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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



THE VETERAN & VINTAGE CAR CLUB - ACT IS TURNING 50!

Our Club turns 50 later this year. To celebrate this important milestone we are organising a "birthday" weekend on Saturday & Sunday the 26th & 27th October 2013.

The weekend will include a vehicle get together/display and coffee and chat on Saturday afternoon, dinner at the Canberra Hellenic Club on Saturday evening and a Club run on Sunday (10am to 3pm) including a stop for lunch. Furthermore the Committee is looking into two other matters:

-----Ian (Irwin) is preparing a book detailing information about the Clubs Foundation Members, early history, photos and how it all came about (a list of all members from 1963 will be included), and

-----we are looking at the cost of having a 50 year Club badge made.

It's going to be a big weekend and we would like as many members as possible to join in. Also we are searching for, and hoping to contact and invite as many of the Clubs' former members as possible. If you have kept in contact with any former members could you let me know so that I can invite them to the weekend. Already two or three "old" members have contacted me saying that they would be interested in joining us.



We will know the cost for the Saturday evening dinner at the Hellenic Club before next weeks club meeting. The "birthday" committee is still working out costs for the book and badge.

I know there are several months to go but if you could let me know if you think you can attend all or any part of the weekend it would be appreciated and will certainly assist us with planning. Also I would like it if you could let me know if you are interested in either the booklet or badge. Costs for both these things vary considerably depending on numbers.

Hoping to hear from you

Cheers Nick

Email: nowakn@netspeed.com.au

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President's Report



Welcome to the winter addition of The Edwardian.

The club runs and events during the last 2 months have been very enjoyable and a great opportunity to use our cars and enjoy each other's company. We missed the Gundaroo run but had an enjoyable day at the Robinsons for the skills day even though the day was very cold the fun and enthusiasm for the events was great.

Preparations for the 50th birthday celebrations are progressing well, the committee members are working hard to make this a unique and enjoyable experience. The date has been set for the weekend of 26 -27th October with a display and get together of current and former members on the Saturday afternoon, dinner on Saturday night at the

Hellenic Club and a run on Sunday, a book detailing the history of the Club is being researched and compiled by Ian Irwin. The book is planned to be 60 pages with colour prints on each page and will cost approximately \$20.00 per copy. A more detailed report will be given at the meeting.

Life membership, at the last meeting I highlighted the qualification for nominating a members for life membership. On checking the records I can identify at least 15 members that have been in the Club for more than 20 years. Many of these members would qualify for life membership, if you would like to nominate a member for life membership and are not sure if they would qualify please contact me and I will look up the information for you.

The Centenary of Canberra Rally, Rick has more information on the rally included in the magazine. This will be a challenging rally for Veteran and Vintage cars but I am sure it will also be enjoyable. Tony has entry forms for members who wish to enter.

The next National Veteran Car Rally is in Shepparton, Victoria from the 15-20 October 2013. Planning is well under way and there is still time to enter. They tell me there are no hills in Shepparton so it will be a good rally for the low horsepower cars.

On the National rally scene it will be the ACT's turn to host the 2015 National Veteran Rally. We will need to form a new committee to start planning this rally. If you would like to be part of this exciting team please let me know.

Beth and I will be travelling in Central Australia for 2 months during July and August; Rick has offered to act as the President during our absence.

Rob



Editorial



Now that our newsletter goes out electronically it is reaching a much wider audience. This has allowed for feedback from a far bigger area and can only serve to enhance its content. One such element of recent feedback concerns a particular emblem on our front cover....yes..... I created a monster when I redesigned that cover! Anyway, I've just deleted a previous entry – never to return. Why? Because a scam has been unearthed, or to put it another way, a mystery has been solved! The 'car' in question was the 'Delata' owned by Ross Millard in the mid 60's. Here's how this subterfuge was created and uncovered.

Just after the last newsletter I received a fascinating email from Roger Doughty of the Veteran and Vintage Car Club of Goulburn. Roger was a member of our club way back in 1964 and remembers the Delata well...because he was the one who found it! My thanks go to Roger for the following. The story goes back to the turn of the century. The still running Goulburn brewery (designed by convict architect, Francis Greenway) was owned by a William Bartlett between 1874 and 1921. A nephew of Bartlett was Herbert Taylor. Taylor may have been reasonably affluent in his own right but he ended up getting a pretty substantial inheritance from Bartlett. Taylor was an early Goulburn motorist, owning an Austro-Daimler. This was followed around 1920 by a new Dodge. By the late 1930's Taylor had graduated to a brand new Cord, the number plate of which started with 'BM'. Roger's father used to joke, at the time, that this stood for 'Bartlett's Money'! In the meantime, Taylor's two sons had grown up and started learning to drive. For this they were given the old Dodge. Not being the 'coolest' of cars for a pair of young blokes to be seen around the streets of Goulburn in during the 30's, the car's appearance was modified by a Frenchman then working for Taylor. This customisation included a heavily revised sloping bonnet along the lines of a Renault with a copper nameplate across it reading 'Delata'. The finishing touches were a set of hubcaps on which the Frenchman also stamped 'Delata', using letter stamps. The car eventually fell into disuse and was picked up by Roger in the mid 60's. It still had its modified front sheet metal and hubcaps when found. Around that time Roger mentioned he had the car to member Jim Bolton, who passed the info on to Ross Millard. A week or two later Ross, Jim and Alan Higginson (all foundation members of our Club) came to Goulburn to pick it up. Ross

used many parts from the wreck to complete his 1918 Dodge roadster. So there you have it. Mystery solved. There was never a production car called a Delata, it was just a one-off tarted up Dodge- the original Dodgey Dodge. When Ian Irwin told me about this car late last year he had a vague memory that it had something to do with Dodge. In my February Editorial I stated, after finding the photo of the hubcap, "It's pretty crude and looks like someone's just stamped the name in to a plain hubcap using letter stamps." So Ian and I were right. As to what Delata actually stood for is yet to be uncovered. I wonder was it a combination of the boys initials, with the 'ta' at the end standing for Taylor? We may never know, but for now I was thinking there's finally some free real estate on the cover,.... that is until ~~serial-offender~~ regular correspondent 'I.I' contacted me the other day with two new discoveries! Curiously, both are French. In researching our club's early history, Ian uncovered the fact that in 1964 Alan Higginson owned a 1926 example of a lightweight French car (made from the veteran years up until 1928). The other Froggy marque was best known for its high performance cars, but it bit the dust not long after its founder died. These 2 emblems are now displayed on the front cover (bringing the total to 106). Can you spot them?

With the National 1&2 now behind us I'd like to reflect a bit. As most members would be aware, due to our Club's affiliation with the Federal Veteran body we are obliged to take our turn in hosting two types of National rallies for veteran vehicles; the all cyl veteran (every 7th year) and the 1&2 cyl veteran (every 14th year). It has been my personal thought for some time that our club needs to give serious consideration to holding these rallies somewhere other than here in the ACT. This thought had been shaped by a lot of comment I've heard both at the recent 1&2 and over the years by regular National ralliers and also as evidenced by the low numbers of entries we attract when we hold these National rallies. In 2008 the National 1&2 cyl rally was held in Forbes (not that far away from here) and it attracted 112 entries. We attracted 50 entrants for ours. A three day State rally for 1&2 cyl vehicles held six days after ours, in a country town not that far away, attracted 80 entrants. Clearly many people attended *it* in preference to ours. One consistent piece of feedback I've received is that people don't like spending a week rallying their old cars in a city environment, and who can blame them – I too feel modern Canberra traffic is becoming busier and less tolerant of our oldies. Another comment I've often heard is that we've done Canberra to death, that by holding them in the same place *every time* there's very little we can show them that they haven't already seen – thus a dis-incentive to the expense of attending. I hasten to add this is no criticism on the last, or previous, rally committees and their helpers, indeed those who did attend in March were very complimentary of our efforts and what we provided, it's simply feedback that I feel we should take note of. If we were to consider hosting our next National rally in a more rural location I believe we would address the two main reasons that people give for not attending our rallies and we would see participation rates that match other States. Of course to do this has its drawbacks. Convenience for a start! Where would such a location be and how do we choose it? Logistically it could mean a lot of travel and cost by committee members in organising venues, accommodations, daily routes, tail end Charlies etc., but perhaps a car club local to that area could assist in some of this for a share of any monies made? No doubt there are a number of other things we'd need to consider too. Anyway, they're my thoughts only and merely offer them here to hopefully stimulate discussion on the topic. But speaking of National Rallies.... The club needs to turn its attention to the hosting of the National all Veteran rally in 2015 and a notice is produced elsewhere seeking those who'd like to have a part in running it.

Also produced elsewhere is the criterion for Life Membership of our Club. Rob has raised this subject at the last couple of meetings so have a look at it and give it some serious thought and see if there's someone you believe deserves nomination.

This edition's Technical Page sees the re-start of a series of articles on Coachbuilding by Peter Jones. For those who've ever visited Ian's place in recent years you may recall Peter was the man chosen for the framing of the Silver Ghost, and you may also have seen other vintage cars being framed in the shed next door. Peter's article's started to appear in our newsletter a couple of years ago but seemed to peter (no pun intended) out soon after. Given that 99% of the cars in this club are timber framed I approached Peter recently to see if he'd write some more on this fascinating subject – and he has kindly obliged.

Rick

Sunday 21st April 2013 – Club Run Gold Creek & Gundaroo

What a great day for an old car run. The days leading up to Sunday were cold and windy however Sunday was perfect. Sunny and calm. Top marks for the weather Chris.

We met at Café Injoy for morning tea before the drive, through Gungahlin and Sutton to Gundaroo. Not a lot of traffic and great for vintage motoring. It was particularly nice to see John Madden's Buick out on the road with John and his daughter Katrina.

Gundaroo on a Sunday is very busy and today was no exception. Cars and motor bikes everywhere. We passed through the main town area and stopped for lunch at the showground. It's a lovely location and quite a few people came to see and photograph the cars. I found it interesting that we only had vintage cars- no veterans. During lunch we were treated to the spectacle of two small weird helicopters flying low and waving to us. I guess they were linked to Dick Smith who lives nearby.

At around 2pm after a longish lunch we headed home, some of us going via Nanima Road towards Murrumbateman and others back through Sutton. It most likely depended on where you lived.

To sum up – a very successful and enjoyable event. Cars & people:- Chris, Simone & family – Chev, Wayne Young – "T", Peter Sturgess – Bean, Mal, Alex & family – Oakland & Mimi Cooper "S", John Madden & Katrina – Buick, Don – Hupp, Nick & Carol – "T", Angelo & Jennifer – modern. Roger Gottlob met us at Café Injoy but as he was heading off around Aust. the next morning on his new BMW bike he didn't stay for the run.

Cheers Nick

Below – It's all about the socialising.
Jennifer with a rapt audience of Wayne,
Carol, and of course, Angelo.

Lower right – Mal, Alex and Adelaide
with Mabel kicking back in the pram.





Above - It's also about the eating...isn't it Peter....

Caption Time!

What do ya reckon's got these blokes attention? Do *they* even know? I reckon this photo of John Madden's magnificent '26 Buick is just ripe for a 'write a caption for this' competition. Accordingly I will offer some fabulous rusty prize for the winning line(s). Just email me with your suggestions.





Fifty Years Ago

The first of a series covering historical facts, events, personalities, humour and perhaps even a little scandal from the earliest days of our Club

Our June Meeting of the V & VCC of the ACT Inc is to be held on Wednesday 19th June. That day marks the first day of the Club's next 50 years, for it was on Tuesday 18th June 1963, that the first formal meeting of the Veteran Car Club of Australia ACT Inc was held.

Perhaps, on the night of our June Meeting, we should be drinking a toast to the Club, past and future on that night. While it is not the date that has been scheduled for the official 50th Anniversary, I think we should all try to be there. Wives and partners too.

But let's get back to 1963. Alan and Joan Higginson along with Murdoch and Aileen McDonald had been involved locally with old cars for a few years. With a little more research from this desk, I hope to be able to advise just whose idea it was to convene to consider the formation of a Veteran Car Club in the Australian Capital Territory. Murdoch had the first mobile veteran car of the 'modern' era in this region. It was a 1912 Siddeley-Deasy that he had acquired from Sydney. The car's previous owner bought it in 1919, and I understand that it was extremely well maintained and fully registered throughout its life, with the possible exception of the duration of World War II.

Murdoch (Mac) entered the car in the 1959 Blue Mountains Rally in February of that year. We shall come to Alan's cars in the next edition of the Fifty Years Ago epistles.

Although, as a Sydney dweller I had attended Blue Mountains Rallies hosted by the NSW Club from 1955, I did not join the ACT club until 1964 as I was completely unaware of its existence, so I am reading between the lines to some extent in respect of 1963.

The first formal meeting was hosted at Alan and Joan Higginson's home at 22 Banner St, O'Connor. (Perhaps the club should sponsor a bronze plaque on the wall of that home to commemorate that historic occasion.) It was attended by 13 enthusiasts, the names of all of whom were later enshrined in the Veteran Car Club Constitution.

There was concern in NSW that an ACT Club might erode NSW membership, so a diplomatic path had to be taken from the outset. Of such concern was the need for diplomacy, it is not until the minutes of the fourth formal meeting that we find there had been a gathering, earlier than 18 June 1963. In fact, it was held at the home of Murdoch and Aileen McDonald, at 77 Scrivener St, O'Connor in March 1962, but the date of the actual day is not recorded.

During the 15 month delay much behind the scenes groundwork was being done to establish a basis for the constitution modeled on the NSW version, and seeking to reach formal adoption under various ACT Ordinances in the days when the ACT was governed by an Advisory Council answerable to the Commonwealth Government.

Mac and Jim Bolton were delegated to handle some of the early meetings with government officials. Although an approach to have VCCA ACT registration plates was made to E.J. Page, the plate manufacturers in Sydney, it was learned in due course that this was disallowed and in the city of red tape, it was

years away from special registration plates being struck. Remember that our club was the pioneer motoring club in the ACT, and our founders had much work to convince authorities of the sanity of what they were about.

So in those early days, our veteran cars carried four digit plates from the normal plate system, and bit by bit, members garnered plates from ACT 1898 or so up to ACT 1930. With these, our early cars were afforded a form of privileged registration.

On that very first formal meeting night, Alan Higginson was elected President, Errol Rumpf Secretary, Bill McDonald (no relation to Mac) Minute Secretary and Publicity Officer, John Wilson Treasurer and Recording Officer, and Mac was the Dating Officer. No other positions were elected on the night.

The meeting opened at 8.15 pm and closed at 9.52 pm.

During those early years the club commenced a register of leads. The club's Leads Book. In this, members offered information on the whereabouts of veteran cars in various states of long-time neglect and disrepair, to available running cars interstate. Any member who recorded a lead in the book had sole right of access to the lead for six months or until he renounced his claim, whichever came first. Thank goodness this had been watered down early on, for it contained the seeds of potential discontent within the club.

Almost the entire business of the second meeting, held on July 2nd 1963, was devoted to detailed discussion about the Leads issue and registration of leads.

Time permitting, and members willing at our June Meeting, I will read a few extracts from the minutes of that second meeting, and also the third meeting on 16 July.

Though the inaugural office-bearers were elected on June 18, none of those first three meetings were deemed to be the Inaugural Meeting of the Veteran Car Club in the ACT, for the purposes of determining Foundation members. It was decided that the Aug 7 meeting (ie the 4th meeting) be the Inaugural Meeting for the express purpose of identifying founders and the insertion of their names into the developing constitution.

Next issue we will again look at the Club *Fifty Years Ago*.

Ian Irwin

****Editor's Note – See historic newspaper article on page 25**

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NO!! NOT THIS >



THIS!!!!!! >



Our June meeting falls on the 19th; **Fifty years and one day** after our Club Elders sowed those first seeds. As a mark of respect to their foresight and dedication, and to the Club we enjoy, we will be celebrating this meeting with an official toast to commemorate this momentous occasion. Come along and enjoy a port (or two) and some celebratory cake.

Centenary of Canberra Rally Saturday 19 & Sunday 20 October 2013

The Centenary of Canberra Rally is now open for entries! Entry forms at <http://www.nationaltrust.org.au/Assets/10930/1/final-CANBERRA100RALLYENTRYFORM-v2.pdf>

On Saturday 19 October

Arrive at the Jervis Bay airfield or Tarago to register for the Rally and greet friends 'old and new'. The start will be an exciting time with an early morning breakfast among the kangaroos on the airfield or at Tarago. Local community groups will join with entrants to welcome the sun with events and displays.

Vehicles will be waved off from Jervis Bay about 9am with the AFP and NSW Police assisting. The route will take us out along Jervis Bay Road and across the Princess Highway turning north towards Nowra. We will veer around the RAN Base HMAS ALBATROSS and head down Main Road 92 towards Nerriga. This is a new section of road winding its way through pristine pine forest and NSW countryside with some gentle grades and scenic vistas. From Nerriga we head to Tarago for our Morning tea stop at the Sports Ground. This will 'morph' into lunch as the various vehicles arrive from Jervis Bay, and new entrants join us from elsewhere. We will be greeted by the sound of steam trains bringing spectators to Tarago all the way from Canberra to greet the intrepid travellers on their journey. From Tarago we venture on to Canberra via Bungendore and Queanbeyan. We will be accompanied by the '1210' Steam Train taking passengers back to Canberra.

Saturday evening will be in Canberra with a free cabaret at Fyshwick or Club events hosted by Canberra Motoring Clubs. For those faster Cars there will be a host of 'spin' related activities all afternoon. See <http://www.canberra100.com.au/programs/spin/> for further details

And then, on Sunday 20 October

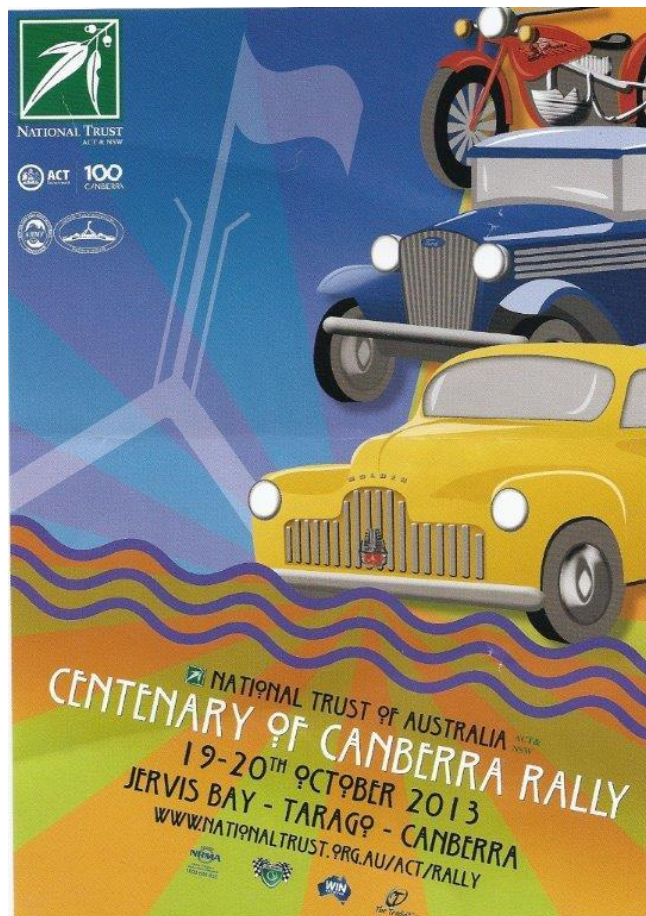
The finish will be a fitting event for the conclusion of a national rally - hundreds of cars and thousands of people partying. The theme will be 1913 -2013.

The day will commence with a cruise down the heart of Canberra, finishing on the Lawns of Old Parliament House. In the afternoon there will be Buskers, performers, cars, motorcycles and an old time picnic atmosphere on the lawns of Old Parliament House.

Spectators and entrants will participate by dressing in period gear and entering the competitions - best dressed in period costume to match the cars while the formal part of the afternoon takes place with the judging of the various Concours d'Elegance events. Vehicles can then depart for other Canberra Sightseeing activities before arriving at Exhibition Park in Canberra (EPIC) for the Presentation Dinner.

But when the sun sets

The Rally will really come alive to the sounds of rock and roll bands to help entrants get into the swing. There will be feasting, dancing and plenty of fun before the presentation of prizes at the Gala finale and Presentation Dinner.



In a Club Member's Shed

Is it a car, or a trike? Not sure really, but I do know it's rare. Our mystery member this month reckoned it was about time that he restored something that wasn't as plentiful as, shall we say, the T model. No, it's not veteran or vintage, but its rarity rates it right up there. In a shed in Pearce an example of the first Mazda ever imported into Australia has been taking shape and is now ready to be registered. Introduced in 1959, it has conventional car controls, seating for two, and a cargo capacity of 500 kg. The vehicle is powered by an air-cooled V-twin engine placed in a narrow bay directly behind the cab. This is a 600 cc OHV unit of 20 hp, and is connected to a 3-speed transmission. A total of 47 were imported into Australia in late 1959 and 1960. They were mainly used at airports with the RAAF owning several; in fact our subject car is one of the latter. Who is this bloke? Well let me just say he knows the little car to a 'T' and he's got it running like 'clockwork'.



Under the 'bonnet'. Rack & pinion steering to the front fork

Attention all members

Here's your opportunity to step up and have a say in the running of the National all Veteran Rally in 2015. The Club needs to get a rally committee together very shortly to start planning for this event.

All positions are vacant so every role from the Rally Director onwards needs to be filled. Come along to the June meeting and don't be shy in putting your name forward. You can also email the Secretary beforehand with your nomination if you can't make the June meeting.

**** Members in the Press ****

(aka. Members hogging the limelight!)

Our members and their vehicles have been getting a fair bit of newspaper coverage lately. See below. All photos courtesy of the Canberra Chronicle.



Rob Woolley and John Ahearn with their vintage cars.

A Couple of dapper looking chaps from the re-enactment of Canberra's Foundation Stone day held at Gold Creek Village on the 27th April. I have a question though.... Is this the first time John Ahearn's worn a suit since he got married?



In the lead up to the recent 1&2 we got some good publicity in the media. Here is Rob in his De Dion.



Jane and Wal Hick at the launch.



Carol and Nick Nowak at the Centenary of Canberra Rally launch.

Some of our members helped promote the upcoming Centenary Rally from Jervis Bay. (see advertisement on page 6) Apart from the Hicks and the Nowaks I can spy the T Models of Messrs Young and Bendall lurking in the background. Location was the ponds in front of OPH on Weds May 1.

The Edwardian - June 2013

And now for the final two histories of winners of our trophies over the years. I've left the oldest and the newest of our trophies till the last. Murdoch McDonald was a foundation member of our Club and donated this trophy to be awarded to the club member who has attended the most club outings in a veteran and (in later years) a vintage vehicle. The Vintage Touring Trophy was given to the Club by members Peter and Chris Templer and is awarded to the member that has driven the furthest distance to attend a rally in their Vintage car. The Templers' are in Adelaide nowadays, in fact Peter is the President of the Veteran Section of the Sporting Car Club of SA., but both are still members of our Club. I'd like to thank Carol once again for the painstaking work she did in compiling these lists for all our trophies. These now form a record of our Club's history.

MURDOCH MCDONALD TROPHY		
YEAR	NAME	VEHICLE
1967 / 68	MURDOCH MCDONALD	1912 SIDDELEY DEASY
1968 / 69	A.S.J.PICKUP	1915 T FORD
1969 / 70	MURDOCH MCDONALD	1912 SIDDELEY DEASY
1970 / 71	R.W.WHEELER	1917 STUDEBAKER
1971 / 72	A.S.J.PICKUP	1915 T FORD
1972 / 73	G. CUNNINGHAM	1915 OAKLAND
1973 / 74	R.J.HIGGISSON	1913 STUDEBAKER
1974 / 75	A.S.J.PICKUP	1915 T FORD
1975 / 76	J.T.DOWNES	1917 T FORD
1976 / 77	J.A.AHEARN	1913 T FORD
1977 / 78	J.T.DOWNES	1917 T FORD
1978 / 79	J.A.AHEARN	1913 T FORD
1979 / 80	J.T.DOWNES	1917 T FORD
1980 / 81	J.T.DOWNES	1917 T FORD
1981 / 82	J.A.AHEARN	1913 T FORD
1982 / 83	K. KNIGHT	1915 T FORD
1983 / 84	H WILCOCK	1907 BELLSIZE
1984 / 85	J.T.DOWNES J.A. AHEARN	1917 T FORD, 1913 T FORD
1985 / 86	W. HICK	1912 T FORD
1986 / 87	T. LLOYD, J FAULKS	1912 T FORD, 1915 T FORD
1987 / 88	J FAULKS, J. T. DOWNES	1915 T FORD, 1917 T FORD
1988 / 89	W. HICK	1912 T FORD
1989 / 90	W. HICK	1912 T FORD
1990 / 91	G. BENNEDICK	1913 T FORD
1991 / 92	D. ROBINSON	1915 T FORD
1992 / 93	R BENDALL	1923 T FORD
1993 / 94	L. ROBINSON	1915 T FORD
1994 / 95	G. BENNEDICK	1913 T FORD
1995 / 96	D. ROBINSON, R BENDALL	1915 T FORD, 1924 T FORD
1996 / 97	K. SMITH	1928 CHEVROLET
1997 / 98	D. ROBINSON	1915 T FORD
1998 / 99	W. HICK, D. BRAMWELL	1912 T FORD, 1929 BUICK
1999/ 2000	W.HICK, D. BRAMWELL	1912 T FORD, 1929 BUICK
2000 / 01	B.BRAMWELL, D. ROBINSON	1929 BUICK, 1915 T FORD
2001 / 02	PETER MCGREGOR	1915 T FORD
2002 / 03	PETER TEMPLER	1926 VAUXHALL

2003 / 04	P&C TEMPLER, R&S MCDONOUGH	1926 VAUXHALL, 1926 RUGBY
2004 / 05	E&W COUTTS	RENAULT, VAUXHALL & SCAT
2005 / 06	E&W COUTTS	1910 SCAT
2006 / 07	W. HICK	1912 T FORD
2007 / 08	NICK & CAROL NOWAK	1912 OVERLAND
2008 / 09	R. MCGUIRE, N& C NOWAK	1925 FIAT, 1912 OVERLAND
2009 / 10	W & C YOUNG	1927 T FORD
2010 / 11	W. YOUNG	1927 T FORD
2011 / 12	W. YOUNG	1927 T FORD

Vintage Touring Trophy		
YEAR	NAME	VEHICLE
2008 / 09	ROY BENDALL	1924 T FORD
2009 / 10	W & C YOUNG	1927 T FORD
2011 / 12	WAYNE YOUNG	1927 T FORD

Life membership

Guidelines for Life Members for the Veteran and Vintage Car Club of Australia ACT Inc.

When a member is to be nominated for the award of Honorary Life Membership, it should be remembered that the Club consists of a large number of members, with a reasonable number of that membership giving a great deal of their time to the Club. However, not all can become Honorary Life Members, as this would diminish the honour.

Honorary Life Membership is the highest honour the Club can bestow on a member, so any decision on awards of this type should be taken only after diligent consideration of the criteria below.

Whilst numbers remain low, the status of Life member will remain dignified and highly regarded. However, if there were to be a new Life Member each year, the award would soon lose its prestige.

One must remember that when a Life Membership is granted, there will be other members who might also consider that they deserve Life Membership, and so it is important that the person nominated is demonstrably worthy of this award for their outstanding efforts over a long period.

Life membership is only extended to an individual.

The Constitution allows the Management Committee to recommend nominations for Life Membership to an AGM.

Criteria

1. The person nominated must be a financial Member of the V&VCCA of ACT and remain reasonably active within the Club;
2. The person must have been a member for at least 20 years;
3. The person must have held positions within the Club during that period;
4. The person must be thought of as exemplary for their efforts; and have materially assisted the development of the Club. The honour should not be regarded as a reward for long membership;
5. No more than one new Life Member in any five year period;
6. Nomination must firstly be in writing and considered by the Club Management Committee. It should then be voted on by the Club Members, by a secret ballot;
7. Must have at least 90% of those present at the meeting in favour of the nomination;
8. Final ratification will be at the next AGM.

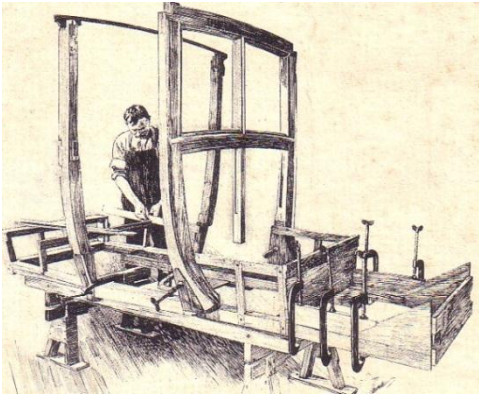
Note where the word "club" appears, it should be read as incorporating the V&VCC of ACT.

Technical Page

Notes from a Coachbuilders Workshop.

By Peter Rhys-Davies.

Timbers for Coachbuilding



For hundreds of years craftsmen working with timber have fashioned English oak, elm and ash trees into thousands of wooden ships, built to defend their country from foreign invasion. Other fellow craftsmen and labourers designed and built a multitude of horse drawn carts, carriages and coaches. Almost every village had both a coach builder, of sorts, together with a blacksmith. Today they would be probably be called a 'Growth Industry'. Then firstly steam, followed shortly after by Gottlieb Daimler, revolutionized transport and in so doing destroyed a nationwide industry - but created another from the ashes.

Coachbuilders were lucky. While the new-fangled horseless carriages brutally killed off the need for the horse drawn vehicle, right up until around the beginning of the Second World War motor car designers, constructors and builders needed a wooden framework on which to nail thin sheets of steel, to give shape, form and function – and to give protection from the elements for the intrepid passengers. Coach building took on a new lease of life, adapting itself to the different requirements, soldiering on for a little longer. So all the craftsmen wood workers who had been building wooden horse-drawn wagons and coaches, who thought their livelihoods had all but disappeared with the advent of the horseless carriage, suddenly found a whole new industry needed their special skills. And the decimation of the English forests continued. Though there were some novel lessons to be learnt.

Devising the rather crude engineering required to hold a wagon together as it trundled along at the headlong speed of perhaps fifteen miles an hour was one thing – making it possible to hold together while hurtling along a gravel road at often close to fifty miles an hour was another matter altogether. Initially large and heavy was the main option. Large lumps of timber and big nails and screws offered the best chance of success, especially over those rough gravel roads of that early part of the twentieth century. This was usually acceptable where there was a large capacity engine to haul the whole thing along. Six or eight thousand cc's will happily cope with nearly anything, but once 'motoring for the masses' became the way to go for the majority of motor car manufacturers, following Henry Ford's dictum, it was soon realized that in the coachbuilding aspect something rather more refined and properly engineered would not only save money on the cost of the timbers, but also make it quicker and easier to construct. Thus cheaper! As well as being lighter in weight – yet another bonus.



European Ash. (*Fraxinus excelsior*)

In those early years we used casein glues and steel screws to hold the framework together, because there was nothing better, but nowadays there are far superior products, as a previous article has detailed. Similarly in England, by a simple process of experience gained over literally centuries, coachbuilders had discovered the best timber for their trade – European Ash. (*Fraxinus excelsior*). 'excelsior' for a very good reason – there was nothing to equal it. And there still isn't. Then very readily available, (dunno about nowadays though!), it weighed about 46 pounds per cubic foot (compared to oak or

hickory at around 52 pounds) was flexible – highly desirable with the type of chassis then being used, took glues very well, was able to be steamed and bent into all kinds of shapes and curves, and finally was found all over Europe in great quantity.

Where I learnt my craft in London just after the war (the Second World War, of course – I'm not quite that ancient!) we had one whole yard stacked with F. excelsior all properly stripped under cover, in a variety of thicknesses, left to air dry over several years. It was not uncommon to find stacks untouched for ten or twelve years or more. The great advantage of air drying timber is that it will, slowly, lose its sap until it reaches an equilibrium with the surrounding air and there remain relatively stable. There are many disadvantages to the modern practice of kiln drying. Indeed, the only advantage I can see is that it is fast, allowing a quick turnover, thus making a faster profit. However, of the several disadvantages, one is that no account can be taken of the local conditions, whether they are in a very humid climate, such as Brisbane, say, or a dry climate as in Canberra and Adelaide.



A frame of European Ash for a 1926 Volvo (Volvo Museum)

What this means to us today is that it is essential to buy a sufficient quantity of your timber at least a year or two before it is intended to be used, and store it safely away somewhere dry and cool, with small sticks in between the planks to allow a current of air to circulate around all faces of the timber. Normally kiln drying will reduce the moisture content of the planks down to around 12-15%, which is a reasonably good average. But to take the two examples mentioned, probably something closer to 15-18% would be more suitable for say the Brisbane area, while dryer places like Canberra and Adelaide would be happier with 10-12%. What happens is that when the timber absorbs more moisture from the humidity in the air it will swell, twist and move around; and when it loses moisture into the air in a dry climate it will shrink, twist and move around. Joints will crack, open up slightly, break glue lines, and generally lose their integrity, allowing the whole structure to creak and groan. It is quite common for screws to need constant tightening. Doors can become loose, if not fitted properly. There may be some difficulty opening and/or closing doors, and hinges can become loose also. All very annoying. We're preaching perfection here! But why not? We put countless hours into the restoration of our vehicles, often over several years – so why not do the job properly?

European Ash has no equal for its strength, durability, elasticity and glueing capability. It has long been widely used throughout England and Europe for a variety of purposes, including the building of light aircraft framework, furniture and tool handles- as well, of course, the coach building. Unfortunately it is not available in Australia.

So what alternatives are there? Several actually, though I believe one stands head and shoulders above the others – though, as with all specialized timbers here in Australia, availability is an on-going concern. This is Silver Ash (*Flindersia bourjotiana*) a large hardwood tree found in northern NSW and Queensland. It is used for a variety of purposes, particularly wooden boatbuilding and furniture – but really has no equal here in Australia for coach building. It weighs slightly less than European Ash, but has very similar strength and elasticity properties. Usually it has a lovely pale yellow/gold colour, with a tight grain which holds screws and glues very well indeed. Silver Ash works extremely well with hand tools, finishing to a beautiful smooth surface. When varnished it is almost too good to hide away under sheets of metal and interior upholstery! In my view there is no better timber for our use – although there are certainly other possibilities which should not be overlooked.



Silver Ash (*Flindersia bourjotiana*)

With one exception, all of these are relatively scarce – as indeed is Silver Ash – and likely to become more so in the future. Neither is it comforting to realize all these timbers come from our rapidly shrinking old growth forests. In this industry it is a great ethical dilemma, and we need to encourage considerable replanting of old growth forest trees. Unfortunately there is no quick return on the investment for this, with one's

grandchildren being the probably recipients, so don't hold your breath. The best we can hope for, perhaps, is that these important trees are able to be taken out individually before a forest area is totally destroyed for pulp chips.

Probably the best of the other timbers is Coachwood (*Ceratopetalum apetalum*), a medium sized hardwood mostly from NSW rainforest areas. This timber has been known to split rather easily, so screws do need to be carefully pre-drilled, and it is not very suitable for steam bending at all, though it does glue well. A pale brown colour, it has similar properties to Silver Ash, though very slightly heavier.

Another timber which can be used with good results is Queensland Maple, (*Flindersia brayleyana*). This is a large rainforest tree from north Queensland (as the name implies) with a nice soft pinkish colour. Again it is not really suitable for steam bending, and is largely used by the furniture trade. As with Coachwood its elasticity is rather limited, an important concern where the 'flexibility' of the older motor car chassis is concerned. Another possibility is Northern Silky Oak (*Cardwellia sublimis*), another large hardwood from Queensland. It does have a 'gummy' type of sap which can tend to inhibit glues to some extent, though it does hold screws well. There are several varieties of Silky Oak, with this being the most readily available. It is mostly seen nowadays as a furniture timber.



An early laundelette

For the main chassis frames, which do require a high degree of strength and stability, there are a couple of possibilities – Spotted Gum (*Eucalyptus maculata*) and Alpine or Mountain Ash (*Eucalyptus delegatensis/regnans*). These last are usually sold under the generic name of 'Tasmanian Oak', and are by far the most common and most readily available of timbers. Of these the Spotted Gum is to be preferred. The Ashes seem to contain a fairly acidic type of sap which will affect steel screws, causing them to rust quite quickly. There was a very good reason why the great wooden warships of Nelson's time were built with wooden nails (called 'trenails', sometimes spelt with one or two 'e's). The steel screws of the time rusted out rapidly and the ships would literally fall apart. Although 'Tasmanian

Oak' is an Australian gum, it is not related in any way to the English Oak, but the sap will still tend to rust steel screws, if they are not protected.

Spotted Gum is widely used in wooden boat and ship building, and much other heavy construction work. It is not suitable for general coach bodywork, being far too heavy and inflexible, but does provide excellent value as floor main beams. It is very heavy, perhaps twice that of European Ash. Tasmanian Oak can be used quite successfully for a number of small parts in coach building, for example the timber frames to seats, but it should be used with care. It should not be used as coach framework, for its flexibility is very limited, and unless air dried (rarely if ever seen today) can crack and split far too easily.

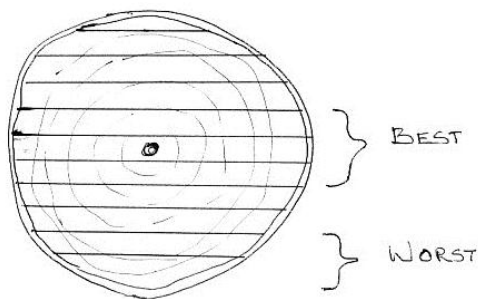
On no account ever use any of the Pines (softwood) for coach building, for it will quickly lead to disaster. It is far too soft, will rot rapidly in the conditions and has little structural strength.

Those mentioned above are all construction, or framework, timbers. However there are also a number of other decorative timbers used in coachwork, mostly as trims to upholstery and for various finishing details. Perhaps the most common is Mahogany. The only 'true' Mahogany is the African Honduras or Gabon variety, which has not been available for a great many years. When I was an apprentice, many years ago, this timber came in great slabs some two and three inches thick, and perhaps three or four feet wide and often available in lengths of twenty feet or more. It has a most beautiful pale reddish lustre, works from hand tools extremely well, and of course takes polish superbly. For this reason it was widely used in bank counter works

and for most pianos. There are no real alternatives for any finished decorative work such as cover mouldings and trims – so you will need to haunt the antique sales and auctions to find perhaps an old table, or maybe a sideboard or wardrobe to dismantle to use as a source today. There are timbers imported from Asia which often have the name 'Mahogany' in their description, such as 'Philippine Mahogany' but these are not suitable for any coach building work, being extremely soft and lightweight as well as very prone to twisting and warping. Their weight is perhaps half that of genuine Mahogany and usually they are very much paler, though still a 'pink' shade. Do not be tempted.

Khaya African Mahogany. Native to the West coast of Africa, it grows from the Ivory Coast to the Cameroons and Gabon. When freshly cut it is distinctly pink and tends to darken with drying to a rich red colour

Other timbers occasionally used originally were Walnut, Beech, Cedar, Sycamore, Elm or Teak. None of these are generally available here in Australia – although the Tasmanian timber Sassafras (*Doryphora sassafras*) and Myrtle Beech (*Nothofagus cunninghamii*), when available, can make excellent replacements for Walnut and Beech. Sassafras is a lovely grey colour timber with dark grey streaks, while Myrtle resembles Beech astonishingly well. My previous comments about the ethics of logging old forests apply here.



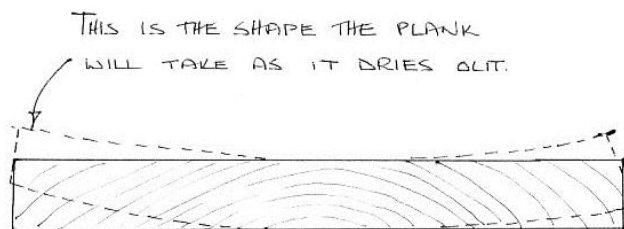
Dwg.1 - A modern log today will almost always be sawn into planks like this, as it is the most economical method, but there are drawbacks. Only the central three planks provide the most suitable timber. See Dwg. No. 2.

Plywood can perform a very useful job in modern coach building, being especially suitable for floors and perhaps dashboards. Many upholsterers also used (and often still do today) a form of dense cardboard as a foundation support for items such as interior upholstered door panels. Being very flexible, it was easily twisted and bent into the required shape – but of course is easily damaged by moisture, dampness and time. And being soft, fixing clips usually damaged the edges as well. In these cases, a thin one eighth inch thick ply, usually with just three layers of veneers, is an ideal replacement.

In all cases, the *only* grade of plywood which should be used is marine quality. Yes, it is often two or three times the price of 'ordinary' plywood – but will never (well in our lifetime!) give any cause for concern. It is easily worth the small extra cost, in comparison to the value of the completed car. The common grades of plywood are 'interior' and 'exterior' and while the 'exterior' is water resistant to some degree, it is still far below the quality required for first class coach building.

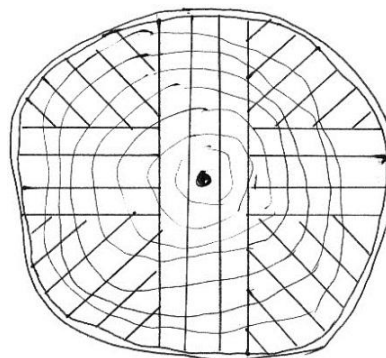
In the Next newsletter we'll look at Glues and screws.

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Dwg.2 - An 'Edge' plank. When edge planks from a tree are cut as in Dwg. No. 1, as they dry this is what often can happen.

Dwg. 3, right - The ideal, though expensive, method of conversion into planks is what is called 'Quarter Sawn', as in this diagram. All the boards are 'best quality', but this process is never seen today. It achieves the greatest strength and durability, as the grain lies at right angles across all the planks. In contrast, only a few planks cut as in Dwg. No. 1, will have this property, so when choosing planks, look carefully at the grain structure.



Product of the Month (P.O.M)

This month's POM features more from the Restoration Supply Company of California. Check out their catalogue at <http://www.restorationstuff.com/>

<p>Authentic plug-in magneto terminals straight and 90 degree angle; 3/16 prong; fits 7mm wire. For 9mm wire, use a razor blade to reduce the diameter of the insulation at the terminal end. When ordering, please specify if you want your terminals marked with successive rings.</p>  <p>Straight ELE213 \$18.00ea 90° degree ELE214 \$22.00ea</p>	<p>Spark Plug Cap Stamped brass caps are a clever and inexpensive way to "age" your modern spark plugs. Just put them on top of the porcelain insulators, and presto! You've got yourself some "vintage brass top" plugs.</p>  <p>ID .475" ELE106 \$2.75 ID .621" ELE241 \$3.00</p>	<p>Black rubber coil boot; fits 7mm wire; ID .725</p>  <p>ELE035 \$.75</p> <p>7mm brass distributor cap terminals</p>  <p>ELE068 \$.20</p>
<p>These tall spark plug nuts are all brass and come machined with a knurled top and a groove designed for use with Rajah forked type ends RAJ006, RAJ009, RAJ012. An elegant touch combined with certain functionality. The nut stands 7/8" tall, its narrowest point is 1/4". At the base it is 3/8" and 1/2" at the top. Sold by each.</p>  <p>8/32 ELE435 \$8.00 4 x .7mm ELE436 \$7.50</p>	<p>A knurled or "thumb" brass nut will transform modern AC and Champion spark plugs to an old style appearance. Use with ring type terminals. Before ordering, check the threads on your spark plug! If an 8-32 nut screws down all the way, you need a standard 8-32 knurled nut. If the nut screws only part way down, the threads are metric and you need this 4x7mm metric nut.</p>  <p>4 x .7mm - NUT270 \$.65 8-32 - NUT143 \$.40</p>	<p>Authentic 8-32 brass knurled nut with specially machined groove to fit Rajah fork type ends and will fit many different spark plugs and can be used with most ring, fork, or hook spark plug terminals.</p>  <p>8-32 THREAD NUT303 \$2.50 4 X 7mm THREAD NUT341 \$2.50</p>
<p>Turn Signal Switch Box Our "Brain Box" is an easy way to add turn signals and emergency flashers without canceling out brake lights during operation. It uses a single pole, double throw toggle switch to operate, thus eliminating the need for special turn signal switches. It is 5" wide x 2-1/2" high (excluding terminals) and 1-1/2" deep. Tail lamps require double contact sockets (page 8). It can also be used with original turn signal switches, such as English trafficators. Wiring instructions included. Regular or Heavy Duty Flasher required.</p>  <p>6Volt Neg ELE022 \$100.00 12Volt Neg ELE020 \$100.00 6Volt Pos ELE023 \$100.00 12Volt Pos ELE021 \$120.00</p>	<p>Screw-On Bakelite Plug Old style Bakelite plug with screw on ribbed cap just like the originals; fits all standard sockets with equal pin spacing. 9/16 - 24 threads</p>  <p>Sgl Contact ELE140 \$14.50 Dbl Contact ELE141 \$14.50</p>	

General Club Stuff

Membership Fees

These are due soon, and when it comes to payment you'll be pleased to know we've finally moved into the 21st Century. You can now pay your fees by electronic transfer if you'd prefer. Club A/c details are;- Name- VVCCA (ACT) Inc., BSB 112 908, A/c No. 428 948 417. Please identify your Electronic Funds Transfer advice with your name i.e. Initials and Surname.

Change of email Address.

The new Register of Club Members has now been distributed but there is one entry now out of date. Just after printing, the Southwells changed their email address to kcsouthwell2@bigpond.com Please amend your new register accordingly.

Dobbed in!

At the recent Goulburn flea market I spied one of our members doing 'manly' things like buying a Scintilla maggie from one site, buying an original Scintilla book from another, buying a vintage Lucas side light from another. All right and proper manly things to do...that is until he undid all this good work when I came across him buying a porcelain Toby mug at another site for his wife. Fair dinkum....hand in your Man card! I just hope Delilah liked it 'Salmson'!

Some helpful advice from Nick

I received the following from Nick a couple of days ago. "I needed to replace my Armstrong Siddeley copper oil line which is 3/16" OD. ACT Brakes in Mitchell have one remaining roll. Copper tubing is no longer allowed to be used for brakes as it work hardens and cracks. ACT Brakes has about 20 metres remaining. When this supply is finished they will not be buying any more. Most vintage car oil gauges use 3/16" copper pipe and it might be useful if Club members know where they can obtain it. It's \$11 per metre and already softened to use. I actually got my tubing through Gary at ACT Brakes in Phillip (a nice guy to deal with). Thought you might like to mention it in the magazine." Thanks Nick, that's good info.

Rare Rally memorabilia at **CRAZY** prices!

We have four only rally badges which we'll sell at less than cost. \$25 each. They measure 90mm on all sides – see photo. Also to GIVE AWAY – No, not a set of steak knives, but rally signs. Will look great hanging on your shed or lounge wall. They measure 400 x 600 and feature the rally logo plus a direction arrow. AND...as if that wasn't enough, we've also got lots of carpet squares left over...also for free! These are ideal as drip trays for your vehicles. Keep them under the seat in the car for when you're on display somewhere. Grab a bargain now! For signs and carpet contact Nick, for badges contact the Treasurer.



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CONDOLENCE MESSAGES

We are sadly reporting the recent passing of members of our VVCCA ACT family.

It was a shock to hear of the passing of Peter Makeham, whose enthusiasm for, and knowledge of the old car movement went way back to the late 1950s and early 1960s in Melbourne. Peter was instrumental in establishing and heading up the Federal Office of Road Safety. Peter's sudden death at the young age of 73 years, came as a shock to us all. The movement has lost a very close friend, but we are much the richer for having made his acquaintance over the years.

Right - Peter and his beloved Lambda in Nov. 2011.

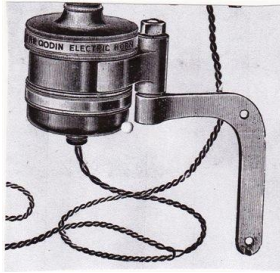


One of our earlier members, Bill Bruce passed away recently also. Bill was a member from the mid-1960s, and although he never restored a veteran car he played a role in so many areas of the life of the club. In those distant days, we had a ritual that when a new member joined the club, he / she would be asked to relate their car and interests, and then the President of the day would ask all present to stand one by one, to introduce themselves to the new member and speak very briefly about what they were restoring.

Bill, on one of these occasions, I recall clearly, when it came his turn to speak, said: "My name is Bill Bruce, and I'm currently restoring the back paling fence." Bill was quick witted and regularly chaired the AGM, always with a top quality (sometimes long-winded) joke to get everyone in the mood. Bill left the club in the 1990s and passed away recently aged 92.

On behalf of the members of the VVCCA family, we express our sincere condolences to the families of these treasured folk. Long may they be remembered.

Ian



Wanted

Wanted: Horn bracket on the principle shown required urgently. These brackets were common across a few brands.

Please contact Ian on 0413 582 687 or newkeadymore@beagle.com.au

Wanted: Brake linings – Does anyone have some old brake lining material lying around? I need linings ¼" thick x approx. 34mm wide. Please contact Rick – 6293 1553 or rick@netspeed.com.au

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SUNDAY 26 MAY – MOTOR SKILLS DAY

This year's Motor Skills Day was held on the coldest day in May. It was Sunday morning and with the radio reporting the temperature to be 1.6 °C at 0830, fog down to 100m visibility, the Bean fired into life. Blankets, beanies and any alternative heating apparel were carried onboard. Arriving at the Robinson's country retreat, we were greeted at the gate by one cold looking events director and Geelong supporter, we obtained our number (3).

After warming up with a hot coffee, greeting other members that ventured out, some in open cars and discussing the warmth of the day we headed out for the first motor skills course.

The first round included folding a map before returning, placing a range of various sized balls into buckets and negotiating the course. It appears that some of the younger members experienced difficulty in folding paper maps.

A highlight was watching the event's director taking control in the T Ford and the look on Dave Robinson's face was classic. "Remember that the clutch is not a clutch" was heard during the driving lesson. The sun came out as the BBQ was in full operation with many of us placing ourselves out in the sun. Working on a Tan.... or was it heating our cold bodies.

The second session saw us roll an inner tube towards a tree, throwing of precision horseshoes, nail hammering and the good old Gumboot tossing. These tasks proved that some of us should focus on restoration of old cars and not become a carpenter or gumboot thrower. Mid afternoon saw members slowly head off (before the cold) started to set in again as the temp reached a high of 9°C.

Many thanks to the events directors and their helpers for making this an enjoyable day, and to the Robinson Family for their hospitality and allowing these old wonderful vehicles to drive over their land.

Attendees for Motor Skills Run:-

Les, Mary and Josh Robinson – T Ford, Rob and Beth Woolley – Renault, Nick and Carol Nowak – Overland, Wayne and Sandra Smith – Salmson, Wayne Young – T Ford, Ross Nerdal and Bill De Graaf - Sunbeam, Peter and Denise Sturgess – Bean, Rick and Shirley McDonough – Austin, Mal, Alex, Adelaide and Mabel Smith – Oakland, Greg and Mary Spackman – Talbot, Dave and Deidre Robinson – T Ford and Renault, Mark, Andrew and Glenn Robinson, Belinda, Katie and Abby Robinson, Keith and Jenness Hemburrow – Modern, Chris, Simone, Nicholas, Madeline and Cameron Hogan – Modern, Cameron Hogan – Miniature Fiat, Kathy and Bruce Booby – Modern, Ted and Margaret Clifton – Modern, Barry Roberts and friend Ann – Daimler, John Cadona, Vilay and John's Dad – FJ Holden



A Debutante. Shirley's Austin 10 on its first run in nearly thirty years.

Peter Sturgess



A man named Sioux? Indian Chief Nowak of the Overland tribe, sniffing the peace pipe – or is he just sniffing petrol?



Alex Smith proving girls can do two things at once. Here she is throwing a ball into a bin while nursing Adelaide in her lap!



Dave trying to indoctrinate Chris into the world of T's. Resist it with all your might Chris!



Dave being made to stretch to reach the bin. Perhaps the T's turning circle isn't that good?



And the hammers flew in the nailing competition - From left - Bruce showing a steady action, Peter showing an unusual sideways action, Mal searching the ground for his nail, Rick determined to nail the plank to the saw horse.



...even the gumboots were flying....



Shirl and Barry's friend, Ann, going for a spin....or are they going out to pick up blokes?

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The Club Calendar

June 19	Club meeting
June 23	Club Run – Garage Run to Peter and Denise Sturgess's and John Cadona's houses
July 17	Club meeting
July 21	Club Run – Run to Pine Island
August 21	Club meeting and AGM
August 24	Club Run – Presentation Lunch at The Burns Club
Sept 14-21	National Veteran Rally Shepparton VIC
Sept 18	Club meeting
Sept 28	Club Run - <u>Saturday</u> Queanbeyan 175 th Birthday celebration Static Display and Parade
Sept 29 - 4 Oct	Chev 4 Tour – Griffith, NSW. All Chev 4's welcome contact C.H.E.V.S. Inc P.O Box 885 Richmond NSW 2753
Sept 29 - 5 Oct	National T Ford Rally, South Australia
Oct 16	Club meeting
Oct 26 - 27	Our Clubs 50th Anniversary Celebrations (Display, Dinner and Day Run)

RETREADS

Retired 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) recognizes these outings as legitimate events for any of its members who wish to participate

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.

Thank you to all the Robinson Family for the efforts you went to in hosting our motor skills day. Thanks also to Bruce and Kathy Booby for their assistance.

COMING EVENTS

SUNDAY 23 JUNE – GARAGE RUN

Sunday June 23 is our annual Garage run. This year Peter and Denise Sturgess have invited us around for morning tea to have a look at Pete's restoration projects. Denise has offered to show off her craft projects for those not so enthusiastic about the shed!! After we finish at the Sturgess', John Cadona has asked us out to his property on the Old Cooma Road to view his collection of early Holden, Fiats and much more. At about 1pm we have arranged for the Costume Guild to give a presentation about Edwardian clothing.

Where to go and what to bring: 10 am at Peter and Denise Sturgess, 9 Chataway Crescent, Fadden. Please pack your thermos and morning tea to share.

We should arrive at John Cadona's (address provided on the day) between 11:30-12:00 for lunch. Please pack some chairs, your picnic set and meat for a BBQ. John has kindly offered to supply the salads, breads and a glass of wine.

SUNDAY JULY 21 – PINE ISLAND

Sunday July 21 I have planned to meet at the Gryphons Cafe Bar at 16 Barker Street, Griffith (the Griffith Shops) at 10 am for morning tea. We will discuss the most scenic way to get Pine Island while at Morning Tea. Please pack a picnic lunch or something for a BBQ.

SUNDAY AUGUST 24 – PRESENTATION LUNCH

This year's Presentation lunch is being held at the Burns Club located at 8 Kett St Kambah. We will be starting from 12:00 in the Bistro at The Burns Club. They are putting on a 2 course meal for under \$30 a head which will be paid on the day at the Bistro. Alternately there will be the full bistro menu available. We will be looking for number closer to the day to book tables.

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MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 17 April 2013

Carol Nowak stood in for the secretary for tonight's meeting.

Meeting Opened: 7.31pm

Attendance: 18 members, 4 apologies, 1 guest.

Minutes of Last Meeting:

Accepted - Moved: John Madden, Seconded: Rick McDonough. .

Correspondence In:

- Queanbeyan's 175th Birthday Sat 28th September.
- Montagu Trophy Nominations
- Fuji Xerox - \$100.02
- Trailer Rego. - \$65
- Letter from War Memorial for Rick
- Auction notification at the Motorlife Museum on Sunday 19th May.
- Benalla Cruise and Shine Registration form.
- Various club newsletters.

Correspondence Out:

- Roger Amos – re oil spillage at *Wheels 2013*.
- Get well cards sent to Beth Woolley and Mary de Graaf.

Secretary's report accepted - Moved: Nick Nowak, Seconded: Geoff Nicholas. .

TREASURERS REPORT

Balance: Working account: \$1602.45

Tabled and attached to records.

Accounts for Payment

Trailer Rego. - \$65

Fuji Xerox - \$100.02

Reimburse Ian Irwin for purchase of a copy of the 30th Anniversary of The Automobile: \$20.95

The money that was allocated at the March meeting for the binding of Magazines has now been activated. The total amount the cheque was written out for is: \$ 776.60.

Treasurers Report accepted - Moved: Gerard Frawley, Seconded: Roy Bendall.

EDITORS REPORT

Rick asked if club members could do the write-ups and take photos of the monthly runs for the magazine.

It was suggested that we might consider a roster for such events or a person chosen at the event.

EVENTS REPORT

Chris spoke of coming events.

Sunday 21st April: we will all meet at Café Injoy at 9.30am and then after morning tea proceed to Gundaroo.

Saturday 27th April: the Truck and Bus Museum from Sydney will be having a display from 11am at Gunning.

Sunday 26th May: will be motor skills day. Details will be in the next magazine.

April 18th -21st : Bush Council 2014 Easter Rally in Parkes NSW.

There will be a pre - 1930's rally in Orange. More details later.

Rob asked Chris if he could send the list of events to Tony to publish each month.

Chris said that at the Bush Council Easter Rally down at Merimbula Evan Quarmby's veteran Hupmobile took out best veteran and Chris and Simone's Chev won Concourse. Congratulations to Evan and Jane and Chris and Simone.

LIBRARIANS' REPORT

Ian brought in all the newly bound copies of magazines which are held in the library.

We are now missing the following copies of The Automobile: 2 in vol.12, 1 in vol.15, 6 in vol.16 and 2 in vol.20.

REGISTRARS REPORT

Rob reported that he had registered a few cars in the past month.

GENERAL BUSINESS

1. Rob spoke about the 50th Birthday of the Club later this year. He has chosen the weekend of 26th and 27th of October 2013 for the celebration. This date was chosen, as there are various rallies and other events on around that time and this date seemed to be the only one that didn't clash with other events.
Rob has spoken with Ian and Ian is happy to look into the publishing of a club booklet. Rob will check out a dinner venue.
Chris will organize runs and Rob and Nick will also be happy to assist on a committee.
Nick mentioned that he has been in contact with Ruth Jackson, whose late husband Bert was one of the very early members. Ruth will be coming down to Canberra for the celebrations and with one of her son's, as all his childhood years revolved around the club.
Ian mentioned that he has compiled a list of all past members and their vehicles, from club records.
2. Rob mentioned that nominations are now being put forward for the annual Montagu Trophy. This will be further discussed. Also Rob would like to take a look at Life Membership for a Club member. The club doesn't have a Life Member at this stage.
3. Geoff handed out the latest Member and Vehicle Register to those present. He will mail out the remaining ones.
4. John Ahearn asked Rob about 100 year badges. Rob said that they are handed out at the annual presentation lunch in August. Ian mentioned that one of his RR's turned 100 in 2010 that he did not receive a badge. Rob said that he will note that.
5. Don still has some biscuits left over from the rally and he is happy to sell them to those present. It was suggested that maybe they be donated to the Yellow Food van.
6. Rick asked if anyone knew the phone number of the Qeanbeyan Car Club. Ian was able to give Rick a number.
7. Ian is having a clean-up, he had a list of items to either sell or give away:
Parts cleaning table, S/S hospital trolley – free, T Ford oval fuel tank, with cap, Simms SR4 magi - \$35, strip of brass beading enough for a single seater car - free. You can phone Ian on 0413 582 687.
8. Geoff mentioned that this weekend there is a clock display on at the Irish Club in Weston.

Meeting Closed: 8.20pm.

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The Edwardian - June 2013

MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 15 May 2013

Meeting Opened: 7.37pm

Attendance: 16 members, three apologies.

Minutes of Last Meeting:

Accepted - Moved: Rick McDonough, Seconded: Carol Nowak.

Correspondence In:

- National Library – request for permission to publish *The Edwardian* on line.
- Council of ACT Motor Clubs – Annual return and affiliation fees notice.
- Bush Council – notification of 2014 Easter Rally – Parkes NSW.
- Fuji Xerox – April statement (nothing payable).
- Flyer for the Centenary of Canberra Rally.
- Thank you from Beth Woolley.
- Various club newsletters.

Correspondence Out:

- Sympathy cards to Marie and Gerard Frawley and the family of the late Bill Bruce.

Following the discussion which arose from the National Library request, Moved Don Doering, Seconded Wal Hick, the meeting agreed that, for privacy reasons, permission not be granted to publish *The Edwardian* on line.

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

TREASURERS REPORT

Balances

Tabled and attached to records.

Accounts for Payment

- Hellenic Club - deposit for the Club's 50th anniversary dinner \$400.
- ACT Council of Motor Clubs - affiliation fee \$40.

Other Matters

Rick asked for details of savings made since the decision to publish the club newsletter in electronic form. Gerard undertook to provide this at the next meeting.

Gerard flagged the possible need to discuss transfer of money from the Club's term deposit to the operating account.

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

EDITORS REPORT

No report

EVENTS REPORT

Chris mentioned the forthcoming motor skills day on 26 May and the garage run on 23 June. It was agreed that the garage run to John Cadona's property would be in conjunction with members of the Canberra FJ Holden club. He also mentioned the August club presentation day.

LIBRARIANS' REPORT

Ian spoke of the interesting and valuable material available in the Club library. The meeting discussed the possibility of holding Saturday library meetings in order that members may make more use of this facility.

REGISTRARS REPORT

Nil

RALLY REPORT

Rick reported that the recent One and Two Cylinder rally held by the club was a success despite a lower than expected number of participants. He also said that a number of lessons had been learned for the exercise. These included the value of having clearly identified officials and participants and the need for more visible signage on run routes.

Remaining rally paraphernalia was offered for sale to members at the meeting.

John Cadona, who registered for rally but was unable to attend, donated his registration deposit back to the club. The meeting thanked John for his generosity.

GENERAL BUSINESS

Rob reported that a committee had been formed to develop activities for celebration of the Club's 50th anniversary. A general invitation to participate in these activities will be made to former members and others who have been associated with the Club over the last 50 years. Included are a prominent public display of vehicles on Saturday 26 October and a dinner at the Hellenic Club that night. A book dealing with the history of the Club will be published and distributed to members.

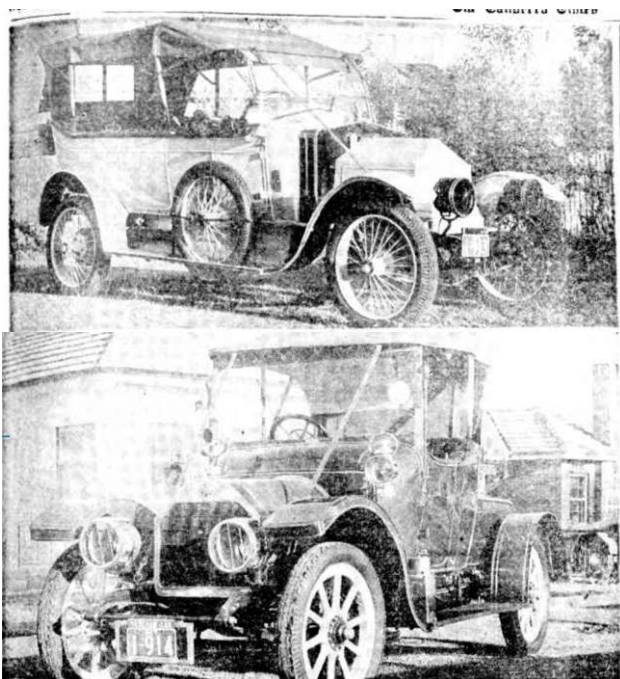
Rob also raised the matter of life membership. He referred to the guidelines for granting life membership which were developed in 2001 and asked for nomination of suitably qualified members.

Gerard expressed his family's thanks to the Club for the sympathy expressed after their recent bereavement.

Meeting Closed: 8.35pm

MEETING ACTIVITY

Nil.



Top: Mr. M. McDonald's Siddeley-Deasy which was kept in excellent condition by a retired marine engineer until Mr. McDonald bought it. Above: Mr. A. Higginson's Fabrique Nationale of 1912 vintage came from a Harden grazing property and took 18 months to restore. See picture below.



The Fabrique Nationale as it was when Mr. Higginson acquired it.

Veterans From A.C.T. In Rally

Two sparkling veterans will represent the A.C.T. branch of the Veteran Car Club at its first rally this weekend.

Twenty-six vehicles have entered the rally, mainly from Sydney and Melbourne.

The A.C.T. branch of the club was formed nine months ago, and has 20 members, almost all of whom now are renovating cars.

The two local cars entered are a 1912 Fabrique Nationale, driven by Mr. A. Higginson, and a 1912 Siddeley-Deasy, driven by Mr. M. McDonald.

All vehicles in the rally are from the 1905 to 1918 era.

hours of work bringing it to its present shape."

Mr. McDonald's Siddeley-Deasy is one of the only two in the world. The other is owned by Mr. G. W. Fysh, of Tasmania.

Mr. McDonald's vehicle is the prototype of the machine which was the Prince of Wales' personal car in 1912.

The car was made by Captain John Deasy. It was brought to Australia and kept in excellent condition by a retired marine engineer until Mr. McDonald bought it seven years ago.

Weathered

Mr. Higginson's veteran, a two seater roadster with four cylinders developing 10 horsepower, was manufactured in Belgium by the Fabrique Nationale Arms Company.

It was bought in 1912 by the father of Mr. E. J. Davison, a grazier of Harden, N.S.W. It never left the Davison property, and time gradually weathered the vehicle's once bright paintwork.

After it was "rescued" by Mr. Higginson, he spent 18 months repairing, replacing and slowly restoring it to workable order.

"We brought the car back to Canberra looking like a jig-saw puzzle," Mr. Higginson said. "There were many

Minimum

Mr. McDonald said the car needed only a minimum of re-construction work.

"The car is remarkably quiet, and has several features which are still considered modern — including a single plate clutch and Jaguar-type rear suspension.

The Siddeley-Deasy is well capable of holding its own with most of the "bombs" of today. The veteran's 18 horsepower four cylinder engine can push it along at a respectable 45 miles an hour.

To qualify as a veteran car, the original engine, chassis, differential and gearbox must be retained, and panel work must be an exact replica of the original model.

From the Canberra Times 25 March 1964

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