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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.

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

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



President's Report



Welcome to the autumn additional of The Edwardian, the last 2 months have been exciting and busy for many of our Club members.

The visit to Calthorpe's' House was spectacular and a highlight in the Club events calendar, what a privilege to have the Calthorpe's daughter tells us about what it was like to live in the house over 80 years ago. The guided tours were very informative and I am sure that many of us will return again. Thanks to Wal and Jane for organising the run and for Wayne in braving the rain to provide the T Ford for a family drive.

The National 1 and 2 cylinder rally was a great success; a more detailed report will appear in the newsletter. Successful rallies are organised and run by dedicated hard working committees and helpers. I wish to thank the committee for organising the rally and for the many helpers who came forward to help before and during the rally. There were members who sign posted the routes, collected signs, marshalled on corners, helped with parking, helped and served morning and afternoon teas, the back-up trailer, those who repaired and arranged repairs for veterans including 2 rally entrants requiring Hospital treatment and all the other jobs that were done. Thanks to everyone who assisted in any way for making this another great National Rally, without your help it would not have been the success it was. The comments and congratulations we have received have been very encouraging.

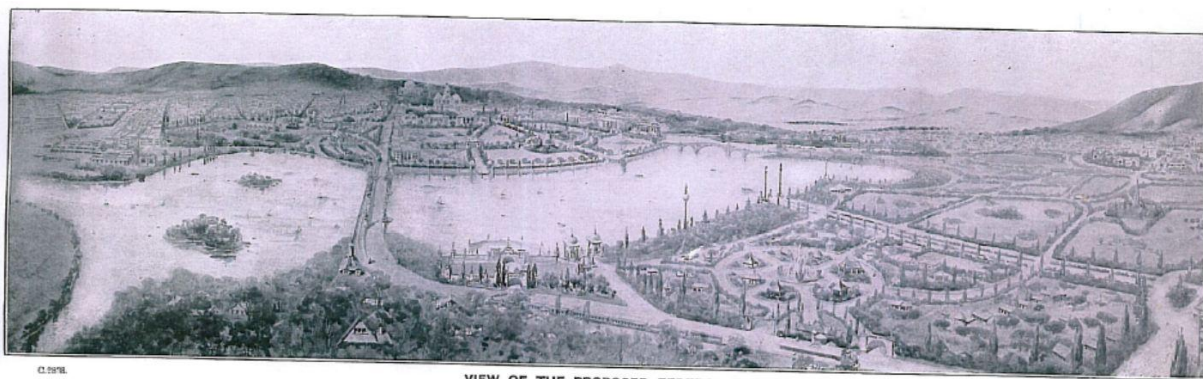
On the National rally scene our next commitment is in 2015. This will be the National Veteran Rally which is held in a different State, in turn, each year. We will need to form a new committee by the June meeting to start planning this rally. If you would like to be part of this exciting team please speak to me.

Easter always brings a couple of significant rallies with the Bush Council Rally in Merimbula and the Vintage Motorcycle rally at Bathurst. The Bush Council rally is usually attended by the Hogan's and the Booby's and all members of the Woolley clan attended Bathurst for 8 days of great motorcycling with over 200 entrants.

Our Club celebrates its 50th birthday this year and it is the oldest Club in Canberra. We would like to gather photos and stories from the early days of our Club and form a small committee to organise the celebration to be held in September or October this year. If you would like to be part of that committee please let me know how you would like to help?

Enjoy your Veteran and Vintage motoring

Rob Woolley



In this significant year of our cities 100th Birthday, I have been very fortunate to have someone 'in the know' access one of the only known surviving Programmes for the 'Laying of the Foundation Stone Ceremony' on 12th March 1913. The illustration above is from this ultra-rare publication. Turn to page 6 for more pages from this piece of our cities history.



Editorial



Thanks again to those members who've given feedback about the new-look newsletter. The increasing number of emblems on our front cover is certainly attracting some comment, which is great. One member contacted me with a theory on the 'Delata' hub cap, opining that it was an amateurish attempt to spell 'Delahaye', while another noted the subtle change of the RR badge since the December edition, (now to show the more correct form for the era we are interested in). You may recall I mentioned that in order to depict the full one hundred and five cars that have been in our club over its fifty years I needed to find the missing badges for a rare Maibohm, an even rarer Jarrott and the Australian built c1904 'Innes'. Well I should have known I could count on Ian 'I love car badges' Irwin to rectify the situation. On this month's newsletter cover I'm happy to be able to include, courtesy of Ian, two of the elusive three – the Maibohm and the Jarrott. Given that the Innes was a home made vehicle assembled out of proprietary parts and only one or two were ever made at the beginning of the century, it's probably safe to say that it may never have actually had an emblem as such. I'm going to go with that anyway and say that our cover now displays the full list of every car that's ever been in our club.

I can't quite get away from our cover just yet. One member has contacted me wanting to see motor bike emblems that have been in our club included! Good grief! Do you think I'm made of spare front cover space? Let's see what we can do though. Not being a 'bike man' as such, I'm going to need input from members as to what bikes of the pre '30 period have been in our club. Let's see how many that amounts to before I think about where I can put them.

Newsletter feedback has also extended to last editions POM – the Diamond lathe tool holder. Our Binalong member, Bruce 'Francophile' Smeaton, tells me that he once visited the tool holder's inventor at his Melbourne workshop back in the early 80's. In Bruce's words.."he had a workshop to die for". As a user of the Diamond tool holder for nearly 30 years, Bruce speaks with first-hand knowledge in stating it is an excellent product and well worth having in your lathes tool kit. Another member rang me to say that he'd just ordered a pair of these tool holders for both himself and another member on the strength of the article. These have since arrived and I used one and it does a first rate job.

And still more feedback – lots of it in fact - re the article on the T Ford with its broken front axle. One member told how, some years ago, he witnessed the steering arm on a veteran De Dion snap in two. Fortunately the incident happened at low speed on a sports oval so no great harm was done. The verdict? A previous 'restorer' of said car had had the steering arms recast in aluminium! Once covered in paint no one would have known. Another member told me of a drag link breaking on a Curved dash Olds with the result it and occupants went spearing off onto the road verge. In a similar vein - Mr Smeaton tells of a mid-30's Rolls Royce that was being driven down a steep hill on a divided road in Sydney some years ago when its front axle suffered the same indignity as the dodgy T Ford. The driver was lucky to escape with nothing more than a bad fright when, without warning, he lost all control and plunged through the traffic, bounced over the median strip and tore through the oncoming traffic. The speed was finally wiped off by the offside, (recently promoted to the nearside!), front wheel scrubbing along wedged into the concrete kerb. So it obviously doesn't matter whether it's a 'T' or a Rolls; all front axles and steering components could have been the subject of misuse, poor restoration practice or even faulty metallurgy I guess. For the final word we go to John Ahearn. No one knows more about T's or welding than John. He simply states that the Vanadium low alloy steel used in T's requires a specialised welding process and special rods. Both these were clearly absent in our subject cars restoration.

Many members would know I usually do a yearly pilgrimage to Bundaberg and stay with my good mate John Handley for a week or two. There I utilise John's workshop (another one to die for) and his expertise in rebuilding my '08 Talbot motor. You will also recall the terrible flood Bundy suffered only a couple of months ago – the worst one on record. I rang John during the inundation and he was thankfully OK, but stated his back and front yards looked like a refugee camp with many displaced people camped there while waiting to be able to get back to their own homes. Not long after the floods subsided John sent me some photos of an amazing story of what the waters of the Burnett River had quite literally 'washed out'. See pages 8 & 9 for the details.

On the recent 1&2 rally I noticed how quickly the Maxwell's spark plugs were getting dirty, failing to spark, and were virtually impossible to clean. It seems a lot of my problem has to do with the fact modern plug insulators are unglazed, and therefore porous (therefore un-cleanable), absorbing the carbon and allowing the spark to earth out. I could also be running too 'cold' a plug. Advice from a good friend in Queensland told me about the Green Spark Plug Co. of the UK. This firm specialises in spark plugs & accessories for veteran, vintage and classic engines. In this edition's technical page I include an article on Spark plugs; specifically fouling and heat ranges, mostly from the Green Spark Plug Co. website

Rick

SUNDAY 24 FEBRUARY – CALTHORPES' HOUSE AND CARILLON

It was a wet and miserable day for a club run; however 16 brave souls made their way to Calthorpes' House for a guided tour and a wonderful history lesson of our town in its infancy. We were able to have our tour hosted by Mrs Dawn Waterhouse. Calthorpes' House was Dawn's family home from construction through till the government taking it over and converting it into a museum. The highlight for me was Dawns talk at the end of our tour were she recounted her early years through the 1930s and 1940s as Canberra was taking shape.

Thanks to Wal and Jane for using connections to allow us to have Dawn at our tour. Thank you to Wayne Young the Bravest of Brave for bring the T and for taking Dawn for a ride.

Wayne Young - T Ford, The rest in moderns - Nick and Carol Nowak, Bruce and Kathy Booby, Ian and Ida Irwin, Peter and Denise Sturgess, Don Doering, Wal and Jane, Carolyn, Toby and Anika, Chris, Simone, Nicholas Madeline and Cameron





SUNDAY 17 MARCH – WHEELS

Wheels this year was again held at Thoroughbred Park we had a fabulous location under the grandstand which made showing the cars easy. It was a great effort by our club bolstered by a few participants who stayed back after the 1&2 cylinder rally. A note on the day making it first public appearance was Greg Spackman's 1923 Talbot Darracq Tourer. First club outings Dave Robinson in the 1910 Renault and Glenn Robinson been set free in the T.

Attendees -

Tony Watson – Dodge, Chris & Simone + kids – Chevy, Wal Hick - T Ford, Greg Spackman – Talbot, Glenn Robinson - T Ford, Dave Robinson - Renault, Geoff Nicholas - De Dion / Peugeot (bike), Don Doering - Hupmobile
Rob McGuire – Fiat, Trevor & Joyce – Overland, Wayne Young - T Ford, Kingsley Southwell – Renault,
Peter Sturgess – Bean, Ted Clifton - T Ford, John Ahearn - T Ford, Harry Hickling - Mercedes

Visitors -

Robert and Meryl Lovett - 1907 De Dion Bouton, Alan Barker - 1906 Darracq, K Hall 1910 - De Dion Bouton & Bennett and Bartlett motorcycle, Bob Collett - 1909 Renault



Above-The immaculate Spackman Talbot-Darracq.

Above right – The '09 Renault of Bob Collett

Right – an MAB from the Binalong Motor Museum



Some more winners of our various trophies over the years are below. Both trophies go a fair way back in Club history. The Incentive trophy is awarded to the club member who has attended the most outings in a non veteran/vintage vehicle. The Wheeler Rees Shield is awarded for the best restoration of a Veteran Vehicle. The last two trophies in the next issue.

INCENTIVE TROPHY	
YEAR	NAME
1972 / 73	G. BUCKLAND
1973 / 74	A. HIRZEL
1974 / 75	T. CLIFTON
1975 / 76	A. CARPENTER
1976 / 77	E. CLIFTON
1977 / 78	P. HACKETT
1978 / 79	J. HAM
1979 / 80	T. LLOYD
1980 / 81	T. LLOYD
1981 / 82	A. PICKUP
1982 / 83	K. DONATH
1983 / 84	T. CLIFTON
1984 / 85	B. ROBERTS
1985 / 86	K. SMITH
1986 / 87	K. SMITH, D. DEORING
1987 / 88	D. DEORING, P. DEORING
1988 / 89	JOHN. FAULKS
1989 / 90	PETER DOERING
1990 / 91	TED CLIFTON
1991 / 92	TERRY LLOYD
1992 / 93	D. DEORING
1993 / 94	R. GOTTLÖB
1994 / 95	D. DOERING
1995 / 96	G. SPACKMAN
1996 / 97	J. DOWNES
1997 / 98	R. MCDONOUGH
1998 / 99	M. BARNES
1999/2000	A. D'EMILIO
2000/2001	R. GOTTLÖB
2001/02	P. TEMPLER
2002 / 03	R. GOTTLÖB
2003 / 04	C & S HOGAN
2004 / 05	A & J D'EMILIO
2005 / 06	C & S HOGAN
2006 / 07	R & E WHEELER
2007 / 08	I&I IRWIN, C&S HOGAN
2008 / 09	G & L NICHOLAS
2009 / 10	GREG SPACKMAN
2010 / 11	BILL de GRAAF
2011 / 12	A & J D'EMILIO

WHEELER REES SHIELD		
YEAR	NAME	VEHICLE
1972 / 73	L. ADAMS	T FORD
1973 / 74	JOHN DOWNES	T FORD
1975	JOHN AHEARN	1913 T FORD
1976	A. PICKUP	1914 HOTCHKISS
1977	A. CARPENTER	1913 LITTLE
1978	J. HAM	1903 DE DION BOUTON
1979 / 80	K. KNIGHT	1913 T FORD
1980 / 81	B. ROBERTS	1912 FN
1981 / 82	JIM NORMAN	1909 RENAULT
1982 / 83	G. FISHER	1914 VERMOREL
1983 / 84	R. HARVEY	1916 DODGE
1984 / 85	W. HICK	1912 T FORD
1985 / 86	D. DRYDEN	1923 T FORD
1986 / 87	CAPITAL 7 CAR CLUB	
1987 / 88	F. JONES	CADILLAC
1988 / 89	D. DRYDEN	1911 T FORD
1989 / 90	D. ROBINSON	1915 T FORD
1990 / 91	G. BENNEDICK	1913 T FORD
1991 / 92	D. ROBINSON	1915 T FORD WOODY
1992 / 93	L. ADAMS	
1993 / 94	JOHN AHEARN	1910 T FORD
1993 / 94	T. LLOYD	1903 OLDSMOBILE
1993 / 94	G. BENNEDICK	1902 OLDSMOBILE
1995 / 96	L. ROBINSON	1912 T FORD
1995 / 96	E. CLIFTON	1914 T FORD
1995 / 96	K. HEMBURROW	1916 T FORD
1996 / 97	B. ROBERTS	1908 BRASIER
1997/ 98	W. HICK	1911 T FORD
1998 / 99	K. HEMBURROW	1909 BRUSH
1999/2000	R. WOOLLEY	1912 HARLEY DAVIDSON M/C
2000 / 01	K. SOUTHWELL	1904 OLDSMOBILE
2001 / 02	A. D'EMILIO	1914 FIAT
2002 / 03	N. NOWAK	1912 OVERLAND
2003 / 04	R. MCDONOUGH	1911 MAXWELL
2004 / 05	E & W COUTTS	1910 SCAT
2006 / 07	ROB WOOLLEY	1905 DE DION BOUTON
2007 / 08	E. QUAMBY	1911 CADILLAC
2010 / 11	L. ROBINSON	1910 RENAULT

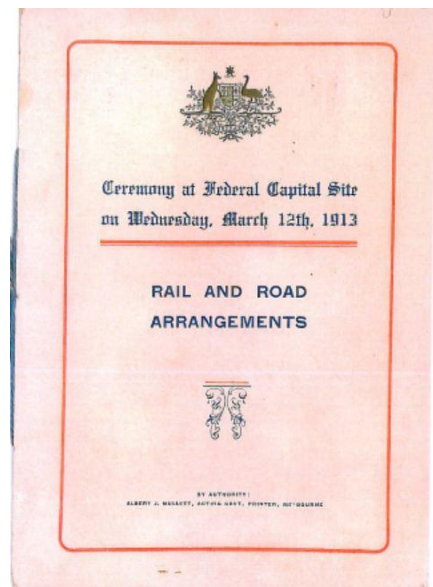


Programme.	
12TH MARCH, 1913.	
11.15 a.m.	Troops and Battery to be in position. Selections by Bands.
11.20 a.m.	Guests to be in position.
11.30 a.m.	His Excellency the Governor-General will arrive. Guard of Honour: Cadets Royal Military College. Royal Salute by Troops—19 guns. The Bands will play "The National Anthem."

PROGRAMME—continued.	
11.30 a.m. (contd.)	His Excellency the Governor-General will be received by the Prime Minister of the Commonwealth and the Ministers of State for the Commonwealth.
	The Minister of State for Home Affairs will present a trowel to His Excellency the Governor-General, who will lay the first stone.
	The Minister of State for Home Affairs will present a trowel to the Prime Minister of the Commonwealth, who will lay the second stone.
	The Minister of State for Home Affairs will lay the third stone.
The End of the First Ceremony.	

PROGRAMME—continued.	
Naming the City.	
Noon	The Prime Minister of the Commonwealth will invite Her Excellency Lady Denman to name the Federal Capital City. Hymn: To be played by Bands, and all present invited to join in singing—"All People that on Earth do Dwell." Fanfare of Trumpets. Her Excellency Lady Denman will name the City. Salute by Troops and Artillery—21 guns. Acclamation by Public. Bands play "Advance Australia," "God Save the King." Photographs and Cinematographic pictures will be taken for historical record purposes. Cable message will be despatched to His Majesty the King.
The End of the Second Ceremony.	

PROGRAMME—continued.	
Noon (contd.)	The Troops will then move off. His Excellency the Governor-General will take up position Northerly from Canberra Hill. The Troops will march past. (The march past may be viewed from Canberra Hill.)
1 p.m.	Luncheon. Toasts— "The King." "The Federal Capital City." (Proposed by His Excellency the Governor-General, and responded to by the Minister of State for Home Affairs.) "The Premiers of the States." (Proposed by the Prime Minister of the Commonwealth.)
3 p.m.	Reception by His Excellency the Governor-General. Presentation of Albert Medals to Messrs. A. Barlow and W. D. McKay. Afternoon Tea.
4.30 p.m.	Sydney Guests depart.
5.30 p.m.	Melbourne Guests depart.



MELBOURNE SECTION.	
11th March.	
1.50 p.m.	Leave Spencer Street, Melbourne. Platform No. 4. SPECIAL TRAIN. Afternoon Tea and Light Refreshments will be served on journey to Albany. Wines and Cigars available as required. Dinner in Dining Car.
7.30 p.m.	Arrive Albany.
8.0 p.m.	Depart from Albany in Sleeping Cars.
12th March.	
7.0 a.m.	Arrive Queanbeyan. Motor to Hotel for Breakfast.
8.15 a.m.	Breakfast.
9.30 a.m.	Motor to Site of Ceremony.
10.0 a.m.	Arrive Site of Ceremony. Light Refreshments available until 10.30 a.m.
5.30 p.m.	Motor from Site to Hotel at Queanbeyan.
7.15 p.m.	Dine at Queanbeyan.
8.15 p.m.	Motor from Hotel to Queanbeyan Railway Station.
9.10 p.m.	Depart from Queanbeyan Railway Station in Special Train with Sleeping Cars.
13th March.	
7.57 a.m.	Arrive Albany. Breakfast at Refreshment Rooms at Albany Railway Station and in Dining Car.
8.45 a.m.	Depart in Special Train from Albany. Luncheon, Wines, and Cigars on Train.
2.30 p.m.	Arrive Spencer Street Station, Melbourne.

SYDNEY SECTION.	
11th March.	
11.25 p.m.	Depart from Sydney in Sleeping Cars. For convenience of Guests the Train will be docked at No. 1 Platform at 10.50 p.m.
12th March.	
6.0 a.m.	Arrive Queanbeyan. Motor to Hotel for Breakfast.
6.45 a.m.	Breakfast.
8.20 a.m.	Motor to Site of Ceremony.
8.50 a.m.	Arrive at Site of Ceremony. Light Refreshments available until 10.30 a.m.
4.30 p.m.	Motor from Site to Hotel at Queanbeyan.
6.0 p.m.	Dine at Queanbeyan.
7.15 p.m.	Motor from Hotel to Queanbeyan Railway Station.
8.10 p.m.	Depart from Queanbeyan Railway Station in Special Train with Sleeping Cars.
13th March.	
6.30 a.m.	Passengers to vacate Cars at Sydney.
NOTES.	
1. The Transport Officer (Rail and Road), Mr. J. J. Ferguson of the Commonwealth Railways Branch, or his representative, will accompany each Train.	
2. Railway Tickets, including Tickets for Sleeping Berths, will be distributed to Guests on the Train.	
3. In view of the heavy road traffic, Ladies are strongly advised to provide themselves with Dress Cloaks.	



Perusing the Council of ACT Motor Clubs website I came across the following piece. I reckon it sounds a wonderful idea. Please read this and give it some consideration. I'm sure there are people in our club who could contribute to this in some way, whether it be in skills transfer, admin assistance or just plain good ideas. Im certainly enthusiastic about the idea!

Mega Shed

The Council is looking for a permanent home to better support the motoring enthusiasts of the ACT and surrounding region. To achieve this we are examining the development of a "Mega Shed". The concept is borrowed from the Men's Shed concept, however that term is not appropriate, as spouses and partners play a large active and supporting role in our movement.

While in its infancy, early ideas of what a "Mega Shed" may include are indicated below. The Council welcomes any further suggestions or developments of the idea at any time.

The strength of our movement is the broad range of people from a broad range of backgrounds, so if you have contacts that are willing to get behind us and make this a reality then please let us know. Similarly, there may be other organizations that we can partner with to enhance the facility.

Contact Bill Lewis: vicepresident at actmotorclubs.org.au

The main objectives of the Mega Shed Project are to:-

- attract and pass on older maintenance/restoration skills to new younger enthusiasts to "Keep our Motoring Heritage on the Road";
- provide the benefit of engaging our more senior population with social skill based activities for improved mental health (Men's Sheds);
- Provide peer support to ensure higher quality restorations and completion rates (Less unfinished projects, a high area of historic loss);
- provide facilities that while conducive to maintaining the above, provide an interface between the movement and general public (Museum Function);
- a central facility for the restoration and display of vehicles;
- facilities that support the non-profit organizations that undertake vehicle restoration with meeting venues and other vital support facilities; and
- to build a stronger, more professional motoring enthusiast movement in the ACT, that will improve the quality of the "Motoring History on the Road".

Ideally the Mega Shed will include the following types of facilities:-

- Display Space (Museum);
- Automotive Restoration Demonstrations (Museum);
- Spray painting booths;
- Hoists;
- Metal work machinery (lathes, grinders, etc.);
- Historic tools and panel forming tools;
- General work space;
- Secure project storage area/system;
- Meeting space for Clubs;

- Social Facilities for Clubs;
- Administrative functions for Clubs;
- Display space for Clubs; and
- A meeting place/departure point for Clubs Runs.

Ancillary facilities:-

- Food/Beverage outlet.

The Council committee sincerely hopes that affiliated clubs will get excited and band together with the view to achieve this outcome.

I just can't leave that front cover alone can I! See the photos below of the Jarrott (see Editorial) as it exists today in a secret location. To repeat Ian's words about it; *"Jarrott was owned by, and almost certainly built specially for Charles Jarrott, Napier driver in the UK. The car, a 1907 or 1908 model, was something of a badge-engineered Napier. It was no cheap and nasty copy either, having authentic 'Jarrott' brass hub caps and a script on the radiator. It was found near Cootamundra and is thought the car may have been built for a special event where Napiers were denied access"*. It's fascinating to think such rare cars came to Australia in the first place and, better still, that they still exist.



Photos courtesy of former club member, Martin McCarthy.

A Damp Phoenix from the muddy ashes?

From all the devastation that mother nature hurled at Bundaberg recently, the following is quite incredible. In the mid '50's a bloke in Bundy parked a 1930 La Salle roadster under his house and over ensuing years started amassing a huge collection of assorted car parts and post war cars; all stored under his house and around the yard. Some locals knew of the La Salle's existence, but very few had seen it. The waters of the rising Burnett River soon started inundating houses, including the 'La Salle' house. As the waters rose further they soon became so strong that houses in the same street as the La Salle either collapsed or were swept away off their stumps. Amazingly, the high set La Salle abode remained firmly on its stumps, while others around it were destroyed. They believe the reason this house was spared, (well not spared exactly; it still had several feet of muddy water go through its upper level) was that the roadster and the huge amount of parts and other cars packed under and around the house restricted the water sufficiently for it not to undermine the stumps. The photos on the next page tell the story.



The above two houses show the results of the swift flowing waters in 'La Salle' street. The next door house, above left, collapsed while another a few doors up not only collapsed but sank into a deep hole as the flowing waters swept away its yard. Below – trying to dry it all out. The car sees the light of day for the first time in nearly sixty years. Note the mud caught in the front wire wheel and caked at the base of the windscreen. The La Salle went several feet under. It will be interesting to see what happens to it now.



National 1 and 2 Cylinder Rally – Canberra March 2013

The National 1 and 2 Cylinder rally was organised to coincide with the Centenary Celebrations of Canberra, this brought some unique opportunities to be part of the celebrations and also some challenges in organising events and venues.

The Sunday shake down run was a visit the Southwell's Farm for an inspection of all things historic including a rail carriage where afternoon tea was served. This run was ideal for the slower cars and the cars that had not been fully sorted before the rally.

Monday we visited the National Museum of Australian to be part of the 1913 celebrations. The vehicles were on display between the Museum and the Lake and many wore period clothing which drew great interest and looked spectacular. The 1913 display, at the Museum, is very interesting with one of our members, Antony Davies, having his 1913 T Ford on display.

Tuesday included a visit to the Arboretum and Cotter reserve. The Arboretum is a very interesting place with several lookouts with excellent views of Lake Burley Griffin. We were given a guided tour and talk at the Visitors Centre which explained some of the unique features of the plantations. The drive/ride to the Cotter is very pretty heading toward the Brindabella Mountains. The Cotter Reserve grounds are in very good condition and the new dam construction can be observed. A very enjoyable baked lunch with sweets was provided by Golden Roast. The return run was via Mt McDonald and Uriarra Crossing, a little challenging for some but a great drive through the country.

Wednesday's run was to Bungendore via Captains Flat road another great run of about 100kms on good roads with little traffic once you got past the airport. Bungendore welcomed the rally entrants and an enjoyable 2-3 hour was spent eating and browsing through the shops. Wednesday night Rick educated and entertained us with an excellent slide presentation on early cars in Queensland giving us details of their owners and the cars.

Thursday was another day in the City with morning tea at Government House, where morning tea was served on the lawn and the Governor General circulating and then riding in Rick's car. A visit to the War Memorial for a presentation on the glass photo plate collection followed lunch. The lower powered cars enjoyed the short run around the lake, but was hard work for the motorcyclists.

Friday was another drive ride into the country travelling via Nanima Road to Murrumbateman and the Hartshorn's Museum and collection of stationary engines, machinery and cars. This is a great private collection and enjoyed by all who attended. In the afternoon 60 entrants had the opportunity to visit the War Memorial Archive at Mitchell for a guided tour.

The closing dinner and presentation of prizes was held at the Hellenic Club where a great night was enjoyed by all.

Thanks to the rally Chairman Rick, committee members and all who helped to make this a successful and enjoyable rally.

Rob Woolley - President





The following write up on our rally comes courtesy of Ivan Taylor of New Zealand. Ivan and I are somewhat kindred spirits in that he is also the Editor of his Club magazine – 'The Bulletin'. As a sign of his appreciation of the efforts of the rally committee, Ivan kindly donated copies of his latest book 'Let 'Em Go', to me and the Club library. It was a delight to meet and welcome Ivan as an International participant - even if he is a Bloody Kiwi!

AUSTRALIAN NATIONAL ONE AND TWO CYLINDER RALLY

CANBERRA. 2013.

As a result of problems with obtaining affordable health insurance my attendance at the 1 and 2 cylinder rally was a bit on again and off again but I was glad that we finally got it sorted and I was able to confirm my entry. I am sure that Rick's description of me as that Bloody Kiwi was well deserved and I thank him for his patience over all this. But thank god I got it as I arrived home to a bill from ACT for \$880 Ambulance costs. As you are all aware the rally didn't start well for me with a trip to hospital on the first day of the rally with heat exhaustion. Unfortunately my 24 hour stay in Calvary Hospital meant I missed the Mondays run to the National Museum of Australia which I was looking forward to, but I learned my lesson the hard way about fluid intake.

On Tuesday I travelled in the air conditioned luxury of Nick and Carol Nowak's new Ford travelling with them while they did their marshalling. This was a great opportunity to see and video all the entrants as they passed us, the sight and sound of those one and two cylinder engines was music to my ears. The visit to the Arboretum and the Cotter Dam picnic area was followed by a great lunch which I understand was prepared under great difficulty by a group of very efficient caterers.

At Wednesdays briefing I was interested to hear Rick mention that several entrants had found the *undulations* on some the route challenging. This word became the buzz word for the rest of the rally. There were no hills on the routes just various grades of undulations! Now fully recovered I managed to get a ride in the 1917 Detroit Electric entered by Mike Shepard. This was one of the longer runs of the rally, 104km. The lunch stop at Bungendore was fantastic and I was able to purchase a long sought after genuine new bowler hat. It was disappointing that several of the other interesting looking shops were closed. I understand that despite the long distance the Detroit only used 60% of its available battery capacity.

Thursday saw me once again navigating for Mike in the Detroit. We travelled around the lake and over the Scrivener Dam heading for the Governor Generals residence. What a grand event this turned out to be, with all of us in our best Edwardian finery being entertained by the Military College jazz band. Morning tea was served to us in the household's best Royal Dolton cups and saucers on the lawn by the household staff. Various cakes and nibbles were also available. Wine, soft drink and mineral water were also served by staff circulating the area. As you can imagine security was tight and when the Governor General accepted the offer of an un-scheduled ride in Rick's Maxwell and disappeared into the distance a minor security alarm was raised. All too soon we departed for the National War Museum where the cars and us were put on public display. What a fantastic museum this is, there is just too much to take in in the short time we had available.

Friday saw me riding shotgun in the Detroit again. What a fabulous car this is! The trip to Murrumbateman and Gold creek was really interesting great scenery and the gentle undulations were taken with ease requiring just a little more power from those batteries. Gold Creek turned into a gold mine when the hat and Edwardian clothing shop was discovered by everyone particularly the ladies...although I did see a few men sporting new headwear and other goodies. After a great lunch it was back on the road to visit the property of Ron Hartshorne, what an amazing collection of stationary engines he has. Morning tea was served here for those who remembered to bring their rally mug. What a great idea that was. As a Kiwi I had constant difficulty in pronouncing and sometimes reading your aboriginal place and road names. But one on the way home completely fooled me, and it was an English one. The instruction said pass Hall, and despite intensive observance I couldn't see a hall anywhere. Then a road sign appeared HALL it was a district not a building, and when we got to HALL there was still no sign of a hall! I now can sympathise with Australians visiting New Zealand having similar problems with our Maori names.

Some of us were able to visit the annex of the War Memorial Museum on the way home, and what an eye opener this was. Inside two huge buildings there were, trucks, tanks, guns of all sizes, dismantled planes, motor vehicles

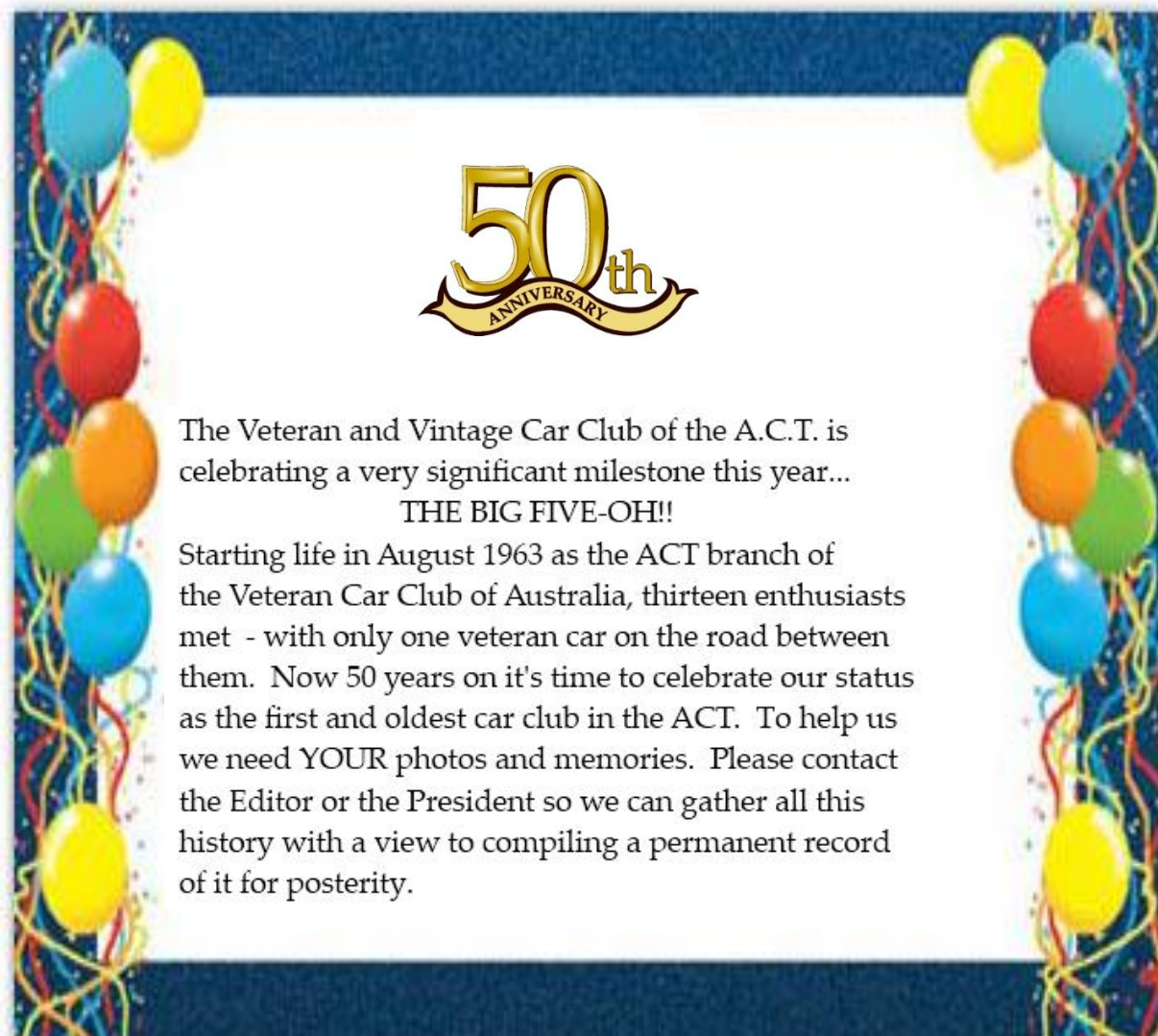
etc. It was mind blowing with stuff from the earliest pre-colonial period to the present from all around the world. We were very privileged to be allowed inside these buildings. I must give a special thanks to Mike Shepherd for the privilege of riding in his car, and demonstrating how to burn off the yobbos giving cheek at the traffic light, for at least the first 100 yards.

It was now time to get the glad rags on and go to the Final Dinner and what a grand affair it was. The food was great and really finished off a truly memorable week for me.

I thought that the whole organisation of the rally was fantastic, everything was thought of and if there were problems we didn't see them. The organizing of the routes by Nick and Carol with the use of sign boards (one of which is now proudly displayed on my garage wall) and corner marshals left nothing to chance despite really clear and simple route instructions. You shouldn't have got lost but there will always be the ones who do. Nick and Carol did a great job. The whole organizing committee deserve credit for one of the best if not the best veteran rally that I have attended over my 50 years plus of veteran motoring. I must thank Nick and Carol for looking after me in my time of need.

I would like to congratulate and thank Rick for all he did despite an unfortunate family situation and having to also deal with this Bloody Kiwi. Thanks Rick.

Ivan D. Taylor



For Sale/Wanted

Ford T Speedster circa 1915 concessional licence \$18,000 with customised trailer also spares available, Ring Ed Popham 0418 934 540

1928 Chev 4 truck. Chassis and the four steel wheels sandblasted and under-coated. New Shackle Bushes in the springs. All the motor is there and the front Mudguards. \$1500.00. Contact Ken Turnor 08 9861 1347

Pair 1914 new Ford T front mudguards, heavy gauge steel, \$150 o.n.o. Phone Ron 08 9405 1030"



1905 Reo, Model B, Serial # 776, (76th 1 cylinder car off the assembly line) Just been restored. New bronze planetary gears fitted. New radiator and mud guards, original body. Set of restoration photos plus work completed on the restoration of the car, \$41,000. For more information and viewing of the car phone Alex Selley on 08 9537 3409.

THE AUTOMOBILE. Volumes #1 to #14 12 months each, Vol. 15 1 to 10 month plus 12 month. #16 12months. #17 1 to 7 month total 186 months.

HORSELESS CARRIAGE. 1963----1992 =100 magazines plus spare copies 1965#1 1967 #4 1968 #2 1969 #3

ALL IN EXC. COND. OFFERS ACCEPTED. Laurie Schneider (02) 9416 7540

1911 Talbot 12HP. Only done a few hundred kilometres since put on the road in 2011. Two seater body - easily converted to original 4 seater. \$30K firm or will consider swap for veteran/vintage motorcycles.

Contact: Ian for details Ph: (02) 4657 2927 or Email Vintage@bigpond.com



1910 RENAULT AX 2 cylinder. A great performing rally car. Includes complete spare motor and another in pieces plus many other parts. \$45000 ONO

Contact: Len Pellew 0412 207 208



1930 CHRYSLER 70 Sedan 6 cylinder, 4 speed, hydraulic brakes. A very pretty car has won many awards. A great long distance rally car \$30000 ONO

Contact: Len Pellew 0412 207 208



Lamps:-

1 x Dietz Union Driving Lamp New York USA

1 x Dietz Orient Motor Lamp New York USA

1 x Herm Riemamm's German Lantern

2 x boat port lamps

1 x Model T side lamp (no brass trim)

Offers over \$250. Prefer to sell in one job lot.

Contact: Tony Chapman Mobile 0417 456 084 (Sydney)

**Wanted:**

For 1911 Hupmobile Model 20: Cap for oil tank, Fuel cap, Linkage to connect throttle to oil dripper control, Brake rods with clevis, top diff plug, 4 x hubcaps. **Contact:** Andrew Winter Ph: (02) 6653 8672 Email: alisonandandrew@bigpond.com

The Club Calendar

Apr 17	Club meeting
Apr 21	Club Run to Gundaroo
May 5	Invitation Run - Collector Pumpkin Festival, Collector at 9am. Contact Chris for more information, \$100 prize money for People's Choice Award.
May 15	Club meeting
May 26	Club Run - Motor Skills Day
June 19	Club meeting
June 23	Club Run
July 17	Club meeting
July 21	Club Run
August 21	Club meeting - AGM
August 24	Club Run – Presentation Lunch

EVENTS DETAILS

I would like to mention that I will be standing down at the next AGM due to work and family commitments, so please think about taking on the events director position when the time comes in August.

SUNDAY 21 APRIL - RUN TO GUNDAROO

On Sunday April 21 we will meet at Café Injoy Federation Square Gold Creek at 9:30 for a cuppa before heading off to Gundaroo for lunch, pack a picnic or pick up your lunch from one of the local shops, take your time to have a look around this lovely little village before we head home along the Murrumbateman and Nanima Roads back to Canberra.

SUNDAY 26 MAY – MOTOR SKILLS DAY

Please note change of date, this run will be held on 4th Sunday of the May, being 26 May.

This year we will be going to Dave and Deidre Robinson's property 533 Hadlow Drive, Bungendore. For anyone who is unsure of where to go please get in touch with us to give further directions. Please

arrive from 9.30 for morning tea followed by some skills tests and then lunch. Please bring your morning tea and the BBQ trailer will be available for those that would like to cook their lunch.

We have chosen this location so as our NSW regional members have an opportunity to participate. The events will be slightly different this year and we ask that you bring a gold coin donation to cover costs.

Please advise us if there are other events that we have missed and should be included

simandchris@optusnet.com.au

One of the generous sponsors of our recent National 1&2 cylinder rally was Penrite. Given their support of us we would strongly encourage all our members to support them in return. Penrite is one of the few companies with a range of products specifically designed to meet the needs of veteran, vintage and classic vehicles manufactured before the 1970s. Not only that, it's a 100% Australian owned company. Murray McDonogh (no not related to me – different spelling) is the ACT distributor/rep for Penrite Veteran, Vintage & Classic oils, greases & coolants and a great guy to deal with. Murray's contact details are: Murray McDonogh, Penrite – Veteran, Vintage & Classic oils, greases & coolants, 18 Cherry Place, Pearce 2607. --- Phone first on 0412 774 351



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Classic	Shelsley	Heritage
Classic Light 20W-60 Available in 5L	Shelsley Light 20W-60 Available in 5L	Heritage LTM Available in 5L
Classic Medium 25W-70 Available in 5L	Shelsley Medium 25W-70 Available in 5, 20L	Heritage MTH Available in 5L
Classic Heavy 40-70 Available in 5L	Shelsley Heavy 40-70 Available in 5L	

Classic Light 20W-60
Key specifications: API SG/CD
• Ideal for petrol, diesel and kerosene engines
• For engines made between 1950 & 1980, that originally used SAE 30, 20W-40 or 20W-50 grades
• Full Zinc (ZDDP) for optimised protection

Classic Medium 25W-70
Key specifications: API SG/CD
• Ideal for medium-to-large-capacity petrol, diesel and kerosene engines
• For classic vehicles that originally used an SAE 40 viscosity grade
• Full Zinc (ZDDP) for optimised protection

Classic Heavy 40-70
Key specifications: API SG/CD
• Ideal for large-capacity petrol, diesel or kerosene engines
• For classic vehicles that originally used an SAE 50 viscosity grade or suffer from excessive oil consumption
• Full Zinc (ZDDP) for optimised protection

Shelsley Light 20W-60
Key specifications: API SC/CC
• Ideal for petrol, diesel and kerosene engines of vintage and veteran vehicles
• For cars made before 1950, that use straight SAE 30 oils
• Includes small sleeve valve engines
• Low detergent

Shelsley Medium 25W-70
Key specifications: API SC/CC
• For petrol, diesel and kerosene engines of vintage and veteran vehicles
• For cars made before 1950 that use straight SAE 40 oils
• Includes total loss systems and large sleeve valve engines
• Low detergent

Shelsley Heavy 40-70
Key specifications: API SC/CC
• For petrol, diesel and kerosene engines of vintage and veteran vehicles suffering from excessive oil use
• For cars made before 1950 that use straight SAE 50 oils. Includes large-capacity sleeve valve engines
• Low detergent

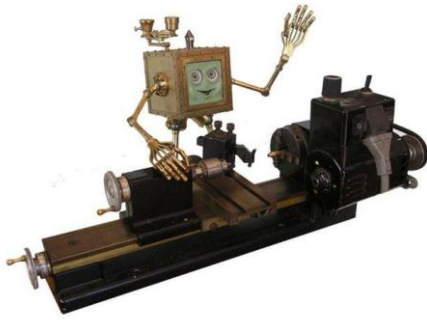
Heritage LTM
• Light to medium viscosity (SAE 30)
• Non-detergent engine oil
• Ideal for small version and Edwardian cars up to 4 cylinders
• Motorcycles up to 500cc prior to 1920 with primitive oiling systems

Heritage MTH
• Medium-to-heavy viscosity (SAE 50)
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• For large veteran and Edwardian cars up to 8 cylinders
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PROUDLY AUSTRALIAN FAMILY OWNED SINCE 1926





Technical Page

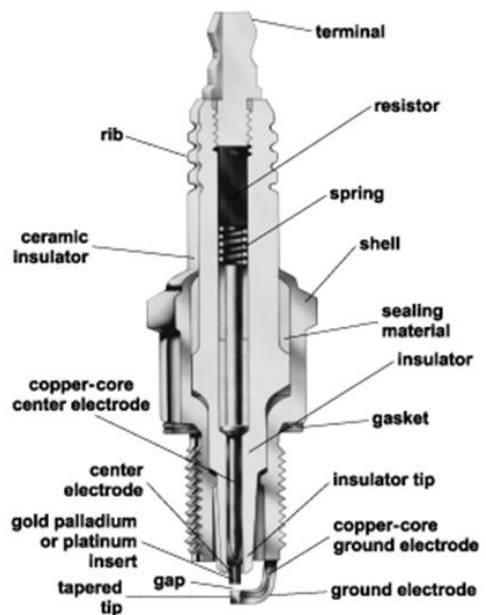
Spark Plugs

Modern Plugs - Fouling and Shorting out

Generally the problem lies with modern plugs and this is our thoughts. If the engine hasn't started straight away you will probably have wet the spark plugs up. Once the spark plugs have been coated on the inside there is a possibility that an additive which has already been added by the manufacturer to unleaded petrol causes the spark to track down to earth. Even with wire brushing and trying to burn it off it will carry on doing so. A good tip when replacing new plugs is to have your engine already started and warm first on the old plugs, then put your new plugs in. The highest resistance with the spark is when the plug is new and unused. There is no technical report on this but selling plugs for 30 years these are our conclusions. Also Donald McKinsey has written about it in the United States and here are his thoughts on the problem

Donald McKinsey

First let's define the problem with the new spark plugs. When the automobiles became controlled by computer, the spark plugs did not have to have the bottom of the insulator glazed. The cars have fuel injection and the computer will not put enough gasoline into the cylinder to flood it. It injects fuel into the cylinder and says I will not put any more fuel into the engine until it fires. Then it fires the cylinder with 40,000 volts, if something happens to this computer control and too much fuel is injected into the cylinder, and the engine floods, this vehicle will not run right until you have taken the old plugs out and replaced them with a new set. What has happened is the trash gasoline the Federal Government has forced on us has contaminated the spark plugs because they are not glazed on the bottom. However when was the last time you flooded a computer controlled vehicle? More than likely, never.



Now our old engines do not have computer control and if your carburetor is running rich or you flood the engine, the same thing happens. The bottom of the insulator where it fires the engine becomes contaminated and becomes junk. The point coil or magneto ignition does not have 40,000 volts to fire the spark plug.

The solution to this problem is to find the spark plugs that were manufactured prior to the time that they quit glazing the bottom of the insulator. (Around 1975-77..) In those engines that used 1/2" pipe thread spark plugs or 7/8 - 18 thread spark plugs, the best deal is to try to buy spark plugs that come apart so the insulator can be taken out and cleaned with WD-40, kerosene, Diesel fuel, or other things that will not remove the glaze on the bottom of the insulator. In any case, do not sand blast or glass bead them.

This removes the glaze and you have a short life plug just as though you had purchased one of the newly manufactured spark plugs.

Those plugs that do not come apart, but are glazed on the bottom of the insulator can be put in a can of the same material mentioned above and set over night. Then brush the carbon and oil out of them with an acid brush or other small brush. After cleaning them, blow them off to remove the excess cleaning liquid and you are ready to run again.

I cannot emphasize enough that spark plugs should not be sandblasted or glass beaded. Also, that to get any length of life in the old engines, they must have an insulator that was glazed on the bottom.

DONALD MCKINSEY, P.O.BOX 94, WILKINSON, IN 46186

Heat Range

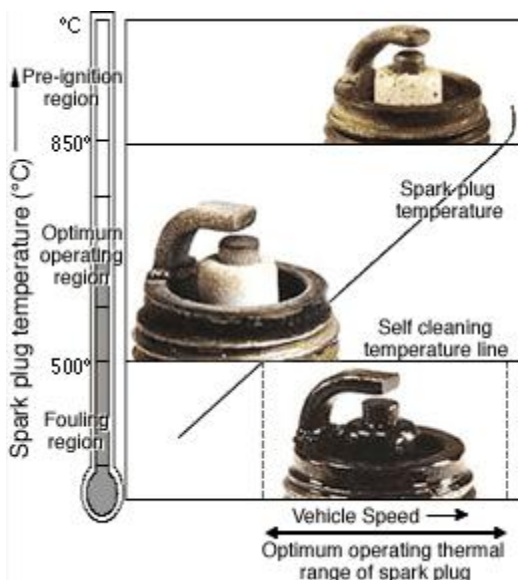
The heat range is a measure of the spark plug's ability to remove heat from the combustion chamber. The heat range is determined by the insulator nose length and its ability to absorb and transfer combustion heat.

We can see this more clearly if we look at the photo on the right which shows two spark plug side-by-side which have had the threaded section of the metal casing cut away to reveal the full insulator nose.



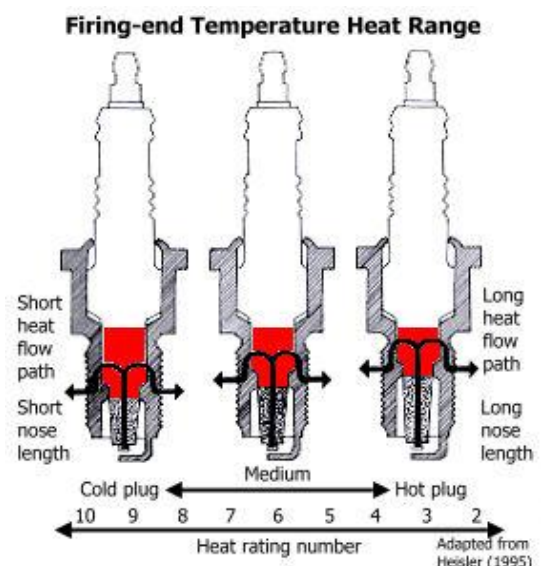
The one on the left is what we would call a 'hot' plug; the tapered section of the white insulator nose is long so that it will only come into thermal contact with the metal body of the spark plug well up into the main body, ie. a longer nose forces the heat from the tip to travel farther before it is absorbed by the cylinder head. The one on the right on the other hand is what we would call a 'cold' plug as the tapered section of the insulator nose is much shorter.

The straight-sided section of the insulator nose would be in thermal contact with the threaded part of the metal plug body giving a much shorter path for heat to dissipate into the cylinder head.



In identical spark plug types, the difference from one heat range to the next is the ability to remove 70°C to 100°C from the combustion chamber. If the tip of the spark plug is too hot it can cause pre-ignition leading to detonation/knocking and damage may occur.

If it is too cold, electrically conductive deposits may form on the insulator causing a loss of spark energy or the actual shorting-out of the spark current.



Temp.	NGK	Bosch	Champion
HOTTEST	2	10	18 / 19
	4	9	14 / 16
	5	8	11 / 12
	6	6 / 7	9 / 10
	7	5	7 / 8
	8	4	6
	9	3	4
	10	2	-
	11	-	-
COLDEST	12	-	-

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The heat range of a spark plug is typically specified as a number, with some manufacturers using ascending numbers for hotter plugs and others doing the opposite, using ascending numbers for colder plugs.

Heat from the combustion chamber escapes through the exhaust gases, the side walls of the cylinder and the spark plug itself. The heat range of a spark plug has only a minute effect on combustion chamber and overall engine temperature. A cold plug will not materially cool down an engine's running temperature. (Too hot of a plug may, however, indirectly lead to a runaway pre-ignition condition that can increase engine temperature.) Rather, the

main effect of a "hot" or "cold" plug is to affect the temperature of the tip of the spark plug.

***** Members – please read the below. We will discuss possible participation in this event at the April meeting.**



Queanbeyan's 175th Birthday

Queanbeyan will commemorate its 175th birthday on Saturday 28 September 2013 and your organisation/club is invited to participate in this celebratory event.

A number of events are proposed and interest is sought from groups that can either volunteer to run the event and/or participate and/or provide static display exhibits on the day.

Approximate Time	Event Type
10:00am	Display/Exhibit set up
11:00-11:30am	A parade showcasing the different types of transport over the past 175 years
10:00am-5:00pm	Static transport display
12:00-6:00pm	Various entertainment and food stalls

The day's activities will take place beside the Queanbeyan River in Ray Morton Park, Wanniasa Park and Queen Elizabeth Park.

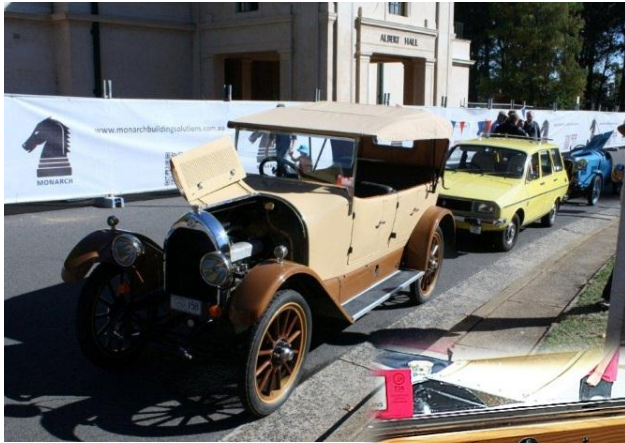
After the official ceremonies all parade participants are cordially invited to join in the festivities. The events will culminate with a Fireworks display at sunset.



'Vive la France day' April 6 at Albert Hall

A day of a triple celebration! – the Canberra Centenary, Alliance Francaise 70th birthday and the Telopea Park French School 90th birthday.

About 12 months ago Louis Delage's Great G'daughter contacted me and asked if I could arrange a display of interesting older French cars at an upcoming 'Vive la France day' she was involved in. Being a Delage owner how could one refuse? Everything French was the order of the day. Inside the hall just about everything from fashion, books, food, entertainment, life style and travel were on display. A highlight was the choir and orchestra from the Telopea Park French School. Outside the Citroen and Peugeot dealer was showing off their latest models but the highlight was the small display of eight French cars out the front of the hall. My thanks for participating go to Wayne and Sandra Smith- 1926 Salmson, Greg and Mary Spackman and their 'brand new' 1923 Talbot Darraq, (looking spectacular), and John and Lynne Prentice in their wonderful 1904 De Dion Bouton. There was also a couple of Renault 850s and a 1951 Citroen Traction Avant to give the display a good range. Around 1000 people visited the display during the day.



The Edwardian - April 2013

MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 20 February 2013

Meeting Opened: 7.36pm

Attendance: 21 members, four apologies.

Minutes of Last Meeting:

Accepted - Moved: Rick McDonough Seconded: Gerard Frawley.

Correspondence In:

- Fuji Xerox – statements and invoice (to accounts payable).
- Shannons – insurance renewal for club trailer (to accounts payable).
- Shannons – \$500 cheque for One and Two Cylinder Rally.
- Constitution update and notice of meeting - Council of Heritage Motor Clubs.
- Council of ACT Motoring Clubs - vehicle request for SPIN.
- Joseph Falsone – WINDSCREEN project.
- Invitation – Collector Village Pumpkin Festival 5 May 2013.
- Rally Invitations;
 - Bush Council Easter Rally Merimbula 28 March-1 April 2013.
 - Veteran Car Club of SA Barossa Valley 12-14 April 2013.
 - Sunshine Coast Antique Car Club Fiftieth Anniversary Rally 2-9 June 2013
- Various club newsletters.

Correspondence Out:

Nil

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

TREASURERS REPORT

Balances

Tabled and attached to records.

Accounts for Payment

- Fuji Xerox – photocopier \$44.30.
- Shannons – Trailer Insurance \$152.64.
- Rick McDonough – club site at Canberra Swapmeet \$30.00.
- Geoff Nicholas - postage for newsletter \$186.95.

Treasurers Report accepted - Moved: Gerard Frawley, Seconded: Carol Nowak.

EDITORS REPORT

Rick reported favorable comments on the newsletter's new electronic format.

EVENTS REPORT

Chris reported that this month's run would be to Calthorpe's House on Sunday.

Nick provided clarification on the run to Brooklands on Sunday 10 March.

Rick mentioned attendance of French cars at the *Alliance Francais* event at the Albert Hall on 6 April.

LIBRARIANS' REPORT

Ian reported that the library was still short a few back copies of *The Automobile*. These are available from the publisher at a cost of around \$100.00. Moved Ian Irwin, Seconded Gerard Frawley that funds be made available for their purchase.

REGISTRARS REPORT

Les Robinson's Renault will be registered in time for the forthcoming One and Two Cylinder Rally.

GENERAL BUSINESS

The meeting discussed the possibility of dues payment by bank transfer.

John Madden thanked Chris, Bruce and Nick for their efforts in resolving his vacuum tank problems.

The One and Two Cylinder Rally committee reported receipt of 70 entries.

The meeting discussed how to celebrate the Club's upcoming fiftieth year. The anniversary of the first meeting will fall on 7 August 2013. Rob sought expressions of interest in forming a committee to oversee any possible events. This matter was carried over as an agenda item for the next meeting.

Meeting Closed: 8.14pm.

MEETING ACTIVITY

Nil.

**MINUTES OF MEETING
VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)
20 March 2013**

Meeting Opened: 7.30pm.

Attendance: 22 members, six apologies.

Minutes of Last Meeting:

Accepted - Moved: Don Doering, Seconded: Carol Nowak.

Correspondence In:

- Fuji Xerox –invoice.
- Australia Post – renewal of post office box (to accounts payable).
- National Library of Australia – request for copy of *The Edwardian*.
- Shannons – cheque for rally.
- Various club newsletters.

Correspondence Out:

- Sympathy cards – Pat Makeham and family, Rick, Shirley and family.
- National Library of Australia – email advice on new publishing arrangements for *The Edwardian*

Secretary's report accepted - Moved: Rick Seconded: Don Doering.

TREASURERS REPORT

Balances

Tabled and attached to records.

Accounts for Payment

- Australia Post - \$99.00

Treasurers Report accepted - Moved: Gerard Frawley, Seconded: John Cadona.

EDITORS REPORT

Rick requested articles for the next newsletter on the run to Calthorpe's House and the rally welcome at *Brooklands* on 10 March.

EVENTS REPORT

Chris mentioned that there would not be a March run because of the Goulburn Swap. He also requested numbers for the Collector Pumpkin Festival on 5 May.

The club attendance at *Wheels* was rated a success. Tony will write to Roger Amos at the ACT Council of Motor Clubs concerning our continuing use of the undercover facilities at Thoroughbred Park.

Rick reminded the meeting of the *Alliance Francais* anniversary at the Albert Hall on 6 April.

Rob raised the question of car availability for the Canberra foundation stone laying re-enactment at Gold Creek on 27 April.

Rick reported on the success of the One and Two cylinder rally and the lessons learnt from its running were discussed.

The meeting also discussed the forthcoming Centenary of Canberra Rally.

LIBRARIANS' REPORT

Wal reported that a number of magazines were currently with the bookbinder. Moved Wal Hick, Seconded Geoff Nicholas that around \$700 be allocated for this task.

REGISTRARS REPORT

Two new registrations and a number of renewals were reported by Barry and Rob.

GENERAL BUSINESS

The meeting discussed a number of options for the celebration of the Club's fiftieth anniversary. Rob will canvass nominations for a committee to oversee the matter.

Rick showed the book presented to the club by the author, Ivan Taylor from New Zealand, who attended the One and Two Cylinder rally.

Nick mentioned that he had a quantity of slightly oily carpet left over from the One and Two Cylinder rally. He offered it free to members and any remaining will be dumped.

Meeting Closed: 8.30pm.

MEETING ACTIVITY

Rob showed photos taken during the One and Two Cylinder Rally.

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