





## Office Bearers 2013-14

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

### MEETINGS HELD EVERY 3<sup>rd</sup> WEDNESDAY OF THE MONTH AT 7.30PM.

The Club meets in the meeting room of Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick. The building can be accessed from either Yallourn St, or the Canberra Ave Service Rd. (access between Bristol Paints and Classic car Wash – next to United Petrol) Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and then by supper. Visitors are always welcome at our meetings. Membership fees are \$50 per year.

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 October edition of The Edwardian. Since the last addition we have had the AGM and the Annual Trophy presentation. I wish to thank those members who have accepted Board positions and congratulate those who won trophies. I understand that we were not able to fill the positions of Events Director and Meetings activities. Both these positions are critical to the future of the Club for without monthly outings and guest speakers we will not retain existing members or attract new members. Until these positions are filled I will ask the Executive to co-ordinate these functions.

Since the last Edwardian Beth and I have visited the Veteran and Enthusiasts Car Club Museum in Darwin, the Winton Truck Museum, The National Veteran Vehicle Rally in Shepparton and we are currently in the Barossa Valley for the National T Ford Rally. The Darwin Museum has a great collection of cars, trucks, motorcycles, stationary engines, accessories and memorabilia. It is in the original Qantas hanger that was bombed in 1942. The Winton Truck Museum has a great collection of trucks that have either been restored or preserved and many are on Club registration there are some very early trucks and many from the 1950 to 1980's

The National Veteran Rally at Shepparton was well attended by our Club members; Nick has written a detailed report later in the Edwardian. The National T Ford Rally in the Barossa Valley is currently in progress, we have just completed day 1 and have had rain and high winds but we all survived and enjoyed the day. Our Club is represented by 5 members in T Fords, the Robinsons have 3 T's here, and we are driving the Turtledeck, the Southwell's and the Frawley's.

The 50<sup>th</sup> birthday celebration planning is progressing well, all venues have been locked in, Ian has done a great job on the book and Chris has some great runs organised for us and Nick has done a great job with correspondence and tracking finance.

I look forward to joining you at the October meeting.

Rob

### **Fees are Overdue**

Please note that if you haven't paid your Club fees (\$50) they are now overdue. Could you please attend to this matter immediately as failure to be paid up may jeopardise your insurance should anything unfortunate happen. This will also be your last newsletter if you're unfinancial. If you prefer fees can be paid electronically directly to the Club. Refer to page 8 of this newsletter for BSB number and requirements.

**IKEA HAS ANNOUNCED ITS INTENTION TO SELL CARS.**



Typical - battery not included!



### Editorial



I received an email from Paul Burke, Secretary of the Council of ACT Car Clubs re the Jervis Bay – Canberra rally. Some discussion took place at their last general meeting in regard to club members joining in on this Canberra Centenary event at various points along the way eg Tarago then following the cars to Canberra. These could be car club members from across the country, not just within the ACT. The advice is that this cannot be permitted because anyone who joins the event should have paid their fee to be a part of the event. There are also implications for NSW and ACT Police traffic management. If non payers join the event then there may be additional costs to pay. Traffic management does not come cheap. Further you also disadvantage those who have paid their money to attend the event. Paul asked that this information be conveyed to all club members. See more info on this rally on pages 8 & 9.

Recently I had need to reline the brakes of the little Austin I've done for Shirl. I was quite shocked to find that no brake place in the ACT or Q'beyan did this in-house anymore. They all send your shoes to Sydney to have linings bonded on. Whilst I am sure they take as much care as possible, there are things that are beyond their control so you can imagine my reticence to send away eight alloy shoes that aren't exactly plentiful. A few weeks later I was looking through the NSW Vet. Car club mag and noticed an advert from a mob who can supply all types of linings and rivets. A quick email and two days later I had exactly what I wanted on my doorstep – undrilled soft woven linings of the exact dimensions I required, with suitable rivets. The actual lining concerned is called 'MZ Gold' and has a brass weave through it. They supply it specifically for vintage and veteran cars and bikes. Thanks to the assistance of my apprentice, Bob McG, the linings were quickly installed on said shoes and the Austin now stops as it should. I thoroughly recommend the services of 'BCA Friction Materials Pty. Ltd'. 02 9824 7406, 16 Saggart Field Road, Minto 2566. <http://www.bcafm.com.au/>

At the recent display at the GG's I had an interesting chat with Graham Boyce of the Antique and Classic club. Most would be aware that between Graham and his old man, Barry, they have collected just about every Buick GM ever produced. Anyway, Graham told me about an interesting incident that occurred to him recently at the Motor Registry (MR). A few months ago he received a notice saying his '29 Marquette was 3 months out of rego and was now considered an unregistered vehicle. This wasn't so, so Graham then did that thing we all dread having to do....deal directly with the people at Dickson and try and sort it out. Despite showing staff the current label, which he'd pulled off the windscreen to show them, AND the receipt to the contrary, the MR staffer wasn't moved. Their system said it was unregistered and that was that. Graham asked to see the supervisor. He duly appeared and backed up his staffer's judgement that the car was unregistered – despite Graham's evidence to the contrary. They wouldn't even entertain the thought that there'd been a data entry mistake on their part. Graham then asked them to produce the doco he'd bought in when he paid the rego 3 months earlier (ie his renewal form *plus* the white form we have to provide that confirms our membership of an eligible club). They couldn't. Seeing he wasn't getting anywhere he then asked to see the actual Registrar and was told rather petulantly that "the Registrar is very busy". "I don't care", replied Graham, "I want to see him". The Registrar duly came down and assessed the evidence before him and quickly came to the logical conclusion that there had indeed been a data entry error on the MR's side of things. Progress was being made and Graham was very relieved to finally hear this admission, but the solution was not entirely palatable. The only way for the Marquette to have its rego status rightfully restored was to mark it down as being defected and then reverse the defect notice on the system three days later! Graham had no choice and reluctantly agreed for this to happen.

While we all sympathise with what Graham had to go through to rectify a situation that wasn't of his making, there is a critical issue here that should not be missed or understated. MR now have a permanent record of a vintage car that has been defected. What ramifications could this have down the track when concessional rego and allowing old cars on the road is being discussed? In a few years time the MR individuals who could explain that it was a 'defect' only for 'administrative' purposes will have moved on and all that will remain is the actual defect of a vintage car itself. This matter needs to be pursued by our Council of Car Clubs with the relevant Govt. people. We all make mistakes but it beggars belief that issuing a defect notice is the only way to rectify this situation. .... Oh, and in amongst all this, apart from having to deal with the Public servants from hell, Graham had a hell of a time trying to convince them that he did indeed own a car called a Marquette. They tried to convince him it was a mistake and he clearly must have a Mercedes.....let's not go there just now, but true story!

Congrats to Bob McGuire who correctly found the three new additions to last month's front cover. They were two vintage trucks, (GMC and Federal) and an Empire car, all owned by former members. For a change I can assure all members that this edition has no extra emblems. It would seem we have accurately recorded all makes of cars that have ever been in our club. Our informative series of articles by Peter Jones on woodworking for our old cars continues. My thanks to all contributors.

Till next time

Rick

### Important Notice

#### Job Description - Events Director ,

Arrange monthly runs which are usually held on the Sundays (towards the end of the month) following Club meetings.

Certain events are held each year and do not require much work. For example "Shannons Wheels"

As a rule the Events Director tries to keep a balance with Northside/Southside events

Runs can visit members garages, lunches at cafes or picnic/BBQ's

The runs are usually easy to organise and from time to time you may have to hand out instructions/directions.

Previous Events Directors are always willing to assist.

Arranging events can be very rewarding.

Currently we have no Events Director. When this happened once before we set up a system where different members were nominated to organise a run for an upcoming month. This way the task is spread evenly amongst the entire membership. With over fifty members, you would only need to organise one run in four years, at most. Not a big impost on your time is it..... We will discuss this further at our next meeting.



We are delighted to hear that former Club member, Wayne Aberdeen, (now of Qld) has been awarded trophies for 'Best Paint Job' and 'Best in Class' at the Queensland Mercedes-Benz Club's recent Concours. But even better, he also took out the Overall Concours Trophy!

Wayne's newly finished 1911 Mercedes restoration is at left. Congrats from your old Club Wayne.



## Life Member



*Ian Irwin OAM*

At the AGM, in August, the Club welcomed its newest Life Member to its ranks. The honour was bestowed by the Club to Ian Irwin in recognition of his dedication to the Club since he first joined it on 25 Nov. 1964, and to the Vintage and Veteran movement in general. Our heartfelt congratulations to you Ian. A summary of the nomination the Management Committee received is as below.

Since joining the VCCA(ACT), Ian has held the following positions both with, and representing the Club: President, Vice President, Secretary, Editor, Librarian, Dating Officer, Events Director, Committee member on numerous Club sub-committees, Member of Management team for Canberra component and display of 1978 FIVA Rally cars (Sydney to Melbourne Rally), VCCA National Rally Director 1981, VCCA ACT Federal Delegate 1979 – 1991, Federal President, Federal Secretary, VCCA International FIVA Delegate 1985 – 1991, attending FIVA Conferences in Geneva, Lyon, and London.

In addition to the numerous executive positions he has held on the Committee, Ian has contributed by providing research and Club history that otherwise would not have been available, and has been a constant contributor to the Club magazine "The Edwardian"

At the Territory and at the National level, Ian has been actively involved in the affairs of veteran and vintage motoring. Ever aware of the need to progress the cause of vintage and veteran motoring, particularly with reference to the ACT, Ian co-founded, together with Murdoch McDonald, the Council of Early Auto Clubs (CEAC ACT) which has subsequently evolved to become the present day Council of ACT Car Clubs. He was the inaugural Secretary of the CEAC ACT and held this role for many years. In particular, and of enormous significance to Veteran, Vintage and Historic car ownership in the ACT, Ian negotiated on behalf of the CEAC ACT for the successful introduction of dedicated Veteran and Vintage Concessional Registration plates for all owners and operators of vintage and veteran vehicles in the ACT. (The design and success of this scheme has seen it expand to incorporate Historic vehicles as well)

On the larger stage, Ian has made many significant contributions to the operation and standing of the veteran and vintage movement both here in Australia and at an international level. Ian founded, in 1969, the Model A Restorers Club (Australia), affiliated in 1970 with the American club of the same name. (In that same year he was instrumental in the development of the Model A Ford Club of New South Wales). He has held offices of President, Vice-President, Editor, and Secretary. He promoted and directed the Inaugural Model A Ford National Meet in 1972, and in that year was awarded Honorary Life Membership of the club. He has also published books and articles on Australian Model A Fords.

During the period 1984 – 1991 Ian presided over the Castrol Bicentennial World Rally, the largest veteran and vintage FIVA Rally ever held in the world. He was the National Coordinator of this Rally which did much to promote veteran and vintage motoring to the Australian public, given its range and extent of involvement from all around the continent. In 1991, Ian was awarded the OAM in the New Years' Honours List for services to the Australian Bicentennial and to the national car movement. The rally made a substantial profit which was divided between all VCCA member clubs, funds which still form the basis of the Association of Veteran Car Club's financial reserves.

At a personal level, Ian has been actively involved in the research and restoration of his own vehicle, the 1910 Rolls Royce Silver Ghost, 1404. He has published two internationally recognised authoritative reference books on Rolls Royce Veteran and Vintage Silver Ghosts in Australia and New Zealand, and has written many articles for the Rolls Royce Owners' Club of Australia magazine. He is currently President of the ACT Branch of this club. Ian has, as a result of his own long association in the veteran and vintage car movement, been able to offer many Club members advice and information, both of a historical and a technical nature to assist them in their own restorations. Over many years, Ian has been more than willing to share information, ideas and technical advice that have benefitted many members' knowledge and also restorations of the Club cars in the VCCA(ACT).

In the terms of what is meant by the term "Life member", very few members have contributed as extensively, and over such a long period, as has Ian Irwin to the Club, and to the veteran and vintage car movement as a whole, and fewer would be deserving of the recognition of the award of Life Membership to the Veteran and Vintage Car Club (ACT) as a result. His contribution to the VCCA(ACT), and to the movement reflects a commitment at all levels, with our Club and its members being fortunate enough to be the benefactors of his knowledge and assistance.



Yes I know it's on its side, but that's the best way I could fit it in! Don't forget that our club will be putting a car on display inside the main pavilion at this swap, along with our banner and promotional booklets. Drop in and say G'day.

**THE TWENTY-SIXTH GREAT  
CANBERRA  
SWAP MEET  
SUNDAY 3 NOVEMBER 2013  
7am to 3pm**

<b>WHAT</b>	Parts and accessories for old & new cars, motorbikes & engines, automobilia, books, tools, models, antiques & collectables, toys and crafts etc. Spring clean the garage and set up a stall, be early for the bargains or just bring along the family for a day out. Club and trade displays welcome.
<b>WHERE</b>	Exhibition Park In Canberra (EPIC), Northbourne Ave entrance, (In Fitzroy & Mallee Pavilions at north end, behind Caltex servo)
<b>SITES</b>	150 indoor sites 3M x 3M (some with power). \$17 per site (includes entry for 1) - bookings essential. 200+ outdoor sites 5M x 5M, \$12 per site (includes entry for 1) - no bookings. Set up from 12.00pm to 8.00pm Saturday 2 November or 6am Sunday 3 November. (Fitzroy Pavilion not available for set-up till 4pm Sat.)
<b>ADMISSION</b>	Adults \$3, children U12 free
<b>PARKING</b>	Ample free parking available
<b>FOOD</b>	Hot food and refreshments available all day on site.
<b>BOOKINGS</b>	For bookings and additional information Email: 2013swapmeet@vvcmmc.org Phone 0428 915713 (ah) Or write to: The Swap Meet Organiser VVC&MCC ACT Inc PO Box 3127 Manuka ACT 2603
<b>ORGANISED BY</b> The Veteran Vintage and Classic Motorcycle Club ACT Inc	

### Trophy Presentation Day – August 24

A small gathering attended this day at the Burns Club in Kambah. Tony did a great job as 'MC' for the day. Unfortunately a number of members were otherwise occupied or not in town so a number of recipients weren't able to be present for their trophies, however that didn't affect the overall enjoyment of the day. A full list of winners appears on the next page.



A hungry lot these old car people!



Above - Tony accepting the Edwardian trophy. Both Tony and Trudy looked marvellous at the Period dress and car display day at the GG's last year.



Left – Kathy receiving the Incentive trophy. A great effort when you consider the Booby's face a 200 klm return journey just to attend any of our functions.



## Trophy History and Recipients for '13 –'14

### **WHEELER-REES SHIELD**

This trophy was presented to the club by Des and Cath Rees in appreciation of the use of veteran cars for a family wedding. The trophy is awarded for the best restoration of a Veteran Vehicle. If no such vehicle is eligible, the trophy may be awarded to the best re-restored vehicle or to a member who has significantly assisted a fellow member with restoration.

This year's awardee is: Ian and Ida Irwin. 1910 Rolls Royce Silver Ghost.

### **MURDOCH McDONALD TROPHY**

This trophy was presented to the club by our late foundation member, Murdoch McDonald and his wife Aileen. The trophy is awarded to the club member who has attended the most club outings in a veteran or vintage vehicle. This year's awardee is: Mal and Alex Smith. 1929 Oakland

### **INCENTIVE TROPHY**

This trophy is awarded to the club member who has attended the most outings in a non veteran/vintage or modern vehicle.

This year's awardee is: Bruce and Kathy Booby.

### **EDWARDIAN TROPHY**

This trophy was donated by club members Rob and Beth Woolley and is awarded to the member, couple or family who are judged to be most appropriately dressed in Period Costume at the club's Edwardian event.

This year's awardee is: Tony and Trudy Watson

### **PETER ERIC DOERING MEMORIAL SHIELD**

This trophy was donated by the Doering family in memory of their son and our fellow member, Peter. This trophy is awarded to the best restoration of a Vintage Vehicle.

This year's awardee is: Greg and Mary Spackman. 1923 Talbot Darracq 12hp Tourer

### **MOTOR SKILLS TROPHY**

This trophy was presented to the club by members Ian Irwin and Barry Roberts, and is awarded to the winner of the motor skills day. At this annual event, the driver has to display skills in manoeuvring the vehicle and other feats of daring (in a controlled environment of course!)

This year's awardee is: Peter and Denise Sturgess. 1926 Bean Tourer

### **FRANK AND BEAT LOCKLEY MEMORIAL TROPHY**

This trophy was presented by the Capital Seven Car Club in memory of members Frank and Beat Lockley who were killed in a modern car accident. The trophy is awarded to the member who has given outstanding service to the club over the past year.

This year's awardee is: Rick McDonough

### **GRAHAM BENNEDICK SHIELD**

This trophy was presented by Club member Graham Bennedick and is awarded to the member that has driven the furthest distance throughout the year in their Veteran car.

This year's awardee is: Glenn Robinson. 1915 T Ford Roadster

### **VINTAGE TOURING TROPHY**

This trophy was presented by Club members Peter and Chris Templer, now living in SA, and is awarded to the member that has driven the furthest distance throughout the year in their Vintage car

This year's awardee is: Peter and Alex Sturgess. 1926 Bean

## General Club Stuff

### Membership Fees

These are now overdue. You can 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, otherwise we won't know who the money is from.

### Another 'Man Card' violation!

I find it sad to report that yet another member needs to hand in their Man Card for knowing things that no bloke should know. A certain Fiat owning member was spied at a recent school fete gleefully clutching a book on 'Spices' he'd just purchased from the white elephant stall. Books on transport and practical stuff are allowable...but spices? Sadly it doesn't stop there. He then commented on the attractive 'cloche' hat a woman in period costume was wearing. Pardon me? What is he doing even knowing that's what such a hat is called? I had to look up how to spell 'cloche'! Such knowledge is unmanly...so hand in that card pronto!

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### National Trust/AHMF Centenary of Canberra Rally Saturday 19th & Sunday 20th October 2013 UPDATE: 17th September 2013

National Trust ACT advise 300 vehicles have entered and there are strong rumours an additional 500 vehicles will be joining the rally at Tarago or Bungendore. Please be aware, if they have 300 vehicles registered the infrastructure will be in place for this number of vehicles only. If you plan on attending please register to ensure there will be sufficient police employed to administer the smooth flow of traffic, and the organisers will ensure arrangements are in place for additional parking spaces and catering for all registered. You are welcome to join at Tarago and Bungendore but ensure you have registered and advised where you will be joining the event. **This is an AHMF endorsed event** and it is up to all of us to cooperate with the organisers, resulting in an enjoyable and successful event. This is particularly important to ensure sponsorship applications for future events of State Councils and their clubs are not jeopardised.

**PLEASE NOTE – ONLY THOSE REGISTERED WITH ENTRY FEES PAID MAY PARTICIPATE IN THIS EVENT.**

This event is showcasing 100 years of motoring, **commencing at HMAS Albatross** (*i.e. not Jervis Bay as originally planned*) on Saturday 19th with the finale in Canberra Sunday 20th October. The rally commemorates the historic defence and trade links which have existed since Canberra was founded in 1913. Veteran, vintage, historic and later model vehicles as well as electric vehicles from all states and territories will make the journey, highlighting 100 years of transport development. During the weekend you will visit historic places and buildings; drivers and passengers are encouraged to wear period costume to help celebrate the importance of the ACT.

### BRIEF OUTLINE

#### Saturday 19th October

**6:00 – 8:30am** Arrive at HMAS Albatross, Australia's largest operational Naval establishment and the navy's only Air station. Breakfast will be available at the Museum which will be open for Rally participants Drivers / Riders briefing and Rally passports will be stamped

**9:00am** Rally start from HMAS Albatross, down Main Road 92 towards Nerriga then Tarago. This is a new paved road, winding its way through pristine pine forest and NSW countryside with some gentle grades and scenic vistas. Stop for morning tea at the Tarago Sports Grounds. Here, you will be welcomed by locals and community groups. There will be food, competitions, period dress, events and displays. The historic steam engine 1210 will bring spectators to Tarago, from Canberra, to greet participants on their tourney. Some of the earlier cars will challenge the 1210 to see who will arrive in Canberra first. From Tarago you will travel to historic Bungendore where



the town is putting on an old-fashioned country welcome, where lunch will be available. You will be joined here by more entrants for the final leg into Canberra via Mac's Reef Road or Bungendore Road.

**Saturday night** Saturday evening will be in Canberra with a free cabaret at Fyshwick or Club events hosted by your club. There will be a host of "spin" related activities all afternoon. A program will be part of the information pack entrants will receive.

### Sunday 20th October

The finish will be a fitting event for the conclusion of a national rally – hundreds of vehicles and thousands of people partying. **The Theme will be 1913 – 2013**

**From 6:30am** The day will commence at EPIC

**9:00am** A motorcade fit for a visiting President will travel through the heart of Canberra, finishing at Old Parliament House. This is complete with police escort (a period AFP Falcon GT).

**10:30am** Entertainment starts with cars piped in by Highland pipers. In the afternoon there will be buskers, performers, car, motorcycles and an old time picnic atmosphere on the lawns of Old Parliament House. A light meal will be provided for each of the drivers (i.e. registered entrants). Spectators and entrants will participate by dressing in period costume and entering the competitions – best dressed in period costume to match the vehicle, 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 (EPIC) for the Presentation Dinner.

**Night** When the sun sets there will be feasting, dancing and plenty of fun before the presentation of participant prizes at the Presentation Dinner and television presenter, Mark Carmody, will speak about his weird and entertaining adventures on a postie bike through Europe, the Middle East and America.

### COSTS FOR REGISTRATION, DINNER, SHIRTS, ETC

\$125.00 Full event Includes Saturday rally, Sunday at Old Parliament House and show, Morning tea (hamburgers and steak burgers) at Tarago for the driver Saturday, Morning tea at Old Parliament House for the driver on Sunday, Badge, Registration Plate to be displayed, Chambray shirt, Cap and a rally pack.

PLEASE NOTE – This Early Bird registration fee was up until 30th August, then it was to be \$150 but the \$125 fee is ongoing (as advised by Chris Wain National Trust, ACT)

\$ 85.00 Sunday only

\$ 65.00 Presentation Dinner Sunday night – Smart casual, price per person

\$ 50.00 Additional Shirts

For more information email [rally@nationaltrustact.org.au](mailto:rally@nationaltrustact.org.au)

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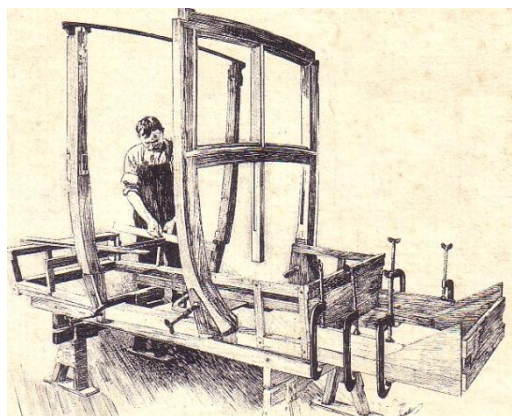
### A DAY AT THE GG's - 21 Sept.

After a week of uncertain weather, Saturday 21 Sept turned out to be a glorious day - just ideal for the Governor-General and Mr Bryce to host a large scale family picnic day. Nine of our members came to the party and displayed their vehicles. Knowing that many of our other regulars were away in Shepparton at the Veteran rally we asked some of our friends from the Antique and Classic to come along and join us for the day. Our display had pride of position on the grass beside the driveway up near the house. There was a constant flow of punters through the gate (over 15,000 I believe) and the queue to have a tour of the house was consistently long right up until stumps. Our cars had an endless stream of admirers. There were plenty of things happening around the grounds throughout the day. Choirs and bands on a couple of stages, helicopters landing and taking off, three hot air balloons (tethered) taking people up, numerous stalls, a roulette doing aerobatics and two skydiving demonstrations. In fact I couldn't believe the speed at which the latter descended towards the ground. Shirley brought out her Austin for its first ever club run. It was great to see new member Daniel, (later joined by wife and kids) out in the Woody. I also got to see Wayne's new roadster too. Hmmm...I can detect an A Model epidemic heading our way! It was a great day and well worth our support as a lot of money was raised for charity. Attendees - Trevor and Joyce - Overland, Daniel Fitzpatrick - A Model Woody, Peter in Bean, Don & G'daughter in Hupp, Bob - Fiat, Tony - Dodge, Geoff - '09 Triumph Bike, Wayne - A Ford, Shirl - in 'Aussie' Austin, and me following in modern just in case! Rick









## Technical Page

### Notes from a Coachbuilders Workshop.

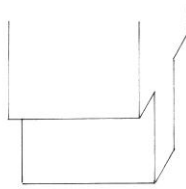
By Peter Rhys-Davies.

## *Timber Joints in Coachbuilding,* Part One.

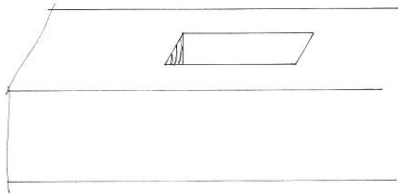
While there are several special jointing techniques and systems used in high quality cabinet making and joinery, including several types of specialized dovetails, there are really only two joints commonly used in coach building – the ‘lap joint’ and the ‘mortice & tenon’. There are a one or two others, usually only rarely found, needed where highly specialized situations are found, usually in cabinet related works such as drawers, tool and battery boxes and chests. A typical example might be the ‘lap-mortice’ sometimes seen in saloon type doors, which do require particular expertise. Though a standard concept in my trade is that a simple joint is invariably stronger and more successful than an elaborate one, as accuracy and fit is simply easier to obtain. Why make things difficult? However, there is a vast difference between a basic mortice and tenon joint used in cabinet making or joinery work, and the same joint used in coachwork. The major difference being, of course, that in cabinet making and joinery works the timbers used are almost always straight and square. This never occurs in coach work. So while the basic joint might appear simple, because we are working with curved or bent shapes the angles needed for the joints are quite complex in nature. We’ll look at this aspect rather more deeply a little later.

Accuracy is essential. A very slight mis-cut to the face of a lap joint can, and will, change the relative positions of the two pieces, so that, if it is for a door, for example, the door will end up twisted and out of shape. If it isn’t perfect, (or almost so!), be prepared to spend as much time and care as necessary to get it right. Close enough is just not good enough. It’s only a piece of wood, after all, and easy to work and re-work. Because the coach builder is always working with curved surfaces, in a one-off situation achieving a perfect fit first time can be rare. So always be prepared to fashion a trial piece (out of cheap pine or something similar), cutting and re-cutting the joint until it is a near perfect fit. Then use this as a guide to fabricating the final piece of timber post. Where a lap joint is fabricated in square, straight timber it is relatively easy and straightforward to make a good, tight, close fit, because all the timbers are square and straight. See Dia. 1. But seldom, if ever, in coach building do we have the luxury of such a simple task. In such circumstances practicing will always be well worth your while. The timber we need to use for proper coach building is expensive, and getting even more expensive by the month.....and more difficult to find. So always take the time to use a cheap and throwaway timber as a pattern, because it will be far less costly in the long run. Doctors bury their mistakes; carpenters simply burn theirs!

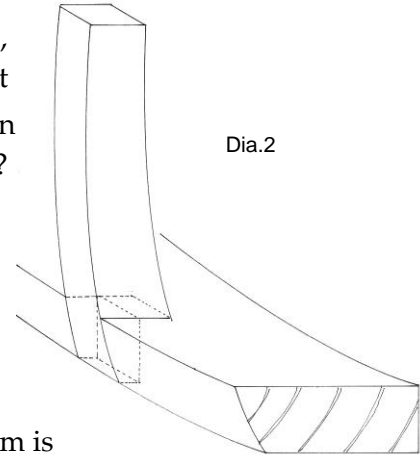




Dia.1



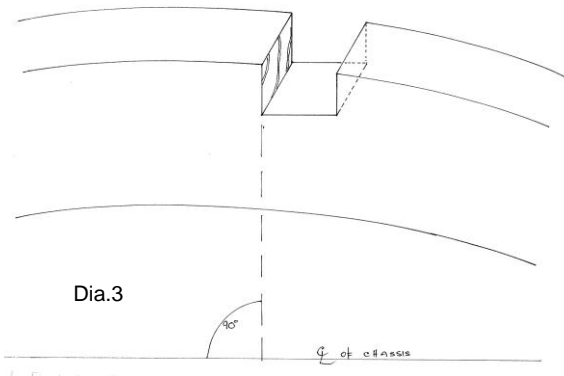
Take, for example, a typical joint between a vertical frame post and a main floor frame, as shown in Dia. 2. This would be quite typical for almost any coachwork, ranging from a basic open tourer up to a full bodied limousine. Here the outside face of the floor beam is curved, slightly in plan, and the vertical post will have quite a curve to one face, in section. Where to make a start here? Extremely careful setting out well before making even the very first saw cut is a pre-requisite, so let us take a step-by-step approach.



Dia.2

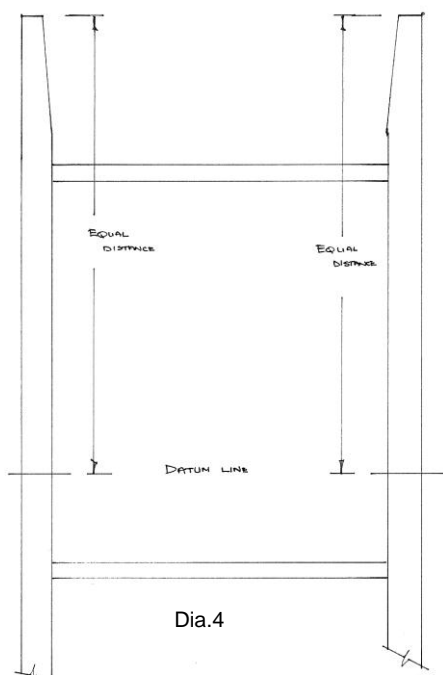
Firstly it is important to realise that the cut out in the floor beam is

NOT a 90 degree, or right angle, to the outer edge. Or, indeed, the inner edge. Not at all. It is in fact at 90 degrees to the centre line down the chassis! See Dia. 3. Some chassis have parallel side main beams for all or part of their length, while others taper the whole length. To find the centre of any chassis, simply cramp two thin strips of timber across the chassis – one near the front, the other towards the rear. Then just measure the distance across the chassis of each strip, and mark a centre line. A long, straight, board can then be clamped along the centre lines from which all measurements can be made.



Dia.3

Working from a known, fixed point – say the end of the chassis - carefully measure a set distance along, tape a piece of paper on the chassis in the approximate area, and mark the distance onto this as a line, on both sides. See Dia.4. The precise distance is not critical, as long as it is roughly half way along the coach building section of the chassis. This is your basic setting out reference point, usually referred to as a datum line. Once the two main floor beams have been cut, shaped and prepared, bolt them into position and transfer the basic datum lines onto the floor beams. Now you can measure both forwards and backwards from these points on both sides of the chassis knowing they will be accurate dimension.



Dia.4

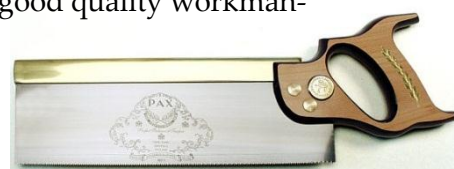
To mark the cut outs for a post, simply take the correct distance from the reference point, and lay a straight edge across the floor beams, then proceed to mark all the post positions the same way. It is a general rule of thumb that the inside face of the cut out in the floor beam is always vertical, even though the post which will eventually be fitted into the hole may, and almost certainly will, be leaning out a certain degree. See Dia. 2. There is a reason for this, which we will come to a little later.



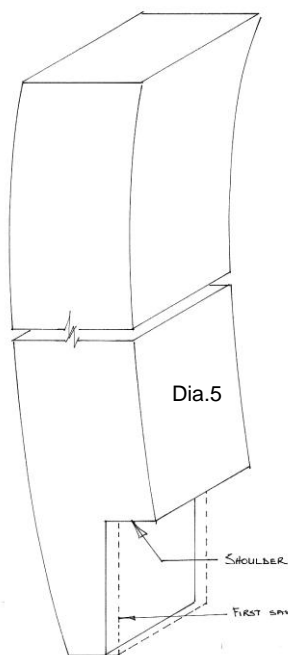


Marking knife

hammer – you’ve got it right! The way to achieve this is simple. Most people use a pencil to mark these joints. This can be O.K. provided a very sharp pencil is used, and is a grade 2H or, better, a 3H. Any softer, or a blunt, pencil will leave a line that is simply far too thick for accuracy. Certainly never, ever, use a ‘B’ grade pencil for this purpose. What you need, what you should use, what is by far the best, is a joiner’s Marking Knife – see above. With these it is possible to mark a cut line, or a point, with a degree of precision to, say, about plus or minus half a thou – acceptable for good quality workmanship. And you’ll need a Tenon Saw – a good one.



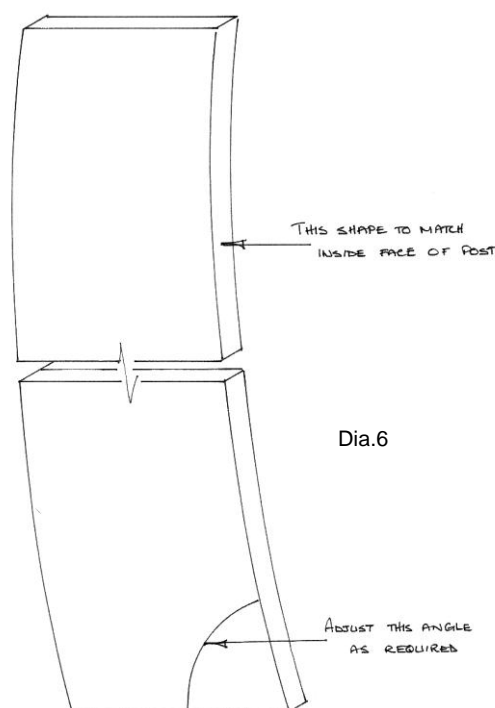
The extra piece of metal – or sometimes brass – along the back helps to keep the blade dead straight, ideal for cutting accurately along a line. This is where the cut line is so valuable. Using extreme care, make your cut just along the line, and a fraction inside. At this stage if the cut out is a touch too small, that’s fine. Then use a sharp chisel and a wooden mallet to chop out the waste, and make sure that inside edge is square and vertical. Stage one completed.



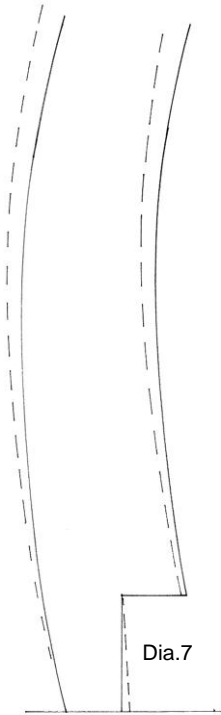
The other half of this joint is a little more complicated. The critical factor is the shoulder; that is, the part of the post which sits down on top of the floor beam. See Dia. 5. To achieve the correct angle a trial pattern piece may need to be cut first from a thin ply, which is easy to adjust until correct. See Dia. 6. Then using a sliding bevel (above) set this along the pattern and adjust until it fits the shoulder. Now it all becomes a little easier. But do make sure to cut both posts – left and right hand – at the same time, so that they are a perfect matched pair. At this stage *always* make the first vertical cut in the post well into the waste, Dia. 5. This will allow plenty of opportunity to later adjust precisely the angle of the post.



The reason for this is that it is far better to slowly pare back this face, constantly checking by fitting the post in position, then cramping – and measuring. Adjust as required. In Dia. 7 you will see that chiseling a fraction off the bottom part will allow the top of the post to move out a touch. As a very rough guide, around 1/32 inch here will move the top of the post some 1/4 inch or so outwards. Conversely a fraction off the top of that face will move the post inwards. Be careful. It is easy to remove a fraction of timber – but hard to put it back on! Normally a very sharp chisel would be used for this purpose, but this does require a certain amount of skill and practice – if you feel doubtful of your ability here, use a rough file (not a rasp) to gently ease off material where needed. It is a slow and patient job, but highly critical.



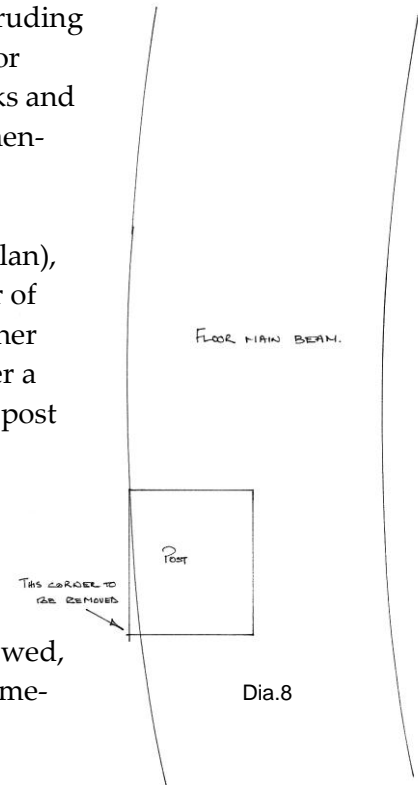
When it comes down to tiny portions of timber to be removed, a coarse file is often a very good alternative to a chisel, as a great deal more control can be exercised. It is a very good idea to string a centre line along the chassis, and, say, about 2 foot, 6 inches or so above, and use this to check the required dimension across the chassis at the top of the post. When fitting the post into the cut out in the floor beam at first it should be just slightly too tight a fit. Adjust the sides of the cut out in the floor beam also with a coarse file, until the post is just a tap fit. And there! A perfect joint. Almost!



At this stage the post should still be protruding a little out from the outside edge of the main floor beam. This is intended. At this point final checks and measurements should be made to ensure all dimensions are accurate.

Finally, as the floor beam is slightly curved (in plan), take the post in bit by bit until the nearest corner of the post aligns with the floor, and leaving the other corner sticking out. See Dia.8. Then using either a spokeshave or a special curved plane, shape the post down until it fits the floor beam. And there you have it. This lap joint is so commonly used in coach building the remarks above will be useful for almost all the jointing systems needed, and can be adapted for most circumstances. These joints will always need to be well glued and screwed, of course, to ensure a long lasting and secure frame-

work, as they have very little strength, if any, on their own.



Next month we'll investigate just how to achieve both a through-and-through tenon joint, as well as a stub mortice, both also commonly used joints in coach building.

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### Attention all members

**We desperately need to get a committee together for the National all Veteran Rally in 2015. It's not that far away and if we don't form one soon we may need to forfeit the right to host the rally. Here's your opportunity to step up and have a say in how it's run. All positions are vacant so every role from the Rally Director onwards needs to be filled. Come along to the next 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 meeting.**

### Shepparton National Veteran Rally – 15<sup>th</sup> to 20<sup>th</sup> September 2013

Firstly I'd like to congratulate the Veteran Car Club of Victoria on running a fantastic rally. The organisation was near perfect but it was a thumbs down for the weather.

The rally runs were great using many back roads, visiting country towns and the average daily distance being about 110 kms. Lunches were arranged for several of the days. This left plenty of time to both look around and socialise which I think is pretty important. Two other highlights regarding the arrangements were the clear/large signage and the giant shed at the Shepparton Showground where many of us left our cars each night. I think around 80 to 100 vehicles parked in the shed. The shed was given to the rally for the week by the Shepparton Council. Bit of cleaning up to do when we vacated I'll bet. The RACV donated two roadside assistance vehicles and two guys for the week. They enjoyed it thoroughly and certainly new about veteran cars by the end of their stint.

From our own Club we had Ted & Marg – Model "T", Kingsley & Cynthia – Renault, John & Doreen – "T", Rob & Beth – Renault and Carol and me in the Overland. Ted & Marg drove the "T" from home to Shepparton. Two days going and back in one day. How do you do it Ted???

On the Monday we drove to Dookie in the pouring rain. I happened to see one or two people under their cars, including Ted (small fuel problem), which would have been extremely miserable. Also at one stage we had to drive for a short distance on a major road and the big B – doubles sent a wave of water into the cars that had to be seen to be believed. Some reckoned they sped up and laughed all the way to Melbourne. I know that Carol and I felt we were close to drowning on several occasions. A welcome hot lunch at Dookie Campus which is part of Melbourne Uni.

On Tuesday we drove to Euroa. Very cold but dry. Nice BBQ lunch by the local CWA (?).

Wednesday was a display day by the lake in Shepparton. Quite a good crowd attended and the rain held off until 1pm. As it got darker there was a scramble for the cars and a fast 2kkm back to the Showgrounds and the safety of the shed.

Thursday was a mainly dry run to Tatura, via Murchison and Rushworth with lunch at the local Tatura golf club and back to Shepparton.

Friday was a run to Kyabram for lunch, at the Kyabram Fauna Park, via Tongala and back to Shepparton. Again many of us were caught in rain showers in the afternoon.

Friday night was of course the farewell dinner in the old Goulburn Valley Hotel. It was a great night and perfect to finish on.

Some 150 cars and bikes entered and around 140 actually rallied. Amongst these there were some interesting vehicles including an Aerocar recently purchased in bits in the USA and restored in Tasmania. I gather that this is the only Aerocar running in the world. Also there was a Zedel brought in to Aus. recently from NZ after a lengthy battle with NZ Heritage, a sporty twin overhead cam Isotta Fraschini, a Vinot & Deguingand and two steamers and two highwheelers. "T" Fords once again took the honours for the most cars of the same make with 24. Other makes well represented included Renault, Maxwell, Overland and Hupmobile. Two or three motor bikes were in the rally as well but I didn't really get much of a chance to look at them.

Certainly a rally to remember for all the right reasons.

Cheers Nick

Ed – Photos courtesy of Messrs Nowak and Ahearn



Shepparton National Veteran Rally







24 "T" Fords all lined up in a row!



1912 Zedel. This car recently came across from NZ.



1914 Vinot & Deguingand



Stanley Steamer



Kingsley and Cynthia all rugged up



At the recent GG's Day event I was talking with Roger Amos of the Antique & Classic Club (Roger had his MGB on display). Roger mentioned he's organising a run specifically for cars of the '31-'49 era. As some of our members have cars that would be eligible I reproduce the below for information. Give Roger a call if you're interested.

### Post Vintage Capital Tour

14 to 16 March 2014



A new event for vehicles  
of the 1930's and 1940's

To recreate a slower life style the Canberra Antique and Classic Motor Club is hosting a Post Vintage Capital Tour for vehicles built between 1 Jan 1931 and 31 Dec 1949.

The Tour will take in a trip around the Tidbinbilla loop, a static display and a dinner with a special entertainment.

All vehicles manufactured in the Post Vintage era are eligible to enter.

Owners must be Car Club Members and Vehicles must be road registered either on full or concessional registration.

The itinerary is as follows:

**Friday, 14 March**, 2pm to 4.00pm  
Registration at the **Gold Creek Tourist Resort**, O'Hanlon Place, Nicholls.  
[www.gctr.com.au](http://www.gctr.com.au)

**Saturday, 15 March**, 9.00am Assemble at the Australia War Memorial car park before departing for a tour to the summit of Mount Ainslie, to get a bird's eye view of the Parliamentary Triangle.

Then past Old Parliament House and around New Parliament House before heading to the Cotter to view the newly extended **Cotter Dam**.  
This will be the morning tea stop.

After morning tea we journey to the **Tidbinbilla Deep Space Communication Complex** for a guided tour and lunch.

After lunch there will be time to continue around the Tidbinbilla loop, visit National Attractions, return to accommodation or attend a private tour of the ACT Historic Fire Brigade Station.  
Saturday evening Presentation Dinner will be held at  
**The Burns Club**, 8 Kett Street, Kambah.

**Sunday, 16 March**, entrants will join with 1000 other vehicles at the annual Council of ACT Motor Clubs **Wheels 2014** display at King's Park on the shores of Lake Burley Griffin between the Carillon and Blundell's Cottage.



Come on over to Canberra and enjoy

all the National Attractions and

Autumn colours as well as "WHEELS"

Entry forms are available from Roger or our Web Page. [www.cacmc.org.au](http://www.cacmc.org.au)

Booking accommodation is up to entrants to arrange. Contact the ACT Visitors Centre on 1300 554 114 or at [www.visitcanberra.com.au](http://www.visitcanberra.com.au)

For further details, contact:

Roger Amos  
Ph. 02 62542546  
Email: [amosr@grapevine.com.au](mailto:amosr@grapevine.com.au)  
Canberra Antique and Classic Motor Club Inc. [www.cacmc.org.au](http://www.cacmc.org.au)

Canberra is a beautiful city and your National Capital.

Come and enjoy the many attractions on offer!

Entries Close: 31 Jan 2014



## For Sale/Wanted

### 1928 Chevrolet Parts For Sale

1 x complete diff and torque tube \$250

3 x long engines \$75

1 x short engine \$40

1 x front end \$30

1 x brake swing arm assembly \$15

2 x gear boxes \$100 each

2 x left running boards \$20 each

2 x right running boards \$20 each

2 x complete instrument boards \$75 each

1 x lower windscreen frame \$50

1 x top windscreen frame \$50

Wind screen post set \$120

1 x diff housing \$20

1 x spares wheel carrier \$75

1 x petrol tank \$75

1 x bonnet \$50

1 x left tour door front \$20

1 x right tourer door front \$20

1 x rear tub \$150

1 x front cowl (fire wall) \$100

2 x left rear guards \$50 each

2 x right rear guards \$50 each

2 x torque tube diff tail shafts \$150 each

1 x tail shaft \$100

1 x head light bar \$40

1 x 21 inch disk wheel \$40

Set of spark and throttle control rods \$75

1 x 27 Chev steering box with ignition switch \$120

1 x 25 Chev headlight \$20

2 x Narrow 21 inch split rims \$50 each

4 x Firestone black wall 5.25-5.50 17 inch tyres, very good condition \$600 the lot

2 x 1929 20 inch wooden spoke wheels front \$100 each

1 x 23 inch Dodge wooden spoke wheel (re timbered) \$150

Many more small parts available if you require Chris Hogan 02 62595250 Canberra after 6pm

[Simandchris@optusnet.com.au](mailto:Simandchris@optusnet.com.au)

**For Sale** - 1918 Studebaker Model SH 4Cyl.Tourer Reliable driver since mechanical restoration. 3,500KM travelled since Restoration which includes complete Engine recondition with new oil pump , new radiator, rebuilt diff. with Crown wheel and pinion and bearings, springs reset, king pins and bushes. Good original 25 inch wire wheels with good tyres and brakes recent all new upholstery

VCCA dating Certificate No. 259N Currently on NSW historic registration (not transferable)

PRICE: \$26,000 Neg. All offers considered

Could provide free transport within 400Km from Mudgee if needed.

Contact: Richard Bransgrove. Phone (02) 6372 7822 Day (02)

6372 0806 AH email [rjbgrove@bigpond.net.au](mailto:rjbgrove@bigpond.net.au)

**For Sale** - Inner Tubes. Three new 110x90 (460x16) in boxes. \$20 each or \$50 the lot. Contact: Don Liddle Ph: 9631 7971

**For Sale** - 1915 MODEL T FORD ROADSTER. Excellent condition. Green and black. Nice brasswork. Runs well. Club rego. Many extras and spares. Electric starter and trafficators. Safety strobe. Full livery for trailer transport. \$27,500. Or any reasonable offer considered. Contact: Ray Priest on (02) 9871 5882 or Email: [rayandloispriest@bigpond.com](mailto:rayandloispriest@bigpond.com)



**For Sale** - A number of high quality long stemmed brass inner tube valves complete with nuts and brass dustcovers. They are reportedly of the vulcanizing type although some say they can be glued to the tube. Priced at \$20 each complete.

In addition there a number of brass nuts to fit the stems at \$1 each and some smaller, shorter nickel plated valve stems for motorbike tubes or wire wheels at \$10 each. (no covers). Contact: Euan Coutts Treasurer Ph: 4861 7356

**For Sale** - Wire Wheel-Hubs & Nuts - Wheel is in above average condition - Hubs have rust - One cap is not complete with locking device & has Hupmobile on cap. \$150  
Contact: Bob Trevan -address 22 City View Drv. Lismore 2480 Ph: 0416 214 902 [AH] (02) 6621 6389  
Email: bob@[bobtrevan.com.au](mailto:bobtrevan.com.au)



**Wanted** - **Dykes Encyclopedia** around 1912 edition. Contact: Graham Weekes 02 9533 2161.

**Wanted** - An original carburetor for an AX Renault. For a friend in USA – Any condition but must be complete. Definitely for a vehicle under restoration. Contact: Euan Coutts 02 4861 7356

**Wanted** - Four 25" Beaded edge rims . They are 625mm Inside diameter (24 5/8") and 98mm wide (just over 3 3/4"). Also any tyres to suit 880 x 120 b/e. that may or may not be suitable for registration.  
Contact: Dave Salter Condobolin NSW. Ph. 0428 952 899 Email: [davetany@bigpond.net.au](mailto:davetany@bigpond.net.au)

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### The Club Calendar

Oct 16	Club meeting
Oct 19-20	Centenary of Canberra Rally -National Trust - Jervis Bay to Canberra
Oct 26 - 27	Our Clubs 50th Anniversary Celebrations (Display, Dinner and Day Run)
Nov 3	Canberra Swap – EPIC. Check out our Club site in the pavillion.
Nov 20	Club meeting
Nov 23	Queanbeyan Swap Meet
Nov 24	Club Run – Pine Island for a picnic lunch
Dec 8	Club Run – Breakfast at Black Mountain Peninsular – with Club BBQ trailer
Dec 18 (Weds)	Club Xmas dinner - Southern Cross Club in Jamieson
Jan ?	BBQ at the Woolleys

### 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



### OCTOBER 26 & 27- 50th ANNIVERSARY WEEKEND

This is the must attend weekend of our Calender we have a great weekend of festivities planned. If you are planning on coming we need you to complete an entry form so we will know where to expect to see you. There is no entry fee and only the meals cost. We need numbers for catering purposes. The details of the events follow:

#### **Saturday October 26 - Hall School Museum**

Saturday afternoon – 1:30pm to 4pm. Club Car Display at the old Hall Primary School/Museum (Palmer Street, Hall) this is a great opportunity to get our cars out and show them. The Hall Association is having an open day at the School and we will join in with our vehicles. Afternoon tea will be paid for by our Club. If you wish to have a look through the Museum there will be a fee of \$3 per head payable on the day.

Saturday evening 6.30 for 7pm – we have organised a private, Anniversary Celebration dinner at the Hellenic Club, Woden. This will be a good chance to celebrate the history of our club.

#### **Sunday October 27 – Anniversary Tour – Day trip to Gunning**

On Sunday we are having a days trip to Gunning via Murrumbateman. The run will commence at Federation Square, O'Hanlon Street, Nicholls (in the car park opposite Café Injoy) and we will meet at 9-45am. We will leave Federation Square at 10am and head (via a scenic route) to Murrumbateman where we have booked the Murrumbateman Hall for morning tea at 10-30am (which incidentally will again be provided by the Club). After morning tea we continue on to Gunning where the Telegraph Hotel has been booked for lunch. After lunch we will head back to Gundaroo where we will split up to head home. Perhaps a coffee in the Gundaroo Pub might be nice.

**Sunday 24<sup>th</sup> November** – Club run - Meet at Coolomon Court (Mc Donalds car park) at 10-30am and have a coffee before heading to Pine Island for a picnic lunch.

**Sunday 8<sup>th</sup> December** – Breakfast BBQ at Black Mountain Peninsular commencing at 9am (play equipment for the kids also). We will have the Club BBQ trailer etc. It would also be nice if we could get someone to pick up the trailer from Dave Robbo's.

**Weds. 18<sup>th</sup> December** – Club Xmas dinner. This year it will be at the Southern Cross Club in Jamieson at 6-30pm.

### And some upcoming events from the Council.....

Name of Event	Date	Location	Contact person	Contact details
Terribly British Day	1 December 2013	Patrick White lawns behind the National Library of Australia	Jaguar Driver Club	Graham Gittins 0419 249 109 email: <a href="mailto:gittins@inet.net.au">gittins@inet.net.au</a>
Capital all Ford day	2 March 2014	East Lawns Old Parliament House	FPV & XR owners Club of the ACT	David Connolly 0437 500 757
WHEELS 2014	16 March 2014	Kings Park Russell	Mercedes Benz Club	Richard Jackson
Auto Italia	30 March 2014	Lawns of Old Parliament House	TBA	



# The Edwardian - October 2013

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## MINUTES OF MEETING - 21 August 2013

Tony Watson chaired the meeting and Carol Nowak acted as Secretary.

**Meeting Opened:** 7.30pm

**Attendance:** 19 members, four apologies.

### Minutes of Last Meeting:

Accepted - Moved: Geoff Nicholas Seconded: Wal Hick.

### Correspondence In:

- Fuji Xerox – July statement, nothing payable
- TCIS Insurance Brokers – public liability/management liability insurance renewal notice (to Accounts for Payment).
- Council of Heritage Motor Clubs – petition- export of historic motor vehicles. ( to General Business).
- Bill Atkinson/Bob McDonald/Nick Nowak - nominations for Life Membership (to General business).
- Various club newsletters.

### Correspondence Out:

Nil.

Secretary's report accepted - Moved: Chris Hogan, Seconded: Bob McDonald

### TREASURER'S REPORT

**Balances:** \$1936.36

Tabled and attached to records.

### Accounts for Payment

- TCIS Insurance Brokers - \$445.00
- Canberra Trophy Centre- \$354.24
- Nick Nowak (stamps etc.)-\$32.50

Treasurer's Report accepted - Moved: Gerard Frawley, Seconded: Barry Roberts.

### EDITOR'S REPORT

Nil

### EVENTS REPORT

Chris reminded members of the Presentation lunch to be held at the Burns Club at Kambah on Sunday 25<sup>th</sup>. He asked for a show of hands.

### LIBRARIANS' REPORT

Nil

Ian passed around a photo that he has come across and asked if anyone can identify it.

### REGISTRARS' REPORT

Barry said that he has registered a couple of vehicles.

### GENERAL BUSINESS

- Petition. Request for signatures from Wendy Muddell of the Council of Heritage Motor Clubs to be aimed at signed to stop heritage vehicles of national significance from being sold out of the country. A discussion was had and it was agreed that there was insufficient information as to what constituted a vehicle of significance/importance. Secretary to contact Ms. Muddell re the Club's concerns.
- Nomination for Life Membership. Two nominations were received for Life Membership – one from Nick Nowak and one from Bill Atkinson. Nick's nomination had to be eliminated due to the nominee's failure to meet part of the criteria. Ian Irwin was nominated by Bill Atkinson and seconded by Bob McDonald. Both Bill and Bob spoke to the nomination. A secret ballot was held and Ian met the requirement that at least 90 per cent of members present supported his nomination for Life Membership. The meeting congratulated Ian and noted that his Life Membership would be ratified at the following AGM.
- Nick asked if members could please notify him if they are going to attend the Clubs 50<sup>th</sup> Anniversary celebrations in October. He had sent out all the information to members and said that if they have misplaced the entry form/invitation to email him and he will send out another lot. Nick also asked if any members knew the addresses of former members Mick Guy, Alan Harding or Harry Wilcock. John Cadona said he would email Mick Guy's address to Nick.
- Damian Hawkes has left Shannons and new manager Steve Farmer will be starting shortly. On the 1<sup>st</sup> December Shannons are arranging a "get together" of Clubs who use the Shannons Clubrooms to meet the new manager. Nearer the time Nick will send out notification.
- Nick asked if he could have some log books. Geoff will run some off.
- Nick asked if any members are going to enter the Spin Rally. No response.
- Tony mentioned that there is a wonderful article in the Horseless Carriage magazine on the National 1&2 Cylinder Rally. Very good picture of Rick with the GG in his car.
- The photo that Ian passed around was of two T Ford engines linked together to drive a Ford Tank.

**Meeting Closed:** 8.20pm

# The Edwardian - October 2013

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## MINUTES OF MEETING - 18 SEPTEMBER 2013

**Meeting Opened:** 7.33pm

**Attendance:** 13 Members six Apologies

### Minutes of Last Meeting:

Accepted: Moved; Geoff Nicholas Seconded; Chris Hogan

### Correspondence In:

- TCIS certificate of insurance (paid).
- Bush Council. Agenda for half yearly meeting 26 Oct 2013, flyer and note on public liability insurance.
- Various Club magazines.
- Several Membership Fees.

### Correspondence Out:

- Letter to Wendy Muddell with questions about a petition.
- Email to Gary Parrott re new address

Secretary's report accepted – Moved; Tony Watson Seconded; John Madden

## TREASURERS REPORT

### Balances

Tabled and attached to records.

### Accounts for Payment

Request for Secretary's float of \$50.00 – agreed and payment held over until next meeting.

Treasurers Report accepted – Moved; Gerard Frawley Seconded; John Cadona.

## EDITORS REPORT

Nil

## EVENTS REPORT

Chris reported on 50<sup>th</sup> anniversary program and next week's visit to Canberra of the Vintage Motor Club tour. Rick mentioned arrangements for Saturday's event at Government House.

## LIBRARIANS' REPORT

Nil

## REGISTRARS REPORT

Nil

## GENERAL BUSINESS

1. In the absence of an events director, it was agreed to canvass interest in arranging a roster of members to set monthly events. Rick will put a notice in the next newsletter.

2. The 2014 national veteran rally was discussed, including the possibility of a venue outside Canberra.

3. The meeting agreed that the Club would again have a promotional site and display of a member's vehicle at the 3 November 2013 Canberra Swap Meet.

4. Geoff reported on printing and maintenance of the club photocopier.

5. It was agreed that the Secretary write to the Bush Council concerning our possible interest in a joint public liability insurance deal.

6. Gerard canvassed interest in a club weekend at Eden NSW next year.

7. Bill suggested presentation of a memorial to life members. This matter will be discussed by the executive.

## MEETING ACTIVITY

Nil

Meeting Closed 8.20pm



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