



Office Bearers 2013-14

PRESIDENT	Rob Woolley	robethw@optusnet.com.au	6254 9485
VICE PRESIDENT	Rick McDonough	rick@netspeed.com.au	6293 1553
SECRETARY	Nick Nowak	nowakn@netspeed.com.au	6282 4090
TREASURER	John Cadona	-fbs@webone.com.au	6280 5377
EDITOR	Rick McDonough	rick@netspeed.com.au	6293 1553
Asst EDITOR	Geoff Nicholas	geof-lyn@bigpond.com	6231 6142
EVENTS DIRECTOR	Not filled		
MEETING ACTIVITIES	Not filled		
INSPECTION OFFICERS	Rob Woolley Barry Roberts Robert McGuire	robethw@optusnet.com.au lawley_house@bigpond.com.au 12 Maloney St. Wanniasa 2903	6254 9485 6292 8920 6231 8087
REGISTRARS	Nick Nowak John Cadona Rob Woolley Barry Roberts Robert McGuire	nowakn@netspeed.com.au -fbs@webone.com.au robethw@optusnet.com.au lawley_house@bigpond.com.au 12 Maloney St. Wanniasa 2903	6282 4090 6280 5377 6254 9485 6292 8920 6231 8087
DATING OFFICER	Rob Woolley	robethw@optusnet.com.au	6254 9485
LIBRARIAN/S	Ian Irwin Wal Hick	newkeadymore@beagle.com.au wal.hick@gmail.com	0413 582 687 6235 5857
PUBLIC OFFICER	Beth Woolley	robethw@optusnet.com.au	6254 9485
COUNCIL DELEGATES	Bob McDonald Rob Woolley	robjean@netspeed.com.au robethw@optusnet.com.au	6254 3248 6254 9485

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

MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 7.30PM.

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

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

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



President's Report

Welcome to a new year of Veteran and Vintage motoring, as we commence a new year I wonder how many of us have made a commitment to finish a restoration this year. I am currently fitting a starter motor to the De Dion to make the car easier to start; this will give me the opportunity to sort out some issues with slipping clutches in the transmission and carburation. I recently saw Gerard and Marie's 1915 C Cab Model T Ford which David Robinson has restored, it is a beautiful vehicle, also I hear that Ted has just about completed the A Ford, we look forward to seeing many new restorations on Club runs this year.

The Christmas functions were well attended with about 30 at the Southern Cross Club and a numbers of cars and members for the breakfast run to Western Park.

The January meeting was held at the Woolley's with about 20 in attendance. The main business discussed was the draft 2014 Club events calendar which I have compiled with the help of Nick and the comments and suggestions we received from the questionnaire we sent out. The comments included requests for ½ day runs, a shorter run every second months, a weekend away every year and longer runs. There was general agreement to try some morning runs during summer with brunch and finish before lunch, our next Club outing is to the Cotter for brunch which should be great under the shade of the trees and the opportunity to walk up to the viewing platform for the new Cotter dam. The calendar also list national rallies and rallies supported by our Club. The weekend away this year will be to Cowra to join with the local Club in their Pre 31 Autumn Tour, Chris Hogan will have more information on this event at the February meeting. There is also the Bush Council Rally at Parkes which is another good opportunity to take your vehicles out for the Easter weekend. Further comments and suggestions are always welcome.

The annual rally for the Veteran and Vintage Motor Cycle Club in Canberra was held on the long weekend with 3 of our Club members riding, Geoff Nicholas won the best Veteran with his 1909 Triumph and Bob Courtney won the best post vintage with his Triumph. I rode the 1917 Harley Davidson and Nick joined me enjoying his first ride in a sidecar it was another great rally.

Looking forward to a great year of riding and driving.

Rob

Club "NAME BADGES"

If any member would like to order a Club name badge would they please advise Nick (Secretary) with name details. Badges will cost \$8-80 each. Nick can be contacted by Email on nowakn@netspeed.com.au or Phone - 6282 4090.



Editorial



I must start with an apology re my write up on the Centenary rally in the last newsletter. I forgot to mention that a fourth club member, Wayne Young, also participated. Not only did he participate, he was the only one of us dedicated enough to actually start from the actual start point in Nowra. Sorry Wayne.

I hope Santa left you all suitable garage related pressies recently. Over the Xmas break I had an interesting visit from a collector from Switzerland. He and his wife were in Aust. visiting relatives, and one of these rellos lived at Jerrabomberra. Anyway he got onto me and we had an enjoyable few hours showing and talking old cars. He and his father have, between them, a number of very early veterans. I've reproduced some wanted ads for him in this newsletter. It's such a marvellous hobby this. Through this common love of old cars I now have a standing invitation that if I'm ever in Switzerland that I'm to look the family up and the favour will be returned. Now I just have to convince Shirli I don't have an ulterior motive when suggesting our next holiday destination! On a sadder note- our classifieds also contain two sales ads for a mate of mine who passed away about a week ago. Perth enthusiast, John Gloyn, was a Talbot man and when going to the Doctor three months ago was told some news no one wants to hear. John and his wife Carmel stayed with us here in Canberra only a couple of years ago when they were on this side of the country. Let's hope his cars find a good home in Australia, and not end up overseas like so much of our motoring heritage.

You are all well aware of my pet gripe of 'pseudo-swap-meets'. This annoyance is also shared by some fellow members, one of whom sent me the promotional brochure for the annual Goulburn motorcycle swap meet. In said brochure, writ in very large font is the following "Remember, Just Motorbikes", and straight after it in Capital letters "NO TRASH OR TREASURE". The organisers, the Classic Riders Club of Goulburn, deserve a pat on the back. Clearly they are a club whose priority is to cater for the enthusiast. What a stark contrast this is to those "swap meets" that are just used to raise revenue for whoever the host club is,... and the needs of the enthusiast is, at best, secondary. Not being into bikes I didn't attend, but reports from those who did go said it was very good. (I must add that I like the motto of the Goulburn Club - "The older we get the better we were". Classic!)

Since the last newsletter we've had no club runs, so I was thinking this edition would be a little light on for content, but not so! In a recent Bush Council newsletter I read an article on how a bloke (presumably in Australia) got irate because the tyre shop he went to refused to rotate his spare. He argued that it was unused and had 100% tread and he wanted to use it. The tyre shop refused to budge stating that the spare, though unused, was over six years old and was therefore considered unsafe. Result - one unhappy customer refusing to go back to that tyre place. So was the tyre shop correct? If so, then it has implications for our old cars. The tyres on my Rugby are over 20 years old, yet they have huge amounts of tread left. This would be typical of most old cars I would think. The same thing applies to the various trailers/caravans a lot of us have. How old are the tyres on your trailer/van? Now that I think of it, how many times have you seen a trailer or van on the side of the road with a shredded tyre? I know I've seen a few over the years

The subject of tyres being too old, and therefore unsafe, seems to have stemmed from a couple of incidents overseas. In February 2008, the owner of a 1998 Ford Explorer in the US needed a new tyre for his SUV and ended up buying a used one. When he was driving two weeks later, the tread suddenly separated from the tyre. The Explorer went out of control and hit a motorcycle, killing its rider. An analysis of the used tyre revealed that it was nearly 10 years old.

The other incident was in the UK. A driver of an Historically registered MGB lost his life when a rear tyre burst on a Motorway. The driver was a skilled mechanic and a careful and experienced driver who was not travelling particularly fast at the time. The car was described by police as being maintained in excellent condition. The surviving passenger said that just before the accident the driver had commented that a 'tyre wobble' had developed and he

was going to 'drive through it'. The wobble went briefly, but then the tyre burst, causing the car to spin, clip a kerb and flip over. Subsequent investigation showed that although hardly used the tyre was 25 years old. It was one of a set of as-new tyres and wheels bought at a swap meet the previous year.

The cynical side of me regards all this "tyres over 6 years old are unsafe" as a ploy by the tyre companies to get us to buy more of their product. However in a bid to show a more balanced view I did some research on the matter and include an article on page 5 about the subject. It is mostly of American origin so I've tried to clean it up by using the correct spelling of 'tyre' etc., but have also included bits from the Bridgestone Australia web site. I hope you find it informative.

Another interesting story I've included is one from former member, Frank Rodwell – it starts on page 13. Frank lived in Cooma (and still does) when he joined our club forty seven years ago; on 5/1/67 to be precise. Frank attended our recent 50th anniversary, but the story I include stems from a conversation I had with him about 18 months ago. I think it's a wonderful historic record as it tells of motoring life as it was in our region and concerns a veteran truck, something we seldom see much of. Frank kindly forwarded me his story at the time, but it's not until now that I've had the space to put it in. Whilst on the subject of one F.Rodwell...., many members may be unaware of the fact that the first Swap Meet ever held in Australia was run by the man himself. Frank, and his small band of helpers from the Cooma ACMC hosted this first Australian Swap Meet (and a number of others to follow) at the Cooma Showgrounds back in 1969. Re this 'first', Ian Irwin recalled some years ago; "Sheep pens were used as divisions, and a great number of goodies were to be found there. There were once the remains of a rare veteran Cottin Desgouttes car. I was there, and I'm not sure if it was at this one or the second, that I had the misfortune to win the raffle conducted at the gate. The prize was a very much unrestored vintage Singer Roadster. I donated it back for another raffle, and I think it is now in Queanbeyan." An interesting recollection Ian, but I wonder how many enthusiasts these days would think themselves as having a "misfortune" in winning such a prize!!!!?

On page 22 you'll see a form to update your details for our next membership register. Most members would have received the electronic version of this from Nick a few weeks ago, but if you haven't returned said version electronically (which makes it much easier for Nick and Carol to maintain our register by the way) then here is the hard copy version for you to fill in and post the old fashioned way.

Till next time

Rick

PS – Did you hear that police in Belconnen arrested two kids in the town centre the other day? One was drinking battery acid and the other was eating fireworks. They charged one and let the other one go.

Position Vacant

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. In a Club of over sixty members it shouldn't be too hard to fill it....should it?

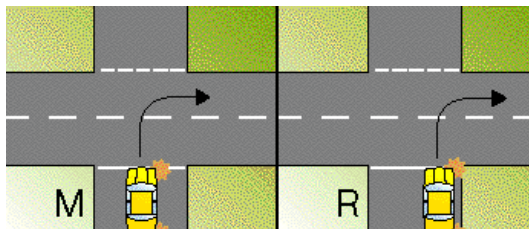
A Quick test

It's probably been a few years since most of us went for our licences, so how well do you know your road rules? I took the below from the NSW RTA site. These are just a few of the 500 questions that may be asked of someone going for their licence. See how you go. Answers on bottom of page 8.

Q1

You are going to turn right from a one-way street. Where should you be when you start your turn?

- A - Position R. As close as possible to the right side of the road.
- B - Any position if it is safe to do so.
- C - Position M. From the middle of the road.



Q2

Are you permitted to park in the direction of the arrow?

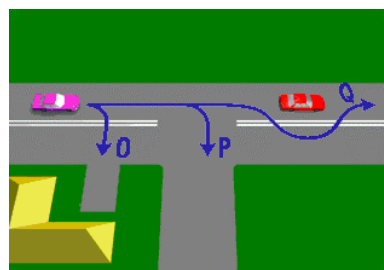
- A - No, not at any time.
- B - Yes, provided no taxis are using the area.
- C - Yes, if you are carrying two or more passengers.



Q3

Which movements shown in the diagram can legally be made by the driver of the purple car?

- A - O and P only.
- B - P only.
- C - O, P and Q.



Q4

When can a private car travel in a lane marked by this sign?

- A - Only within 100 metres of making a turn.
- B - When carrying at least two passengers.
- C - Only to overtake another vehicle.



Q5

You are driving behind a long vehicle (as shown) which has a sign saying DO NOT OVERTAKE TURNING VEHICLE. The long vehicle indicates that it is going to turn left. You –

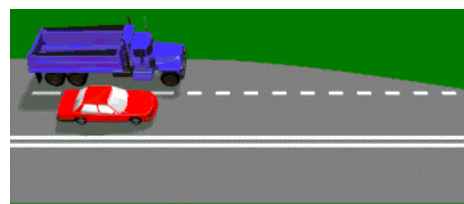
- A - Must let the long vehicle turn first.
- B - May move to the left-hand side of the road and pass the long vehicle.
- C - May pass the truck because it cannot turn left from the middle lane.



Q6

When two lanes merge into one (as shown in the diagram), who should give way?

- A - The vehicle which has to cross the lane line.
- B - The faster vehicle.
- C - The vehicle in the right-hand lane because it is overtaking.



Ageing Tyres

For years, people have relied on a tyre's tread depth to determine its condition. But the rubber compounds in a tyre deteriorate with time, regardless of the condition of the tread. An old tyre poses a safety hazard.

For some people, old tyres might never be an issue. If you drive a typical number of miles — 12,000-15,000 miles annually — a tyre's tread will wear out in three to four years, long before the rubber compound does. But if you only drive 6,000 miles a year, or have a car that you only drive on weekends, ageing tyres could be an issue. The age warning also applies to spare tyres and "new" tyres that have never been used but are old.

What Happens to a Tyre as It Ages?

Sean Kane, president of Safety Research & Strategies, Inc., compares an aging tyre to an old rubber band. "If you take a rubber band that's been sitting around a long time and stretch it, you will start to see cracks in the rubber," says Kane, whose organization is involved in research, analysis and advocacy on safety matters for the public and clients including attorneys, engineering firms, supplier companies, media and government.

That's essentially what happens to a tyre that's put on a vehicle and driven. Cracks in the rubber begin to develop over time. They may appear on the surface and inside the tyre as well. This cracking can eventually cause the steel belts in the tread to separate from the rest of the tyre. Improper maintenance and heat accelerate the process.



Every tyre that's on the road long enough will succumb to age. Tyres that are rated for higher mileage have "anti-ozonant" chemical compounds built into the rubber that will slow the aging process, but nothing stops the effects of time on rubber, says Doug Gervin, Michelin's director of product marketing for passenger cars and light trucks.

Tyre Ageing Mechanism

There are three main mechanisms of tyre ageing. The first involves rubber becoming more brittle. Sulphur is used to link rubber molecules together during vulcanisation with the application of heat and pressure, giving the rubber its useful elastic properties and strength. As the tyre absorbs energy in the form of light, heat or movement the tyre continues to vulcanise. This ongoing vulcanisation causes the rubber to become stiffer and more brittle.

The second mechanism of tyre ageing is oxidation involving oxygen and ozone from the air compromising the strength and elasticity of the rubber and the integrity of the rubber to steel bond. Basically heat and oxygen cause cross linking between polymer chains (causing the rubber to harden) and scission of polymer chains (leading to reduced elasticity).

Thirdly, breakdown of the rubber to steel-belt bond will occur due to water permeating through a tyre and bonding with the brass plate coating on steel belts. This causes the steel to rubber bond to weaken

leading to reduced tyre strength and reduced heat resistance. If compressed air used for inflation is not completely dry, tyre strength will be affected over time. Even unused tyres will become more brittle, weaker and less elastic with exposure to water, air, heat and sunlight.

How Long Does a Tyre Last?

Carmakers, tyre makers and rubber manufacturers differ in their opinions about the lifespan of a tyre. The National Highway Traffic Safety Administration (NHTSA) has no specific guidelines on tyre aging and defers to the recommendations of carmakers and tyre manufacturers. Carmakers such as Nissan and Mercedes-Benz tell consumers to replace tyres six years after their production date, regardless of tread life. Tyre manufacturers such as Continental and Michelin say a tyre can last up to 10 years, provided you get annual tyre inspections after the fifth year. The Rubber Manufacturers Association says there is no way to put a date on when a tyre "expires," because such factors as heat, storage and conditions of use can dramatically reduce the life of a tyre.

Heat: NHTSA research has found that tyres age more quickly in warmer climates. NHTSA also found that environmental conditions like exposure to sunlight and coastal climates can hasten the aging process. People who live in warm weather and coastal states should keep this in mind when deciding whether they should retire a tyre.

Storage: This applies to spare tyres and tyres that are sitting in a garage or shop. Consider how a spare tyre lives its life. If you own a truck, the spare may be mounted underneath the vehicle, exposed to the dirt and the elements.

If your spare is in the boot, it's as if it is "baking in a miniature oven," says Dan Zielinski, senior vice president of Public Affairs for the Rubber Manufacturers Association. Most often, the spare never sees the light of day. But if the tyre has been inflated and mounted on a wheel, it is technically "in service" — even if it's never been used, Gervin says.

A tyre that has not been mounted and is just sitting in a tyre shop or your garage will age more slowly than one that has been put into service on a car. But it ages nonetheless.

Conditions of use: This refers to how the tyre is treated. Is it properly inflated? Has it hit the curb too many times? Has it ever been repaired for a puncture? Tyres on a car that's only driven on the weekends will have a different aging pattern than those on a car that's driven daily on the highway. All these factors contribute to how quickly or slowly a tyre wears out. Proper maintenance is the best thing a person can do to ensure a long tyre life. Gervin recommends that you maintain proper air pressure in tyres, have them rotated regularly and have them routinely inspected.

How To Determine the Age of a Tyre

All tyres are produced with a serial Tyre Identification Number (or serial TIN) that shows the date of manufacture of a tyre (See Figure 1&2 below). The last three digits (for tyres made pre 2000) or four digits (for post 2000 tyres) of the serial TIN indicate the week and year that the tyre was made. For example, Figure 1 below shows a tyre made in the 37th week of 1995 and Figure 2 shows a tyre made in the 12th week of 2004. Also a tyre made in the 1990's can be distinguished from a tyre made in the 1980's due to a triangular indentation after the last number which is not present on 1980's tyres.



Figure 1: Serial code for 37th week of 1995



Figure 2: Serial code for 12th week of 2004

Regardless of their age tyres should be replaced if they show significant crazing or cracking in the tread grooves or sidewall (Figure 3&4) and or bulging of the tread face or sidewall. Vibrations or a change in the dynamic properties of the tyre could also be an indicator of aging problems. Replace the tyre immediately if such symptoms appear. All tyres, especially unused spare tyres, should be inspected periodically to determine their suitability for service.

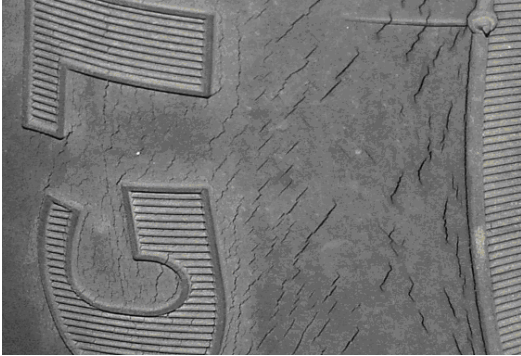


Figure 3: Sidewall cracking due to environmental exposure to oxygen, heat and sunlight.

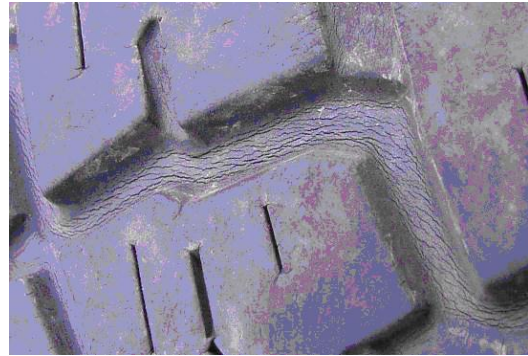


Figure 4: Tread cracking due to environmental exposure to oxygen, heat and sunlight.

Don't Buy Used

Tyres are expensive, especially when you factor in the price of mounting and balancing. That's why used tyres become more attractive to consumers who are strapped for cash. But the purchase of used tyres is very much a buyer-beware situation. Even a one-year-old tyre can be dangerous if it was poorly maintained.

When a consumer buys a used tyre, he has no idea how well it was maintained or the conditions in which it has been used. The previous owner might have driven it with low pressure. It could have hit curbs repeatedly. It could have been patched for a nail. Further, it's a dated product. "You wouldn't want a used tyre for the same reason that you wouldn't buy a 10-year-old computer," Zielinski says. "You are denying yourself the advancements in tyre technology over the past few years."

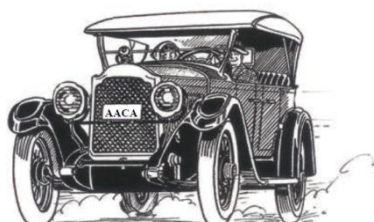
Make Sure You're Getting a "Fresh" Tyre

Just because a tyre is unused doesn't mean it's new. In a number of instances, consumers have purchased "new" tyres at retail stores only to find out later that they were manufactured years earlier. In addition to having a shorter life on the road, a tyre that's supposedly new but is actually old may be past its warranty period.

Letting Go

Getting rid of an unused spare or a tyre with good-looking tread may be the hardest thing for a thrifty consumer to do. "Nobody's going to take a tyre that looks like it's never been used and throw it out," Kane says. But if it's old, that's exactly what the owner should do.

Of all your vehicle's components, tyres have the greatest effect on the way it handles and brakes. So if the tyre store recommends new tyres, spend the money and don't put it off. Your life could depend on it.



General Club Stuff

Roll up! Roll up! – Come see the 'Human Torch'!

With the recent spate of very hot weather it is important to keep hydrated. This is particularly so when out in our sheds, which are mostly uninsulated metal structures that can be much hotter than in the house. Recently one of our members, concerned with his well-being, ensured he had a plastic bottle of water nearby that he could take regular swigs from as he laboured away in his shed. In an absent-minded (perhaps senior's?) moment he reached for said water bottle and took a refreshing healthy sized 'glug' of the life giving fluid...only to find he'd inadvertently picked up a bottle of turps that was similarly shaped and coloured to the H₂O bottle. Now I've heard of people drinking metho, but turps?and he didn't even have the decency to have it on ice! I suppose the bright side is that he can now clean his own paint brushes by putting them in his mouth, but they're going to have a devil of a time putting him out when he's eventually cremated!

Autumn Pre 31 Tour Cowra 2nd to 4th May

This year there is going to be a Pre 1931 tour hosted by the Dinosaur Drivers Register in Cowra from the 2nd to the 4th of May.

It has been decided to endorse this as our clubs weekend away and it would be great to have as many of our club attend as possible to make this a success.

I have checked around Cowra and have come up with the Country Comfort Cowra Countryman Motel, 164 Kendal Street Cowra, Phone: 6342 3177. They have given us a great room rate of \$95 a night for a queen room.

Please book your motel and complete the entry form as soon as possible. I have attached the entry form (Page 19), entries Close **11 APRIL**.

A brief rundown of the weekends activities are as follows:

Friday would be register from 10.30am with morning tea then BBQ lunch about 12-12.30pm, then about 1.30pm-2pm leave for a shortish run around the backblocks of Cowra ending up at the park near the Japanese Gardens about 3-3.30pm for afternoon tea. Some may want to visit gardens or head back to their motels and its do your own thing Friday night for dinner.

Saturday we are going to Grenfell for morning tea then on to Iandra Castle for a picnic in the grounds and then travel back via Koorawatha to Cowra.

Sunday Farwell breakfast before heading home.

If you decide to come away for a great weekend, drop me an Email or give me a call on 6259 5250

Simandchris@optusnet.com.au

Chris Hogan



Answers to Road Rules questions – In every case the answer is 'A'. How did you do?

MOTORING IN NEW SOUTH WALES.

Impressions and Incidents.

I have been out in Orange, N.S.W., for a year on a pleasure trip, and being a motorist, am naturally interested in the motoring future of Australasia.

The first thing that strikes one is the good feeling (granted somewhat tempered with curiosity) which is displayed towards motorists; all the prejudice and bitterness, so common in up-to-date and enlightened England, are absolutely non-existent in a colony thirteen thousand miles from Europe, and little over one hundred years old. Moreover, in view of the fact that Australia is essentially the land of horses, one would not be surprised to find there a strong anti-motor feeling.

It is interesting to see a young stockman driving a mob of cattle, perhaps four hundred strong, along the road. He is mounted perhaps on a young horse that has never seen a saddle till the day before. A motor comes into sight; what is the result? Young Australia has to keep his mob from breaking, wants to have a look at this curiosity, and, finally, has to keep on his horse. Naturally, the animal performs, and ties itself into knots, but what is a trifle like this to one brought up, as he has been, in the saddle since the days when his little legs could not reach the stirrups, however much the leathers were shortened. Is there any ill-feeling in his mind against the car which has scattered his cattle, and put his horse in a state of nerves for the remainder of the week? Not a bit of it. The occupants of the car are wished an unconcerned "Morning" in that quiet, inimitable manner of the bushman, there is a miniature fusillade of stock-whip reports, the cattle are rounded up, and the incident is closed.

In England such an adventure would have meant that on the horse giving his first buck, the rider would land on the ground, possibly with broken bones, would probably take the number of the car, certainly curse motors to perdition, and a fresh tirade against motors would most assuredly appear under a scare heading in all the local papers.

There is no getting away from the fact that most of the accidents at home are directly attributable to the fact that the driver is ever so much more afraid of his horse than the horse is of the motor. I have seen the occupants of a trap, on the approach of a car, jump down, wave and screech wildly at the car, and throw a coat over the horse's head, any of which antics is quite sufficient to frighten a horse to death, whether there is a motor in the neighbourhood or not.

Cars becoming Popular.

Cars are becoming more popular every day out here, the standard makes most in demand being Clément-Talbots, De Dions, Brasiers, and Darracqs, all of medium and low powers. I am sorry to say that the "mongrel" element is rather pronounced, and agents sell, and charge long prices for, some very shoddy stuff of unmistakably cheap French origin. The only genuine fittings on these cars are the Aster engines, with which most of them are fitted; the other parts of the car, it is worthy to note, bear no maker's mark, but the body sports a gaudy transfer with some fancy name—"Swiftsure," "Gee Whiz," etc., *ad nauseam*.

The prices charged out here by some of the second-rate dealers are simply red hot. I know one man who paid £550 for an 8 h.p. Darracq, and who reckons

he got it a bargain; incidentally, with duty twenty-five per cent., so the profit made on the deal may be imagined.

Little Known about Motoring.

Australian motorists, as a body—mark, I say as a body—are not motorists in our sense of the word, that is, their ideas (if they have any on the subject) as to what makes the wheels go round are of the faintest. Some have owned cars for years, and have never been behind the wheel, preferring to trust themselves to a heavily paid driver. It is, therefore, not remarkable that they find motoring an expensive pastime. Some, again, belong to that class which we despise so much—the man who merely uses a car for its conveniences as opposed to other methods of transit. At home, you find that a man who owns a car, however small, will be able, and only too willing, to discuss different types of clutches, various systems of carburation, etc., with a fellow motorist; he will also have his own opinions (pretty strong ones, too) on most technical motor matters.

Out here it is quite different. A man has a car; it goes, let that suffice. The car stops, "It has broken down (do you ever hear a genuine motorist using that term)—why trouble to find out what is the matter? That is the province of the paid driver.

Educational Advantages Lacking.

We can hardly blame colonial motorists; they have not the opportunities of a motoring education, which we are fortunate in having at home, such as the T.T., motor shows, hill climbs, and last, but not least, motorist neighbours. Out here a man buys a certain make of car simply because "Tommy has one, and he tells me it does not often break down" (that awful word again). "Tommy" probably got it because "they give you one of those funny screeching horns you work from the flywheel, if you get the car."

I distinctly applied the above remarks to Australian motorists as a class; there are plenty of individuals who are every bit as up to date in motor matters as we are at home, but they are in a small minority.

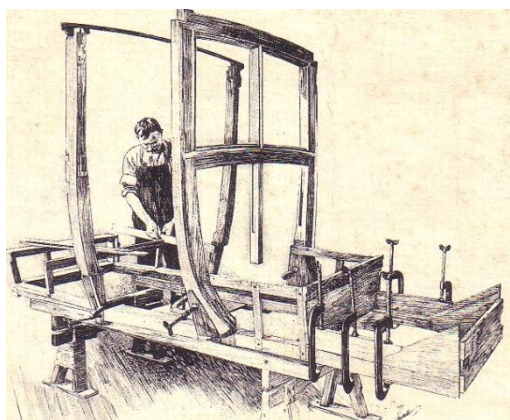
The roads round here are excellent, which term might be applied to most of the main roads within a hundred miles of Sydney; they are well metalled, and, moreover, keep in splendid condition owing partly to the scarcity of traffic as compared to that at home, and chiefly to the splendid climate.

Driving up Country.

Motoring is quite possible in the back country in the summer and autumn, but if there is a wet winter and spring, such as we have had this year, the roads (better called tracks) in the back blocks, not being macadamised, are practically rendered impassable by the heavy bullock teams laden with ore from the mines and woad from the various stations.

In conclusion, I might say that the car that is going to do well out here will have to be something on the following lines: 8-10 h.p., light, but very strong, specially in the frame and axles, solid tyres, chain transmission, bodywork need not be too high class, price to come out at about £150 (landed Sydney), and last, but not least (for back country work), a minimum clearance of a foot is desirable, perhaps, in fact, eighteen inches would not be superfluous on account of the obstacles encountered.

L C 2151.



Technical Page

Notes from a Coachbuilders Workshop.

By Peter Rhys-Davies.

Door Hinges – *Part 1*

There are a good many reasons, and almost as many excuses, for owning a veteran, vintage or classic motor car, not the least being the sheer joy of driving it on a regular basis, preferably on a warm, sunny day – with a pub in sight at the end. The enjoyment surely stems partly from being in the company of like minded people, all taking a certain amount of both pride and pleasure in their vehicles. For some it can be partly a re-creation of their earlier years – of perhaps their first car. Others find a real sense of achievement in restoring and then driving their unique piece of machinery, whether it might be a traction engine, or a motor car.

For most, I think, it is this sense of achievement. From taking possibly a rusting collection of scavenged bits and pieces, and after months – and probably years – of hard work, being able to drive the results of their labours.

One of the many other, perhaps more minor reasons, is often the very satisfying ‘thunk’ as the door closes firmly and securely. It’s a nice sound! But over time, for varying reasons, annoyingly doors can become slightly out of alignment, with one of the more common reasons simply being that the hinges have worked slightly loose. Occasionally all that is needed to correct this is for the screws to be tightened – but very often that is only a temporary measure, and a few months later the problem begins to re-occur. Happily there is a permanent solution.

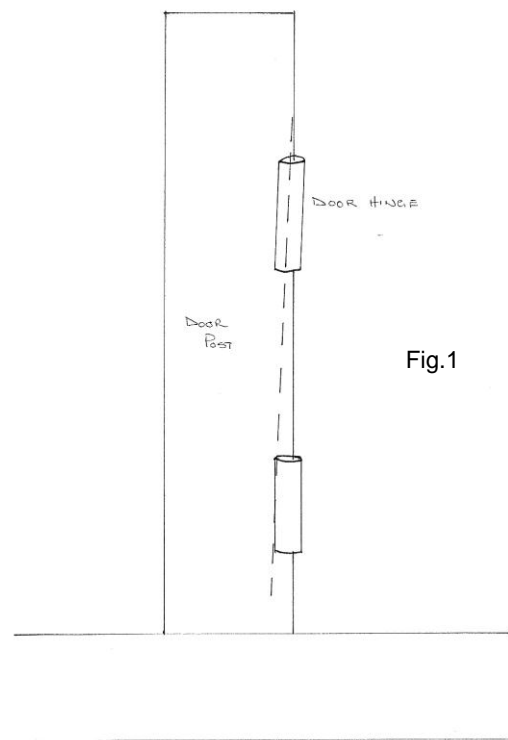


Fig.1

Just before we take a look at that aspect though, firstly it is important to make sure that the hinges themselves are not part of the problem. One of the most common situations I’ve seen pass through my workshop of the past several decades are illustrated in Illustrations 1 & 2. In ‘1’ we are looking at the car from the side; and in ‘2’ we are standing at the rear looking forward – in both cases at the passenger side door. For diagrammatic reasons

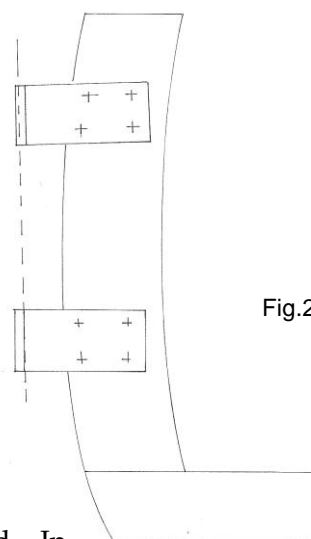


Fig.2

both illustrations are slightly exaggerated to make the point easier to understand. In both cases there is a slight twist to the hinge alignment, in both front and side elevations.

One is bad enough, but to have a twist in both spells real trouble. With saloon/limousine doors, with three hinges, these problems can be acute. Hinges that are slightly out of alignment in either or both cases will lead to several difficulties.



By far the best way to check your hinges for alignment is to remove the hinge pins, (the door should be removed first), and slide a round bar the same diameter as the pin down through the top hinge, as in Illustration No. 3. Ideally, of course, it should neatly slide down through the bottom hinge, in both planes., as in this photograph, but in many cases this will not be the case. Very often you will find that while one way may be near perfect, the other aspect will show up a problem. This is where remedial action is needed. Back to Illustration No. 1.

To properly align these hinges all that is needed is to slacken the top two screws; remove the bottom two screws, then slip a small piece of shim metal behind the bottom half only of the hinge, replace the bottom screws, and tighten the top screws. This will bring the bottom part of the top hinge backwards by just a trifle - and test again. A further piece of shim may be required, or perhaps a thinner piece. It is all a matter of trial and error – and considerable patience! In a serious case it is possible that both top and bottom hinges may require adjustment. Take the time, and care, to do the job properly, and the end result will be doors that work smoothly, without

straining.

Now the Illustration No. 2. This is somewhat more complicated to fix. Here the top hinge needs to be slightly re-positioned, twisted clockwise, to bring both pins into proper alignment. To achieve this, remove the top hinge completely, carefully drill out the old screw holes, then glue and plug them with a short piece of dowel (say about 5/16 inch dia.) into each hole, and leave to dry. For this you should use a very good quality glue, preferably one of the marine grades, and fully waterproof. The ordinary white carpenters glue commonly seen in hardware stores is neither adequate or suitable. And... forget all about trying to fill the old screw holes with any of the commercial fillers available; or gluing small splinters of wood into the old screw holes. These 'solutions' are only ever likely to be short term and very temporary. Do this job properly now and it should never need doing again.

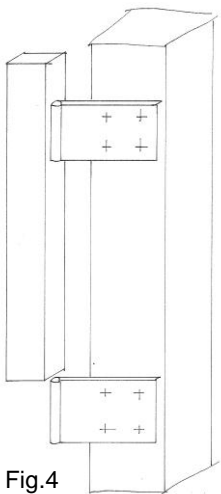


Fig.4

Once the glue has dried fully, clean off the small portion of dowel left protruding and carefully holding the hinge against the door pillar, slide the bar down through both top and bottom hinges. You will find it helpful to pack the old hinge cut-out with a scrap piece of wood the correct thickness – and if you can temporarily cramp the hinge in position with a 'G' cramp it will be much easier to mark the new cut-out position lines at the top and the bottom of this hinge. Carefully mark the new edges of the cut-out with a sharp cut line, not a pencil. A joiners marking knife is ideal or a Stanley knife will do. Now re-cut the hinge position in the door pillar, and re-fit the hinge in its new position, holding it in place with a 'G' cramp if possible. Test once more with the bar, and when you are happy with the result leave the cramp in position and re-drill the screw holes, then finally re-fit the screws. Leaving the 'G' cramp in position ensures the hinge does not move slightly when the screws are being re-fitted.

Some hinges do not have removable pins. This does require considerably more effort. The way to proceed here is to use a straight edge – an aluminium carpenters level is ideal – holding it up against the edge of the top hinge, as shown in Illustration No. 4. This method is somewhat less precise than with a removable pin, however with care acceptable results can be achieved. It is important that the level, or straight edge, is NOT placed across both the hinges, as it is next to impossible to detect slight errors this way, although feeler gauges do help. Holding the level firmly against the top hinge, gently slide it down the outer face of the bottom hinge. Then place the level at the back of the top hinge, and repeat. There may only be tiny discrepancies, which is where the feeler gauges may be useful. To adjust the hinges where necessary, proceed as above.

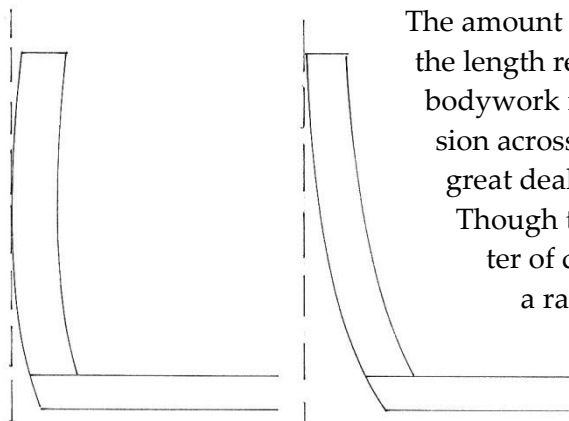


Fig.5 - looking forward

The amount of 'turnunder' to the bodywork determines to a large degree the length required for the bottom hinge. 'Turnunder' is the amount the bodywork is narrower at the bottom (by the chassis) than the dimension across at the waist height. See Illustration No. 5. Bodies with a great deal of turnunder require consequently longer bottom hinges.

Though there are natural limits. To a certain degree it can be a matter of design function, for when the door is open many consider it a rather unsightly look if the door 'leans' or 'falls' down to some degree, as shown in Dia. 6. In cases like this keeping the top hinge as short as possible does help, and also moving the bottom hinge further up the door post is another possibility.

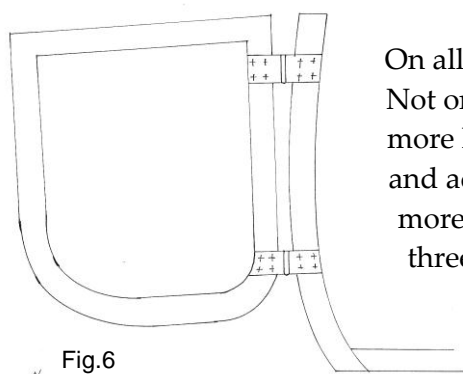


Fig.6

On all of the larger limousines three hinges per door are fitted, of course. Not only is the door physically heavier itself, but also there is usually more hardware, such as winder winders, fitted too. The process to check and adjust these hinges is identical to the above, though considerable more care and attention is needed, as it is absolutely essential that all three hinges are perfectly in alignment in both planes.

Having shown how to fit and position the door hinges so that they work smoothly and easily – the next step is to throw away all the screws! No matter how tightly they are fitted, over time they will always begin to work loose, for a variety of reasons. Body movement alone can begin the process; steel screws will inevitably start to rust and degrade inside the timber; brass screws are softer and usually cannot be tightened quite as much as steel, for fear of damaging the head; and the timber used in coachwork can 'move' considerably. The timberwork can, and will, both swell and shrink in humid and dry conditions, all enabling the screws to work loose.

Is there really a permanent solution? There is, and in the next newsletter it will be explained.

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THE BOMBALA TIMES, FRIDAY, MARCH 2, 1917.

FATAL ACCIDENT.

The town was startled on Tuesday night by the news of an accident to the Delegate Motor Company's Fiat lorry on the Bombala Delegate road. All sorts of wild rumours were floating about, but eventually the facts were gleaned and they were such as to make everyone feel sad for the poor fellow who had lost his life, and to marvel that the other four men on the lorry were not more seriously hurt.

On the lorry were Messrs. J. Burns (mechanic and driver), Mackenzie (manager of the Bombala Freezing Co.), Tucker (Government grader), A. H. Davis (Bombala), and G. Walsh (Delegate). The lorry was carrying a load of cordials to Delegate for Mr Davis, and intended bringing back a load of rabbits to the freezing works. At the top of Cameron's Hill, about sixteen miles from Bombala, the driver (Burns) handed over the wheel to Mr. Mackenzie, who is himself a thoroughly competent driver, and then got into the back part of the lorry to see how a new axle that had just been put in was working. The lorry had not gone far when the chain on the brake snapped and Burns called out to Mackenzie to stop her. Mackenzie immediately endeavoured to do so with the handbrake, but this wouldn't work, and as there was nothing to hold it the lorry began to increase its pace rapidly. The driver steered it on the road until reaching a water table, when he lost control. The lorry rocked violently and took a semicircular course. It eventually struck a water table and made a tremendous bound over a wire fence and landed on a little rise the other side. From where it jumped to where it landed the distance was measured and found to be 32 feet. Only the top wire of the fence was broken. The cordial bottles were distributed all along the side of the road from the water-table where the lorry first started its erratic course.

Mr. Davis saw that a smash was inevitable and jumped out before the crash came. He escaped with three broken ribs. Mr. Mackenzie was hurled through the windscreen and received some nasty cuts in the face and bruises about the body.

Mr Tucker, who was on the front seat with Mr. Mackenzie, had his shoulder dislocated. Mr. G. Walsh was jammed in amongst the boxes at the back, and was the only one not thrown out, and was only slightly injured. Mr. Jack Burns was in the back and was thrown out when the lorry made the leap at the fence. It is believed he was thrown against a post, and it was apparent that he was badly injured.

Assistance came quickly from Mr. G. D. Walcott's homestead a short distance away, and the telephone brought other help, including Dr. Graham, from Delegate. Mr. Burns was placed on a stretcher and brought to the Bombala Hospital in Mr. Walcott's car, and the other injured men were conveyed in Mr. Heyde's car by Mr. Mr. Geof. Stewart to the Hospital and had their injuries attended to. Further medical examination showed that Mr. Burns had his spine broken and there was no hope of recovery. He lingered quite conscious until about mid-day on Wednesday.

Our Delegate correspondent writes: -The fate of poor Jack Burns has given this place a painful shock, It was known on Tuesday that his injuries were serious, and to-day it was realised he could not last long. He was 35 years of age, a native of Scotland and had been about this district for twelve months or so, chiefly in the employ of Lorry Coy., and had established a reputation as a first class hand, and by those who knew him was regarded as a thoroughly manly fellow. So far as I know he has no relatives about here. The remains are to be brought here for interment tomorrow.

An inquiry was commenced on Thursday morning by the Coroner, Mr. F. C. Boys, and then adjourned for a fortnight.

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BOMBALA TIMES

From this graphic account of that dreadful accident, it should be explained that the chain, which broke, was in fact the drive chain. The mechanical foot brake operated contracting bands on the back drums only, for there were no front wheel brakes provided. These brakes were practically useless due to their saturation from flying grease from the drive chains. A slightly more reliable source of braking came from a long lever protruding from the cabin floor, outside on the right, beside the gated gear lever. This operated contracting bands around a drum on the tail shaft and was more efficient as a parking brake. With the braking of the chain, the engine was rendered useless in holding the vehicle in gear. Consequently there was nothing to stop its rapid downhill progress. The water-course mentioned is more commonly called the table drain at the edge of the road.

The Fiat truck had its broken chain repaired on site and Geoff Stewart, who operated the local garage in the main street, drove it back to Delegate. The broken windscreen was replaced and as there was no other evidence of damage it was ready to go back into service.

Young, enthusiastic and looking for adventure, seventeen year old Harold Rodwell from Glenora, the family homestead just across the bridge from town, took the job of driver which, understandably, no one else would take. He would be, later in life, our father with many memories associated with his time as a truck driver. He knew every inch of the local roads even to a repair he had to make to a fence, just on the northern side of Ando Public Hall, after a steering failure. It was a very workman-like join, still in place when he showed me some 50 years later.

The four cylinder, solid rubber tyred, tray bodied, 1914 Model truck was fitted with carbide gas headlights which had to be opened at the front to light the gas jet inside. It was rated at 3½ tons carrying capacity though it was often loaded to twice that weight. Low gear was walking pace and top, flat out, unladen, on level ground was 15 m.p.h. The tailshaft drove a combined gear box and differential, situated about half way down the chassis, onto the solid back axle by sprocket and chains on either side. It was a thirsty big brute with a fuel consumption rated at 50 litres per 100 kilometres (6 miles per gallon).



Figure 1: The motor lorry outside Stewarts Garage in Delegate. Harold Rodwell has his knee against the wheel between two unknown men. Early in 1916 a company was formed to purchase a motor lorry to carry goods between Delegate and the rail head at Nimmitabel. That truck was the 1914 Fiat. (Bombala Times March 1916)

When hauling a load it was absolutely essential to engage low gear both up and down steep grades and in the photograph a large chock can be seen hanging behind the rear wheel on the drivers side. This home made innovation consisted of a rope from the wooden block via a pulley at the rear of the tray to a loop on a hook attached to the side of the cab. In an emergency, such as stalling when climbing a hill, the driver could knock the loop off the hook and thus drop the chock and prevent the truck from careering backwards.

If the driver was a bit slow in responding, the truck could jump the chock and my father showed me where just such an incident occurred. It was on the northern outskirts of Bombala, where the road climbs, that he was stopped by construction work for the coming train line. The Fiat was fully loaded and although he dropped the chock, the

truck had begun to roll backwards and jumped the block. My father quickly climbed out onto the running board and steered the bolting vehicle all the way back to the flat adjacent to what is now the Bombala Historic Engine and Machinery Society premises. One had to be very careful on hills! And there were plenty of them.

The area traversed by the Fiat, with Dad at the wheel, took in Delegate, Bombala, Cathcart, Bibbenluke, Ando and Nimmitabel on the Monaro Plateau and to a lesser degree Merimbula, Pambula and Eden on the South Coast. The southern line had reached Nimmitabel in 1912 which served as the rail head until after 1920, when it was pushed through to Bombala. Consequently, goods reaching, or coming from this southern region had to be transported by road.

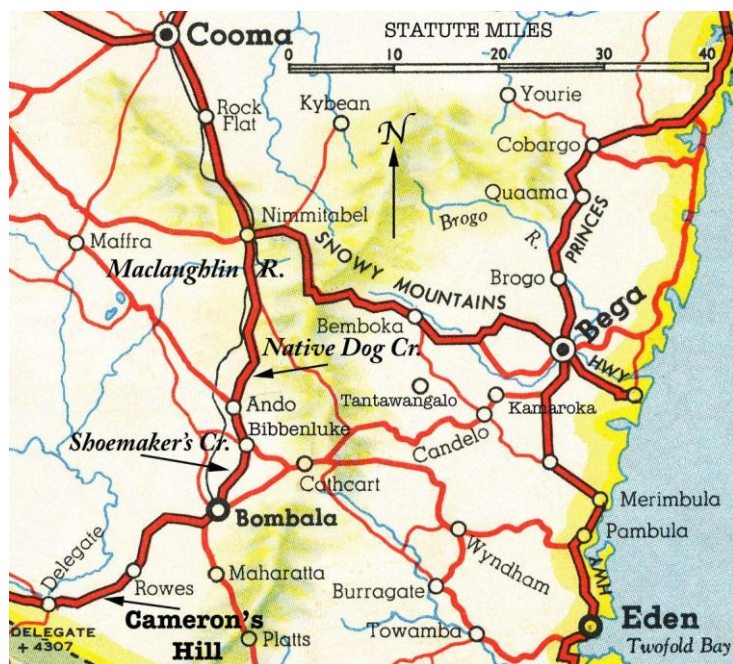


Figure 2: Southern N.S.W showing the geographic area of the routes travelled by the Fiat truck.

Driving that thundering great truck, at the age of 17, young Harold thought he was a pretty big wheel and wore his hat at a jaunty angle. He was effectively cut down to size by an incident in Aston Park, a property a few miles south of Bombala, owned by a well-to-do, upper class, Scot. Needing assistance with a breakdown, the young driver confidently knocked at the front door of the home-
stead. A servant heard his request and returned a short time later to say, "The Laird will speak to you at the tradesmen's entrance"!

Some months later, the Laird, who imported deer from his homeland, was gored to death by one of his stags. All were turned loose and their progeny may be seen occasionally in timbered areas of the Monaro and Snowy Mountains.

Of course there were many horror sections such as the steep ascent from the wooden bridge over the Maclaughlin River south of Nimmitabel. It took $\frac{3}{4}$ of an hour to climb with the engine boiling and the

chock dragging behind the rear wheel. The co-driver walked beside, with one hand on the tray, ready to kick the chock under the wheel if the engine stalled.

There were no bridges over Native Dog or Shoemakers Creeks, which carried considerably more water in them than in recent years. If rain increased the water level too much to cross, it was just a matter of setting up camp and waiting for the water level to subside to a stage where it was practical to attempt a crossing. Bed rolls and some basic foods were always carried in case of such delays. Of course a long wait could be made far more comfortable by a good size camp-fire, which was absolutely essential in freezing weather.

If there were kegs of grog on board, the forced stay could be made a little more acceptable by the addition of some of the contents. This could be obtained by cunningly removing brads from a hoop before sliding it up and boring a hole through a stave with a gimlet to gain access to whatever was inside. The grog would be decanted into a billy-can or two, the hole sealed up with a suitable twig, the hoop replaced over the spot and no one was any the wiser.

Kegs were generally of the same size so one had to take pot-luck with what one got. On one occasion a keg produced brandy and when consuming from a billy-can the results were predictable. Dad tells of waking in the morning covered in frost as he had not made it into his bedroll before succumbing. When the water level had dropped to a point where it was deemed that a crossing was practical, a piece of tarpaulin would be tied from the top of the radiator to below the engine. Then, with a good long hair-raising, down-hill run in neutral, the truck would hit the water with an enormous splash and huge bow-wave. With a bit of luck, the other side could be reached where the chock could be dropped, quickly, to stop the vehicle from rolling back into the torrent. Often, the splashing water

reached the open magneto, which would have to be thoroughly dried before the engine could be coaxed into life via the diligent use of the crank handle.

The worst nightmare, however, was bogging as the solid rubber tyres carried no tread whatsoever and the roads were basically dirt with few sections of gravel. A good strong set of chains made by the local blacksmith was a necessity but even so, there were soft sections of the road where a decision would have to be made as to which deviation looked like the best option.

When bogged, the first attempt to get free was to jack up the wheels, one by one and place timber, rocks, or anything suitable at hand into the hole beneath. If this failed the only alternative was to unload and carry some, or all, of the goods to higher ground. This was of course the very last resort as everything usually came in bags, boxes or barrels and all were very heavy. For instance a bag of wheat weighing 80 kilograms was considered a load for one man.

One of the worst sections of road was beside the little lake at Ando where the clinging black basalt soil was most likely to contribute to the breaking of a drive chain. This would present the appalling task of removing about, 30 bolts from the protective case to access the problem chain and fit a new link. All this, sometimes at night in winter conditions, while lying on a piece of tarpaulin laid over slush or gale blown sleet and snow with only the meagre light of a kerosene lantern to guide ones frozen fingers.

Records show that the winters were longer and colder in the first half of last century and the Fiat's cab offered very little protection from the elements. There were no doors and no wipers for the windscreen which in heavy rain or snow, needed to be opened outwards to provide clear visibility. There was no heating and to keep warm it was usual for the crew to set the throttle to full on and walk beside the truck while climbing hills. It was a simple matter to reach up to correct the steering when necessary.

Dad's favourite run was to Cathcart as it was close to his grandparents property, Woolungubrah (Aboriginal meaning Windy Place). Here would be a log fire burning in one of the open fire-places with a ready meal in a camp oven swung to the side on a gimbal.



Figure 3: Woolungubrah the prefabricated inn on the original wagon trail from Eden to the plateau. From here, the Southern Ocean is visible on a clear day. It is owned and cared for by the N.S.W. Forestry Department. The building has been faithfully restored and now stands in a pine plantation.

The house was originally an inn, prefabricated in California from Sugar Pine, fronting the only road from the South Coast to the Monaro. Standing at the top of Big Jack Mountain it is right on the rim of the plateau and was a welcome resting spot for the teamsters who had brought their bullock wagons and teams up that daunting climb. It took 20 bullocks to haul a two ton load up from the bottom of the Big Jack and was usually done by hitching two or three teams together. This part of the original road was known as Purgatory.

In the 1860's this route was well travelled by the rush of aspirants coming from the port of Eden to the gold fields of Kiandra but, by 1917 it was abandoned in preference of the new road via Tantawangalo to Wyndham and Pambula. Harold Rodwell was the first person to take a truck down this new road, which he did in low gear with a sizeable tree

chained to the back of the truck for safety.

These days, the road south from Nimitabel follows a different route, the Monaro Highway, all nicely graded and sealed with concrete bridges over Native Dog and Shoemaker's creeks, but relics remain. The railway line is still there but no trains have run for many years. The climb out of the Maclaughlin River, on the old road, is much the same as it was ninety years ago. The road through Ando is now highway but the lake is dry. White Hill, the slippery kaolin clay climb on the south side of the Delegate cemetery is evident and a watchful eye can pick up sections of the original road.



Figure 4: Above - The rickety bridge over the Maclaughlin River with the dog leg bend leading to a steep climb beyond.

Figure 5: Right - John Stewart (Left), the third generation of the Stewart family to own the garage next to his father, Jack. This was the original transport depot in Delegate.

Cameron's Hill, the steep down grade about 6 miles out of Delegate, where that fatal accident occurred, was the place to engage the exhaust whistle. This was achieved, at full revs, by activating a foot operated bypass butterfly valve to divert exhaust gas into the four pipes of the whistle. The resulting scream could be heard in Delegate on the clear mountain air, thus heralding the imminent arrival of the laden vehicle.



Figure 6: Left - The ex Rodwell homestead, Glenora, still stands as the first property on the right over the bridge from town. It is owned now by Phil and Maree Pope who are undertaking major renovations to return it to its former glory.



Figure 7: The Bombala depot was Don Kennedy's garage next to the old picture theatre near the bridge. Don held the agency for Dodge and Ford cars and trucks. Now, the building is the local pizza shop run by sisters Fiona and Wendy Douch and claims to be close to half way between Sydney and Melbourne.



Figure 8: In Nimmitabel the main street garage served as a depot. It is now the local Post Office and Store owned by Dicky Boyle. The business side of the venture is run by Vicki Roe. She has named it Farvs in honour of her grandfather. The original service pit is still there though safely covered by floor boards.

And what of the Fiat truck which could leap tall fences in a single bound? After performing its duty to the best of its ability, time and more efficient means of transport made it redundant. It languished on a property out from Delegate until the land was cleared and is said to have been bulldozed into a gully and ignobly burnt.

If you happen to travel the road between Nimmitabel and Delegate, cast your mind back to the early days of road transport and thank your lucky stars that conditions have improved.

Tom and Frank Rodwell
June 2011.

For Sale

Metal lathe – 7" x 20" bench type. Been in same family since new. In very good condition – always well maintained . Comes with tools and accessories too numerous to mention. \$1100. Free home-made purpose built bench if wanted. Contact Robert McGuire – 6231 8087



DINOSAUR DRIVERS REGISTER Inc. LACHLAN VALLEY MEMBERS.

Entry No.

Office Use

PRE 31 AUTUMN TOUR, COWRA NSW. MAY 2ND TO 4TH 2014.

Eligible Vehicles –Manufactured PRE 1931

Registration for entrants from 10.30 am to 1.30pm Friday 2nd May 2014 at **PCYC** 40 Young Road, Cowra.

Entrant's Names _____

Address _____

Postcode _____ Phone _____ Mobile _____

CLUB _____

Vehicle Make _____ Model _____

Year _____ Rego No. _____ Insurance Policy No: _____

*I am a Financial Member of the above Club.

*I will be able to produce evidence of Club Membership, Registration and Vehicle Insurance if required at the Event registration

Catering: Please attach details of any special dietary requirements.

Day	Details	Price per Person	No. Adults	Children Half Price	Amount
Friday 2nd	Morning Tea -PCYC	FREE			FREE
Friday 2nd	LUNCH -PCYC	\$10.00			\$
Friday 2nd	Afternoon Tea	FREE			FREE
Friday 2 nd	Dinner - various venues	Do your Own Thing			****
Saturday 3 rd	Morning Tea -Grenfell	\$ 6.00			\$
Saturday 3 rd	landra Castle -Entry	\$10.00			\$
Saturday 3 rd	Boxed Lunch- landra	\$15.00			\$
Saturday 3 rd	Presentation Dinner Cowra Services Club	\$38.00			\$
Sunday 4 th May	BBQ Breakfast PCYC Young Road. From 8am	FREE	No.'s required		FREE
	RALLY ENTRY				\$45.00
	Entries Close 11 th APRIL,2014	SORRY NO LATE ENTRIES		TOTAL	

Please indicate if registering Friday ☐ or Saturday ☐

Payment in full is required with this entry. Cheques made payable to DINOSAUR DRIVERS REGISTER Inc.

POST TO: Jim Hatton. 77 COWRA ROAD, COWRA. NSW 2794

Enquiries to Tour Co-ordinators. Jim & Christine Hatton Phone: 02 6342 1314 Mob: 0419 697 632

Conditions of Entry The above nominated vehicle for this event was manufactured prior to 1931 and complies with eligible requirements of Conditional Historic/Full Registration and Comprehensive or Third Party Liability Insurance as at the completion date of the Tour.

SIGNED: _____

DATED: _____

The Edwardian - February 2014

MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 19 January 2014

Meeting Opened: 7-00 pm. Held at Rob Woolley's home.

Attendance: 19 Members. Apologies Nil. Guests 2 (Andrew Robinson & Vilay Phommaly)

Minutes of Last Meeting:

Accepted Moved Rob Woolley. Seconded: Carol Nowak.

Correspondence In:

- Letter from Steven Farmer (Shannons) accepting invoice for magazine ad. - \$100.
- Letter from John Bourke (Veteran Motor cycle Coordinator) re 10th Vet Bike rally at Ararat Vic. 4 to 9 October 2015.
- Letter from Council of Historic Motor Clubs – NSW for Annual Affiliation Fees. Passed on to the Treasurer 27-11-13.
- Flyer re Shannons auction.
- Email from Shannons inviting all club room users to an open day Saturday 7th December 2013.
- Several lots of fees.
- Cheque from Suncorp \$100 for Shannons ad in the Edwardian
- 22-12-13. Email from Peter Templer informing our Club that John Wein-Smith had passed away. John had a 1904 De Dion.
- 23-12-13. Email from Peter Templer informing our Club that Graeme Treloar passed away. Graeme was a keen BSA motorcyclist.
- Numerous Club magazines.
- 8-1-2014. Letter from National Library acknowledging receipt of Club book for the 50th celebration.
- Jan 2014. Letter from Vet/Vin Chev Assoc. re Sydney Super Swap at Hawkesbury Showground on Sunday 16th Feb. 2014.
- 15-1-2014. Letter from Chief Minister thanking Rick for the nomination of VVCC – ACT for Chief Minister's Canberra Gold Award. Been in existence in Canberra for more than 50 years. Award of certificate will be in March 2014.
- 15-1-2014. Fuji Xerox photocopy bill for \$115-60.
- 15-1-2014. Email from Richard Saunders of CAMS Car Club inviting all car clubs to a General Assembly Conference at the Melb. Exhibition Centre on 15-2-14 to discuss topics relevant to clubs including track & driver development, safety & tech. advice, membership and insurance. Two club members free of charge.
- 19-1-2014. Notification from Kathy Booby re the Collector Pumpkin Festival on Sunday 4th May 2014. If we are going as a Club event must let the festival organizers know by 26th April 2014.

Correspondence Out:

- Email to Shannons with Invoice for \$100 for magazine ad. – 21 Nov 2013
- Welcome letter & in Info to new member Mathew Spackman
- Welcome letter & Info to new member Peter Leemhuis
- Letter 22 Nov. to National Library with copy of 50th Anniversary book.
- Club members notified of Shannons open day on 7th December 2013.
- Email to Treasurer re CHMC – NSW Affiliation fees due (27th Nov 2013).

Secretary's report accepted - Moved: Rob. Seconded: Rick.

TREASURERS REPORT

Operating account balance	\$ (Treasurer not at meeting)
Rally Account	\$
Term Deposit	\$

Accounts for Payment

Bill from Fuji Xerox for photo copier use - \$115-60. To be passed to the Treasurer.

Treasurers Report accepted – Moved _____ Seconded _____

EDITORS REPORT

Nil to report

EVENTS REPORT

Nil to report.

LIBRARIANS REPORT

Nil to report

REGISTRARS REPORT

Rob Woolley has done several registrations. Other Registrars not present.

GENERAL BUSINESS

Rob sent out a draft calendar of Club events for 2014. The meeting discussed the calendar and generally found it acceptable. Member's comments from a survey about Club events, sent to all members in November last year, were also discussed. Suitable Club runs still need to be arranged for several months during 2014. It was decided that for the February run that the Club would go to the Cotter recreational picnic area for breakfast/brunch on Sunday 23rd February 2014 to be followed by a planned run back to town. Nick will work out the details and times and notify the Editor (Rick).

Other runs to fill in the calendar for the whole year will be worked out by the Club committee.

The Edwardian - February 2014

Rob mentioned that we still require an Events Director.

John Cadona would like to invite the Club, with one or two other car Clubs that John is involved with, to his property later in the year. No member was suggested and suited John at this point in time.

MEETING ACTIVITY – Nil tonight

Meeting Closed 7-35pm

The National Calendar

May 4-9	National 1 and 2 cyl. Rally, Robe SA. – see Nick or Rob for details
October 19-24	National Veteran Rally, Kalgoorlie – Boulder – see Nick or Rob for details

The Club Calendar

Feb 19	Club meeting
Feb 23	Brunch run to Cotter Reserve – see below for details
Mar 16	Wheels. Kings Park, just down from the Carillion.
Mar 19	Club meeting
Apr 16	Club meeting
Apr sometime	Run to coincide with ACT Heritage week
May 2-4	Pre 31 Autumn Tour Cowra
May 18	Skills Day at Southwells – Geoff Nicholas
May 21	Club meeting

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

Date: Sunday 23rd February 2014

Venue: Cotter Dam recreation area. Turn right into the road heading towards the dam and meet on the right hand side opposite the toilets about ½ klm along the road.

Purpose: for Breakfast/Brunch BYO tucker. There are electric BBQ's so cooking shouldn't pose a problem.

Time: meet at the BBQ area at 9AM. There are a number of tables available however it might be sensible for people to bring along their own chairs.

After Brunch there will be a Club run home via the Urriara loop (25klm). That is turn left onto Brindabella Road when leaving the Cotter (before the narrow bridge over the Murrumbidgee) and back to Canberra via Uriarra Crossing. People can split for North or South side at the Coppins Crossing intersection.

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

Name of Event	Date	Location	Contact person	Contact details
Capital all Ford day	2 March 2014	East Lawns Old Parliament House	FPV & XR owners Club of the ACT	David Connolly 0437 500 757
Post Vintage Capital Tour around Canberra and Wheels	14-16 March	Around Canberra	Roger Amos	
WHEELS 2014	16 March 2014	Kings Park Russell	Mercedes Benz Club	Richard Jackson
Auto Italia	30 March 2014	Lawns of Old Parliament House	TBA	

VVCCA – ACT MEMBERSHIP REGISTER UPDATE
2014- 2015

Please complete with your details and return to the Secretary as soon as possible.

Name

Wife/Partner

Current Address
.....

Telephone - Home

Mobile

Email Address

Vehicles Owned -Year and Model

.....Rego No.....Condition.....

.....Rego No.....Condition.....

.....Rego No.....Condition.....

.....Rego No.....Condition.....

.....Rego No.....Condition.....

.....Rego No.....Condition.....

.....Rego No.....Condition.....

Condition Legend; R =Restored; UR = Under Restoration; O = Original; TBR = To Be Restored

Any Other relevant details
.....
.....

I agree to allow the above details to be published in the VVCCA-ACT Member and Vehicle Register (as well as Veteran Vehicle Owners in Australia Register, for veteran vehicles only, published by The Association of Veteran Car Clubs).

Signed

Date.....

Postal address: VVCC of AUSTRALIA - ACT Inc.
PO BOX 3394
MANUKA ACT 2603

For Sale/Wanted

1914 Trumbull (right) – restored with spares, some second hand, one and three quarter spare engines, recent new hood and side curtains, recent magneto rewind \$27,500 ono – Ph: Carmel Gloyn (08) 9458 2400

1914 Morris Oxford rolling chassis, mostly restored, new radiator, set 5 new tyres and tubes, full set restored oil and gas lamps, lots of information, no body work, lots of 1913 parts which are interchangeable. \$20,000 Phone first to view – contact Carmel Gloyn (08) 9458 2400



1928 FIAT 509 4 DOOR TOURER

Re-metalled mains and big ends, 509s pistons fitted, rebuilt magneto, new radiator core, starter rebuild, speedo rebuild and new cable, generator re build, 4 speed gearbox fitted+ spare gearbox, 5 new tyres and tubes, new chrome new trim, new paint, new hood and bows, new windscreen glass, new battery and wiring, with all Fiat spares, service and parts books and sales info etc.

Price: \$10,000 Contact: Geoff Bernhagen, Ph. (07) 3283 3990 email: da-visd50@bigpond.net.au

TYRES: 1 x 450 x 19 English Dunlop New - \$100, 1 x Leicster 500 x 23 – new - \$250, Several second hand tyres – 600 x 20 – cheap, Murray McDonogh - ACT – 0412 774 351

Wanted – Radiator and carburettor (or other pieces) to suit Saurer truck 1906-18 – see Fig. 1 & 2

- CGV or Charron engine; 4 cyl, 2 blocks, 16-20hp, Gearbox-chaindrive, Steering wheel and box – see Fig. 3.

Contact- Silvio Polla; silviop@gmx.ch

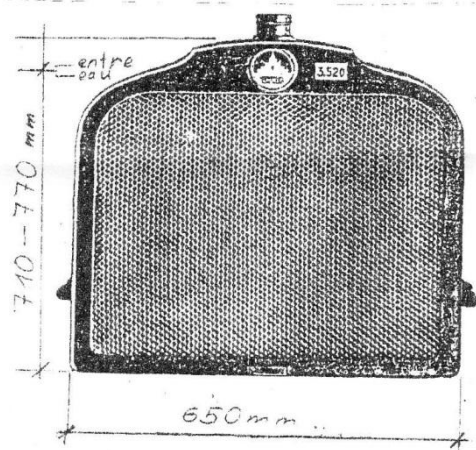


Fig - 1

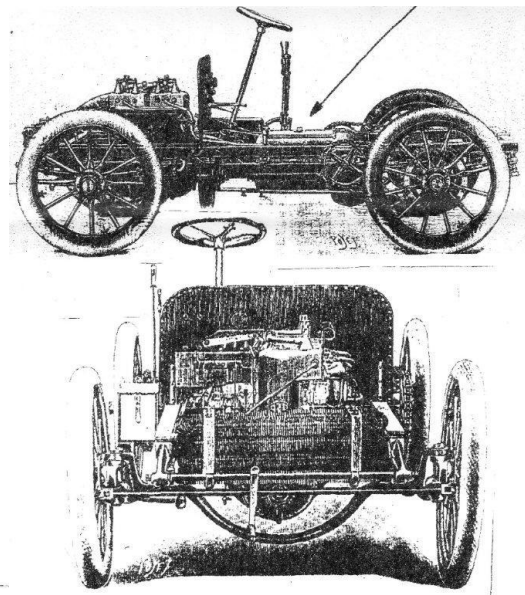


Fig - 3

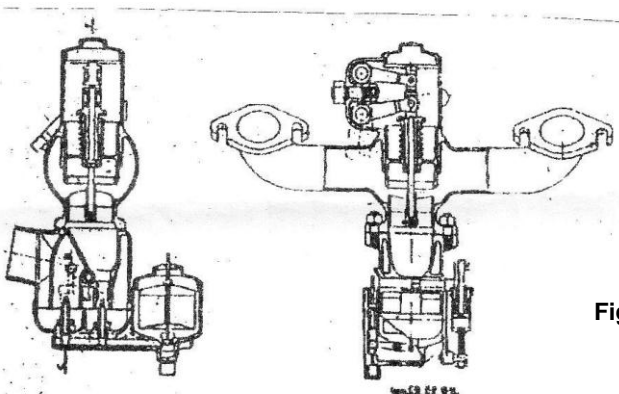


Fig - 2

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