



Office Bearers 2018-19

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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 3rd 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



Thanks for the positive messages from members who enjoyed Feb's article on how the enamelling process is done for our radiator badges. The theme of our front cover badges continues in this edition with some more of the interesting history behind these colourful discs. I will continue to put these little excerpts as fillers over future editions. Also badge related – one of the very informative magazines we get sent in these electronic days is 'The Vintage Car', the magazine of the Vintage Car Club of Qld. In the last few editions there has been advertised for sale, a very rare and desirable 1924 Turcat Mery (pictured). Admittedly the body needs to be donated to an artificial reef, but at \$25,000 it was an absolute bargain. It's of little surprise therefore, that this gem was snapped up by an overseas buyer – yes – sadly another one of the finer pieces of our motoring heritage is lost to us. I well remember this car being campaigned by a former Queensland owner through the 80's. Anyway, you're probably wondering what this has to do with radiator badges. Well, one of the badges on our cover is for this actual vehicle. That's right. This very car was originally a club car over 50 years ago. It belonged to our foundation member, Murdoch McDonald! I don't know whether he restored it, or a subsequent owner did, but see if you can identify its badge on our cover.



Think of the great epidemics the world has endured over the centuries - The Black Death, Yellow Fever, Smallpox, Cholera, Plague etc. There now appears to be one amongst us that is more virulent and deadly than these others... 'Forditis' - of the 'T' strain in particular – and it's catching unsuspecting victims fast. There's a couple of blokes in our club who are known for their exotic high horsepower modern conveyances, so it was with some surprise to learn they have just

bought, between them, a T Ford truck (pictured) from a recent Shannons auction. Perhaps they misread the blurb on it and thought it was '200hp'. Of course devotees of this model will try and tell them it was actually '20hp', but they too are kidding themselves. The truth is that T Ford trucks were just '2 hp'. Don't believe me? Turn to page 19! And while on the subject of 'T's', it's great to hear that the late John Downes' '17 T has found a good home right here in town. Scott Harris has got himself a well sorted car and we'll look forward to seeing it out again soon. And with still more local T news (I told you they're a bl**dy plague), at the recent annual Wheels display, the 'Lady Mayoress Choice' award went to Mathew Spackman for his '12 model. In previous years Mathew has always brought a motorcycle, but this was the first year he brought a car. Good on you Mathew – well deserved. Phew, I hope that's the last space I have to devote to 'T's' for a while!

Some interesting stats came out of a recent Council of Car Clubs meeting. The Council registrar advised he had received the latest update to the RTA CRS listings which showed there are 1030 vehicles on the CRS, motor bikes are not included. What I don't quite understand though is that the latest issues of HIS plates are up in the 2060

vicinity. Does this then mean there are around 1030 plates no longer in circulation, ie handed in and not on cars? On the subject of plates, it was reiterated that it is vitally important that members inform their club registrar of plates issued for the club records.

I'll finish off by saying, once again, how an electronic Edwardian really gets quick results. One of our recipient Editors in Brisbane had a direct enquiry from a contact who heard there was a 'Delage Body' for sale in a magazine said Editor had received (John Prentice's Hispano-Suiza body actually) and asked for details. Said Editor forwarded him a copy of the Edwardian, with the result the bloke passed it on again to someone else, who contacted John and voila, John's body (well not his *actual* body) will now grace a 20hp vintage Roller. Great result.

And for what it's worth, I think it's wrong that only one company makes the game Monopoly.

Rick



From the Archives

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

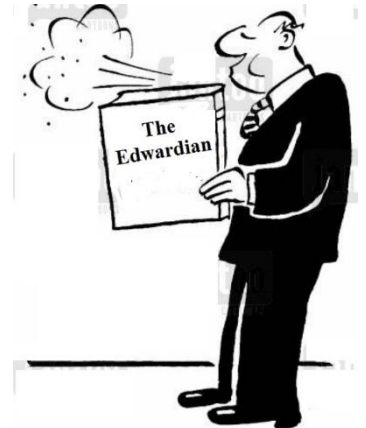
1969

March -

- The format for the upcoming Easter Rally has been set after a combined meeting of the Antique and Classic club and the Veteran club's events committees.
- March run was a combined vet and vintage gymkhana at Hall showground. Ten club cars attended.

April -

- The April run was to Bundanoon. Three members attended.
- The Easter tour was a success "*An enjoyable time was spent with our local Antique and Classic friends*". 8 club cars participated.
- Member Martin McCarthy wrote of a tip on a 1908 Fiat and an old Ford nearby. He chased it up and asked directions in Braidwood and got offered a 27 Chev for \$400... no thanks... and eventually found the correct road an hour or so later and asks at the post office of a small town for more directions. More miles are done and the road peters out, but they spy an abandoned house. They find the shed and head towards it, when a 5 foot brown slithers past. They see an old Fordson tractor and lots of other machinery. They eventually find what they're looking for. It turns out to be a FIAT 501 motor in a late vintage T Ford chassis, and no radiator. They find a few interesting non-motoring things and load up the back of their Premier and head back to Canberra.



See page 5 for a story on chasing veterans 51 years ago by then member, the late Ross Millard.



Cyclists.....being a nuisance as always.



News from the Council of Car Clubs

The Council Registrar gave a very interesting report to assembled clubs at a recent meeting. Here is a synopsis.

The Registrar received a report of a CRS plated vehicle parked in a school car park. Some difficulty was incurred tracking the vehicle, as the plate number had NOT been reported to the club involved. The issue had been resolved only recently with the owner located and who admitted to using his car for commuting on the day, as his daily driver was in the shop. He was given a firm warning about CRS usage limitations and advised such practice could lead to suspension of privileges. The owner apologised for his actions.

The Renault Club raised the issue of Comprehensive policies and the vehicle use under the 60 day scheme in NSW, and the possibility of having a similar scheme introduced in the ACT. A check of the Shannons Product Disclosure Statement (PDS) raised no major issues and the Registrar contacted Steve Farmer (the local manager) and he confirmed there would be no issues. The Registrar then contacted the NRMA as their PDS specifically prohibits regular commuting, yet states a vehicle will be covered if it complies with the conditions of registration. After a long discussion with a lady from NRMA, she advised that even under the current NSW 60 Day scheme, a vehicle is only covered for 'club events and the like'. The Registrar questioned the use on commuting and the reply was confusing but essentially that one or two days in lieu of the daily driver would be OK but for regular commuting, the insurance would not apply! He advised her that if that indeed were the case, they may see some customers changing insurance companies and that he would put out an advisory to all Council clubs that members should check with the NRMA if they use their NSW HVS/CVS- plated vehicles for commuting.

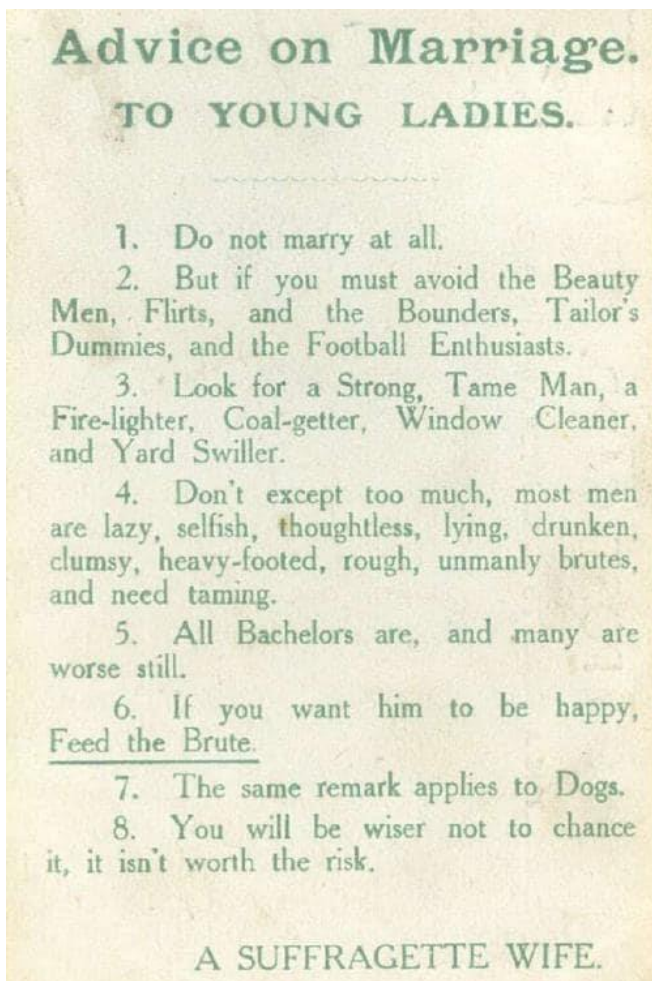
The Registrar advised that the President of an ACT club had taken it on himself to go directly to the NSW Roads and Maritime Services (RMS) about the use of stamps on RMS rego renewal forms for HVS vehicles. This matter is being taken up with the RMS. The Council By Laws require clubs to bring such issues to the Council for resolution with the authorities on behalf of the affiliates. The Registrar made the plea to affiliates to bring any concerns to the Council, which will pursue the matter on their behalf.

The delegate of the Mustang Club informed all that at a recent NSW car show in the Southern Highlands, the Police were checking NSW HVS vehicles for compliance and several modified vehicles had their plates confiscated on the spot, necessitating towing the vehicles home. The President advised that the RMS had provided two years warning to owners who illegally registered their vehicles on the HVS, and not the CVS for modified vehicles.



For the Ladies

A message from the end of the veteran era for all the ladies in the club...although I'm sure they would be just as appalled by it as all the men in our club will be...



This pamphlet is on display at the Pontypridd Museum in Wales. It gave young women advice on marriage during the height of the suffragette movement in 1918.

Well now that I've nearly finished putting this edition of the Edwardian together, I better go out and grab some coal, light the fire, and swill the yard...oh, and I nearly forgot...clean the windows...

IN SEARCH OF A VETERAN

Names like Broken Hill, White Cliffs, Bourke, the Victorian border through Dalgety, Moyura, Wallendood and beyond are just places that people live in until the big search for a Veteran begins in any town.

I can still remember the first time I told "Mother" we were leaving for the week-end to find a car and her subsequent reply - definitely not suitable - and our first trip with its subsequent heartbreaks.

The list of towns, places, properties and just plain areas grew until we finally in desperation were about to restore anything that had wheels, but at last we picked up the Dodge - just 18 miles from home.

Several members came out to help load on the Club trailer ably towed by Alan Higginson as my car was too small, and after much scavenging the rubbish heaps - disturbing bee hives and much excitement the Dodge was on its way home.

Restoration started - sandblasting patch panels and then off to find a body - had to buy a complete car in Queanbeyan but a beautiful 4 seater, then off to Batemans Bay for wheels - had to buy another car just for the wheels and pay for a tow truck to dump the remains. Two trips to Young followed and another body resulted.

Now came the big question - which body to use and what to do with the junk. Once again "Mother" solved the question by wanting the yard cleaned up - so off to the dump with the rubbish. Gary Cunningham used the 4 seater on his Australian job - and various parts to other members.

Annual holidays now due so off to Tharratta for mudguards and then on to Broken Hill - and what a town for Vintage Cars - every third back-yard seemed to have a Vintage car but no Veteran - then bonanza - a Veteran lead but soon to be disappointed - the car (a 1907 model) was sold two days before to a Queensland Member - more searching then "Bang" another Veteran but not enough to bring home so back through Victoria with many stops and finally home again empty handed.

Next trip down to Goulburn complete with Club trailer and home with a 14 Dodge comebuick comhome - made galvanised iron "blue bird" called a "Delato" even down to specially stamped hubcaps - what a laugh on the way home - I'm sure several cars and one policeman nearly ran off the road trying to see what "IT" was as they passed us.

Then came the big news - a Rolls in a garage near Cooma, a 14 Chev near Bombala and an old Humber near the border.

Off again - first the Rolls - non existant - next the chev turned out to be three 22 models and chased off by the owner as the last person to see them took his tool kit when he was getting parts.

Finally pacified the owner and promised to recover his tool kit - from the "other bloke" which luckily was just a mistake - all happy.

Lastly, the Humber which was sitting up all in its "Rusty Glory". Two more trips to bring home the remains which turned out to be a 10 model Country Humber, less chassis rails - (which are under a horse float and diff which is under a spring cart).

Finally one more trip to rescue the diff and then to find a chassis - we hope, and will have a complete vehicle.

The Doge is now ready to be trimmed but unluckily it won't be ready for the Easter Tour but there's plenty of time for future runs.

ROSS MILLARD

Veteran and Vintage Car Club Breakfast run to Cotter Reserve Sunday 24 February 2019

A number of apologies were received from Rick and Shirley and Nick and Carol both with illnesses in the families. An enjoyable breakfast was enjoyed by all with stories shared. Scott and Denise are now the proud owners of John and Shirley's Downes T Ford and looking forward to registering it and getting it ready for the T Ford Rally in Maryborough. The Woolley's started out in the T Ford when only 1/2km from home the alternator pulley fell off.

An enjoyable morning was had by all.

Rob Woolley

Attendees Mathew Spackman- T Ford, Wayne Young – A Ford, Greg and Mary Spackman – Talbot Darracq
Geoff Nicholas – BSA M21 motor cycle. Modern – Don Doering, Gerard Frawley, Mal Smith, Scott Harris, Denise Cherry, Rob, Beth, Ros and Charlotte Woolley



Another badge from our front cover...



The Austin's of the veteran and vintage years had this style of badge pressed into the brass radiator tank/shell. The emblem is said to represent 'rapid, controlled, wheeled motion'. An examination of the constituent parts show that the wings and the stylised dust at the apex of the triangle signified speed. The road wheel on an axle, seen edge on, represented motion, whilst it is surmounted by a steering wheel and column that controlled the whole affair.

Punt over the River Clyde.

The other day, Ian Irwin sent me a photo of a fine French vintage car on the old punt that used to cross the Clyde River and suggested it might be suitable for the Edwardian. As it happened, I also had a photo of an even earlier period showing a veteran De Dion Bouton making the same crossing. In fact both photos were taken from pretty much the same spot, just 20 years apart. Having these two photos, together with the fact that most of Canberra holidays down the Bay fairly regularly, I thought the following might be of interest. Of course, there are also those in our club who may well remember crossing on the punt before the iconic bridge was built.

Established in 1871, the punt at Bateman's Bay was the first provision made for the crossing of the Clyde River. There was no railway on the south coast south of Nowra, and the south coast road (to become the Princes Highway) was thus the main avenue of communication along the coast for towns and villages over a length of 400 kilometres between Nowra and the border. Several styles of punts were used to cross the Clyde over the years. The 1871 one was a manually-operated one. This was then followed by a petrol-powered one in 1927 and then a steam-operated one from 1929. All of these punts operated using a cable strung across the river with the motorised versions pulling the punt along these cables. By the 1950's it was the only car ferry between Sydney and the Victorian border.

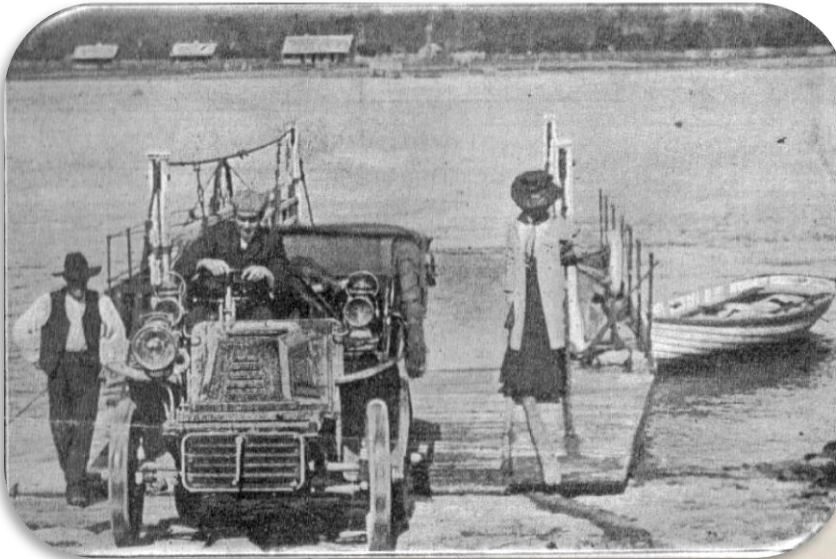
Initial plans for the construction of a bridge to cross the Clyde River were made during World War II, owing to increased traffic along the route, and the reconstruction of the highway between Batemans Bay and Ulladulla. With the increasing popularity of motor vehicles, the presence of vehicle punts caused congestions along the route. As an example, I discovered a complaint in a Sydney newspaper about a four-hour delay in waiting to cross the Clyde River, by the punt, in the summer of 1955.

The Clyde bridge was opened on November 21 1956 and of course immediately made the punt redundant, but in its final year of operation, (June 1955 to June 1956) it made 50,149 trips and transported 233,073 vehicles across the river.

Rick



Probably taken late teens when cars were still pretty rare, so the punt's main customers were Neddy and his mates. Note the bags of oats on the ground for the nags to munch on while they wait for the punt to come across. This photo is taken from the northern bank (ie the 'Canberra' side) and the Bay's 'CBD' is in the background. The road you can see in the foreground, leading to the punt, is still known today as 'Old Punt rd'



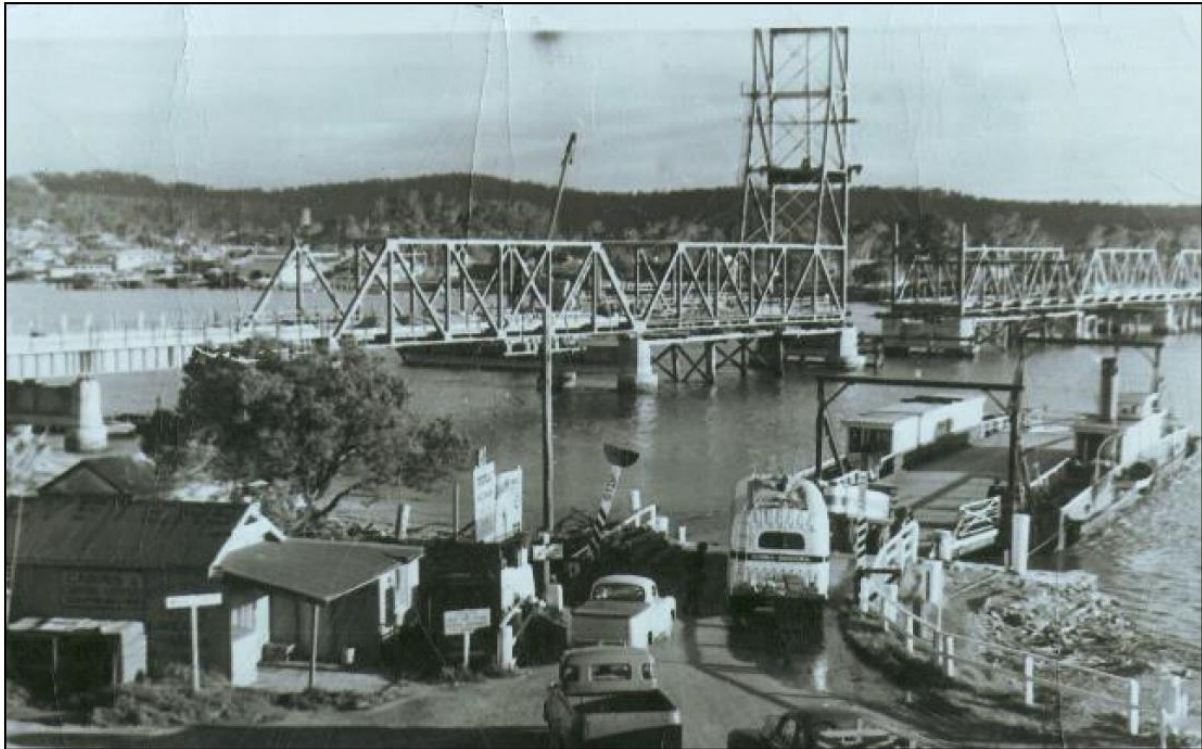
This photo pre-dates the previous one with the horses and was taken in 1906, again from the northern bank. This was in fact the first punt and was a manually operated unit and it's probably fair to assume this De Dion Bouton was the first car it ever took across.



Above -The photo Ian sent me. The car is a 1924 Lorraine-Deitrich - a very classy French vehicle. The punt was now larger and motorised and capable of holding up to three cars, or the equivalent in horse flesh and wagons.



By 1929 the previous punt had well and truly been updated to this flash looking steam powered unit, which was capable of holding 28 vehicles. This shot shows a c'1930 sedan about to make the trip across. Once again the CBD, now grown considerably, is in the background.



1956 and you can see why the punt's days are clearly numbered. By this stage it had been operating from the same spot for 85 years. This is yet another shot taken from the northern bank, with the town in the background. Ironically the soon to be completed bridge, shown here, will be torn down in two-three years time, and its concrete replacement will virtually sit directly above the path taken by the old punts.

All that remains of the old. The landing ramp on the south bank is about the only tangible reminder of what once was. There is very little of the infrastructure left on the northern bank, where all the previous photos were taken from. The current bridge is just visible to the right. This piece of heritage is about 50 metres from my front door. Whenever I walk past it I can't help but wonder about all the traffic it has seen, in fact,... I think I can just see that Lorraine-Deitrich coming across...



And just for good measure I thought I would throw the photo on the next page in too. This is in fact the punt across the Clyde at Nelligen. I know for sure that some of our members recall going across on this. Shown is an early Holden and some piece of tortured Yankee iron. This punt operated until 1964, when the bridge we now know was opened. Now redundant, this punt was taken a couple of kilometres upstream and sunk. As an aside, the Nelligen bridge is also due for demolition in the next two years and earthworks for its replacement have already started.



Shannons Wheels - Sunday 3rd March 2019

The Southern Tablelands Heritage Automotive Restorers Club Inc (STHARC) did a great job of hosting the annual Wheels display for 2019 despite only having short notice. Cars got in and out of the showgrounds very easily with plenty of stewards on hand and there was a good range of cars on the paddock too, although the oldies are getting less in number every year. We had five cars on display. The Sturgess Swift and the Spackman T were the equal oldest at 1912 each. Official estimates put the number of cars at between 500 to 550. Two charities; Technology for Ageing and Disability ACT (TADACT) and the Cancer Council benefitted to the tune of \$1600 each, which is a great result.

A steady stream of interested members of the public viewed the cars all day. A very sensible and welcome touch for the day was members of the Cancer Council coming around with free 'squirts' of sunscreen for those not covered up. I believe in the post-review of the event a few clubs have voiced criticism of the day. One lot felt their display was out in the cold down the back of the paddock. Another wasn't happy with where the exits were situated, while another thought the map of where the clubs were sited needed "a more professional presentation", and one club even thought the trophies "needed review" (perhaps they didn't win one?).

Well our club certainly didn't think any of the above, particularly the one about trophies. As already alluded to in my Editorial, Mathew Spackman took out the Lady Mayoress' choice award. A little more info on the car, in Mathew's own words follows -

It is a 1912 Model T Ford. My grandfather purchased it 15 years ago in the condition it is seen in today, adding it to the family collection to allow us all to attend rallies and events together. My grandfather was involved in the veteran car movement since my mother was a young child, but unfortunately passed away in 2009. Originally driven by my parents, it has since been passed to me. This 1912 is part of my families

collection which also includes a 1911, 1915, and 1917 Model T Ford. Originally having a single mother in law seat on the back, my grandfather built the box as seen on it today as it is more practical for carrying luggage and tools on the events we attend each year.

Interesting Fact - It set both the fastest time and fastest speed at Willowbank Raceway during the 2012 National Veteran Rally. (A top speed of 38.13 mph over 1/8 mile) - <https://www.youtube.com/watch?v=sbyAYyNKzlo>

My trip home was slightly eventful. As I was driving along Erindale Dve I could hear a rattling noise. Being only about a kilometre from home I hoped whatever it was would hang on until the comfort of my shed... but life doesn't work that way. As I was coming into a roundabout, with traffic coming at me from all directions, out of the corner of my eye I spied my front left hubcap overtake me at a rate of knots and curve off somewhere down a side road. Being the middle of a roundabout is not conducive to pulling over immediately, but I eventually did and then commenced a search for the shiny object...to no avail. When I got home I got a daughter and went back with her younger eyes. After 15 minutes she shouted triumphantly. It was face down (thus no shiny reflective surface to see – of course!) in the grass near the edge of the road. A happy ending!

Rick

Attendees – Alex and Glenn in Alex's Swift, Mathew Spackman in T, Greg in Talbot Darracq, The Sturgess family in Bean and myself in the Austin.

Club attendees – Full frontal!





Above - Not a club car, but gee, wouldn't mind it parked in my shed!

Left – The attractive trophy Mathew took home



A brief history of pre-First World War BSA Motor Cars

Veteran BSA car owner Bob Courtney has been busily researching the history of cars of this famous firm. Here is part 1 of his extensive study. In part 2 he will write on the fascinating history of his particular car.

BSA cars were manufactured between 1907 and 1915 in the cities of Birmingham and Coventry, England. They established a motorcar department in a section of their Sparkbrook small arms factory in 1907 at Birmingham which also had part of the site occupied (leased) by the independent Lanchester Motor Company. However, this was an unsuccessful arrangement and BSA car manufacture moved to a factory in Waverley Road, Coventry in 1908 with sales handled by BSA Cycles Limited.

The BSA Small Arms Company in 1907 wanted to join the popular motor car industry and had been working on a model of their own design, a 14/18 hp as a town and country vehicle. They also purchased that year an ITALA (Pekin to Paris) model car that had a 7,433 cc (453.6 cu in) of 35/45 hp engine. The factory supposedly dismantled the car to develop a scaled down copy becoming the BSA 18/25 hp model.

Dudley Docker, an English businessman and financier, joined the BSA board in 1906 and was appointed deputy chairman in 1909. He had made a spectacular financial success of a merger of five large rolling-stock companies in 1902 to become the leader of the period's merger movement. Believing he could buy the missing management skills that could not be found within BSA, he started merger talks with The Daimler Company Limited, Coventry.

Daimler and Rover were then the largest British car producers. Daimler was immensely profitable. After its capital reconstruction in 1904, Daimler's profits were 57% with 150% returns on invested capital in 1905 and 1906. The attraction for Daimler shareholders, was the apparent stability of BSA being a long-standing arms and heavy manufacturing industry established in 1863.

In 1910, BSA purchased Daimler with BSA shares, but Docker, who negotiated the arrangements, either ignored or failed in his assessment of their consequences for the new combine. The combine was never adequately balanced or coordinated. In these initial years BSA Ltd established dealerships around the world, including Sydney and Melbourne and stated that 'they would build approximately 200 cars per year so as not compromise quality' (The Motor magazine, UK 1910).

During the latter half of 1912 all car production was transferred to Coventry. BSA continued to produce cars of their own design but using Daimler engines. In 1913 BSA cars became re-badged Daimlers with manufacture carried out by a subsidiary Daimler group in Coventry under the umbrella of BSA Cycles in Birmingham. The manufacture range was reduced to one model, the 13.9 hp of 2015 cc. These cars were also (briefly) sold by Siddeley-Deasy with a different radiator shell as the *Stoneleigh*. This car combined semi-elliptic front suspension with transverse rear springing.

The bodies built at [Sparkbrook](#) for the Siddeley-Deasey cars were among the first to have an all-metal bodywork. BSA also decided that their bodies should be built entirely from steel, but it is not clear which company should have the credit of being first. These were made for the home market, but export vehicles still left the factory in running chassis format to avoid import duty.

Docker retired as a BSA director in 1912 and installed Lincoln Chandler on the BSA board as his replacement. Docker liked to draw a comparison between the BSA-Daimler merger he engineered and that of his 1902 merger of Metropolitan Carriage Wagon & Finance Company and Patent Shaft Ltd. However, there was not the integration of facilities in the BSA-Daimler case, nor was there a re-organisation of either BSA or Daimler. In view of the earlier criticism contained in the 1909 report of the investigation committee, BSA - Daimler in 1913, employed 5,000 workers to supposedly manufacture 1,000 vehicles. There were other indications that production was not up to expectation and so production ceased by mid-1914 to concentrate on War work supplied by the Ministry of Defence. Cars were still being manufactured up to mid-1915 from stock parts, but most of these completed vehicles were requisitioned by the Military.

BSA Models and Production.

Unfortunately, the BSA car manufacture records were destroyed during the Second World War bombing along with the factory buildings in Coventry and Birmingham. To the best of my knowledge no research has been undertaken by an earlier enthusiast as to production figures for the annual construction of the few models produced between 1907 and 1914.

The manufacture of BSA cars is split into two distinct periods as stated above – namely 1908 to 1912 and 1912 to 1915. Arguably only the cars built between 1908-1912 are 'real' BSA's!

From surviving brochures, documents, newspaper articles, advertisements the following manufactured models can be established:

NOVEMBER 19TH, 1908

ADVERTISEMENTS

The Motor vii.

When the Show is over

and you are seriously considering which car to decide upon, we are anxious that the merits of the B.S.A. Cars should not be forgotten. B.S.A. Cars are made in a factory which has been laid out specially and exclusively for the manufacture of Motor Cars, by the Birmingham Small Arms Co., Ltd., the largest contractors to His Majesty's Government, and are makers of the world famous B.S.A. Rifles and Cycle Fittings, which originated the standard of interchangeability and accuracy in machine work. Silence, simplicity of control, interchangeability, ease of access to all parts, handsome appearance, and comfortable riding are features of the

TRADE MARKS



STAND No. 67.
B.S.A.
OLYMPIA.

B.S.A. Cars

which should certainly help you in your choice. In construction they are as near perfection as it is possible to bring them, and when compared, weight for weight with any high-class car, will be found lighter yet stronger in parts where strength is required. B.S.A. Cars are now made in three models—14-15 h.p., 18-23 h.p., and 25-30 h.p. If you have not had an opportunity of inspecting B.S.A. Cars at the Show, please write us for a copy of our illustrated catalogue.

THE BIRMINGHAM SMALL ARMS Co., Limited,
BIRMINGHAM.

The Heds. Park Garage, 10, Lancaster Gate, W.; The Delle Isle Co., Ltd., York Road, London, E.C.; 20, T. Darnley, 12, Peter Street, Manchester; 40, Clarendon Street and Cycle Co., Ltd., 10-15, South Street, Glasgow; and Messrs. T. Brown, Ltd., Bradford, have been appointed Agents for B.S.A. Cars.



KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.

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'The Motor', November 1908

1907 – 14/18 hp

1908 – 14/18 hp, 18/23 hp and 25/33 hp

1909 – 14/18 hp, 15/20 hp, 18/23 hp and 25/33hp

1910 --14/18 hp, 15/20 hp, 18/23 hp, 20/25 hp and 25/33hp

1911 -- 14/18 hp, 15/20 hp, 18/23 hp, 20/25 hp and 25/33hp

1912 -- 15/20 hp, 20/25 hp and 25/33hp. Introduction of the Daimler-BSA 13.9 hp. Engine.

1913/15 – Only the 13.9 hp with the sleeve valve engine

Model specifications and Chassis lengths were:

14/18 hp – 4-cyl. 2596 cc. wheel base 8' 6" (102 inches or 2591 mm)

15/20 hp -- 4-cyl. 3053 cc. wheel base 8' 9" (105 inches or 2667 mm)

18/23 hp -- 4-cyl. 3622 cc. wheel base 9' 6" (114 inches or 2896 mm)

20/25 hp -- 4-cyl. 4156 cc. wheel base 9' 6" (114 inches or 2896 mm)

25/33 hp -- 4-cyl. 5401 cc. wheel base 10' 4" (124 inches or 3150 mm)

13.9 hp -- 4-cyl. 2015 cc. wheel bases 9' ½" (2756 mm) and 9' 4" (2845 mm)



THE CAR FOR THE OWNER-DRIVER

Style, Distinction and Character in every line; Thoroughbred speed, Power and Strength in keeping with the unusual quality of its design.

Completely equipped ready for the road, with hood lamps and screen, £310. With four-seater body, £325. Dynamo electric lighting equipment, £25 extra.

"The ideal light car," vide Press.

B.S.A.

"Everything that the name implies."

The Birmingham Small Arms Co., Ltd.,
Motor Department, Sparkbrook, Birmingham.

A Magical History Tour



After about four months of the hottest and driest weather we've ever had, Murphy's law dictated that the day of this run would be wet and cold. It was enough to discourage anyone from taking an old car...almost. I was thankful I was in modern when only about twenty minutes of heading off from home, the heavens really opened up and I had to slow right down, even with the wipers on full tilt. Still, the threat of bad weather was not going to keep the members of this club home from what promised to be a really interesting outing, and we were not disappointed.

The gathering point was Rose's café in Yass for morning smoko. When pulling up just down the road I was delighted to see the two veteran T's of the Robinson clan. Good on them for showing the rest of us sooks up! After a refreshing cuppa and something bad for the waistline, it was off to the historic home, 'Cliftonwood'.

Here we were welcomed by the owner, Tony Wade, and a tour of the house soon commenced. Beautifully situated overlooking the town and the Yass River, Cliftonwood was built by John Watson, circa 1841, on land owned by explorer, Hamilton Hume. Elizabeth Hume and Suzannah Watson were sisters. Watson and Hume were also partners in a steam mill located on land directly opposite the homestead, but with the Yass river dividing the two. The mill, known as Watson's Mill, seems to have operated until it was destroyed in a flood in 1870. Watson decided he'd had enough of life in the harsh colonies and took his family back home to the Mother Country.

Hume of course lived at Cooma Cottage, on the other side of Yass, but after his death in 1873, his widow Elizabeth and two of her sisters moved into Cliftonwood. From 1902 - 1948, Cliftonwood belonged to the Shaw family. Alexander Shaw was a prominent businessman and was mayor of Yass for five terms. The current owners, the Wade family, have lived at Cliftonwood since 1948; with Tony's mother, the late Ivy Wade, living there for over 62 years.

Tony was a hive of information on the place and told many interesting tales. It was open access to all areas and he kindly allowed us to have our lunch inside the house. Pres. Darrell thanked Tony for the day and all headed back to the city.

Thank you Ian for arranging such an interesting place to visit and allowing us to experience this unique piece of a bygone era.

Rick

Attendees –in oldies – David, Deidre and Mark in the wagon, Glenn and Alex in the roadster

In modern – Irwins, Smiths, Young's, McDonoughs, Hogans, Spackmans, Mal S, Darrell, Frawleys, Bob Courtney, Geoff Nicko,





Soaking up the heritage and the view from the front verandah. The house is of solid double brick construction. The hipped roof still has the original shingles under the more recent corrugated iron sheets.



The "new" front of the house was added in 1876 as is evidenced by the cast iron verandah pillars branded "Triggs, Marr & Taylor 1876"





The main outbuilding known as the 'servants quarters' contains the original kitchen, dairy, laundry and maid's room and is built of local red brick, tuck pointed. The verandah running the full length of the building originally had a board floor but this was covered with concrete about 50 years ago. Typical of early houses the original kitchen was quite separate from the main house to guard against the danger of fire. In the old days, food from the kitchen was taken along the covered walkway to the back verandah and passed through a servery into the dining room.



A beautiful blue stone building on the other side of the courtyard consists of two rooms, one with a fireplace, possibly used for guests



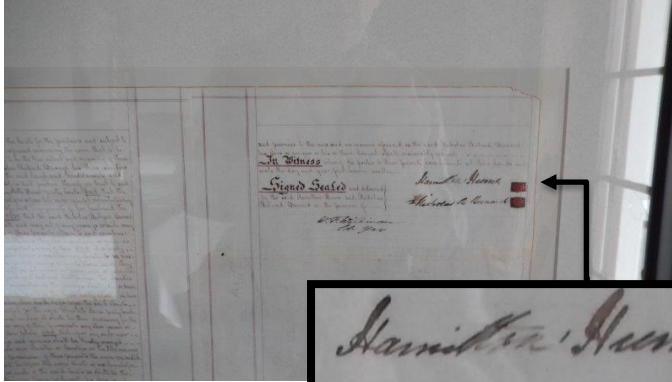
Hamilton's bed from Cooma cottage (now at Cliftonwood), and in fact the bed he died in.



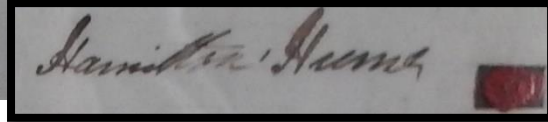
This fox isn't so sly, in fact he looks positively stuffed!



The large stable building consists of a three horse stable with original cobblestone floor, a coach house, tack room with original saddles, two large sheds possibly used by the farrier and blacksmith. Above the stable is a large attic with a landing for unloading hay on the northern end. Sheaves of hay were stored in the attic for horse fodder.



Not many people can boast having the explorer's signature. This deed was sitting in a solicitor's office for over 120 years before being re-discovered, framed and displayed. Even the original seal is intact.



Looking down the neck of 'Watson's Bottle' to its inky depths. It is one of very few underground grain storage tanks left in Australia. It's 8 metres deep and 6 meters in diameter. Dug out by hand and built by convicts in the 1840s, it is constructed of blue granite rock walls with 40 rows of bricks forming the dome. The dome is topped by sandstone blocks carved to form a perfect circle fixed by a key stone. Grain was stored in Watson's Bottle for use in Watson's Mill, owned by the partners Watson and Hume. The sacks of grain would be hoisted from the Bottle by tackle pulled by a horse and the grain taken to the mill.



Now that's one big wagon wheel – or Chris isn't as tall as we thought.



Yep, like I said. 2hp!
Photos don't lie!

Of course the T Ford car owners are going to get all smug and tell all that the cars are 20hp! Yeah? Ya reckon? See page 22!

Overheard at Wheels...



Serendipity

/,ser(ə)nˈdɪpɪti/

noun: **serendipity**; plural noun: **serendipities**

1. the occurrence and development of events by chance in a happy or beneficial way.
"a fortunate stroke of serendipity"

Well the word 'serendipity' pretty well sums up a happy occurrence to me in mid-March. At the bottom of page 11 in the February Edwardian, I produced a 1968 photo that showed club founder member, Murdoch McDonald, posing with his 1912 Siddley-Deasy (2nd car from left). The caption from that photo included the plea, "Where is that car today" as it hasn't been sighted for many many years.



In a stroke of incredible coincidence, a bloke I worked with on a gas pipeline in 2006, contacted me out of the blue. This bloke is a steam enthusiast, so we both share a passion for the old stuff, but he floored me when his email included the below photos he'd taken a couple of years ago of a private collection somewhere in Oz. I instantly wondered whether this could be the long lost McDonald car, so a quick email to Ian Irwin ensued. His immediate response was *"OMG! A real blast from the past. It exudes the feeling to me of meeting a long-lost old friend! Fabulous car, and it doesn't look a bit different to when it was here."* I'm sure similar feelings will be stirred for our other long term members.

So there you have it...the very definition of serendipity if ever I've seen it. It's wonderful to know this car still exists here (and hasn't been spirited away to the UK). Remember, this particular car was one of three that started this club off back in 1963. Wouldn't it be great to see it return to the ACT again one day!

Rick



The origins of the following must remain anonymous as it's from a lady in the club who you'd reckon butter wouldn't melt in her mouth...tsk, tsk...

If My Body Was a Car!

If my body was a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish and my paint job is getting a little dull...

But that's not the worst of it.

My headlights are out of focus, and it's especially hard to see things up close.

My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins.

It takes me hours to reach my maximum speed. My fuel rate burns inefficiently

But here's the worst of it.

Almost every time I sneeze, cough or sputter,
Either My Radiator Leaks

or My Exhaust Backfires !



Need I say anymore?

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

20 February 2019

Meeting Opened: 7.33pm.

Attendance: 27 Members, 2 Apologies 1 Guest.

MINUTES OF LAST MEETING:

Accepted – Moved: Rick McDonough, Seconded: Geoff Nicholas.

SECRETARY'S REPORT:

Correspondence In:

- Council of Heritage Motor Clubs –address of new Secretary and advice that their newsletter will now only be available in electronic form on their website.
- Australia Post – post office box renewal notice.
- Horseless Carriage Club of America – Roster of Members 2018-2019.
- Magazines and newsletters.

Correspondence Out:

Nil.

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

TREASURER'S REPORT

Account balance reported.

Expenditure:

- Post office box renewal - \$130.00.

Treasurer's report accepted - Moved: John Cadona: Seconded: Rob Woolley.

EDITOR'S REPORT

Rick was complimented on the contents of the last newsletter.

MEMBERSHIP SECRETARY'S REPORT

Carol reported receipt of one application for membership.

DATING OFFICER'S REPORT

Ian mentioned the difficulties associated with dating Rob's Renault.

EVENTS REPORT

The next Club event will be Sunday's breakfast at the Cotter, commencing at 8am.

Wheels 2019 will be held at the Queanbeyan Showground on 3 March. Ten spaces have been requested for the Club.

The March Club run will be to Yass on Saturday the 30th. Meet at Rose's Café in the main street at 10.00am. Edwardian dress to be worn.

Motor Skills day will be held in April this year.

The meeting agreed that the May run would be to *Wheels of Wamboin* on Saturday the 18th.

Other upcoming events mentioned were the one and two cylinder rally in Bright from 14 to 17 March, bikes at Bathurst in April and the pre-31 rally in Orange.

LIBRARIAN'S REPORT

Roy encouraged members to take out library items with a view to alleviating the space problem

REGISTRARS' REPORT

Rob mentioned the NSW requirement for use of original registration forms rather than copies.



GENERAL BUSINESS

The meeting considered an application for membership from Martin Barlow who has a 1928 Oakland. His application was accepted unanimously.

The meeting discussed advice that the use of flashing lights is illegal

Don requested advice on cleaning the interior of a generator. Brake cleaner was suggested as the best option.

Closure of the Gosford Motor Museum following a dispute with Australian Tax Office was discussed.

MEETING CLOSED: 8.22pm.

MEETING ACTIVITY

Peter Leemhuis gave a talk on his participation the Bathurst Twelve Hour race.



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

20 March 2019

Meeting Opened: 7.32pm.

Attendance: 18 Members, 3 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Rick McDonough, Seconded: Gerard Frawley.

SECRETARY'S REPORT:

Correspondence In:

- Shannons – trailer insurance renewal notice.
- Magazines and newsletters.

Correspondence Out:

Nil.

Secretary's report accepted – Moved: Tony Watson: Seconded: Roy Bendall.

TREASURER'S REPORT

Account balance reported.

Expenditure:

- Tony Watson – reimbursement for payment of trailer insurance \$185.65.

Treasurer's report accepted - Moved: John Cadona: Seconded: Carol Nowak.

EDITOR'S REPORT

Rick reported that he had photos taken at *Wheels 2019* for the next newsletter. He also mentioned that Matthew's Model T had been awarded the Mayoress's trophy on the day.

MEMBERSHIP SECRETARY'S REPORT

Carol reported 59 financial members.

DATING OFFICER'S REPORT

Nil.

EVENTS REPORT

Ian will provide a running sheet for the 30 March run to Yass. Secretary to distribute. He cautioned the use of old cars on the Barton Highway.

Motor Skills day was confirmed for 28 April.

Darrell will request 8-10 car spaces for Wheels of Wamboin on 18 May.

LIBRARIAN'S REPORT

Nil.

REGISTRARS' REPORT

Rob mentioned the penalties imposed in NSW for non-compliance with concessional registration log book requirements.

Darrell will arrange for printing additional Club log books.

GENERAL BUSINESS

Carol mentioned that Laurie Smith is selling his Model T and that he will contact Rick to arrange an advertisement in the next newsletter.

The meeting discussed *Wheels 2019* and the future of the Council's ownership of the Canberra Pie Cart.

It was reported that Roger has placed the order for Club badges.

Bob reported on his progress researching the history of his BSA and establishing its date of manufacture.

MEETING CLOSED: 8.35pm.

MEETING ACTIVITY Nil.



The Club Calendar

| | |
|------------------------|---|
| Apr.17 | Club meeting |
| Apr. 28 | Club Run - Motor Skills day - Southwell's farm. |
| May 15 | Club meeting |
| May 18 SATURDAY | Club Run - Wheels of Wamboin display |
| June 19 | Club meeting |
| June. 23 | Club Run - Need Someone to Organise. |
| July 17 | Club meeting |
| July 21 | Club Run - Need Someone to Organise |

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 – 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. As in past years bring everything and your car. Promising an entertaining day with some

small test's and lots of laughter. Kingsley will have the BBQ going and for those who feel the cold the Carriage is there to keep you warm and just chat.

Arrive at Kingsley and Cynthia's farm from 10.30 onwards. Some may want a coffee recharge before arriving. That can be arranged at the April meeting.

Club Event – Wheels of Wamboin, Saturday 18 May

The next Wheels of Wamboin will be held on **SATURDAY** May 18th, 2019 at 9:00 AM – 1:00 PM. Let's see a good roll up of club cars for the day. All proceeds of the day go to the Rural Fire Service.

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

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

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 |
| 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 www.mtog12.wix.com/mtog 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 mholding@netspace.net.au for the spiel: claudia_holding@hotmail.com for the facts! |

For Sale

1925 HUMBER 12/25 hp TOURER

This car has 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





For Sale

After 58 years of single ownership it's time the T had a new home. Car is 1927 and in very good condition. On club rego.

\$21,000 ONO.

Laurie Smith, Chisholm, ACT

0403 256 578



For Sale

Bosch ZU4 maggie. Brass body. Missing points and cover. Some damage to the Bakelite of the top two high tension terminals (as per photo). \$170. Rick McDonough. Rick@netspeed.com.au, 02 6293 1553 A/H



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