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

### 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.

**Front Cover Design - 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.**

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

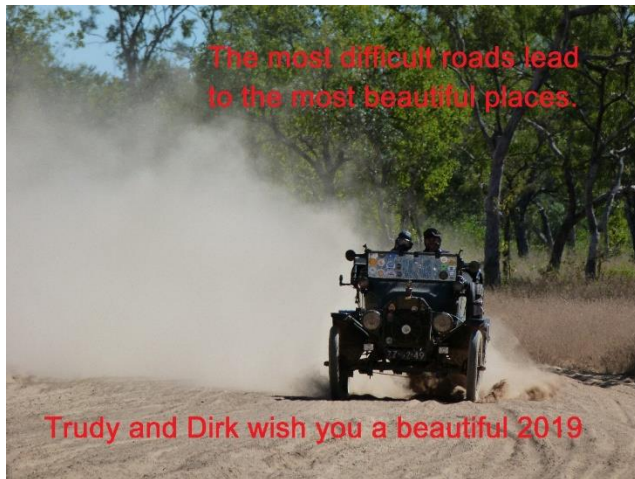
- ❖ To sponsor and encourage the preservation, restoration and use of Veteran and Vintage vehicles
- ❖ To engage in rallies, exhibitions and other events suitable for Veteran and Vintage vehicles
- ❖ To encourage the retention of Veteran and Vintage vehicles in Australia
- ❖ To collect and disseminate 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



### Editorial



Well, here we are lining up for yet another year. I'm sure we'll all be looking for a respite from the heat. Stepping out into a tin shed, when it's touching forty outside is not exactly conducive to restoring old things. And speaking of old things, who noted that, just a few weeks ago, December 31 in fact, that the Veteran period ended 100 years ago? So even the 'youngest' veteran is now a centurion. Of course our vintage cars are now knocking on the door of that impressive age too.



I received the post card at left from our Dutch visitors of 2018. They said to say hello to the members. No doubt they'll have some epic adventures planned for 2019.

As reported recently, the Southern Tablelands Heritage Automotive Restorers Club (STHARC) have stepped up to organise Wheels this year. Some things to note - Once vehicles enter the display area it will be the responsibility of their clubs to arrange for appropriate parking on the club display area. The conditions imposed by insurers are becoming increasingly onerous. In particular the risk to the public of having vehicles being driven in the display area while it is open to the public is being taken more seriously than in the past. Gates will be open from 7.00 am for

exhibitors to access the display area. Exhibitors vehicles are expected to be in position by 10.00 am and to remain on display until 1.30 pm. If it becomes necessary for a vehicle to be removed from the display area earlier, the owner will need to arrange with an official to walk the vehicle to the exit from the display area. The council has requested that drip trays be provided by owners for their display vehicles. The Cancer Research Centre and TADACT are the charity groups which will be supported by the event this year. Both organisations will be fundraising on the site on the day.



The Hogans and Robinsons did their normal wonderful thing in early December and I reckon the pancake mix was Chris's best yet. The turn-out of members and old cars was also by far the best we had of any run in 2018. The above photo attests to the great roll up we got. See write-up and photos on page 3.



Given the heat drove me indoors recently, I used the time to write a couple of articles which I hope you'll find of interest (pages 7 and 12). As an ongoing adjunct to one of these articles, (on enamel badges), I have also researched the meanings behind many of the badges on our front cover. They really are quite fascinating and I will include these articles in future editions of the Edwardian.

After an unexpected bout in hospital, it's good to hear our life member, Ian Irwin, is on the mend. Ian succumbed to a feral 'community acquired pneumonia virus'. Now several kgs lighter we'll look forward to seeing the new 'slim-line' Ian at a club event soon.

Don't forget to have a good look at some notices on our upcoming events on page 19. These contain some important information re changes of dates over previous advices.

Last weekend Shirl asked if I could stack the dishwasher before going out to the shed. I reckon I nailed it!

See you at the next meeting.

Rick



### From the Archives

Let's look at what was going on in the Club 50 years ago.

1969

#### February -

- Planning was underway for the upcoming Easter Rally. The President wrote that maybe we could have a combined effort with the newly formed Antique and Classic Club.
- *"Last meeting was at the hall of St Aidans church and proved a success and we might move to make this a permanent meeting place"*
- The Feb. run was to Surfbeach at the coast. Four members attended and they had to rescue two men out swimming, who they thought were waving to them, but were in fact in trouble!



## Sunday 9 December 2018 Christmas Breakfast

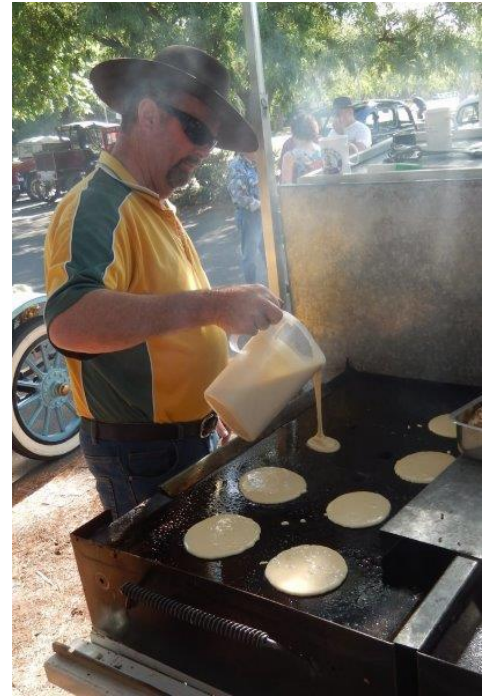
As Christmas was fast approaching it was time for our final club run for the year. Pancakes and maple syrup for Breakfast - who could resist? As everyone arrived at Lennox Gardens it was easy to see not many could resist the allure of pancakes, as there was a great roll up of cars and people. Everyone assembled under the shade of the trees, the din of chatter got very loud until the pancakes started coming off the BBQ and all had their fill. It was a great way to finish the club year.

Chris.

Attendees – **in oldies** – Mathew S., Rick & Shirl, Carol & Nick, John & Doreen, Rob & Beth, Wayne & Sylvia, Greg & Mary, Darrell & kids, John & Vilay, Gerard & Maree and Bob C. on Trumpy with side car.

**In modern** – Hogans, Robinsons, John & Lynne P., Mal S., Kingsley & Cynthia, Tony & Trudy, Bruce & Kathy, Geoff & Lynne, Roy B., Saman.

**Of course the perfect pancake needs to be millimetre perfect in diameter and thickness. Lucky we had Dave on the job to ensure it happened! He doesn't keep a set of verniers in his back pocket for nothing!**



**Now that's more like it. Chris has turned last year's frown, upside down! In 12 months he's gone from the world's unhappiest pancake cooker, to the second happiest...yes, sorry Chris...you still can't beat young Glenn for being the number one happiest!**





It's all about the cars







...and, of course, the members







"see no evil,  
hear no evil,  
speak no evil"



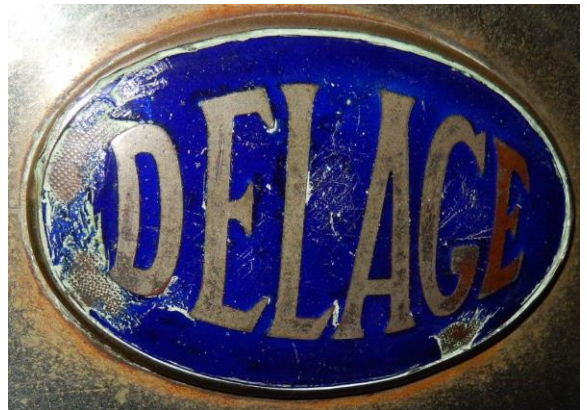
### Those coloured things on our radiators (and on our front cover)

(Or everything you wanted to know about enamelling, but were too afraid to ask)

Members would be aware that a few years ago I redesigned the front cover of the Edwardian to feature car and bike badges of marques that have been represented in our club since it started back in 1963 (ie those of the veteran/vintage years only). Many of these badges are quite intricate and beautiful with several colours, and many of their designs have historical significance. It has been said that radiator badges were one of the first industrial scale attempts at "Branding." The company logo was prominently placed on the radiator at the front of the car where it was one of the first details potential buyers would see. Tim Nicholson, in his book "Car Badges of the world" offers an interpretation:-

*"The motor car has always carried its distinctive identity where the feudal knight bore his, proudly and prominently in front, where it could give friends comfort and rivals warning. If the focal point of the car has always been its radiator or grille, the centre of that is the badge...this is the knight's blazon where men look first".* Whether the feudal analogy is accurate or not, they're definitely a distinctive work of art and a ready identifier.

My attention has been drawn to radiator badges recently as I ponder what to do with the 'war-torn' looking item that currently adorns my Delage. This has, in turn, led me to investigate how these badges were made in the first place, and what the process is for restoring them. There's not a lot of info out there, as it relates to car badges, but after many hours of searching, I have come up with the following.



Many people refer to the enamelled emblems as used on cars as cloisonné; (pronounced cloy-soh-nay), but this is quite incorrect. No car emblem uses this technique. Briefly, cloisonné

**My Delage badge has definitely seen better days. Not only are chunks of blue missing, the last 'E' has lost its white infill completely.**



**Wires being painstakingly fixed in place on a base in the cloisonné process. Cloisonné is a very labour intensive process, hence it not being used for car badges.**

refers to the type of jewellery that makes use of thin silver wires, called cloisonnés, to separate the various colours of enamel. In this popular process, thin flattened wires, usually of fine silver, are bent into specific shapes and set on edge to create a pattern. The wires appear as silver lines in the finished piece and further serve to create small compartments (in French, cloisonnés) to contain the enamel. The strips are sometimes soldered into position, but more commonly they are anchored into a layer of clear enamel called flux until the finish layer of enamel can secure them. The cloisonnés are filled with vitreous enamel, fired and refilled as necessary, then ground flush after firing to create a flat surface.

So if not cloisonné, what is the correct term for how our badges are made? Well, in a single fancy-nancy-Frenchy word; 'champlevé' (pronounced shomp-leh-vay).

Champlevé is an enamelling technique in which troughs or cells are carved, etched, die struck, or cast into the surface of a metal object. These areas are then filled with vitreous enamel powder that is fired to fuse it into place. The uncarved portions of the original surface remain visible as a frame for the enamel designs. The name comes from the French for "raised field", "field" meaning background, though the technique in practice lowers the area to be enamelled rather than raising the rest of the surface.



Our old car radiator badges were almost universally stamped from copper. Copper is especially good for enamelling, not only because of its low cost, but its rates of expansion and shrinkage and high melting point also make it reliable for virtually every enamel.

Brass alloys with less than 5% zinc also make excellent surfaces for enamelling. They have the advantages of copper and in addition offer a somewhat higher tensile strength. Brasses with higher zinc content are unsuitable for enamelling because the fired enamels pop off as the metal cools.



This is a damaged 'Studey' badge I picked up many years ago. Note the 'S' of Studey and the black inner rim around the spokes and compare this with the image at right.

The reverse side of the badge showing the 'S' (at 'A') and the black rim at 'B'. This shows how the pattern was stamped into a thin copper blank and then filled from the front with enamel.



### Vitreous Enamel

Vitreous enamel is glass that melts and fuses around 800°C. Enamel can be obtained as opaque, translucent or transparent. The colours are created by the addition of metallic oxides to the glass. The most common form is ground to #80 mesh and looks like coloured granulated sugar. These enamels are formulated to molecularly bond with copper, silver and gold. Once the enamel is applied to the emblem, it is fired in a kiln at temperatures which will melt glass. The different colours have different fusing temperatures, so the enamelling is a sequential process, in order of temperature, doing the highest fusing point first. Because the colour of the enamel powder is different from the effect when fired, it is necessary to create a sample of each colour, preferably showing what it will look like in several different applications. You will note in the chipped blue areas of my Delage badge that the exposed copper surface of the recess is roughened to increase the grip of the enamel on the metal.

Vitreous enamel has many excellent properties: it is smooth, hard, chemically resistant, durable, scratch resistant (5-6 on the Mohs scale), has long-lasting colour fastness, is easy to clean, and cannot burn. Because enamel is glass, (not paint), it does not fade under ultraviolet light. A disadvantage of enamel is a tendency to crack or shatter when the substrate is stressed or bent. Different enamel colours cannot be mixed to make a new colour, in the manner of paint. This produces tiny specks of both colours, although the eye can be tricked by grinding colours together to an extremely fine, flour-like powder.

### Restoring an old badge

Restoration of previously-enamelled emblems is a difficult operation. It takes considerably longer and requires more care and attention to detail to restore an emblem than it took to enamel it in the first place, mainly because of the severely reduced height of the cell walls - caused by "stoning" during the original enamelling. "Stoning" is the operation which grinds the surface of the fired enamel down to the level of the surrounding 'cell walls'.

It is not practical to 'touch-up' old enamel so even if damage is slight the badge has to be stripped and started from scratch again. Before having this done, you should check that the badge fits its mounting position correctly as any attempt to alter the curve or angle of an enamelled badge after it's been re-done, will cause the glass to crack. (This damage can also be caused by over-tightening things such as retaining nuts if it has these). My Delage badge is soldered on so I won't have to worry about that.



The badge is placed in a bath of glass-dissolving acid for several days to gently remove the enamel without damaging the metal. When stripped of glass the badge is reverse electro-plated to remove all the old solder, chromium and nickel plating.

Raising to a red-hot temperature slightly softens the badge to facilitate metal-working; studs are straightened or replaced if necessary, followed by the careful process of straightening or re-shaping the badge, and removing dents and surface deviations. To make re-enamelling possible there has to be a critical minimum depth to the inlay areas so highly skilled hand re-cutting work is carried out which can take hours. More specific damage or worn-away areas take even more time.

Enamel can only stick to metal that has been cleaned and degreased. Using fine spatulas, brushes or droppers, the enameller places the fine coloured powder (in a moistened powdered form) into each segment. If the enamel is too wet it will run out of place and can mix with previously applied colours. If it is too dry it will not flow into the chambers. Once the powdered glass is in place, however, the water becomes unnecessary and so must be allowed to evaporate away. Once it's dried thoroughly it's fired in the kiln at approximately 800C to melt and flow the glass. The enamel in the segments will sink down a lot after firing, due to melting and shrinkage of the granular nature of the glass powder, much like sugar melting in an oven. In the case of cloisonné and champlevé it is usually best to build up the enamel in several layers because some enamels become milky if applied too thickly all at once. This process is repeated until all the colours are in place making due allowance for different firing temperatures of some colours. The full height is typically achieved with two to four firings.



After all the segments are filled the enamel is ground down to a smooth surface with lapidary equipment. The excess glass is ground back to remove it from metal borders and letters and leave a precise thickness in the inlay areas. The badge is then dipped in glass-dissolving acid for a short time to remove the tiny debris particles from the now porous surface. Shape is checked and alterations made if necessary before final firing in the kiln to re-gloss the surface of the glass.

When the primary enamelling is complete, preparation for plating follows. In most cases the badge is polished to a mirror bright finish; badges with three-dimensional aspects are polished as far as possible as excessive polishing can destroy detail. Nickel and chromium plating is then carried out. The chrome deposits only on the copper and not the enamel, and thus highlights the fine lines between each colour.

In reference to the beauty and amount of work that goes into an old radiator badge, one comment I read sums it up pretty well - *"Compared with the plastic carbuncle on the front of a Kia, it might as well be a Fabergé egg"*. Couldn't agree more!

### Some Before and Afters -

1928 Willys







1912 Mitchell

1927 Hudson



### Some modern cars still have enamelled emblems too!

In researching this article I was interested to see that Aston Martin still uses a proper enamelled badge, just as those on our old cars. Making them is an intricate business, requiring no less than 30 different stages that combine semi-mechanised metal-working, considerable craftsmanship, some baking, chroming, and plenty of polishing.

We had a vintage Aston Martin in our club a few years ago and its badge is on our cover, but despite the intervening 90 years, the new AM badge only looks slightly different.



**1** The process starts with a pre-cut, rectangular strip of copper alloy that enters a stamping machine, to emerge one thump later as a fairly recognisable core, but with a plinth-like rim of excess copper around it known as flash. After a second blow, the metal hardens and further stamping won't improve the definition, so the blank is annealed—heated to 920C allowing it to soften so that it can undergo further stamping to ensure that all the detail emerges without thinning and splitting, after which the flash is cut off.

**2** There are 43 separate colour segments in an Aston Martin 'winged' badge, each requiring infill. Each is bounded by a slender 'wall', which the pads of your fingers will feel if you slide them across the surface of the badge. The badge's centrepiece 'Aston Martin' lettering is framed by an equally slender rectangle, with a coloured infill. With hands steadier than a surgeon's, the first of two coats of enamel is applied to give the badges their distinctive colours. Each colour is added individually because they have different baking characteristics. The enameller applies the wet, ground enamel with a small wooden-handled knob, a delicate process that requires patience.





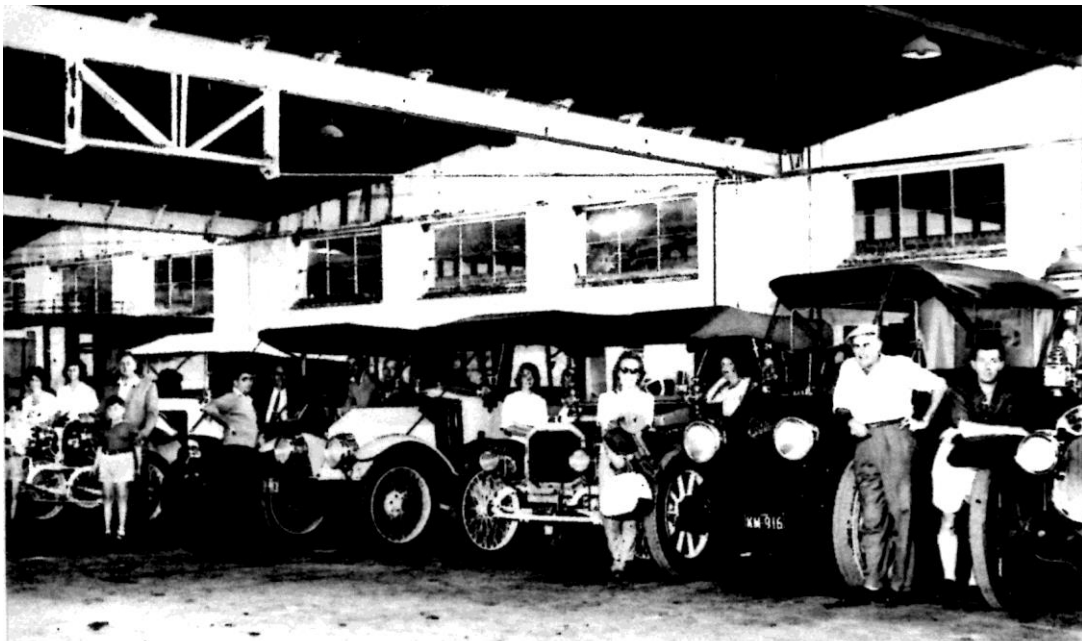


3 The part-enamelled badge is baked to harden the colouring, acid dipped and then finished, which is an eroding process whose severity lies somewhere between grinding and polishing. The finishing will almost certainly reveal the odd defect in the hardened enamel, which is retouched. It's then baked again, finished, polished and if all is well, the next stage can proceed.

In the photo below, some of the segments in the wings have been coloured to represent the Union Jack.



4 The finished product. Fine polishing follows before the batch is electroplated, to deliver the final shine and ensure the exposed metalwork won't dull. By the time the badge is put on the car, it has passed through 30 processes and up to 10 pairs of expert hands.



A 'From the Archives' photo from Ian Irwin. This was published on the cover of *Spit and Polish* in March 1989. It is taken in the old Goldsbrough Mort wool stores in North Albury, c.1968, and depicts one of our founders, Murdoch McDonald with right hand on hip, with second car from the left. Where is this lovely Siddeley-Deasy today?

Beside it, and nearer the camera is a BSA that has for some years been in a collection in the NSW Southern Highlands. Beside that is Ken 'Moss' Cadillac that he later took to the States and drove across America.



## The first car in our region

Twelve months ago, I wrote an article on a very early motorist in our district – Sydney businessman, Mark Foy and family in his Panhard. Foy came through Queanbeyan in January 1902, on his way to Mt Kosciuszko, and he very likely came through parts of what later became the ACT. His trip is certainly early in the scheme of things, but our region did in fact witness an even earlier motor car trip than Foy's...by some four months. In fact this trip was the very first time a car had ever been seen in our district. Scanning a wide range of contemporary newspapers, I have stitched together the following details of this ground breaking event.

On Tuesday September 3, 1901, two commercial travellers Messrs F. Kirby (representing W.S.Friend & Co.) and J.W.Knowsley (representing D.Mitchell & Co.) and an 8 hp Winton motor car arrived in Goulburn to undertake what was to be the longest trip by a motor car yet seen in Australia. Needless to say the car caused much excitement and astonishment with the locals. It had been supplied by the Winton Woods Automobile Company of Sydney. Acting as the chauffeur/mechanic for the pair was a Mr W.Cole, "...who thoroughly understands the driving of the car", and who also happened to be an electrician with the Winton Woods company.

The *Queanbeyan Age* described the Winton thus, "*The car is a four wheeled vehicle beautifully upholstered and trimmed, and carries three passengers comfortably. It is fitted with a hood like an ordinary buggy.*" The *Shoalhaven Gazette* also had a go at describing it, "*(the Winton) resembled an ordinary four wheeled buggy, with the exception that the shafts are absent, and the body is closer to the ground.*"


The main purpose of the trip was to test a cars suitability for use by commercial travellers on the roads in the southern part of the state. If it turned out well, it was anticipated cars would quickly replace the use of trains and horses drawn vehicles for these travelling men, and others. For this particular trip the Winton had been railed to Goulburn to then commence a 900 km trip that would encompass towns from Braidwood, through the Monaro and down to Eden and thence up the coast to Nowra.

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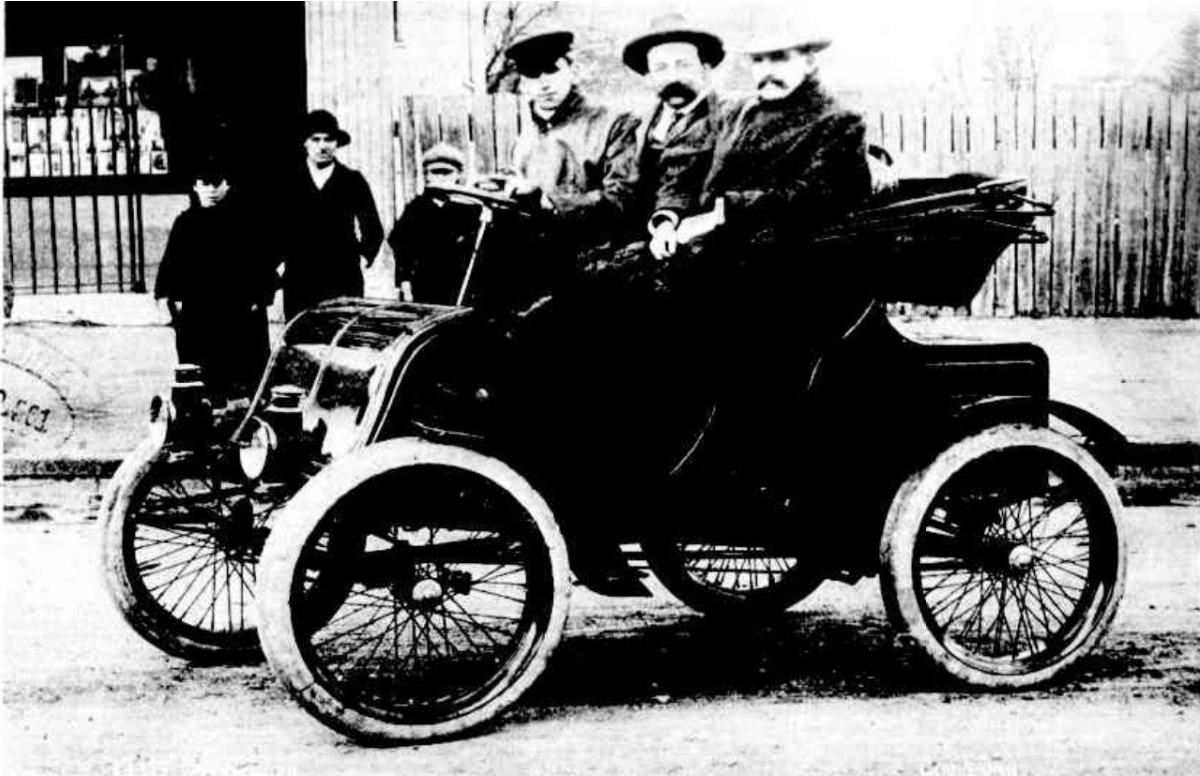
The Winton Woods company of Sydney had a very dubious future when in 1903 they off loaded four of their 'old stock' electric Woods cars in a bogus lottery for the Mt Kembla mining disaster. I wrote that story up in the April 2016 *Edwardian*.

CATALOGUE 1905.  
Section C  
Horticultural and Garden Tools  
**W. S. FRIEND & CO.**  
Wholesale Ironmongers and Iron Merchants  
York & Clarence Sts. Sydney.

W. S. Friend & Co. were ironmongers, iron merchants, and importers of English and American hardware. D.Mitchell and Co were a very sizable firm who both imported and manufactured grocery items. Mr Knowsley was in fact their South Coast rep, which would explain why the trip went down to Eden and back up the south coast to Nowra.

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**Gentlemen, start your engine! Mr Cole behind the wheel at the beginning of the group's epic journey. The car weighed in at 12cwt (approx 600 kgs) and this very vehicle had in fact already negotiated some lengthy journeys in America including over the Rocky Mountains. It was said it was capable of speeds up to 25 mph, although none of the roads on this trip would have allowed for such outrageous recklessness! It would also seem this trio travelled light in terms of luggage and other accoutrements!**

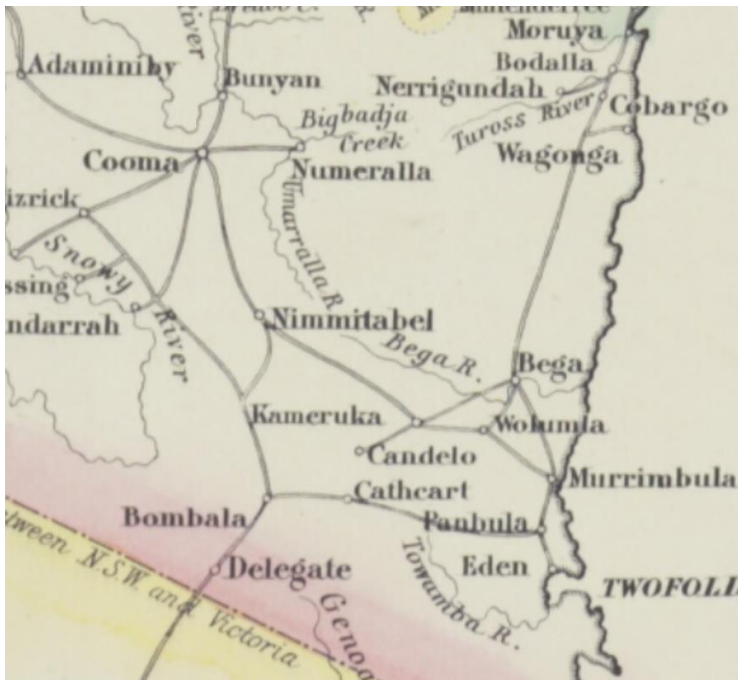
The intrepid trio left Goulburn for Braidwood on Wednesday morning, 4 September, in dry sunny conditions. A large crowd of Goulburnites had gathered to witness the occasion and give the travellers a hearty send-off. It is difficult to try and imagine what the road conditions must have been like, but the party reached Tarago, 43 kms distant in a very respectable 1 hour and 10 minutes. The next leg saw them cover the remaining 50 kms to Braidwood in 1 hour and 42 minutes. This leg must have been a fairly leisurely jaunt as the driver, Mr Cole, later stated he could have done it in an hour had he wanted to. As to be expected, the car caused considerable excitement in the town, being the first car the residents had ever seen. Fuel consumption for the 90 odd km trip was three gallons (13.6 litres). While it had taken them a shade under three hours to do the trip, the car showed its potential for commercial travellers, being so much faster than if they had had to wait for a train to do the same journey.

After a refreshing nights rest at Braidwood, the three pioneers then mounted their steed and headed for Bungendore. As Murphy's law would have it, the weather conditions were reported as being some of the windiest ever seen in the area. Nevertheless, after contending with fierce headwinds, the motorists covered the approximately 50 kms to Bungendore in a whisker under two hours. Needless to say the car caused just as much excitement in the town as it had when seen in the previous places. Remember, no one in the towns visited had ever seen a car before. Soon after arriving in Bungendore the local bank manager and another of its leading business men were each driven around the town, no doubt to the envy of their peers – and probably the admonishment of the nay-sayers. One Bungendore report of the time stated, *"The car with its passengers passed along several of the streets in town and attracted much attention by the speed at which it travelled and the very neat way it turned sharp corners"*. The trip so far was a complete success and the motorists then left Bungendore for Queanbeyan at 4.40 that afternoon, expecting to take about an hour to do the trip.



As it turned out it took them slightly longer as they arrived in that town at 6 o'clock on the dot. Staying at Pooley's Hotel \* the car once again created a huge amount of interest with a large crowd gathering around it outside the pub. Taking the opportunity to win favour with the locals, Mr Cole gave demonstrations down the main street with the next day's *Queanbeyan Age* reporting, "*Last night the vehicle careered about the streets much to the delight of the young folks and the alarm of sundry quadrupeds*".

There was no rest days for these travellers, however, as they embarked on the longest leg of their journey so far – onwards to Cooma 110 kms away. For such a long journey they made a fairly leisurely start to the day, not heading off from Queanbeyan until 11.30 the very next day, Friday 6 September. Travelling along what we now call 'Old' Cooma rd, they reached Bredbo that afternoon. Just south of this town provided the party with their first snag; the rough bridge over the Umeralla River (now known as the Numeralla River) had been washed away and not repaired, and the river was too high to try and ford it. There was no other option but to go back to Bredbo and wait overnight for the train to come through the following morning and take them on to Cooma. Thus the group didn't arrive in that town until late Saturday morning. Once again the press reported, "*Excitement was caused here this morning by the arrival in town of a motor car, the first to visit this district*". Despite causing all this excitement, and to try and make up for some lost time with waiting for the train, the gents headed off for Adminaby that same afternoon.



A map of the area dating from 1916

*the roads splendidly*". Eden was safely made that evening. By Saturday afternoon they had driven to Pambula and arrived there safe and sound. The vehicle was parked outside the Club Hotel in Pambula where it was inspected by a large number of residents.

Unfortunately this is where their good luck ran out. On Sunday 15 September the gents decided to continue on to Merimbula, but in negotiating the heavy sandy roads they broke a con-rod – a fairly catastrophic state of affairs when you only have one cylinder. The car was now well and truly out of action. Obviously having some business to attend to in Bega, the trio caught a horse drawn coach to the town famous for its cheese. On getting back to Merimbula, they arranged for the car to be put on a coastal steamer back to Sydney, thus the trip was now finished and those people waiting expectantly in the coastal towns north to Nowra, never got to see this pioneering vehicle.

**\*the photo of the Foy car I included in the Feb 2018 Edwardian was taken outside Pooley's Hotel.**

Now they were entering mountainous country the party would have been reassured to know this *very* car they were now sitting on had already proved itself over the Rocky Mountains; averaging 7 mph over that undulating terrain. From Adminaby they went back to Cooma and on the evening of Tuesday, 10 September, the residents of Bombala were startled to see the apparition of a motor car with three aboard trundle down the main street. The motorists had covered the 90 kms from Cooma in a total driving time of three and a half hours. The next morning they continued on towards Delegate, 40 kms south. On Thursday they drove from Delegate to Wyndham, 100 kms away. (although not marked, Wyndham is about 35 kms east of Cathcart – see map)

On Friday the motorists left Wyndham for Eden with the expectation that they would be in Bega early the following week. Bega's local rag, the '*Southern Star*', announced, "*The car is negotiating*



The early papers from which I gleaned the foregoing are frustratingly light-on for the little anecdotes that must have occurred during the above trip, and I'm sure they were many. Although the journey didn't officially reach its intended destination of Nowra, the party were by no means ashamed. They had covered approximately 650 kms over what would have been truly awful bush tracks, and quite likely stretches where no roads existed. Perhaps there are written/oral/photographic records in some of the historical societies that exist in some of the towns the Winton visited. Next time you're down that way, drop in and see what you can find.

Rick



### The Woolley's BBQ

This annual social event was well attended as usual. The weather behaved itself reasonably well too, not being too hot when you consider what we've experienced lately. For the first time in history, I actually remembered to tell Shirley what we were supposed to bring. Now I just have to maintain this high standard for future events! Drinks and good conversation flowed and we solved many of the world's problems (not all though...we needed to leave a few for next time). The barbie was soon fired up and incinerating meat was the order of the day. To finish off, Beth brought out the sweets and we topped the night off with a tot of Port. As far as club registered cars go, Wayne and Sylvia came in the A, and Shirl and I came in the X19 with its roof off (perfect weather for that sort of thing).

Thank you Rob and Beth for being gracious hosts and providing a great venue and atmosphere. Let's do it again next year!

Rick

**Beth, Trudy and Carol enjoying the evening**



**Left – visitors Ron and Vicki Page from Coffs Harbour and Bev. Ron is a number plate and stationary engine collector and has helped us on National Tours in Canberra.**







Three happy blokes,...or are they really the Three Stooges?



Above and below - good company.



And the first article on a badge from our front cover...



In 1914, the Dodge brothers adopted this badge. It used a round shield symbol with their initials "DB" interlocked. It also included two interlocking triangles (black and white), forming what many pointed out as a Star of David—a Jewish symbol. Some claim this was on purpose to irritate competitor Henry Ford (a known anti-Semite), while others assert that Ford and the Dodge brothers were friends. The triangles are in fact two Greek deltas intertwined; each representing the letter "D", (one for each brother, interlocked to show their closeness), thus forming a six-pointed star in the middle. Although similar to the Star of David, the Dodge brothers were not Jewish; they were Methodists. The emblem's center is a globe with light blue seas – probably to represent their hope to sell cars all over the world.



## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)

16 January 2019

**Meeting Opened:** 7.33pm.

**Attendance:** 18 Members, 7 Apologies.

### MINUTES OF LAST MEETING:

Accepted – Moved: Rick McDonough, Seconded: Rob Woolley.

### SECRETARY'S REPORT:

Correspondence In:

- Council of Heritage Motor Clubs – receipt for affiliation fees.
- Council of ACT Motor Clubs – Invitation to Wheels 2019 and request for number of vehicle spaces required.
- Magazines and newsletters.

Correspondence Out:

Ian Irwin– get well card.

Joyce Couch and family – sympathy card

Secretary's report accepted – Moved: Tony Watson: Seconded: Carol Nowak.

### TREASURER'S REPORT

Account balance reported.

Expenditure:

- Magazine binding - \$199.10.

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

### EDITOR'S REPORT

Rick requested a report for the newsletter on the Club's Christmas breakfast.

### MEMBERSHIP SECRETARY'S REPORT

No change in membership.

### DATING OFFICER'S REPORT

Some research on dating vintage Chevrolets is being undertaken.

### EVENTS REPORT

The next event will be a barbeque at the Woolleys'. Secretary will send out a reminder.

The February event will be an early morning breakfast at the Cotter.

*Wheels 2019* will be held at the Queanbeyan Showground on Sunday 3 March. Secretary will request 10 vehicle spaces on behalf of the Club.

Motor Skills Day will be brought forward – possibly to Sunday 28 April. Geoff will contact Kingsley to confirm.

### LIBRARIAN'S REPORT

Roy encouraged members to borrow books as storage is running out.

### REGISTRARS' REPORT

Rob reported a lengthy procedure required for transfer of plates between vehicles. The meeting discussed logbook requirements for concessional registration.

### GENERAL BUSINESS

Roger presented quotes he obtained from two known suppliers for car and lapel badges. The meeting agreed that an order be placed with Abbots for:



"Good meeting. I totally agree  
with everything you didn't say."

- 150 car badges; and
- 100 brooch fitting 30mm lapel badges.

The final cost is to be determined but should be in the order of \$10 for a car badge and \$7 for a lapel badge. The meeting also agreed that each member should be provided with a car and a lapel badge at no cost. Additional badges to be purchased at cost.

**MEETING CLOSED:** 8.26pm.

## MEETING ACTIVITY

Nil.



## The Club Calendar

Feb. 20	Club meeting
Feb. 24	Club Run - Breakfast run, Cotter Reserve – Rob Woolley
Mar. 3	Club Run - Wheels – Q'byn showgrounds
Mar.20	Club meeting
Mar. 30 <b>NOTE Saturday</b>	Club Run - visit the historic home Cliftonwood, Yass – Ian Irwin
Apr.17	Club meeting
Apr. 28	Club Run - Motor Skills day - Southwell's farm.
May 15	Club meeting
May 19	Club Run - <b>Need Someone to Organise</b>

## RETREADS

'Re-tyred' members of many ACT Car Clubs meet informally for a light lunch at the Southern Cross Club Woden, at noon on the 1st Friday of each month. The group is known as "The Retreads". Outings in their old cars are often arranged. The V&VCCA (ACT) recognises these outings as legitimate events for any of its members who wish to participate

## Club Event – Breakfast run to the Cotter, Sunday 24 February

X marks the spot! Make your way out to the Cotter Reserve for an 8am start. BYO all your breakfast requirements. Rob and Beth will already be out there to reserve a bbq for the Club. If you wish a longer run, the return trip home can be either via Tharwa or Urriarra Crossing - depending on whether you're a Southerner or a Northerner. Phone or email Rob Woolley if you have any questions: 0409 549 485, [robwoolley275@gmail.com](mailto:robwoolley275@gmail.com)





## **Club Event – Wheels – Q’byn Showgrounds, Sunday 3 March**

Our Club Secretary has requested 10 vehicle spaces on behalf of the Club. The core hours will be 1000-1330, representing a window for the public to view the vehicles for what is in essence, a public show. As safety is paramount, if any vehicle has to leave inside these hours, a walking escort will be required from the parking position to the gate. Come to the February meeting where we will discuss the day in more detail.

## **Club Event – Saturday 30 March - visit historic home in Yass**

**PLEASE NOTE – THIS IS A SATURDAY RUN, AND THE DATE WAS ORIGINALLY SET FOR 23<sup>rd</sup> MARCH. IT IS NOW THE FOLLOWING SATURDAY – 30 MARCH.**

We will visit the historic home Cliftonwood, in Yass. Cliftonwood is situated overlooking the town and the Yass River. The home was built by John Watson circa 1841 on land owned by the Australian explorer Hamilton Hume. The present owners have been at Cliftonwood since 1948. This run will be a rare opportunity to view this significant property. Further details on where we meet, lunch etc will be discussed at the February meeting.

## **Club Event – Motor Skills Day, Sunday 28 April**

Once again Kingsley and Cynthia Southwell’s lovely property “**Brooklands** will be the venue for our Motor Skills Day. Games host Geoff Nicko will work out some fiendish tests of our skills no doubt, and would welcome any assistance on the day. We’ll work out the finer details of the day as we get closer (another Edwardian is due out before then too anyway).

## **VVCCA – ACT - EVENTS SCHEDULE** **September 2018 to August 2019**

<b><u>Month</u></b>	<b><u>Member to Organise</u></b>
September 2018	Chris and Simone Hogan
October 2018	Rick McDonough
November 2018	Rob Woolley
December 2018	Hogan’s and Robinsons.
January 2019	<b>Needs someone to organise</b>
February 2019	Rob Woolley
March 2019	Ian Irwin
April 2019	Kingsley Southwell/Geoff Nicholas
May 2019	<b>Needs someone to organise</b>
June 2019	<b>Needs someone to organise</b>
July 2019	<b>Needs someone to organise</b>
August 2019	<b>Needs someone to organise</b>

## **The National Calendar**

Aug. 30 – 6 Sept. 2019	The Horseless Carriage Club of America (HCCA) South-East Australia Region is holding an International Veteran Tour in Bathurst NSW from 30th August to 6th September in 2019. Expressions of Interest – contact Russell Holden: 0422 219 911
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Sept 17-23, 2019	National Veteran Vehicle Rally, Bundaberg, Queensland. email: Rally2019@skymesh.com.au for information.
Sept 29-5 Oct. 2019	Model T Ford Annual Rally 2019, Maryborough, QLD. For all enquiries and entry details visit the website <a href="http://www.mtog12.wix.com/mtog">www.mtog12.wix.com/mtog</a> or email: MTOQ2019rally@hotmail.com for an information pack.
1st – 7th April 2020	1 & 2 Cyl National Rally – Charleville, QLD in 2020 Hosted by the Veteran Car Club of Australia (QLD) Inc. For more information contact the 2020 National 1 & 2 Cylinder Rally Directors Graham Donges 0417 718 617 • Irene Donges 0419 751 324
11 – 17 October 2020	RACV national veteran car rally. Based in Swan Hill on the Murray River, the theme of Rural Edwardian Australiana will dominate the event. Suitable for both large and small veterans, 1&2's will easily cope with the terrain and the runs. The rally starts on Sunday afternoon, October 11th 2020 and finishes on Saturday morning October 17th. Rally Directors Michael & Claudia Holding 0407 008 895 or email <a href="mailto:mholding@netspace.net.au">mholding@netspace.net.au</a> for the spiel: <a href="mailto:claudia_holding@hotmail.com">claudia_holding@hotmail.com</a> for the facts!

## For Sale

Tourer body beautifully built in the 1980's for our 1914 Hispano-Suiza. Car not completed at the time so body stored and never used. It comprises the complete body, four mudguards, running boards, brackets, nickel-plated windscreen, and Bosch wiper motor. See photos.

I can transport if required.

The body would fit most veteran or vintage tourers of approx 10ft wheelbase. Selling for a fraction of its cost at \$5,000.

John Prentice

ph 0408 476 644

[john.prentice33@gmail.com](mailto:john.prentice33@gmail.com)





### 1925 HUMBER 12/25 hp TOURER

This car been family owned since the mid-1950s. Asking \$22,000 with extensive early history.

- Car was used as a display vehicle at the family Rootes Group dealership. Much of the car is very original.
- Has Auster rear screen, no front brakes, no driver's door as per 1924 build features.
- Leather button seats are in excellent condition except for the front squab.
- The car has a split V windscreen with fold-out upper panels.
- Odometer stopped at 72,000 miles. Probably completed many more miles than that.
- Several items were addressed to get the car driveable in the early 1960s. These included:
  - Rudimentary restoration to exterior paint, electrical system and vinyl roof.
  - Wiring modified to a coil system to bypass a damaged Lucas starting and lighting switchbox.
  - Correct Lucas switchbox fitted but not re-wired to suit.
  - Damaged differential replaced with a grafted old Holden differential.
  - Original differential shell and some planetary gears available but not recommended for refit.
  - Some side windows (Perspex) replaced.
- New hood that replicates the original colour was fitted in 2015.
- New tyres and tubes fitted to all five wheels in 2017.
- Wheels painted yellow in 1972 when new tyres were fitted but should be body colour.
- Ignition leads replaced recently.
- Further wiring replacement needed for the lighting system.
- Ignition system needs to be returned to original and magneto will likely need overhaul.
- Original tool kit is missing and probably unobtainable.
- None of the instruments work (speedo/clock) but are in place from original.
- Fuel tank has light leak when full.
- Exhaust system (original) needs either repair or replacement.
- Not running as I'm replacing the battery wiring system as a part of a necessary upgrade.

**Inspections invited. Contact Mick Beltrame 0428735888 or [mixr666@gmail.com](mailto:mixr666@gmail.com)**



This rare 1926 Bayliss Thomas Car is for sale. I restored it from a basket case to Concourse winning condition and a real eye catcher. The Hermitage Red body & Black mudguards is enhanced with Nickel bright work. The interior is all Fawn leather with matching Hood colouring. It has toured all the Eastern States, Tasmania & South Australia. The top speed is just over 50 MPH [80 KPA] and tours at a sedate just over 44 MPH [73 KPH]. It draws a crowd wherever you go & it's a delight to own. There is a lot of SPARES, Books, Manuals Etc. The car is in top order and there would be lucky to be more than 20 WORLD WIDE.

PRICE \$27,000.

TED CLIFF Home (02) 9982 4710. Mobile 0431 184 961.



1917 T Ford - Original car with Australian Steenbhom body (no doors on drivers side). Restored 1970s, has an A Model Crankshaft, Ruxtell diff & Starter Comes with spare engine. A.C.T. Club Rego.

\$23,000 ono

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