony Wade. It was built in the 1840's by John Watson on land owned by Hamilton Hume. The homestead is solid double brick construction and consists of 8 rooms plus a servery. There is original cedar joinery throughout and 13-foot-high ceilings. Interior walls are double brick plastered.

The Yass Old Machinery Club store some of their engines and tractors in Tony's shed and meet every Tuesday to restore and maintain machines. They are currently restoring a large steam traction engine.

From Cliftonwood we drove through Yass and down the Barton Highway to Murrumbateman turning into Murrumbateman Road, Sutton Road and returning to either the Robinsons or Eagle Hawk.

Sunday night we met at the Eagle Hawk Hotel for dinner and farewells before returning to our various homes on Monday.

Thanks to David and Deidre for offering their property to host the event, organising Saturdays run and the 2 homesteads that we were able to visit.

Rob Woolley



## COFFEE AT YARRALUMLA PLAY STATION 7 APRIL, 2022

We decided that this month's coffee would be held at the Yarralumla PlayStation which is located in the middle of Weston Park.

The weather was pretty miserable with constant light rain so no one was brave, or perhaps silly enough, to venture out in their old car. Apart from the weather the morning was a great success. Sixteen members, and a hungry Seagull, yes indoors, turned up and most, maybe all of us, had both coffee and a cake. As usual there was a lot of talking which is a lovely way to pass an hour or two. I think that the coffee shop enjoyed having us as very few other people turned out on such a wet day.

Attending were Wayne and Sandra, Mick Beltrame, Greg and Mary, Terry and Glenda, Gerard, Rob and Beth, Wayne Young, Rick and Shirley and a young grandson Zane, Bob Courtney and Nick and Carol.

Next month's coffee will definitely be on Canberra's North-side.

Cheers Nick



## TWO LITTLE WANDERS INTO CHEVROLET TERRITORY

### BY IAN IRWIN

Moving house has been an interesting exercise. Almost daily I find articles that I have extracted and photos that I have put aside over many years in the hobby. These are mainly related to the more obscure side of the hobby. Vehicles of all kinds, cars, trucks etc, that are not main-stream.

When I came upon this period delightful photograph of what I believe to be a 1928 Chevrolet Roadster Utility / Light Delivery, I stopped in my tracks. I have seen some things in my time, but I cannot recall ever seeing a 1928 Chevrolet Light Delivery. No doubt there were many, and perhaps there are a few still around. No doubt I will be told by someone who knows.



I was particularly taken by this photograph that I found in an album in an antique shop many years ago. It appears that the little utility is brand new, ex-factory, or very nearly so. There is no clue to where this image was captured, so we have to work it out for ourselves.

It's quite an interesting photograph, for the angle from which it is taken reveals a great deal about the character of our 'ute'. Disc wheels, side-mounted detachable spare, nickel finish step plate, tonneau cover and the rear window placed with a border which suggests a possible arrangement for a larger opening to allow a greater flow of air in hot weather. And of course the two-tone paintwork characteristic of the Chevrolet models through the 1920s.

Then there is the marvellous background of traditional Australian. The more I thought about this, the more I realised that this is a new vehicle, at a new homestead with new water tank, in a remote landscape that doesn't look like it would have offered up an assured comfortable living without a great deal of hard work and frustration with the seasons, the rains, winds, heat and the inevitable drought. Was this perhaps the lot of a soldier-settler, a veteran from World War 1?

As a Model A Ford advocate, I know that in 1928, Ford in Australia began the production of their Light Delivery, under license to selected coachbuilders in all mainland states of Australia, but I cannot recall ever seeing one of these pert little Chevrolet utilities in any of my travels.

From another image amongst my collection, we find a similar 1928 Chevrolet Roadster Utility. From the front view like this, it is occasionally quite difficult to tell if the vehicle is a tourer or a ute, but the NSW registration plate with the L prefix (L for Lorry) tells us this is another example of our ute illustrated above.

This same album throws up some further images from later times. We find a 1930 Chevrolet roadster ute, depicted in three or four photographs, and again with a Lorry plate, which appears to be L.60.358. We find a growing family, grasses and grown trees, so our man must have made good.

A little search on the web and amongst my resources was not very helpful, but we do find a c1929-30 Chevrolet, now taking the designation of Light Delivery. There are so few images of these early commercial Chevrolets, that if the Chev enthusiasts have had difficulty finding images, I'll perhaps best leave it Chris Hogan to comment down the track.

**Chevrolet Light Delivery**  
 THE HARDEST AND MOST ECONOMICAL  
 TRANSPORTATION UNIT AVAILABLE.



Useful in every kind of business

**Six Cylinder Chassis, £188** A variety of body types available for every need. Complete vehicles from £223. Illustrated literature on request.

SPEED — POWER — FLEXIBILITY  
 COMFORT — UTILITY — ECONOMY

**Skipper Bailey Motor Co. Ltd.,**  
 900 Hay Street, Perth. Metropolitan Distributors. 51 Adelaide Street, Fremantle.



The accompanying small Commercial promotional item was given to me more than 50 years ago by Garth Fisher, an early member of our club.

It relates an interesting little-known story about a Chevrolet that was driven across Australia from Perth to Sydney in 1923. I very much doubt this story has ever gained widespread national publicity, for I have not found anything about the adventure on any website. Originally published in Evening News [Sydney] in Xmas week, 1923. Enjoy the read.

## ACROSS AUSTRALIA

A really bright and happy family this week completed a 2893 miles motor trip from Fremantle to Sydney.

They were Mr. W. R. Marks, Mrs. Marks, little Miss Jean Marks, and Harold Marks. They looked the picture of health after their long run, particularly Mrs. Marks.

They did not attempt a record run, but the times they made each day were exceptionally good.

### Advice to Womenfolk.

It took them just 16 days, travelling only during the daylight. "Everywhere," Mrs. Marks says, "we were received with the greatest of kindness. Everyone was interested in our trip. Garages, station-owners, private individuals, on the route, cheered us on. It was just as if they could not do enough for us."

"Though personally I greatly enjoyed the trip," Mrs. Marks added, "I would not recommend every woman to undertake it. There were times when the heat was intense, and at other times my daughter and I put our shoulders to the wheel and helped push in gandy stretches. Plenty of warm, as well as cool clothes, should be taken, and please tell the women-folk not to forget a big, shady hat and veils.

"But if they are prepared to put up with a little hardship, and make the trip, they will have secured a wonderful insight into the little-known parts of Australia. I am specially glad my children have had the experience.

"In fact, I cannot conceive a better way of a practical education in Australian life and conditions than by parents making the trip during the Christmas and January holidays with their children. The children will love every inch of the journey.

"I think my little daughter Jean has established a record as the youngest girl Australian to come across the Continent by motor. She kept a daily diary, and it will be a very valuable record in times to come.

"My son, too, has kept a complete record of mileages."

### The Car.

Mr. Marks is a practical man, and it was wonderful to see all the things he had stowed away on his car. It is a Chevrolet, and he is proud of its performances. Not one mishap occurred.

In a tool-box, not a foot wide or 10 inches deep, he had a complete stock of bolts, nuts, wires, repairing outfits, tools, and so on. He appeared to have forgotten nothing, but everything was packed in the smallest space. Even under the car were 20 yards of fencing wire, tidily fixed near the running-board.

There was also a leather case for the magneto, a soldering kit, with flux instead of spirits of salts, copper wire, and tubing; two spare tyres and three spare tubes, oiled balze for the springs—in fact, nothing essential seemed forgotten.

"People in the West laughed at me when I told them I was about to make a trip on such a low-priced car as the Chevrolet," Mr. Marks said, "but I did not have the least bit of trouble. She came through splendidly.

"I used Goodyear tyres, and had only four punctures, three caused by huge nails, and the fourth while on a track that wasn't a track at all. I used en route 10 gallons of Shell, 12 of Plume, 2 of Golden Crown, and the Vacuum Company's Mobiloil Grade A throughout.

"At times I averaged as high as 32 m.p.g."

### The Daily Record.

For the benefit of those contemplating the trip, Mr. Harold Marks lent the "News" man his daily record. Here is the route and mileage for each day:—

First Day.—Fremantle to Baandee, 163 miles from the start.

Second Day.—Baandee to Coolgardie, 369 miles.

Third Day.—To Norseman, 480 miles.

Fourth Day.—To 30 miles east of Balladonia, at Government tank, 867 miles.

Fifth Day.—To Nullabor station, 1069 miles.

Sixth Day.—To Nannawarra station, 1149 miles.

Seventh Day.—To Murat Bay, 1330 miles.

Eighth Day.—To Port Lincoln, 1608 miles.

Ninth Day.—To Cowell, 1798 miles.

Tenth Day.—To Port Augusta, via Wyalla, 1871 miles.

Eleventh Day.—To Yunta, via Wilmington and Peterborough, 2013 miles.

Twelfth Day.—Through Broken Hill to the Hotel, 50 miles post, 2190 miles.

Thirteenth Day.—To Cobar, via Wilcannia, 2441 miles.

Fourteenth Day.—To Dubbo, 2627 miles.

Fifteenth Day.—To Little Hartley, via Wellington, Molong and Bathurst, 2802 miles.

Sixteenth Day.—To Sydney.

### Provisions.

"I had stowed away such provisions as granose, powdered milk, tinned fruits, sardines, salmon, soup, tea, sugar, jam and biscuits," Mrs. Marks said. "The trip cannot be taken without provision of this sort. A good, big supply of drinking-water is also absolutely necessary, particularly at this time of the year."

(Extract from "Evening News" (Sydney) Motor Section, December 21, 1923.)

## *A Decorated Soldier Comes Home to Arianh Park*

A story in the occasional series related to early automobiles in the ACT and southern NSW regional surrounds.

**Arthur Thomas Harris** (16 March 1892-16 September 1968) was born at Kyabram, Victoria, 20kms north of Melbourne and approximately 40 kms south-east of Echuca. This township is located centrally in the rich Goulburn Valley, but rural life in that era was far from comfortable with the onset of the depression of the 1890s.

On 10 June 1916, Harris, registering his address as *Quambi*, Arianh Park, NSW enlisted with the Australian Army, soon to become a member of the 3rd Machine Gun Battalion. He was trained at Puckapunyal, Seymour, the home of the Australian Army Schools of Armour, Artillery and Transport.



Just two months later, on 16 August 1916, along with hundreds of other troops, he was aboard the P & O Lines *RMS Orontes* bound for the war in Europe. One wonders what feelings and apprehensions these young men must have had as they farewelled family, friends and loved ones. While en-route to the UK, the British Admiralty requisitioned a former Mail Ship, thereafter, to become a part of His Majesty's Australian Transport fleet as *HMAT Orontes* for the duration of the war.

*Left: Arthur Harris portrait prior to his departure for the Great War in Europe*

Upon arrival in England, a period of training commenced at the Grantham Barracks in Lincolnshire. On arrival in France in August 1917, Acting Corporal Harris was attached to the 11<sup>th</sup> Machine Gun Company, 3<sup>rd</sup> Division, AIF.

The Company was equipped with Vickers machine guns and saw service mostly in the Somme battlefield east of Amiens where Harris was elevated to Acting Sergeant during engagements around Villiers-Bretonneux.



*Left: Machine Gunners with A Vickers gun, wearing gas masks against chemical warfare during the Great War during the Battle of The Somme, 1916. (Photo: Imperial War Museum, UK. Public Domain)*

The Vickers Machine Gun, as used by the British Forces during World War 1 on the Western Front was the most efficient machine gun of its era. It was the mainstay of Australian and British machine gun units for over 50 years into the 1960s.

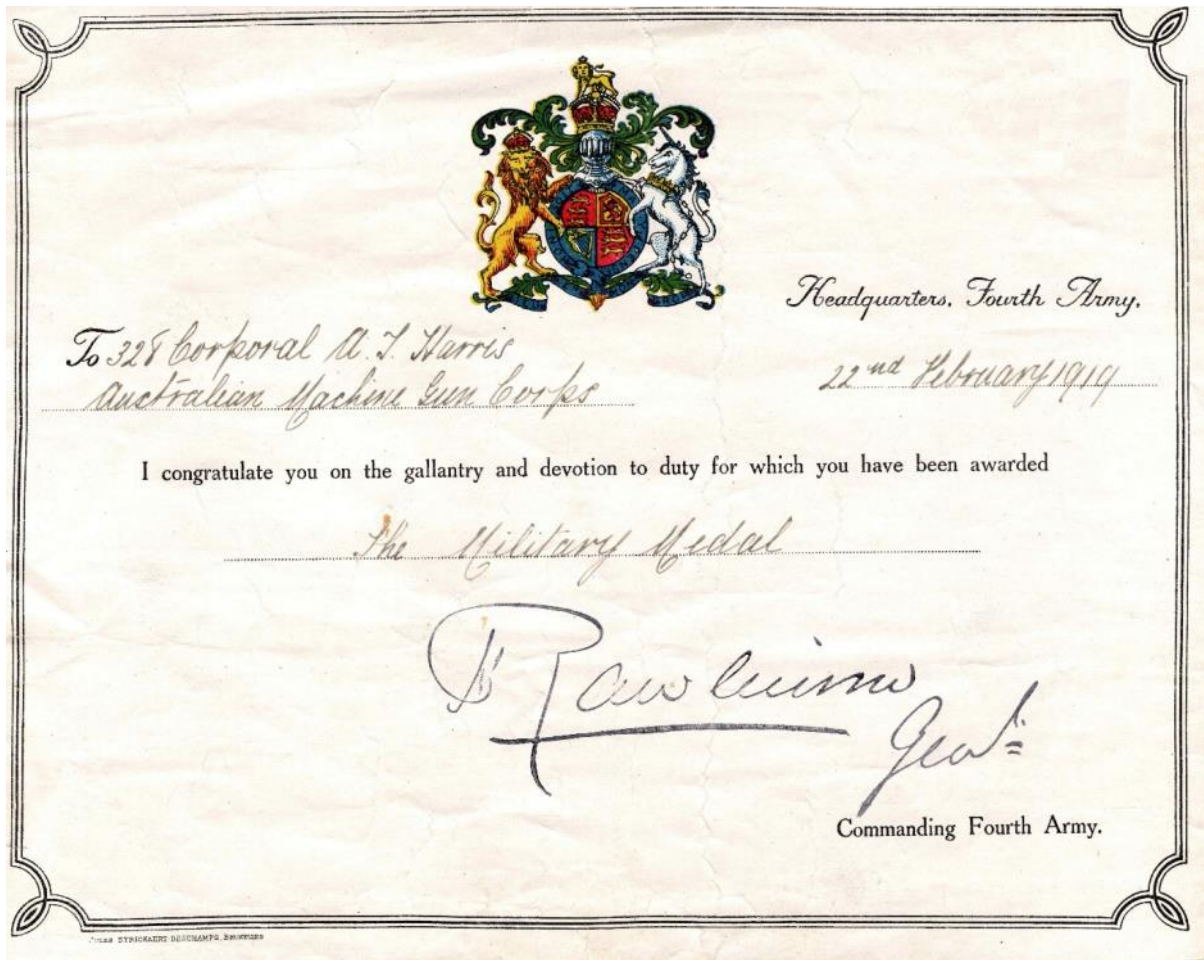
Here's a link to Vickers Machine Gun history in a cameo 7-minute video. This video gives an insight into the efficiency and reliability of the Vickers guns.

[I Have This Old Gun - Vickers Belt-Fed Machine Gun - YouTube](#)

In May 1918, Lieutenant-General John Monash assumed the appointment as General Officer Commanding the Australian Corps, and John Gellibrand, former Commander of the 6<sup>th</sup> Brigade, was promoted to Major-General and succeeded Monash in the 3<sup>rd</sup> Division, with subsequent outstanding success in the final operations along the Somme from Hamel to the Hindenburg Line.

At the small village of Allaines, on 3 September 1918, Arthur Harris was awarded the Military Medal for Conspicuous Gallantry and Devotion to Duty, where he and others 'engaged enemy machine gun nests' coming under direct machine gun fire, but they were engaged 'knocking them out and enabling the infantry advance to continue.'

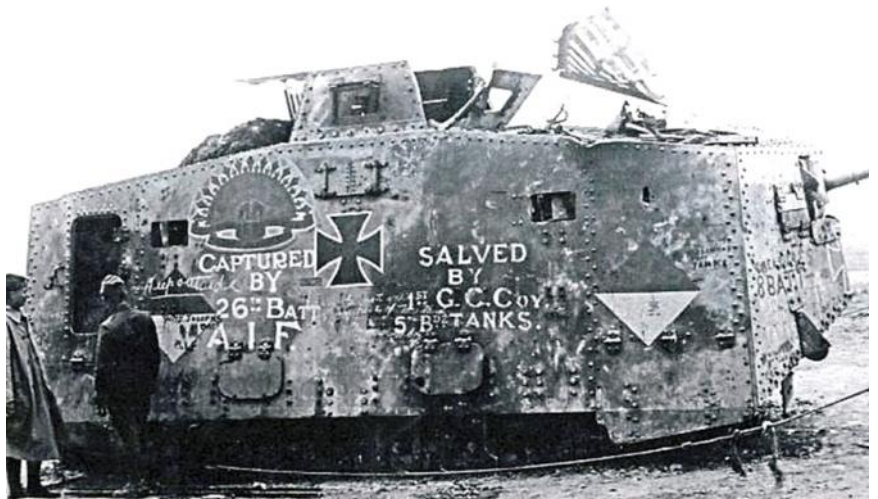
On 22 February 1919 General Henry Rawlinson, Commander of the Fourth Army of the British Expeditionary Force at the Battle of the Somme (1916), Amiens (1918) and the breaking of the Hindenburg Line (1918) congratulated 328 Corporal A.T. Harris on 'gallantry and devotion to duty', for which he received the Military Medal.

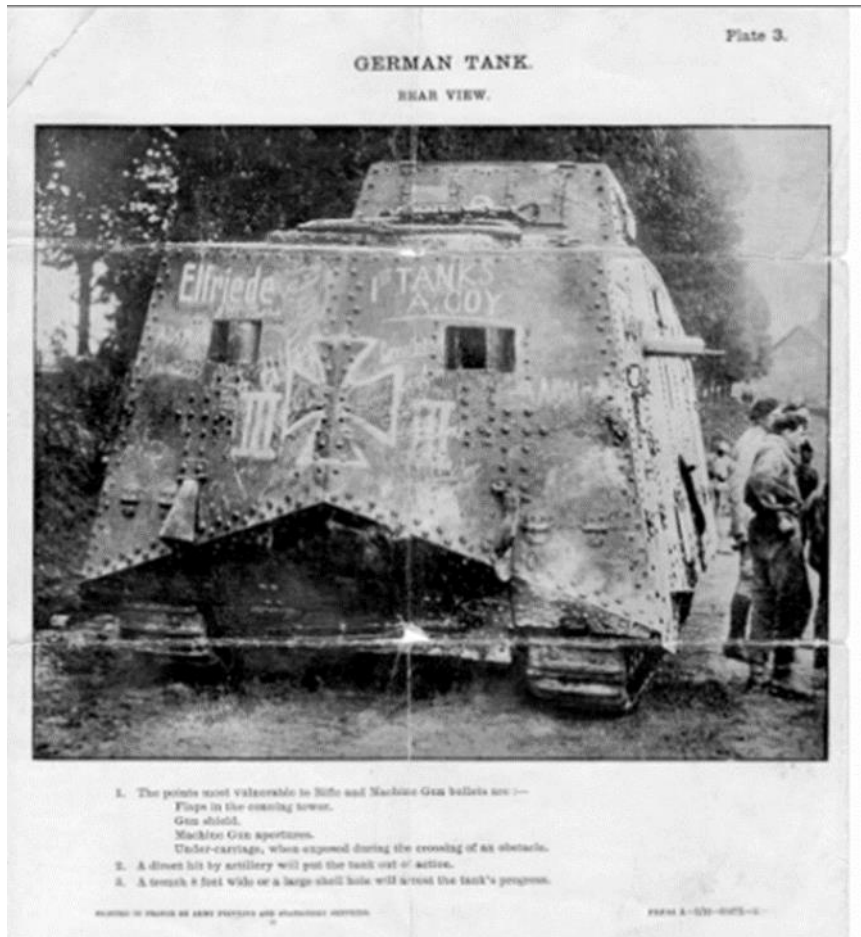


**Above:** Official recognition on behalf of King George V, of 328, Corporal A.T. Harris' Award of the Military Medal, signed by General John Rawlinson, Officer Commanding the 4<sup>th</sup> Army of the British Expeditionary Force.

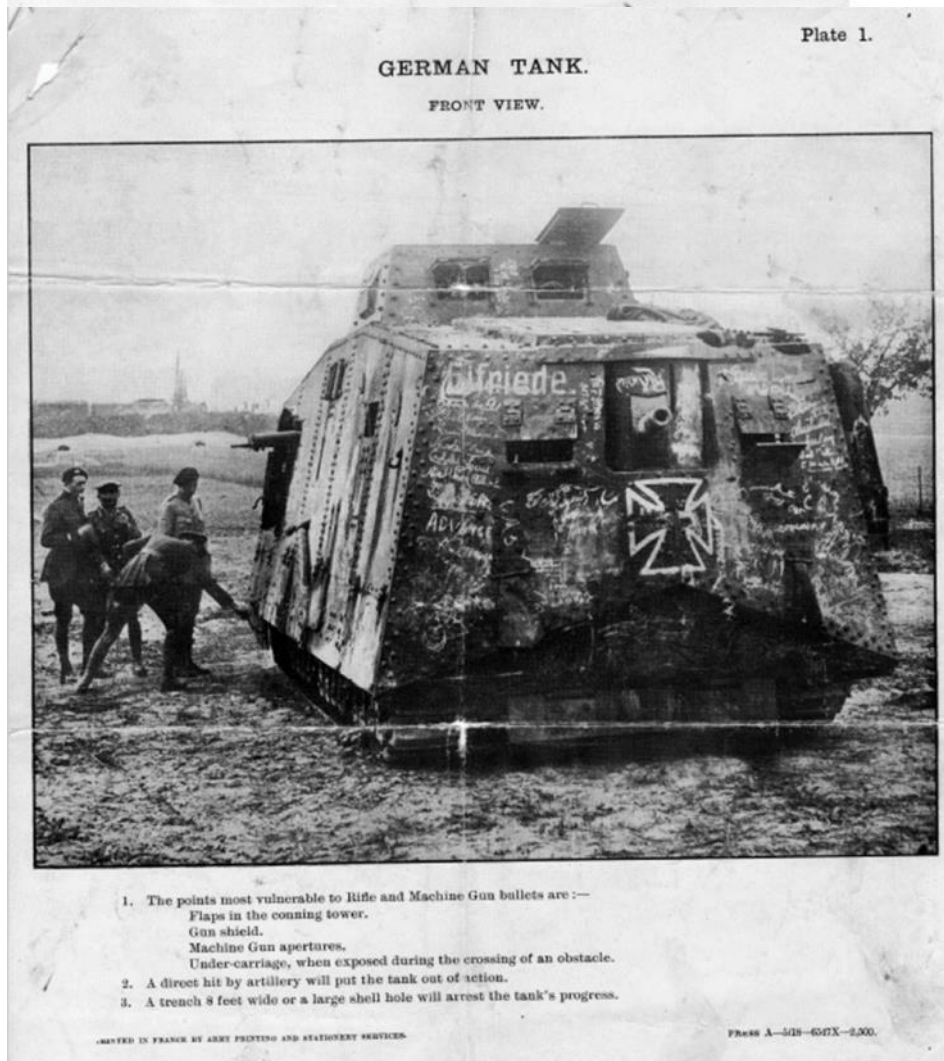
Many may remember that the only surviving World War German A7V Tank 'Mephistopheles' was on loan to the Australian War Memorial in 2015-2019. In April 1918, that tank had become stuck in a shell hole and was abandoned by its crew, soon to be captured by an Australian unit. The full story of that tank can be found at [Mephisto \(tank\) - Wikipedia](#)

**Right:** Mephistopheles captured by the Australian Infantry Forces in the Somme in April 1918.





*Left: Arthur Harris and his colleagues were issued with what must have been an A.I.F. Identification Manual depicting images and outlining points of an A7V Tank that were vulnerable to attack by rifles and machine guns. Arthur very carefully selected two relevant images of another A7V tank, 'Elfriede' and carefully folded these and preserved them to bring home amongst his souvenirs of the Battlefield of the Somme. At least three of these tanks were captured by Australian Forces.*

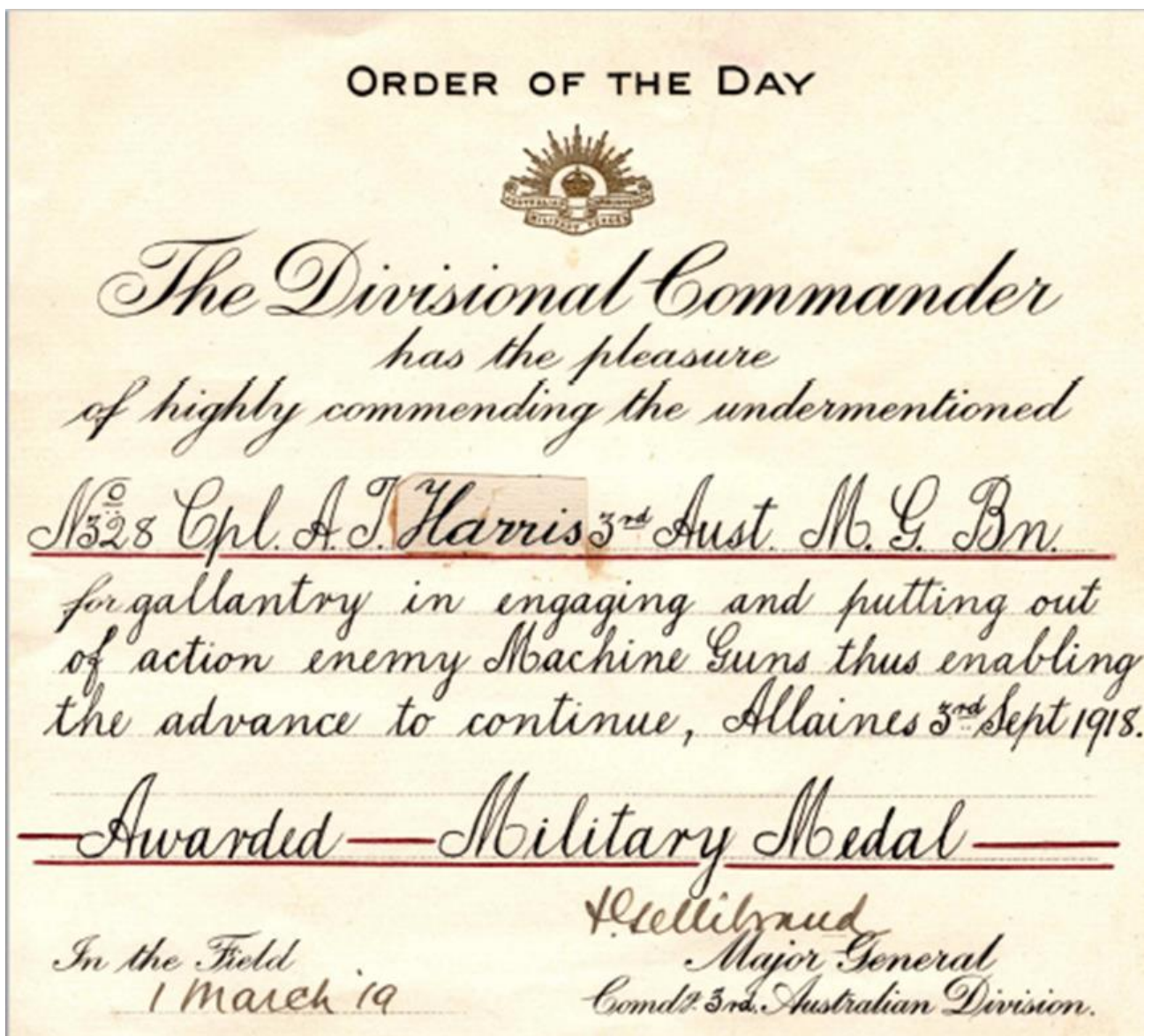


*How privileged are we to get to see these images, now well over 100 years old, that Arthur Harris carefully folded and secured as souvenirs and memories of his days at the Western Front? Only 20 of these A7V tanks were built, of which 'Mephistopheles' is the only survivor.*

After experiencing British tanks, the Germans ordered 100, of which 10 were to be fighting vehicles. After the prototype was completed, the number of fighting vehicles was increased to 20. The remainder were built as cargo carriers. The tanks were each fitted with 6 machine guns and one forward-facing Maxim-Nordenfelt machine gun, an early example of which is to be found in the Botanic Gardens at Bundaberg. The weight of the tanks was around 30 tons.

At the small village of Allaines, on 3 September 1918, Arthur Harris was awarded the Military Medal for Conspicuous Gallantry and Devotion to Duty, where he and others 'engaged enemy machine gun nests' coming under direct machine gun fire, but they were engaged 'knocking them out and enabling the infantry advance to continue.'

It was Major-General John Gellibrand, (Later Sir.), Divisional Commander of 3rd Australian Army Division who, on 1 March 1919, put his signature to an Order of the Day, commending Harris for 'gallantry engaging and putting out of action enemy machine guns thus enabling the advance to continue, Allaines, 3rd September 1918.'



The casualty statistics of deaths and injuries amongst the Australian Infantry Forces serving on the Western Front is horrendous. For the infant Australian nation, the impacts were to be felt for several generations. There were 33,407 killed in action, and a further 11,034 died of wounds, and 323 from toxic gas inhalation. A total of 44,764. A further 112,729 were wounded, which together with the shell shocked, gas survivors, Prisoners of War brought the grand total of 179,461 Australian personnel deaths, injuries and traumatized on the Western Front.

With the limited number of troop transport ships, and their limited capacities, the wait was always going to an endurance test for seeking to return as quickly as possible. We learn that over 180,000 Australian Australians were in the Middle East and Europe at the end of the war and the task of getting them home as well as their counterparts to New Zealand, India, Canada, South Africa, and other parts of the British Empire would be a massive one.

Then there were concerns regarding the global influenza pandemic, necessitating space between ships' hammocks being extended for their journey home. Another issue facing the defence administration was the national shipping strike in Britain in early 1919.

Harris' unit returned to the UK, along with countless other servicemen and women, soldiers, sailors and airmen, along with nurses and other ancillaries. They were accommodated in various defence establishments and private quarters until transport vessels became available.

Harris eventually departed from London aboard *HMAT Themistocles*, on 13 June 1919, seven months after the armistice, and arrived in Melbourne on 8 August 1919, with £194/2/1d in the form of a cheque to be banked at the Commercial Banking Company of Sydney, Arianah Park NSW.

One can only wonder what scars this young man carried in the mind and body for decades after the Great War. The horrors of the western Front battles are well documented, and Arthur Harris would have witnessed death and destruction on an unprecedented scale.

Arthur Harris had been promoted to Corporal on 14 June 1918. His complete Service Record is justifiably very proudly held by the family, along with other documentation, including his Statement of Account. This latter outlined his financial entitlements upon completion of his tour of duty.



*Above: Arthur Thomas Harris (on left side of the front seat) poses amidst his family on his triumphal return from the Western Front. The car, which has been identified by Rick McDonough as a Berliet of French manufacture, and believed to be a c1913/14 model, was provided by courtesy of a family friend, Roy Rogers. The precise location of the photo is unknown.*

Arthur Thomas Harris purchased a small grazing property *Ellerslie*, at Aria Park, and married Margaret (Meg) Vearling in 1925. The couple were blessed with one son, Arthur Lloyd Harris.

We can but imagine the agony of the long wait, then the relief of the wider Harris family when Arthur eventually arrived home in the winter of 1919. It is likely that the last leg of the journey back to Aria Park would have been from Temora Rail Station, perhaps in the Berliet car in which he is pictured. It must have been a wonderful celebration for all the family.

## *Last We Forget*

### **Acknowledgements:**

I express my enormous gratitude to Rob Harris, grandson of Arthur T. Harris for kind provision of personal and war documentation relating to the military service of A.T. Harris during World War 1 and permission to include some of this material in this tribute. Rick McDonough for his forensic analysis of the historic car in the photo, proofing of copy. Kudrycz, W, Dujardin, C. and Lejune B. 'Waiting to Come Home' in Wartime, Issue 39 Australian War Memorial, October 2007. 'Battle Casualties' Australian Imperial Force on the Western Front (France and Belgium) 1916-1918, compiled by Butler A.G. Official History of the Australian Medical Services, 1914-1918. Vol III. 1943. AWM. p.912. 'Beacoup Australiens ici' The Australian Corps in France 1918.

**Ian Irwin. March 2022**

## FOR SALE

**Veteran Motorcycle Sidecar Frame**—Has been sitting under my parents house for some time, and now that they have moved and it made its way to my place, its time to try and find it a new home. Not the easiest thing to package and send, so pick up from Canberra would be preferred, however if someone was really interested and was happy to arrange the freight themselves we could make it work. Price \$200 ono.

Contact Mathew on 0429 885448 or email [mathew.spackman@outlook.com](mailto:mathew.spackman@outlook.com)



**1925 Fiat 501c Tourer**—Complete vehicle and was in good running condition several years ago but has been garaged since. A variety of spares are available to be included in the sale too. Price \$17,000 ono.



Contact: Rob McGuire 0417 790 633 or [rob.mcguire33@gmail.com](mailto:rob.mcguire33@gmail.com)

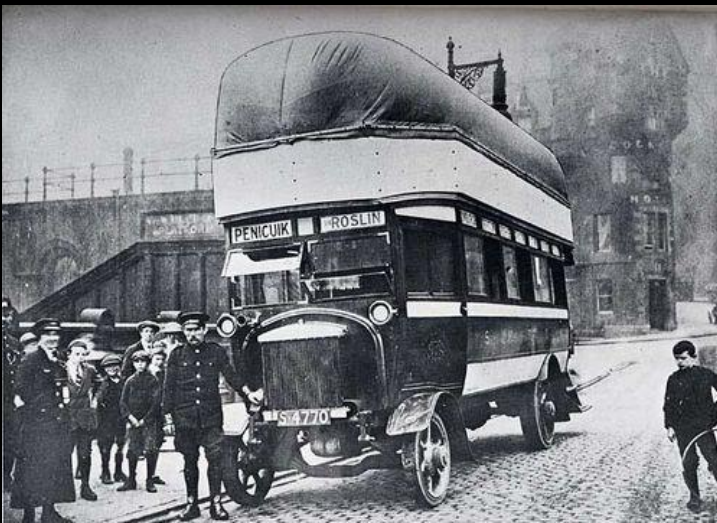
## WANTED

If you are in need of something, please email me at [mathew.spackman@outlook.com](mailto:mathew.spackman@outlook.com) with the details for inclusion in the next issue.

## Did you know?

Petrol rationing and shortages during both World War's prompted some vehicles to be run on coal gas. A bag (or balloon) was fitted to a vehicles roof and filled with uncompressed gas. This was not only used to power automobiles, but also trucks and buses. The gas became known as 'town gas' or 'street gas', and was a by-product of the process turning coal into cokes (which are used to make iron).

In early vehicles an average bag on a car may hold about 10 kilograms (or 23 pounds) of gas which was sufficient for 15 miles. To replace one litre of gasoline, two to three cubic metres of gas was needed.



Gas bag buses could still be seen in China in the 1990's, notably in the municipality of Chongqing where they were developed in peace time as a cheap public transportation option

Fast forward further to 2006 in China's Jincheng City, 90% of the 1300 taxi's were refitted to burn compressed coal-bed methane and gasoline. One cubic metre of coal-bed methane was now equivalent to 1.13 litres of gasoline and could be purchased for half the price.

### Sources

Thank you to Ian Irwin for sending through the image in the top right. Further images and information were sourced from the sites below. They also contain much more information if you would like to read more.

<https://www.lowtechmagazine.com/2011/11/gas-bag-vehicles.html>

[http://www.chinadaily.com.cn/bizchina/2006-09/03/content\\_680132.htm](http://www.chinadaily.com.cn/bizchina/2006-09/03/content_680132.htm)





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# *IS CELEBRATING* **50 YEARS** *OF PARKES MOTOR MUSEUM* **WITH A PRE 50 RALLY**

**OCTOBER 4<sup>th</sup> - 7<sup>th</sup> 2022**

*The Post Vintage Era (1931 -1950) possibly saw the most significant progress in development of motor vehicles. This Rally provides an opportunity to showcase all vehicles from this era.*

*Awards for Veteran, Vintage and Post Vintage vehicles (eligible for NSW HVS)  
Other vehicles may enter Hors Concours*



*Also an opportunity to follow on from the 44<sup>th</sup> Parkes Motorcycle Rally, the Forbes Motor Show, and spend an enjoyable second week of the October School Holidays.*

**Entry Forms available from [parkesantiquemotorclub@gmail.com](mailto:parkesantiquemotorclub@gmail.com)**

**President**  
**Secretary**

**Phil Dixon**  
**Barry Garment**

**0419 888 695**  
**0408 025 712**

## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 16 FEBRUARY, 2022

**Location:** Meeting held at Darrell Leemhuis' office in Fyshwick

**Meeting Opened:** 7:34pm by President Rob Wooley

**Attendance:** Members: 14. Apologies: 3. Guests: Nil.

### MINUTES OF LAST MEETING

Accepted – Moved: Nick Nowak, Seconded: Gerard Frawley.

### SECRETARY'S REPORT:

Correspondence In:

- Several magazines.
- Email informing Clubs that the Pre '31(April/March) tour fully booked
- Advice re Retreads from Graham Bigg
- Letter from St George re Foreign Tax Residency.
- Email from Ian Irwin. Ida has had a nasty fall and is in hospital again.

Correspondence Out:

- Letter to Foreign Tax Office with Club details
- Brochure sent out re Kingsley Southwells "clearing sale".
- Card to Wayne Young re the recent passing of his father.
- Email re next coffee meeting on Thursday 3rd March.

Secretary's report accepted - Moved: Nick Nowak, Seconded: Rick McDonough

### TREASURERS REPORT

Balance: Balance tabled.

Treasurer John Cadona said it had been a quiet month – nothing to report.

Treasure's report accepted - Moved: John Cadona. Seconded: Gerard Frawley.

### EDITOR'S REPORT

Nil to report but Mathew would like several contributions from members. Next "Edwardian" is due in April.

### WEBMASTER

Continually being developed.

## MEMBERSHIP SECRETARY'S REPORT

Carol reported that the Club now has 61 fully paid up members.

## EVENTS REPORT

- Laminated Certificates were handed out by President, Rob Woolley, to members who won trophies for 2020/2021
- Rob reported that he had received quite a lot names for the Club weekend away in Griffith from the 11th to 14th March '22. Rob and Beth will remain in Griffith to the following Saturday 19th to meet with the Mayor and to organize and check out several runs for the 2023 National Veteran Tour (to be run by our Club). Nick to enter Rob's Model "T" in the Club "Day Book" for that period.
- Nick reported that the proposed mid-week coffee meeting at "Three Mills Bakery" in Majura will need to be changed as the café had closed. A new café will take its place but wouldn't be ready for several weeks. Members will now meet at Tulips in Pialligo. Nick will notify members.
- A Breakfast Run to the Cotter at 8am is organized for next Sunday 20th February. Events Director, Darrell Leemhuis, will send out an email to members.
- Rob has prepared a list of future events. Darrell to inform members:
  1. Outback Model T Club – Tumut – 25-28th February 2022
  2. Shannons Wheels, Queanbeyan – 6th March 2022
  3. Wakefield Park Motorcycle Swap Meet – 6th March 2022
  4. VVCC Canberra Day Weekend away (Griffith) – 11th to 18th March 2022
  5. Outback Model T Club 1-4th April 2022 (based at Dave Robinsons)
  6. Auto Italia (Queanbeyan Park) – 3rd April 2022
  7. VMCC Annual Bathurst Rally – 9-17th April 2022
  8. Pre '31 Rally (Orange) – 28th April to 1st May 2022
- Rob asked the Secretary (Nick) to arrange a meeting for Rob and Nick with Steve Farmer of Shannons to discuss the 2023 Nat. Vet. Tour (maybe over a coffee).
- Darrell to consider future Club events. Input/suggestions from members would be welcome. The Club no longer has a venue for the annual Motor Skills event and a new location is required (Kingsley and Cynthia have sold their property).

## LIBRARIAN'S REPORT

- Librarian Roy Bendall couldn't make tonight's meeting.

## REGISTRAR'S REPORT

Both Rob and Nick had issued the paperwork for several rego's.

## GENERAL BUSINESS

- Darrell has spoken with the firm (Monaro work gear) that supplies his business with business shirts including his business logo. He reported that a club logo can be made for our Club and attached to polo shirts. To put the logo on a shirt will cost \$17 if a member uses their own shirt or \$10 if the shirt is purchased from the company. After some discussion it was agreed that Darrell and Rob would prepare something for the April magazine.

- Darrell informed the meeting that due to complaints, from nearby land owners, re noise at Wakefield Park the venue will now be closed to motor sports for 100 days each year.
- Nick mentioned earlier that Three Mills Bakery had closed in Majura. Nick also said that “Three Mills” had just opened a new bakery and café in Leeton Street, Fyshwick and that it would most likely be suitable for Club mid-week coffee. The new premises is large with ample parking facilities.
- Bill Atkinson asked if he could access the Club library. Nick to talk to Steve Farmer at Shannons to see if a visit could be arranged.
- Gerard mentioned that Les Robinson was in Hospital but he was expected out shortly. Also that Dave Robinson has had Covid.
- Rick mentioned that Robert McGuire was in Hospital.
- Don Doering said that he had finally received advice from RTA that his Hupmobile rego had been renewed.
- Darrell asked Mathew if he could provide an electronic link to the website which would allow anyone viewing the website to also be able to look at copies of the Edwardian magazine. Mathew will look into this matter.
- Chris and Simone’s son Nicholas has recently had an operation on his foot. The Club wishes Nicholas a fast recovery

**Meeting Closed: 8:15pm**

**After Meeting Activity:**

Rick gave the Club the second half of his talk on the gas pipeline from Tamworth to Dubbo. Once again extremely interesting. Thanks Rick.

Roger Gottlob to give the Club a talk next month.

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Fig. 915—Buckeye Junior Whistle

## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 16 MARCH, 2022

**Location:** Meeting held at Darrell Leemhuis' office in Fyshwick

**Meeting Opened:** 7:32pm by President Rob Wooley

**Attendance:** Members: 13. Apologies: 5. Guests: Nil.

### MINUTES OF LAST MEETING

(Sent to members 10th March 2022). Accepted – Moved: Rick McDonough, Seconded: Gerard Frawley.

### SECRETARY'S REPORT:

Correspondence In:

- Bill from Post Office for renewal - \$144.00 by 31st March 2022. Passed to -Treasurer (2nd March).
- Bill from Shannons re Insurance for Club trailer \$230.21 by 14th March 2022. Passed to the Treasurer (2nd March).
- Received several magazines.
- Letter from Horseless Carriage Club of America re payment for the next 12 months.
- Minutes from CACTMC for Council meeting held on 17th February 2022. Passed on to President and Editor. Affiliation fees due in June '22.
- Letter from the CHMC re the recent floods in Qld. and NSW.

Correspondence Out:

- Email seeking meeting with Shannons for financial support for the 2023 National Veteran Tour.
- Several emails to members re the Club run to Griffith.
- Breakfast Run report and photos to Editor.
- Minutes for February meeting sent to members.
- Email to Shannons re access to Club library.
- Email to members re mid-week coffee at Tulips in Pialligo.
- Email to Events Director re Club run to Terry Davis' home in Bungendore.
- Email and map sent to members re Shannons Wheels in Queanbeyan – Sunday 6th March 2022.
- A card to Doreen Ahearn saying we were thinking of her.
- CHMC letter re recent floods sent to members.

Secretary's report accepted - Moved: Nick Nowak, Seconded: Roy Bendall.

## TREASURERS REPORT

Balance: Account balance tabled.

Several bills paid in cash by the Treasurer were refunded to him.

- Claim for \$14.75 – Editor Costs relating to the Edwardian magazine.
- Claim for \$64.77 – Carol Nowak. Costs for stamps, biscuits and postage.

Treasures Report accepted – Moved: John Cadona, Seconded: Gerard Frawley.

## EDITOR'S REPORT

Mathew Spackman unable to attend the meeting – no report.

## WEBMASTER

As above – Mathew not at the meeting.

## MEMBERSHIP SECRETARY'S REPORT

Membership steady at 61 members.

## EVENTS REPORT

- Nick was informed, by Rob Woolley, that the Club could attend Kingsley Southwell's "Brooklands" property for one final Motor Skills day. Rob Woolley has spoken to Kingsley who advised him that Sunday 24th April would be suitable. Geoff Nicholas who is responsible for organizing the "skills" is unable to attend on that weekend. This is also the Anzac Day long weekend and Geoff would like to see this event moved to another date. May 1st was suggested. Nick will talk to Rob Woolley to see if that date might be ok for both Rob and Kingsley? The Club was proposing a Club run to visit Terry Davis's Bungendore home on the 24th April. When dates etc are sorted out the Events Director will notify members. The run to Terry and Glenda's home may be towards the end of May?
- Gerard spoke about the recent Canberra Day Weekend visit to Griffith. He said that it was a very successful visit and that there was quite a good turnout of members and several Club cars. Rick McDonough will prepare a report for the Edwardian magazine.
- Darrell Leemhuis will organize events for June and July. June will most likely be a Club run and July a coffee get-together.
- Nick advised that the next midweek coffee meet was likely to be held at the "Yarralumla Play Station" café in Weston Park. The date is likely to be Thursday 7th April. He will notify members.
- Nick informed members that the "Outback T Ford Club" were having their next run in our local district from the 1st to 4th April. They will be based at Dave and Deidre Robinsons property. Rob has emailed Club members with T Fords that they can join in. Also if other members would like to see the cars they can do so at Urriara Crossing at 10:30am on Sunday 3rd April (tour morning tea time).

## LIBRARIAN'S REPORT

Librarian Roy Bendall - nil to report. Nick advised that Shannons staff are working back in their Fyshwick premises and although the meeting room is still closed to Canberra car clubs members can acquire access to the library if required. Any member seeking access to give Roy a call first up. Roy has the key to the library cabinets.

## REGISTRAR'S REPORT

Nick hasn't had any requests for rego in the past month – very quiet.

## GENERAL BUSINESS

- Rob and Nick will talk to Steve Farmer of Shannons about the 2023 National Veteran Tour within the next fortnight.
- Rick went to Wheels in early March and said that the only Club members there with old cars were Ross Nerdall and Bill de Graaf. Not a good Club turnout at all.
- Darrell and Rob are looking into shirts for several members who would like a shirt displaying the Club logo. It was agreed that members should use whatever shirt they wished rather than all members having the same. Rob would also like to see a Club patch being available for sewing onto overalls, jackets etc. Darrell will talk to the company handling this matter. If members provide their own shirt rather than a shirt provided by the logo makers it will cost an extra \$5 to attach the logo.

**Meeting Closed:** 8pm.

## After Meeting Activity:

Club member, Roger Gottlob, gave us an interesting talk (and pictures/video) about boat/ship building in South Australia. This is where the Navy Frigates are being built. Thanks for the great talk Roger.



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