



## Office Bearers 2015-16

<b>PRESIDENT</b>	Chris Hogan	simandchris@optusnet.com.au	6259 5250
<b>VICE PRESIDENT</b>	Rob Woolley	robethw@optusnet.com.au	6254 9485
<b>SECRETARY</b>	Alex Sturgess	alex.sturgess@hotmail.com	6291 8062
<b>TREASURER</b>	John Cadona	fbs@webone.com.au alex.sturgess@hotmail.com	6280 5377
<b>EDITOR</b>	Rick McDonough	rick@netspeed.com.au	6293 1553
<b>MEMBERSHIP SECRETARY</b>	Carol Nowak	nowakn@netspeed.com.au	6282 4090
<b>EVENTS DIRECTOR</b>	Vacant		
<b>MEETING ACTIVITIES</b>	Rob Woolley	robethw@optusnet.com.au	6254 9485
<b>INSPECTION OFFICERS</b>	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
<b>REGISTRARS</b>	Alex Sturgess John Cadona Rob Woolley Barry Roberts Robert McGuire	alex.sturgess@hotmail.com fbs@webone.com.au robethw@optusnet.com.au lawley_house@bigpond.com.au 12 Maloney St. Wanniasa 2903	6291 8062 6280 5377 6254 9485 6292 8920 6231 8087
<b>DATING COMMITTEE</b>	Rob Woolley Ian Irwin Greg Spackman	robethw@optusnet.com.au newkeadymore@beagle.com.au mary.spackman@gmail.com	6254 9485 0413 582 687 6231 2559
<b>LIBRARIAN/S</b>	Greg Spackman Roy Bendall	mary.spackman@gmail.com abendall@bigpond.com.au	6231 2559 6281 6152
<b>PUBLIC OFFICER</b>	Beth Woolley	robethw@optusnet.com.au	6254 9485
<b>COUNCIL DELEGATES</b>	Bob McDonald Chris Hogan	robjean@netspeed.com.au simandchris@optusnet.com.au	6254 3248 6259 5250

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

**Life Members – Ian Irwin O.A.M, Alan Higginson, (D'csd), Garth Fisher (D'csd)**

### 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



Hi all,

Wow, what happen to the first part of the year as autumn is well upon us.

Firstly, I need to apologise to the few members that receive their magazine in the post. We had breakdown in the process which we have now fixed and it is great to have you back!

Thank you to the Kingsley and Cynthia for another great day at Brooklands for Motor Skills. While I'm on that theme, a big thankyou Greg and Geoff setting up and arranging the Skills, this much appreciated.

There is a lot that happening at the Council, please have a look deeper into the Magazine at the submission regarding a Museum and home for the Council. We need to give a Club response at the next Council meeting (the night after our meeting).

The other event I would like to bring to the Clubs attention and discuss is the Cruise for Camp Quality on 11 September. This would be a great way to showcase Veteran and Vintage motor cars and make a difference for Kids with Cancer.

We have not yet planed a run for this month given it is a long weekend, if you would like to get out I will through it open to the floor to see who is in town and what they would like to do. So have a think and come along to have your say.

Chris



## For Sale, cont'd from page 25

**1929 Chevrolet Parts for Sale** - Radiator Shell good condition, needs chroming \$400 , Dumb Iron covers set (4 pieces) \$100 , Front Guard Left \$100, Front Guard Right \$100, Bonnet \$75, Panel under windscreen VGC \$150 Panel under windscreen, small rust holes \$100, 20' front wooden wheel \$50 , Right front door (Tourer) \$50 Right front door sill (New Repo) \$30, Rear Guard Left VGC \$250 , Rear Guard Front (some rust) \$100, Spare Wheel Carrier \$75, Rear panel petrol tank cover \$30, Rear Bumper (not rusty) \$250, 2 headlight shells with rims \$100 pair, 2 x steering wheel spiders with aluminium parts \$50 each , Left windscreen post with knobs etc. \$50 the lot , Door handle (Tourer) \$20, Shock Absorbers 3 rear 1 front \$50 the lot , Box of miscellaneous mechanical parts \$30, 1925 complete head light \$75 , 5 x 16' tyres with tubes near new, cracks in side walls suit rolling chassis - Free , Pair of NOTEK Fog Master lights Offers , Chris Hogan Canberra 02 62595250 AH



Some of the Oldies that turned up for our Motor Skills day. See page 19 for the story and more pics



## Editorial



Word has come through from the veteran car club of WA that all WA car clubs have lost the seatbelt exemption ruling allowing them to carry children under the age of seven in vehicles not fitted with seat belts. Like the other States now, they may be carried in those vehicles only if retrofitted with seat belts. These must be fixed to appropriate anchorage points, the whole assembly being certified by an engineer. The only exception now for children under seven (in WA) is participating in a parade where the speed does not exceed 10 kph. The Child/children must be conveyed to and from any such event in a vehicle equipped with seat belts.

And speaking of bureaucracy ..., those of our members who've had horror story type experiences when trying to register their oldie at the Dickson RTA might be interested to know that the office is being shut down (to make way for the proposed Light Rail) and relocated to Hume. The testing station will, however, remain where it currently is. So while the admin location has changed, it's probably too much to hope that the concessional rego. experience will change too!

And even more bureaucracy!....It's great to see that Wheels is back on. By all accounts the NCA have come to their senses. At least Canberra charities won't be the loser now. Apparently after some lobbying pressure the NCA realised the only public areas suitable for large car shows was the OPH lawns. The organisers had to agree to closing off King Edward Terrace though and the car numbers are capped at 1500 (which is more than enough). Details of Wheels are elsewhere in the newsletter, but it is interesting to note that the end of the day is now 2pm. Formerly it was around the 3-4 mark, which made it a long day. People tended to leave early anyway so the revised end time now reflects that reality.

I've had several comments from members saying they enjoy the 'From the archives' section. At our last meeting one member commented to me, after reading the last 'From the archives' section, that he hadn't realised that the vintage boys unrest eventually led to the founding of the Antique and Classic. This underlying unease of 50 years ago continues in the latest lot of archives in this edition. It was pretty blatant really. Reports on runs listed the actual veteran vehicles attending, but those in a vintage were simply listed as attending in "cars of later manufacture"! Lists of members and their cars were now being published from time to time, but only the veteran cars were listed beside their owner's name. Owners of cars of later manufacture had a blank accompanying their name. You'll get the idea of how this subject festered away when you read this latest, and future, archives. It didn't go away! All a fascinating part of our club's history.



Seals are clever little things aren't they. Oops, no, I didn't mean that kind of seal! I meant the type we use when we restore our cars. To see how clever they are I did a bit of research and have compiled a Tech article on them starting on page 12. Hopefully you'll find it of interest.

How well do you know your own city? When did the ACT first have its own rego plates for instance? I reproduce on page 6 an interesting piece from the local paper of the time which not only answers the question, but also tells of the amazing colour range these plates were available in. Makes our present plates seem positively boring by comparison.

Also to be found in this edition is part 2 of the mining disaster story. Refer to the image of the lottery ticket in the Feb Edition to jog your memory. Lastly, the next page features a scenario we would all hate to face; our pride and joy being stolen. This has only just happened in the last few days, so let's hope they find the animals that did it.

Till next time

Happy Restoring

Rick



## STOLEN

From Tullamarine between 6pm Saturday 9/4/16 and 6am Sunday 10/4/16.

**1910 Delage Model F Roadster and dual axle tilt trailer.**

Vehicle was still loaded on trailer following completion of National Veteran 1&2 Cylinder Rally.



**Delage:**

1910 Model F Roadster.

Single cylinder 8hp De Dion Bouton.

Cream in colour with green chassis.

Dark stained timber wheels with tan seat with numerous rally badges on firewall.

Victorian Club permit 843.

Engine number 27098, chassis number 1224.

**Trailer:**

Dual axle Tilta Trailer with airbag suspension (no ramps).

Silver mag wheels and side mounted spare.

Grey in colour with solid chequerplate floor, six tie down points and electric winch attached.

Registration plate missing and non matching tail lights.

VIN 6K9T1LTATCB063102.



Any information, please contact:

Daryl Meek - 0407 881 288 or

Broadmeadows Police 9302 8222



## From the Archives

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

**March 1966** - The first newsletter with a cover!

The acting Editor, Aileen McDonald, wrote *"Producing the newsletter is always dogged by problems"*. It sounded like the election of last year's committee may not have been overly successful. She stated *"I ask that the voting members show a little foresight and think before you choose next year's officers- choose the right people to carry out their responsibilities--remember it is no use building cars if you forget to build a club. If you want The Edwardian to continue then how about some help gentlemen - remember the magazine is yours---not mine."*

**Runs** - In March there was a display of veteran car radiators and various parts connected with the hobby at the Canberra Show. John Bolton was in charge of the display. Rads displayed were 12 Wolseley, 13 Peugeot, 13 Calthorpe, 11 Chenard Walker, 13 Studebaker, 11 Talbot, 11 Cottin et Desgouttes, 10 Napier, 08 BSA, 18 Dodge, 12 Minerva, 08 Jackson, plus a shell off an Australian Six.

Three club cars were in attendance at the Canberra Day procession; Allan Higginson FN, Murdoch McDonald - T Ford, Colin Mules - Siddeley Deasy. Harvey Brown drove a red Ford roadster (the one the Nowaks now own) and Garth Fisher drove Francis Birtles' Bean. It was not noted that Mrs Birtles was still alive. *"Colin Mules is a new member with a 15 T Ford and is an officer with Immigration and has just returned from 5 years in Cologne, Germany."*

The club was invited to put on a display at the Yass Show. *"This should be a good area for parts"*.

On Feb 19<sup>th</sup> the members battled strong winds and rain to visit Braidwood. *"Only one veteran made the trip, but it was supported by three cars of later manufacture"... "The Braidwood people showed great interest in the cars and several worthwhile leads resulted from the trip. The four cars between them gave 150 rides."*

**General** - A letter to the editor by "Sportsman" supporting the editor and stating that the difficulty in producing a monthly mag is due to the lethargic attitude by club members to the club itself. *"The last few editions have been produced by 'Guest' members, ie non-voting members"* (wives I'd say). Sportsman states that *"we should have the courtesy to up rate their membership to Associate membership"*.

A membership list showed 27 members and 14 associate members. Three of the latter being Ian Irwin, Kingsley Southwell and the late Peter Barges. We even had a Junior member - Ken Paton "Mount Garland", Tooma via Albury. Ken had a 13 Belsize.



### A momentous occasion!

No, this isn't a picture of two old blokes with too much time on their hands (well maybe it is...), but another way to view it is that you are witnessing Nick and Billy (and Nick's mate Rob) firing Billy's 1910 Hup engine up for the first time after 80 odd years of laying dormant. Fortunately this significant milestone was captured for posterity by our cameraman on the spot, Ross Nerdal. For the rest of our members with too much time on their hands, click on this link <https://youtu.be/gYLE3YzZ3O0> and be part of the event in the form of moving pictures, with sound no less! (what will they think of next!)



From the ABC News website 18 March 2016

## Restored car recreates record-breaking Melbourne to Sydney journey 100 years on



Boyd Edkins made the original journey in 16 hours and 55 minutes.

is he beat the Melbourne to Sydney express train by five minutes, and that's the first time a car had ever beaten a train between cities. "It showed that there was a potential there that people hadn't thought about before."

Edkins' journey marked an important milestone, and opened many people's minds to the possibilities of road travel.

### JOURNEY RECREATED 100 YEARS ON

One century on, 50 Bob has been restored, and is again making journey, albeit on smoother roads.

"It was 558 miles in the old terms," said Mr Shellshear, who is of four drivers in the re-enactment run.

"But of that 558 there was probably only about 150 that you good roads, that may have had bitumen.

"Much of it was literally driving on dirt tracks, and there were gates and creek crossings and it was very rough, and really dangerous."

The group left the GPO building in Melbourne at 5:00am on and will make stops at Albury, Bookham, Goulburn and Breadalbane, where Edkins' ashes were scattered.

They plan on matching his time of 16 hours and 55 minutes. "Our intention is to be outside the Art Gallery of New South Wales in Sydney at 9:55pm," Mr Shellshear said.

"Boyd Edkins ... went from GPO to GPO, but Sydney is going through a lot of construction at the moment.

"George Street is closed off, and we decided it was just all too hard ... So we're going to the Art Gallery, which is about the same distance."

While the trek is being undertaken to honour Edkins' achievement, it also holds special personal significance. The car's owner for the past 15 years, Peter Adams, died last weekend, and his family are supporting the drivers.

For the final haul into Sydney the car will be joined by a convoy of other vintage Vauxhalls.

A 102-year-old race car is being driven from Melbourne to Sydney, to commemorate the 100th anniversary of its original record-breaking trip.

On March 18, 1916 car dealer Boyd Edkins drove the Vauxhall race car, known as 50 Bob, from Melbourne to Sydney in less than 17 hours.

The trip smashed the previous record of 19 hours and seven minutes, and marked the first time a car had made the trip faster than a train.

"Australia was really impassioned about city-to-city records," president of the Vintage Sports Car Club of Australia Tim Shellshear said.

"It was too much of a temptation for Boyd Edkins, who went out to break that record, and did so in 16 hours and 55 minutes. "One of the key things



the  
the first  
could call  
farm  
quite  
Friday,

# The Canberra Times

Weekly Edition

the G.P.O., Sydney, for  
by post as a newspaper.

CANBERRA, THURSDAY, JANUARY 13, 1927.

## MOTOR ORDINANCE

### Preparations For Enforcement

### DISTINCTIVE NUMBER PLATES

### PROVISION FOR VISITORS

Preparations are in hand for the enforcement of the new Motor Ordinance which comes into effect on February 1.

The Ordinance will determine the operation in Federal Capital Territory of the New South Wales Motor Traffic Act of 1909.

Special provision has been made for visitors' permits which will have special application in May next on the occasion of the Royal visit.

A scheme of distinctive number plates for different classes of vehicles has also been evolved, and are of different colours, according to the classification of the vehicle.

The fees for motor vehicle registration, though higher than those now payable in respect to vehicles owned in the Federal Capital Territory, are below the charges in New South Wales.

The Motor Traffic Ordinance which was gazetted in December represents the most up to date code of motor traffic laws in Australia. The systems in force in the various States of the Commonwealth have been studied, and the New South Wales laws have been largely availed of. Thus, it is thought, a practical and efficient motor traffic system has been introduced which will cause the minimum of confusion, particularly as the majority of visiting motorists is from New South Wales.

The Ordinance is not to be applied to the territory of Jervis Bay until the commission extends it by notice in the Commonwealth Gazette, and then only part may be applied to that territory.

Provisions for the granting of licenses restrict the age of a motor cyclist to over 16 and that of a motor vehicle to 17, but the driver of a motor omnibus has to be 21. All licenses to drive will cost 10/-.

The usual provisions regarding design and structure of vehicles is laid down as preliminaries to registration, and in the fees special concession is made for vehicles manufactured wholly within the British dominions. Where a vehicle has pneumatic, semi-pneumatic or super resilient tyres, motor cars will be charged at the rate of 2/9 per cwt. of their weight, and motor lorries at the same rate, except in the case of a farmer who uses it solely for the carting of his own produce, when it is half the usual rate, or 1/4½ per half cwt.

Motor omnibuses are charged for at the rate of 4/3 per half cwt. of weight, but a special rebate may be made by the commission in respect to any omnibus which runs to schedule time and at schedule rates. Public motor vehicles, other than omnibuses, are charged for at the rate of 3/3 per half cwt. of weight. In cases where the tyres are non-pneumatic or solid, the rates are 3/3 for motor cars, 1/6 for motor lorries, 5/6 for omnibuses, and 3/9 for public motor vehicles. Motor vehicles manufactured wholly within the British dominions will pay 6d. per half cwt. less for registration. Motor cycle registration is charged at 22/6 for a cycle and 12 for cycle and side-car.

When cars ply for hire within the Federal Capital Territory, no fee is charged for a licence to ply for hire on vehicles registered under the Ordinance, but where a public motor vehicle is not registered in the Federal Capital Territory £2 will be charged for motor omnibuses and £1 for other kinds of vehicles plying for hire.

#### VISITORS' PERMITS

Of considerable interest to motorists throughout Australia is the provision for visiting motor vehicles. It is provided that the owner or driver of a motor vehicle other than a public motor vehicle plying for hire, must notify the commission within 24 hours after the expiration of 72 hours' stay within the territory, and if the vehicle remains in the territory for more than 14 days the vehicle must secure temporary registration. On payment of £1 two number plates will be issued by the commission which have to be displayed on the vehicle, and on leaving the territory the

plates must be returned. If the plates are returned in good order, the £1 is refunded. If a vehicle remains for more than three months it ceases to be regarded as a visiting vehicle, and must then be registered under the terms of the Ordinance in the ordinary way, and the visiting number plates must be returned.

#### COLOURED NUMBER PLATES.

One of the most interesting features of the new system is the varied colored number plates. Iron plates enamelled in various colours will be issued by the commission, and these are the only plates which will be recognised. The letters F.C.T. and index letters denoting various classes of vehicles supplement the colour scheme.

The number plates will be issued as follows:—

For private cars: Blue plate with F.C.T. and figures in white.

For public vehicles, other than omnibuses: Black plate with F.C.T., H, and figures in yellow.

For motor omnibuses: Yellow plate with F.C.T., M.O., and figures in black.

For motor lorries: White plate with F.C.T., L, and figures in black.

For Commonwealth cars: White plate with F.C.T., C, and figures in red.

For Commonwealth motor lorries: Same as for Commonwealth cars, except for the letters C.L. instead of C.

For Commonwealth motor omnibuses: Same as above, except for letters C.O. instead of C.

Visitors' plates are to be yellow with the letters F.C.T., V, and figures in red.

Traders' plates: Blue plate with letters F.C.T., D, and figures in yellow.

For motor cycles: White plate with F.C.T. and figures in blue.

For motor tractors: Red plate with F.C.T. and M.T. and figures in white.

## NEWS IN

### Brains a Fatal Bab.

MELBOURNE, Thursday.

Because he is considered to have voted against his own party on vital issues during the recent session of Parliament, the member for Benalla, Mr. Carlisle, has been informed that he can no longer be considered as a Country Party representative.

### Commercialising Beauty Deplored.

PERTH, Thursday.

The Women's Christian Temperance Union to-day passed a resolution protesting against the practice of holding beauty competitions for young women at which semi-nude figures or photographs of semi-nude figures are displayed. "We feel," says the resolution, "that this is in opposition to the instincts of womanhood and destructive to the natural modesty of youth. We further protest against beauty competitions being conducted for commercial purposes."

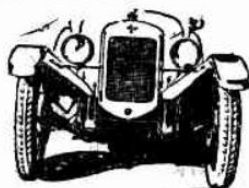
*The Austin Twelve*

Now  
£395

(12-20 H.P.)

An

Outstanding  
Triumph!



Rapidly Winning Preference  
THROUGHOUT AUSTRALIA.

VISITORS TO THE M.T.A. SHOW,  
JANUARY 14.22.

will be well advised to inspect the new  
Australian Model Austin 12-20 h.p.

STAND No. 101

In addition to mechanical improvements  
resulting in greater power and flexibility,  
Australian bodywork providing maximum  
riding comfort, the Austin 12-20 h.p. Model  
is now equipped with—

Standard Track 4-ft. 8-in.  
with full 10-in. clearance.

Five Heavy-duty Full Balloon Tyres.

LARKE, HOSKINS & CO., LTD.  
177-185 William Street, Sydney.

LOCAL DEALER:

CANBERRA GARAGE LIMITED

ANSLIE—CANBERRA.



## Sunday 21 February 2016 - Club run National Arboretum and Molonglo Reach



What a great turn out of members for this club run, with 24 members having attended either in modern or vintage/veteran vehicles.

The National Arboretum was a beautiful spot with breath taking views and great amenities while we sat and chatted over coffee. Visitor crowds grew to a large

number interested in the vehicles in the carpark and before we knew it was time to move on to our lunch destination at Molonglo Reach where we continued with our informal chats over lunch. Everyone enjoyed the outing on a warm summer's day.

Cars and members who attended:

Peter and Alex - Bean  
Chris & Simone and family - new Chev  
Roy - Model T  
Wayne and Sylvia Model A  
Neil & Robbie & family – Whippet (first club outing)  
Rob and Beth - Harley Davidson  
Carol and Nick – modern  
Don and Bev – modern  
Bob and Jean - modern  
Geoff and Lynne - modern



Great to see the Ladbrook Whippet out on its first run with us.

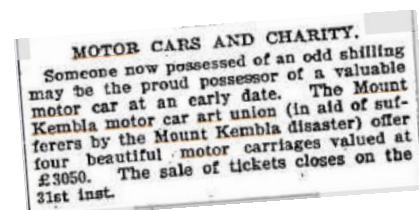
## A Lottery Most Foul

Part 2 of the story.....



Understandably public sentiment was very much with the families left dealing with the grief of the tragedy. Steps were immediately taken to raise funds for those affected by the incident. One such move was to sell tickets at one shilling each in 'The Mount Kembla Motor-car Art Union', with "Proceeds devoted to sufferers of the Mount Kembla disaster". To give the art union credibility, advertising stated that it was "...operated with the sanction of the Attorney-General". To further reinforce its bona-fides six MLA's were listed as the "Committee of Supervision".

When applying to hold the lottery back in 1902 the organisers realised they would need to sell a minimum of 61,000 1s tickets to



make it pay (the cars were valued at £3050 thus the precise amount of tickets needed to cover this). Basically they thought they would easily sell this amount, and once achieved, they would announce the drawing date. In their original application to hold the art union (Sept. 1902) the prize cars were described thus -

*First prize- Queen Alexandra electric automobile handsom cab, complete with electric lamps and all fittings, value £1500.*

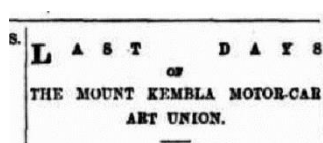
*Second prize – One large Stanhope automobile, with hood, boot, electric lamps and all fittings, value £650*

*Third prize – One merchant's delivery automobile, complete with electric lamps and all fittings, value £600*

*Fourth prize - One runabout automobile, complete with electric lamps and all fittings, value £300*

Accompanying the original application was a document signed by A.Knowles of the Knowles Automobile Co. (who supplied the cars) certifying that the values ascribed to the vehicles was accurate. I find it interesting that the brands of the cars was never mentioned in the application or on the ticket, only their body style; Handsom Cab, Stanhope, Delivery wagon and runabout. As I was later to discover, they all turned out to be Woods electric vehicles.

Placards promoting the art union were displayed in most Sydney suburbs and in major cities and towns interstate. It even received promotion in New Zealand. The advertising advised the cars could be viewed at the Knowles Automobile Co. in Bridge Street Sydney. Those selling the 1s tickets were to receive 3s for every 21s worth of tickets sold. As can be seen in the surviving ticket, the drawing of the four prizes was to take place on 31<sup>st</sup> December 1902, the promoters feeling confident they would have sold enough tickets to cover costs by then.



**Fine print at the bottom of this advert now stated that the sale of tickets would positively close by 31 January 1903. Sydney Morning Herald 31 Dec 1902**

Disquiet was soon voiced, however, when the December draw date had come and gone yet tickets were still being sold. Editorials asked questions such as, "How many tickets have the promoters issued?", "What are the duties of the Committee of supervision?", "Who checks or audits the tickets sold and cash received?"

As can be seen by the ad on the left, tickets were still to be available in January '03. By mid Feb. 1903 people who had actually bought tickets were now writing letters to Editors asking what was going on. This disquiet required a response, and one was soon forthcoming from one of the Committee of supervisors. He stated that

*"Instructions have been given by the committee that a prominent and reputable firm of accountants are to prepare a complete audit of the whole of the transactions of the art union and that a report will be published."* A Mr John Daley, who was described as the Secretary of the art union also wrote in to state that *"Our prize drawing takes place in the Tivoli Theatre on March 25 instant,(1903) and it has not been advertised to take place on any previous date."* This statement is clearly wrong; you only need to see the original draw date on the tickets themselves!

More by-lines appeared along the lines of "Is it a Swindle?" It started to look that way when it was soon revealed that the offices of the art union promoters was right next door to the Knowles Automobile Co. This close proximity was further exposed when it was revealed that the Knowles accountant "benevolently" audited the books of the



lottery, and if that wasn't enough, Knowles paid the rent of the art union offices. Any distinction between the Knowles Automobile Co. and art union promoters was increasingly difficult to discern. It was starting to look like the art union was simply a way for Knowles *"...to get rid of certain of their second-hand or damaged motor cars at a higher price than could otherwise be obtained."* Such public statements certainly couldn't have been helpful to ticket sales, which were still taking place with a March 25 draw date looming!

Even before the much anticipated drawing, Mr J. Power, MLA a member of the committee reported that the art union had racked up £1600 in expenses, but went on to assure that there would still be several hundred pounds left over for the relief fund. £1600 was a lot of money for what was supposed to be a charity. Daley himself was being paid £5 a week for his secretarial services at a time when a female secretary could be employed for just over £1 a week. People also started to question what the actual cars were really worth and some doubt was cast on the quality of them.

Believing they had sold sufficient tickets the draw took place on the prescribed date. The promoters soon realised though that the monies that had come in from the selling agents was not only well short of the advertised value of the prizes, but was largely absorbed by the expenses of operating the art union itself. For the next several months after the draw the promoters claimed they made every effort to chase up the large amount of tickets unaccounted for (as at March 25, and thus the associated monies still outstanding). Of course all these tickets not yet returned from the sellers meant that a large number of people who had bought tickets in good faith were never in the draw!

Just how earnest the promoters were in chasing up the outstanding tickets and monies was called into question when two weeks after the prizes were drawn, one seller went to the press with two books of which he had not sold a single ticket. He claimed no one from the art union had contacted him prior to, or after, the draw to see what had happened to them. If this was the case then it seemed reasonable to assume there were other agents in the same predicament and, worse still, agents who had sold tickets and kept the money.

For the record the draw results were –

1<sup>st</sup> prize – Mr N Leroy Tracy, 270 George St. City

2<sup>nd</sup> prize – Mr E. Lewis, 70 Somerville Rd, Yarraville, Victoria

3<sup>rd</sup> prize – Peter Connor, Fairlawn, Parkes Rd, Kew, Victoria

4<sup>th</sup> prize – John Hancock, Kensington, Dunedin, New Zealand.

By June 1903 the Lord Mayor of Sydney *"who had from the very outset objected to the art union"* and *"had made enquiries as to whether it could be stopped"* found as the AG had already approved it, there was nothing he could do. The Mayor was the treasurer of the Mt Kembla relief fund, ie the overarching fund that all the charitable functions, including the art union, were to give any monies raised too. Despite the prizes having been drawn in late March, by mid 1903 his committee had still not seen a single penny from the art union promoters. One of the conditions of the art union was that win or lose, the promoters were to hand over at least £100 to the relief fund. Reading between the lines I wonder whether he had a personal beef against the new fad of motor cars as he stated his committee *"had the strongest objections to the parading of the motor cars through the streets, (in order to promote the art union) and to the diverting of money intended for the relief of sufferers into the hands of private speculators"* (the Knowles Automobile Co.). The Lord Mayor publicly called upon the group of prominent MLA's associated with the art union to furnish a balance sheet showing what funds had been received and how they had been applied. Fed up with the whole mess, two Federal Parliamentarians raised the matter with the Attorney General and asked if he would investigate it.

Deciding that the whole uncertain relationship between Knowles and the art union people and the true worth of the cars was in question, the Attorney General announced he would *"use every power he possesses to see that the public interests are protected in every way"*. Sure enough, on Dec 10<sup>th</sup> 1903, four prominent Sydney men; John Daley – the Art Union Secretary, Arthur Knowles – owner of the car company, Walter De Hass – German Vice-Consul and a Mr F. Kallmeyer were all issued summonses to answer a charge of conspiracy to defraud...*"that the art union was not for real charitable purposes as alleged, but that its real purpose was to benefit Knowles and Company"*. They each had to post £40 bail. (Walter De Hass and Mr F. Kallmeyer had financial interests in an importing firm called Weber, Lohmann and Co. On the third day of the trial, charges against them were dismissed completely and they were discharged *"without a stain on their character"*.)

During the trial various witnesses were called up and much centred on the mechanical state of the cars.

A total of five electric cars had been bought in Chicago in December 1900 and were imported by Messrs Weber, Lohmann and Co. One of the cars was actually second hand, even then, so by the time of the lottery all were now well over two years old. Weber, Lohmann and Co. had a branch company in Sydney called the Woods Winton Automobile Co. and this latter branch was sold in April 1902 to the Knowles Automobile company. Stock included 5 electric



cars and some petrol cars. Soon after taking over the Branch, Knowles sold one of the five electric cars to a Mr John Pring for £225, but he was unhappy with it after just one run in the suburb of Strathfield. It had to be pushed up most hills by helpful bystanders and only went well when going down hill. After being pushed back to the Knowles Co headquarters for recharging it was right to go but after 5 miles or so the batteries were again exhausted. Fed-up, three months later Pring returned the car and put another £75 on the table and bought a petrol car instead. Pring's evidence at the enquiry pointed to the poor mechanical state of these electric cars.

John Fennelly, a motor mechanic, gave evidence to having driven the cars around the streets while the lottery was proceeding, in order to promote it (he being employed by Knowles at the time). He said the greatest speed he could get out of them was 4 mph, and even then *"the acids from the batteries were spilling nearly all the time"*.

Newbold Leroy Tracey accountant of Archer st, Chatswood, purchased two tickets and won the first prize. When picking it up Knowles told him it would run 35 miles if properly charged, but that he (Tracey) had to take delivery of it immediately. Tracey had one short drive of it and was not impressed and asked Mr John Bainton, an electrical engineer to go over it for him. At the subsequent enquiry, Bainton gave evidence for the Crown stating he had examined the first prize car for the new owner, Mr Tracey, and *"found that the battery was in a very bad state and almost unworkable. It would not be possible for the car to run anything like the number of miles it was designed for"*.

Bainton went on to state that at the time of his inspection (not long after the drawing) it's commercial value was *"Toy value"* as it was *"practically useless owing to its limited scope of travel and the fact there was no one in Sydney capable of looking after the batteries of these cars"*. He added that there was no market in Sydney for electric cars. Soon after winning the car, and receiving Bainton's assessment, Tracey took it to Inglis & Co auctioneers. There were no bids and he had been trying unsuccessfully to sell it ever since. When asked by the prosecution what he would take for it now, Tracey responded with *"£50"* as he reasoned he could strip it and sell the parts for that.

The second prize vehicle, valued at £650, was put up for auction in Sydney on Tuesday 2 June, the Melbourne based winner perhaps not wanting the bother of taking it south – or probably not wanting it at all. After much advertising by the auction house the reserve price of £200 was not reached...in fact there was only one bid of £10, so it too was not sold.

Mr J. Innes, a pioneer car maker in Sydney told the enquiry the third prize car was placed in his hands for sale by the new owner. The first price quoted was £100, but this subsequently fell to £25, and still he could not sell it. He'd tried the car himself and could barely get 12 miles out of it.



Electrical engineer Charles Highland examined and overhauled the fourth prize car and found that *"the accumulators were falling to pieces and that the woodwork was rotten - the car was unsuitable for Sydney, even for Doctors or cabmen"*. He gave further testimony that the car could not run more than 9 miles, particularly up hilly roads before it needed a recharge taking 8 hours. *"It was only suited to level roads."* This fourth prize car was unique in one respect though– it DID find a buyer and was sold for £20.

Thus within months of being drawn the four cars, allegedly valued at £3050, couldn't achieve a collective value of £105!

The Crown prosecutor accused Daley of knowing the cars were worthless or unsaleable...that Knowles new of this unsuitability for this country could be inferred by the fact he did not offer petrol cars for the purpose and that he imported no more electric cars.

Other interesting revelations came out in the Inquiry. Secretary Daley told the A-G office, when first obtaining the rights to hold the art union, that the cars had been donated by Knowles. When the official asked how could Knowles afford to donate such a valuable prize, (£3050) Daley responded with *"We hope to get a huge advertisement out of it"*...he didn't elaborate on who 'We' was.

Weber, Lohmann and Co's former book keeper, now employed by Knowles, testified that the Knowles Co. Minutes book of Aug 18 1902 showed that Knowles had *"Disposed of to the Mt Kembla Motor car Art Union, four motor cars for which we are to receive £1500"*. This was a month before they even got permission from the A-G to actually hold an Art union of that name! This same bookkeeper was the man who verified to the A-G that the cars were worth £3050. At the trial he was still of the opinion that was their worth, as they had gone up in value after they were bought!

It was revealed that the cost of the cars to Knowles was in fact £1500. When added to the £1600 already reported in running expenses the amount swallowed up now became £3100. With the ticket sales limited to 61000 (£3050) it will be seen that it would have been impossible to hand any monies over to the Relief fund, for the amount to be paid for the cars and in other expenses would exceed the total amount of all tickets..

When the balance sheet was at last presented it showed that income of ticket sales (51, 206 tickets had been sold) was £2560 11s 3d. Expenses (various types) came to...would you believe £2560 11s 3d! The expenses were only kept down to this latter figure by the Knowles company agreeing to take £801 11s 3d for the cars instead of the £1500 originally agreed upon. All monies collected from ticket sales were paid into an account in the name of Knowles. In other words every penny was handed over to the Knowles company and nothing to the Mt Kembla relief fund.



It was quite obvious to all concerned that the whole scheme was a fraud to give Knowles prime advertising and enable him to get rid of his old unsaleable stock through the medium of a bogus benevolent art union.

Despite this the magistrate decided that no unlawful conspiracy had been committed by Knowles and Daley, and that the crown had not successfully proved their case. Conspiracy is difficult to prove, except by circumstantial evidence. Both men were discharged in Feb 1904.

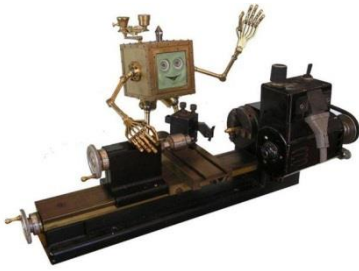
Commentary still lingered on however. In a Parliamentary sitting of August 1905, the A-G was asked several questions by an MLA relating to the lottery. This Members last question of the A-G was the most telling – *"How much of the money subscribed went to the Mount Kembla Relief fund?"*...the response *"Not any, so far as I know"*. Knowles promise that he would give the Relief fund £100, win or lose, had about the same worth as his four electric cars.

I wonder what eventually happened to the cars?

Rick McDonough

## Technical Page

### Oil Seals



#### PURPOSE OF ANY SEAL

Any mechanical assembly containing fluids must be designed so that these substances flow only where intended and do not leak out of the assembly. Seals are incorporated into mechanical designs to prevent such leakage at the points where different parts of an assembly meet. These meeting points are known as *mating surfaces*, and the space between them is called a *clearance gap*. The purpose of a seal is to block the clearance gap so that nothing passes through it.

#### EVOLUTION OF SHAFT SEALS

Technological advances and the ever-more-demanding needs of end-users have spurred the development of increasingly sophisticated radial lip seals over the past century. In actuality, the first “shaft seals” were nothing more than leather strips attempting (typically with very limited success) to contain the animal fat that served as lubrication. As time wore on and industry revolutionised society, motorised vehicles replaced wagons, and leather strips were replaced by rope packings made of flax, cotton, and hemp (see *Figure 1*). Though still relatively crude, such packings worked because lubricants tended to be very viscous (thick), operating speeds were still low, and temperatures never got high enough to degrade the lubricants or seal materials. As the 1920s arrived, application speeds and temperatures further increased. Thinner, more environmentally unfriendly lubricants became common, and sealing them adequately became more difficult. Rope packings were superseded by assembled leather seals (see *Figure 2*). A leather lip was chemically-treated to improve oil resistance, then clamped into a metallic case to facilitate installation and removal. The metal case allowed for a pressfit seal to prevent bore leakage, and the leather lip rode a region of the shaft that had been ground to a prescribed roughness. Technical improvements to machinery, vehicles, and road surfaces caused shaft speeds and application temperatures to increase. New oils were developed to withstand these higher temperatures. Unfortunately, these higher temperatures and the new lubricants caused swelling and degradation of leather sealing lips. These difficulties were overcome in the 1940s with the development of oil-resistant polymers. Assembled synthetic rubber seals featuring lips made of nitrile (NBR) rather than leather became the norm (see *Figure 3*). By the 1950s, technology allowed for the chemical bonding of rubber to metals. This made possible a seal in which the rubber lip was chemically bonded to the case (rather than clamped in place), (see *Figure 4*).



Figure 1: Rope Packing



Figure 2: Assembled Leather Seal



Figure 3: Assembled Rubber Seal



Figure 4: Bonded Seal

#### USE OF A SHAFT SEAL

A shaft seal is but one part of a three-part system. Part two is the shaft itself, which is in motion. This motion may be rotary (round and round), reciprocating (in and out), or oscillating (rotating back and forth). Part three is the housing into which the seal is installed. *Figure 9* shows a shaft seal installed into a housing bore and onto a shaft.

As they age, shaft seals and other rubber products can undergo changes in physical properties. They may even become unusable due to excessive hardening, softening, cracking, crazing, or other surface degradations. These changes may be the result of a single factor or a combination of factors, such as the action of oxygen, ozone, light, heat, humidity, oils, water, or other solvents. Detrimental effects can be minimised, however, by proper storage conditions.

The cross-sections of typical shaft seals are made up of many variable features. Being familiar with each of these features and understanding the roles they play in effecting a successful seal should be of paramount importance to anyone designing a shaft seal. Figure 48 illustrates many of these variable features. Two other important lip-related variables are the angles that meet at the head of the lip (portion nearest the shaft) to form the contact point. The angle facing the fluid being sealed is known as the *oil side* (or *scraper*) *angle*. The angle facing away from the fluid being sealed is known as the *air side* (or *barrel*) *angle*. To prevent leakage, the oil side angle must always be greater (steeper) than the air side angle. In order to ensure contact between the lip

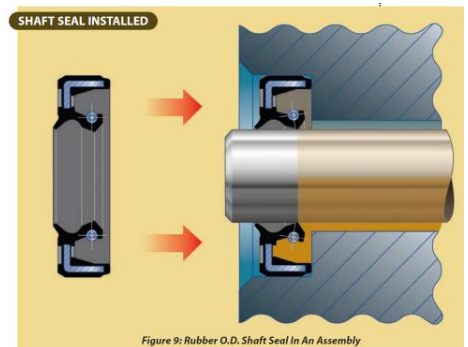


Figure 9: Rubber O.D. Shaft Seal In An Assembly



and the shaft, the lip must always be designed to have a smaller inside diameter (I.D.) than the diameter of the shaft. The difference between the shaft diameter and the seal lip I.D. is known as *interference*. Increasing the interference (e.g. making the lip I.D. even smaller relative to a given shaft diameter) increases the amount of force on the shaft, thus also increasing friction and wear. Decreasing the interference (e.g. enlarging the lip I.D. such that it is closer to the diameter of the shaft) reduces the force on the shaft but also reduces the lip's ability to follow shaft dynamics.

### THE SPRING

Lip interference is often augmented through use of a *garter spring*. A garter spring is a helically coiled spring formed into a ring. If present, the garter spring rests in a radiused groove moulded into the head section of the lip. Seals without springs are common in applications in which the fluid being sealed has relatively high viscosity (such as grease). Because thick fluids don't flow very readily (and thus require a fairly large leak path to be problematic), a sealing lip without a spring will generally suffice. If the fluid is thin, however, it can flow more quickly through a much tinier space. A spring-loaded lip may be needed to make sure less viscous fluids such as water and oil don't escape. The axial distance between the centreline of the garter spring and the contact point is known as the *R value*. A positive R value means the spring centreline is located toward the air side of the seal relative to the contact point, and this is desirable. A negative R value means the spring centreline is located toward the fluid side, which will result in immediate leakage if the R value is still negative after the seal has been installed on the shaft. A spring fulfils two main functions. First, it contributes to the total radial sealing force, or *load*, between the lip and the shaft. (Load is also based on the sealing lip's inherent "beam force," as well as the "hoop force" generated when the lip is stretched outward slightly during installation onto the shaft.) Second, the spring also helps make sure the desired amount of load is maintained even when the lip material itself might swell and soften due to, for example, chemical exposure at high temperatures. A lip that has swollen away from the shaft is less able to maintain consistent contact with the shaft without the aid of a spring. Inconsistent contact makes the development of a leak path likely. The spring artificially stiffens the lip, and this helps hold the lip in place. Seals without springs will leak sooner than seals with springs. For example, consider an NBR seal for a 76.2 mm shaft operating at 2165 RPM in SAE 30 engine oil at a sump temperature of 107° C (225° F). Without a spring the average life of the seal is 480 hours; the life more than doubles to almost 1000 hours when a spring with an eight-ounce tension is added to the seal. The standard spring material is hard-drawn carbon steel wire, an economically priced, general-purpose material.

### THE SEALING LIP

The most important design feature of the seal is the elastomeric sealing lip. The *beam length* is the axial distance from the thinnest portion of the lip (the *flex thickness*) to the point at which the lip contacts the shaft. For a given flex thickness, a short lip exerts more force on the shaft (with a corresponding increase in friction and wear) than a long lip. A short lip also has better resistance to deformation caused by high pressure than a long lip. A longer lip (with the same flex thickness) exerts less force on the shaft, thus reducing friction and wear. A longer lip is also more flexible and can thus more easily follow any shaft eccentricities, such as shaft-to-bore misalignment or dynamic runout. Increasing the flex thickness while maintaining the same lip length will increase force on the shaft; decreasing the flex thickness decreases force on the shaft.

### A SECONDARY LIP

In addition to the primary sealing lip, many designs also incorporate a smaller, *secondary lip* to exclude dust, dirt, and other contaminants. Unlike the primary lip, this secondary lip typically faces the application's air side (since dirt and other unwanted matter may try to migrate in from outside the assembly). If present, a secondary lip generally originates away from the primary lip, at the opposite end of the elastomeric beam (in what is known as the heel, rather than the head). Depending on the needs of the application, a secondary lip can be oriented either radially (facing the shaft; known as a *radial dirt lip*) or axially (facing away from the shaft; an *axial dirt lip*). An axial dirt lip will require a vertical component against which to seal.

### THE CASE

In most shaft seals, the elastomeric portion is chemically bonded to a stamped metal case (also known as a shell). The case does two things for the seal. First, it provides stability, allowing the outside diameter (seal O.D.) to pressfit snugly into a housing bore. Second, the case also provides protection, preventing damage to the lip during installation. Once installed, a typical shaft seal is defined by two sealing surfaces. In order for the seal to perform successfully, both of these surfaces must function properly. The first is a tight static seal formed as a result of contact, or interference, between the seal's outside diameter (O.D.) and the housing bore. The seal O.D. is designed to be slightly larger than the bore, typically .004" to .008" larger for metal O.D.

### RUBBER O.D. SEAL

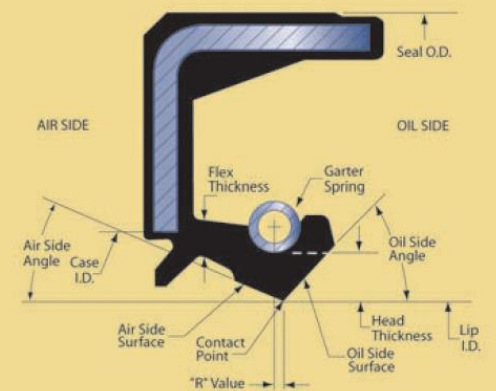
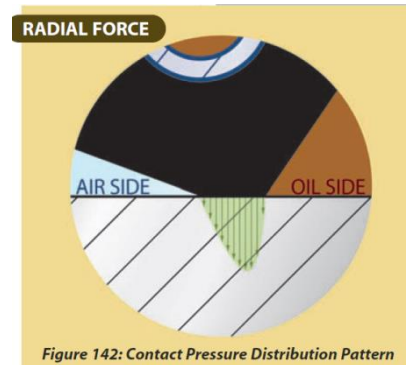


Figure 48: Shaft Seal Features

seals and .006" to .012" larger for rubber-covered O.D.s. (The exact amount of interference depends on the bore size.) This difference between seal size and bore size ensures a tight pressfit that leaves no room for leakage around the O.D. The tightness of this fit also keeps the seal retained in the bore.

### RADIAL FORCE

The second, dynamic sealing surface forms between the elastomeric lip and the rotating shaft. Use of a seal whose inner lip diameter is slightly smaller than the shaft diameter ensures that the sealing lip will be expanded (stretched outward) by the shaft upon installation. The interaction of 1) the lip's inherent beam force and 2) this outward stretching (hoop force) plus 3) the hoop force generated by the spring results in a total radial force (also known as load) between the lip and the shaft. As shown in *Figure 142*, the radial force generated when the seal is installed is distributed on the shaft beneath the sealing lip. The pressure distribution shown here, ie a greater pressure gradient on the oil side than on the air side—is a direct result of the steeper angle on the oil side of the lip. Tests have shown that this angular difference has a lot to do with the effectiveness of a seal.



Having given due consideration to all aspects of the shaft seal assembly (including the bore, the shaft, and the design of the seal itself), what remains is to successfully install the seal you've selected or designed. Simple as that may sound, proper installation is not always easy. As a matter of fact, it can be quite difficult, which explains why improper installation is the number one cause of shaft seal failure. With that in mind, here are some things to be aware of as you install your shaft seal. Good installation practices include inspection of the seal and other components just prior to installation, use of the proper equipment during installation, and protection of the assembly after installation.

### PRE-INSTALLATION INSPECTIONS

Because it is the most important part of the seal, the sealing lip should be closely inspected to make sure there are no nicks or tears at any point around its circumference. You should also be certain that the lip is not turned back. Either a torn or turned lip will quickly fail in service. If the seal design incorporates a garter spring, you should check to be sure that the spring hasn't been displaced out of its groove as a result of handling. The seal O.D. should also be free of damage such as cuts, dents, or scores. No matter where it is located, any damage should immediately disqualify a new seal from use. And because damage (especially the hard-to-see variety) can result from service, you should never reinstall a used seal. Since even the smallest amount of outside contamination can harm a sealing system, new seals that pass inspection should still always be wiped clean before installation. Beyond the seal itself, the bore (and housing) should also be carefully examined. Housing edges must be free of burrs or other imperfections that can easily damage the O.D. of an incoming seal.

### INSTALLATION

The shaft should be inspected to ensure there are no nicks or burrs). The chamfer of the shaft should also be free of nicks or burrs. Above all, keep in mind that a new seal should never be run in the same shaft wear track as an old seal. If grooving of the shaft surface exists from previous service, three options are available. A spacer can be placed within the bore (behind the seal) in order to make sure the seal contacts an ungrooved portion of the shaft. Alternatively, a metallic wear sleeve may be fitted over (and, if need be, adhered to) the damaged shaft to provide a more suitable sealing surface. Use of a thin-walled sleeve will normally make it possible to thus retrofit a damaged shaft surface without changing the seal dimensions or design. In some cases, it may be necessary to refinish or replace the shaft.

### USE OF INSTALLATION EQUIPMENT

Because a shaft seal should never run without proper lubrication, both the seal lip and the shaft should be lubricated (typically with the same oil or grease being sealed) prior to installation of the seal. In addition to making the installation both easier and less potentially damaging to the seal, lubrication also helps protect the sealing element during the initial break-in period. Continued lubrication minimizes wear and maximizes service life. *Figure 177* shows a double lip seal packed with grease between the primary and secondary lips. When two seals are installed in tandem, the entire space between the two seals may be packed with grease. In some cases, seal suppliers will pre-lube seals upon request. As obvious as it may sound, care must be taken to install the seal in the right direction. If replacing a previously used seal, be sure to note the direction in which the primary lip of the old seal was facing, then ensure that the primary lip of the new seal faces the same way. Failure to orient the seal properly relative to the fluid being sealed will result in instantaneous leakage upon startup. But even if it's facing the right direction, the seal must also be installed at a right angle (perpendicular) to the centerlines of both the shaft and the bore.





Anything less than a right angle means the seal is angularly misaligned (cocked). Installing a standard shaft seal into a housing can be a problem if there is no counterbore to help align and seat the seal. Even if initial installation is perfect, the absence of a counterbore makes it easy for the seal to become cocked when the shaft is slipped into place (see *Figure 178*). Seal cocking is most common in blind designs that prevent you from seeing whether the seal is properly seated. Seal cocking is problematic for several reasons. For example, it can contribute to uneven wearing of the sealing lip. Cocking also increases the chances that any garter spring might become dislodged from its groove in the lip (a phenomenon known as spring pop out). Damage to the lip itself and/or to the seal O.D. is also more likely. In addition, seal cocking increases the temperature at the interface between the shaft and the seal lip. High temperature hastens hardening and cracking of the seal.

## SEAL COCKING

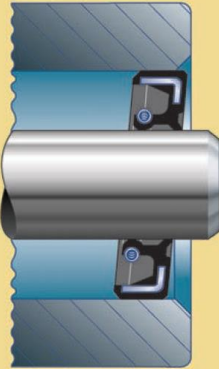


Figure 178: Misaligned (Cocked) Seal

Seal cocking can also be prevented by the use of a properly designed or selected installation tool, and the right amount of force. Without the right tool, it's easy to damage or distort the seal lip or case. Installation tools (such as the one shown in *Figure 180*) are generally made of steel and are designed to contact the seal near the O.D.

(where the seal is most resistant to deformation). Pressing at the more vulnerable seal I.D. can distort the case and lead to leakage in service. The tool shown in *Figure 180* is also advantageous because it is designed to bottom out on the housing face, thus preventing seal cocking. Depending on the

## INSTALLATION TOOLS

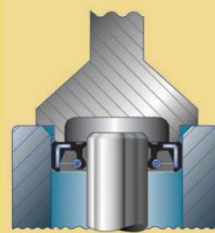


Figure 180: Bottoms on the Housing Face

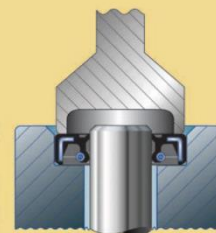


Figure 181: Bottoms Seal in a Stepped Housing

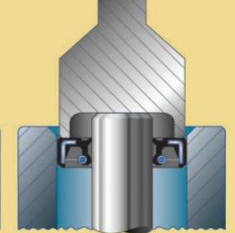


Figure 182: Bottoms on the Shaft Face

specifics of the application, the tool may also be designed such that it can keep pressing until the seal bottoms out (as in a stepped housing, see *Figure 181*) or until the tool bottoms out against the shaft face (see *Figure 182*). Depending on the application, the seal may be installed with the shaft already in place, or the shaft may be fitted into the assembly after the seal has been installed into the housing.

Either way, it is necessary to protect the sealing lip from splines, keyways, burrs on the shaft, and improperly finished chamfering areas. Use of a shield and/or lubrication can help. An assembly cone (acting as either a cap, as in *Figure 183*, or a sleeve, as in *Figure 184*) can be temporarily fitted onto or over the shaft to facilitate avoidance of potential hazards. If lip inversion (the turning over of the sealing lip due to friction during

## ASSEMBLY CONES

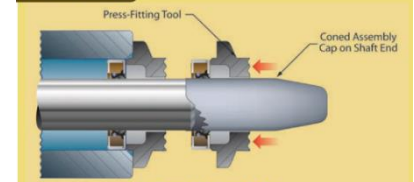


Figure 183: Cone As Cap

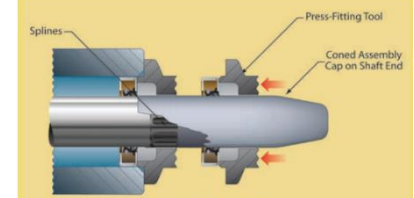
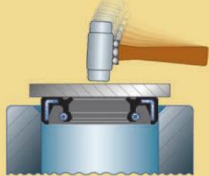
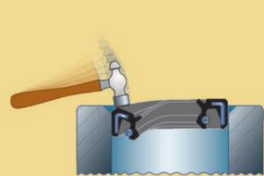


Figure 184: Cone As Sleeve

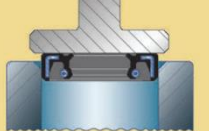
## CORRECT VS. INCORRECT INSTALLATION



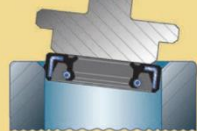
CORRECT  
Use of a strike plate prevents deformation.



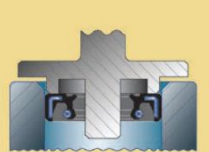
INCORRECT  
Striking the seal directly deforms seal.



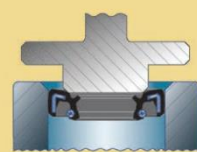
CORRECT  
Installation tool is aligned correctly.



INCORRECT  
Installation tool is aligned incorrectly.



CORRECT  
Installation tool engages the seal case.



INCORRECT  
Wrong size tool damages seal.

Figure 185: Proper Installation Is Critical

installation) is a concern, the cone can be oiled. Assembly cones must be routinely inspected to make sure they have no burrs or scratches. But even proper tools are no guarantee of good installation. Without the right amount of force, the seal will still not be installed properly. Installation force is often provided solely by hand operated arbor presses or soft-faced mallets (used in conjunction with strike plates, see *Figure 185*.) The results are almost always less consistent than with automated equipment. And because of these inconsistencies, the chances of inadvertently damaging the seal are greater.

With rubber O.D. seals, the rubber portion can be damaged during installation if proper lead-in chamfers are not built into the design. Care must also be taken due to a phenomenon known as springback. Springback is the tendency of a shaft seal with a rubber O.D. to unseat itself slightly following installation due to shearing stresses between the rubber and the housing bore.

## POST-INSTALLATION CARE

Following installation, it's a good idea to double-check one last time that the proper functioning of the seal will not be impinged on by

other parts of the assembly. Such impingement could lead to unplanned (and unwanted) friction, heat, and wear, all of which

can contribute to premature seal failure. You should also be cognizant of any treatments (such as painting or cleaning) to which the assembly in general (and the seal in particular) may be subjected. Unless proper precautions are taken to shield the seal, such treatments can impair its functionality and thus hasten its failure. For example, you should be careful to ensure that a painted assembly does not remain in the bake oven any longer than necessary to cure the paint; prolonged heat exposure can be very detrimental to the seal lip material. Finally, the overall design of the assembly can hold hidden dangers that, if not addressed, can doom any shaft seal. For example, the assembly must provide adequate ventilation for the internal pressure within the seal area. Without proper ventilation, pressure can build to dangerous levels, even to the point of blowing the seal out of its housing. If a vent exists, make sure it is not clogged during painting.

So there you have it. All you've ever wanted to know about seals. Told you they were clever little things didn't I!

Rick McDonough



**The following proposal was presented to delegates at the last Council meeting by the Public Relations Officer Graham Gittins. *Could members let us know whether they agree or disagree with this proposal at or before our April meeting.***

Notes on campaign to get a home/ museum for the Council of ACT Motor Clubs  
To General meeting  
Thursday 17 March 2016  
By Graham Gittins

### **A home museum for the Council of ACT Motor Clubs**

At just about every time I meet with car club members in the ACT and elsewhere the subject of a home/ museum for the Council comes up. 'Why hasn't the Capital of Australia got a motor museum?' 'Every other state and territory has at least one motoring museum' being the common comments.

2016 is an election year for the ACT Legislative assembly in October a mere seven months away. If we are ever going to get a home/ museum for the Council this could be the year.

It is proposed that the Council with the support of its affiliated clubs mount a campaign to try to get a home for the council.

Further it is proposed that a small sub-committee, drawn from affiliated clubs be formed with the following tasks:

- to formulate the campaign,
- how it should be conducted,
- financed and
- Initiated to coincide with the election.

#### Recommendation 1

That the council organise a campaign to try to get a home / museum in the ACT.

Agree/ Disagree

#### Recommendation 2

That Affiliated clubs support Recommendation 1.

#### Recommendation 3

That a small subcommittee of affiliated club members be co-opted to form a campaign management plan.

#### Recommendation 4

Club delegates report back with their club views at the May Council General Meeting.

#### Questions

Graham Gittins, Publicity officer, Council of ACT Motor Clubs



### Late member's cars recently auctioned



Many of our longer term members would recall the late Graham Bennedick. Graham and Nancy moved to Queensland some time ago but, sadly, Graham passed away last year. His name of course lives on in our club with the Graham Bennedick Shield – a trophy presented to the member that has driven the furthest distance throughout the year in their Veteran car. Aware that things weren't going well, in January last year Graham's son contacted me to list two of Graham's three restored cars for sale. If you look in the February 2015 Edwardian you'll see his '13 T Ford was advertised for \$37,500 and the '27 T for \$23,000. Obviously they didn't sell, because these two T's, along with Graham's very



original curved dash Olds were offered as part of the Shannons auction held on March 14 in Sydney. Apart from photos of the three cars I also include the auction blurb on the Olds, (as I had no idea of its history), so others may be interested in it too. I remember that this Olds had the very rare 'staggered spokes' (ie where they entered the nave/hub). I also recall Graham telling me it "*...was bloody frightening to drive down the Tuggeranong Parkway*" (with modern traffic doing 100 all around you). The pre-auction advertising gave a very accurate guiding range of \$75,000-\$85,000 for the '03 Olds, \$25,000-\$29,000 for the '13 T, and \$15,000-\$20,000 for the '27 T. Prices actually achieved were; Olds \$71,000 , '13 T \$27,000 and \$15,000 for the '27 T.

One of 3,924 Model R 'Curved Dash' Oldsmobiles produced in 1903, this wonderfully preserved example reportedly spent a number of years on display in the showroom of Mac Markowitz Inc. (an Oldsmobile car dealer) in Hempstead, New York. The car subsequently belonged to 'Old Harry' of Windsor, Vermont for 40 years before coming to Australia in the early 1990s. The current owner carried out considerable refurbishment, including having the engine reconditioned by a specialist, the differential overhauled and internal body structure rebuilt, returning the Oldsmobile to fully operational condition. We are told the car was last run around 2011 and reportedly had a problem selecting reverse it was then put into dry storage therefore a small amount of recommissioning may be required.

Great care was taken to preserve the vehicle's originality, with all major body parts and much of the paintwork believed to be original only the curved dash itself requires some additional restoration, having suffered minor damage at some point. The car exudes a lovely patina and is an authentic example of this desirable piece of motoring history, one that would be ideal for show or display. A wonderful museum piece and eminently usable club car, the 1903 Oldsmobile can be enjoyed on local VCC rallies and importantly, is also eligible for the London to Brighton Veteran Car Run, the longest running motoring rally for vehicles built prior to 1905. To be sold unregistered.

### MOTOR SKILLS DAY MARCH 2016

It was a typical sunny Autumn day as we gathered from 9am in the Café at the Spence shopping centre. Most of us headed off to Southwell's farm. Geoff and Greg were already there and had the various tests set up. Cynthia had the urn on the boil in the railway carriage clubroom. Cynthia and Kingsley's friends Jan and Tom Callow from North Queensland were also there on a visit. After everyone had arrived we started the annual contest in earnest.

The first test was a new one and consisted of judging the width of one's car from a distance of some 25 meters. Bollards were moved apart on the drivers instructions until the driver was sure his or her front wheels could safely pass between them leaving a minimum clearance which was measured for points deduction. The next test required the driver to stop on a rope across the road as near as possible to a vertical line from the centre of the front wheel hubs. This was followed by a reverse parking test into a "garage" marked out by ropes. The slalom bucket drop was the last of the morning skills tests.

By then the barbecue was hot and we adjourned to cook our meat offerings. Cynthia had salads ready as well as beautiful desserts for after our meal. Suitably refreshed we moved once more to the battlefield to see who could throw a spanner to land in a tyre some 10 meters distant.

The whole day was a great success although attendance was a little on the light side given the number of financial club members. Our thanks go to Cynthia and Kingsley for hosting the club during this annual event.

Attendees were:

Cynthia and Kingsley Southwell - 29 Chev & Renault, Jan and Tom Callow – AX Renault, Carol and Nick Nowak - Overland, Simone and Chris Hogan with Madeline, Nicholas and Cameron - 2 Chevies, Greg and Mary Spackman - Modern, Lynne and Geoff Nicholas - Modern, Roy Bendall - Model T Ford, Ida and Ian Irwin - Model A Ford, Wayne Young and Silvia - Model A Ford, Beverley and Don Doering with Graham, Anisha and Ambar Doering – Hupmobile.







# The Edwardian - April 2016

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## MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 17 February 2016

Meeting Opened: 7:35pm

Attendance: Members: 17 Apologies: 4 New Member: 1

Minutes of Last Meeting: Accepted moved by Chris Hogan Seconded: Peter Sturgess

### Correspondence In:

- Cheque received for the Shannon's advertisement in the Edwardian
- Automobile magazine due for renewal (for 24 months)
- Information regarding Wheels venue and date - watch this space
- Council of Heritage Motor Clubs NSW Annual General meeting  
Venue: Temora Ex Services Memorial Club,  
Date: Friday 25<sup>th</sup> of March (apologies sent)
- Received various magazines.

### Correspondence Out:

- Sympathy card sent to the Robinson Family
- Invoice emailed out to Robert Aernout for the Miroxol Metal Polish

Secretary's report accepted - Moved: Chris Hogan, Seconded John Cadona

TREASURERS REPORT: Nil

EDITORS REPORT: Nil

### MEMBERSHIP SECRETARY:

- New Member Neil Ladbrook who attended the meeting

### EVENTS REPORT:

- **Sunday 21 February** – Club Run
- **March 2016 Sunday 20 March** - Club Run Motor Skills. This year motor skills will be held at Kingsley and Cynthia Southwell's property Brooklands, 51 Brooklands Road Hall.  
Meet at 9am at the Spence Shops for morning tea BYO or pick up a coffee from the Spence Grocer. Lunch will be a BYO BBQ in the Train at Brooklands. This is a good fun day for all in the Club, with or without a car you are welcome to come along.
- **April 2016 Sunday 3 April** - Club Run Period Dress Day National Trust Heritage Festival at the oval in front of Old Forestry Building on Banks Street in Yarralumla. Please be parked before 10 am and event concludes by 3pm
- **May 2016 6-8 May** - Weekend away - Dubbo Pre 31 Tour Entries close 17 April. Accommodation - "No 95" located at 95 Cobra Street, Dubbo NSW 2830. PH (02) 6882 7888 at \$145 per night including breakfast the motel has plenty of parking (even for trailers) and is a short walk to the RSL. <http://www.no95.com.au/accommodation-in-dubbo/>
- **Sunday 15 May?** – Wheels - Commonwealth Park from 9:30am (more information to follow)
- **Sunday 15 May** - National Motoring Heritage Day

### LIBRARIANS REPORT:

- All Books have been binded and are looking really good needing the rubber stamps to mark the books.

### REGISTRARS REPORT:

- Very busy few months six cars, all going well.

### RALLY REPORT:

- Final Report. Feedback was really good all finalised with the costs of the Rally.
- To put on a BBQ dinner for a final thanks for the Goulburn Car Club.

### ACT COUNCIL MOTOR CLUB:

- Next meeting tomorrow night (18<sup>th</sup> of February) will have some more information regarding the location and date of Wheels.

DATING OFFICER'S REPORT: Nil

### GENERAL BUSINESS:

- 1) Club Banner living at Nowak household now.



# The Edwardian - April 2016

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- 2) New Member Neil Ladbroke has a whippet
- 3) Does anyone have an Exhaust Gas analyser? Tony Watson is in need of one if anyone can help.

## MEETING ACTIVITY:

Meeting Closed: 8pm

## **MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 16<sup>th</sup> March 2016**

Meeting Opened: 7:35pm

Attendance: Members: 24 Apologies: 1 Guests: 1  
Minutes of Last Meeting: Accepted moved by Chris Hogan  
Seconded: Rick McDonough

### Correspondence In:

- Bills: Motor Insurance from Shannon's for the BBQ trailer, which has already been paid.
- Australia Post Box renewal
- Council of Heritage Motor Clubs - Council bill to work out the number of members for the cost.
- Council of Heritage Motor Clubs: 2016 Annual General Meeting at Temora ex-Services Memorial Club  
When: Friday 25<sup>th</sup> of March – sent our apologies that we will not be attending this meeting.
- CHMC council has upgraded their website, more accurate and current information including the NSW log Book trial, Annual Rally and events.  
As well as, worth watching videos, and a Facebook page  
[www.heritagemotoringcouncil.org.au](http://www.heritagemotoringcouncil.org.au)
- Bev and Don Doering sent a thank you note.
- Carol Nowak sent a thank you card.
- Received payment for the Miroxol metal polish
- Received various magazines.

### Correspondence Out:

- Sent two get well cards to members who have recently had surgery Carol Nowak and Les Robinson.
- Sent Apologies to the CHMC meeting in Temora
- Provided copy of the VVCCA Constitution to Nick Nowak for Nick to revalidate the rules.
- Secretary's report accepted - Moved: Chris Hogan, Seconded Carol Nowak

### TREASURERS REPORT:

Trailer Insurance paid, by cheque  
Received the bill for the post box, cheque written  
Carol Nowak provided a bill for postage stamps  
Affiliation fees to be paid to the Council  
Moved: Chris Hogan, Seconded Tony Watson

### EDITORS REPORT:

Waiting for an article and photos needed for the next magazine, which is in April.

### MEMBERSHIP SECRETARY:

To date 60 financial members, Carol will be getting ready to send membership renewals.

### EVENTS REPORT:

**March 2016 Sunday 20 March** - Club Run Motor Skills This year motor skills will be holding at Kingsley and Cynthia Southwell property Brooklands, 51 Brooklands Road Hall. Meet at 9am the Spence Shops for morning tea BYO or pick up a coffee from the Spence Grocer. Lunch will be a BYO BBQ in the Train at Brooklands. This is a good fun day for all in the Club, with or without a car you are welcome to come along.

**April 2016 Sunday 3 April** - Club Run Period Dress Day National Trust Heritage Festival at the oval in front of Old Forestry Building on Banks Street in Yarralumla. Please be parked before 10 am and event concludes by 3pm

**May 2016 6-8 May** - Weekend away - Dubbo Pre 31 Tour please see entry form attached. Entries close 17 April, Accommodation - "No 95"

# The Edwardian - April 2016

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located at 95 Cobra Street, Dubbo NSW 2830. PH (02) 6882 7888 at \$145 per night including breakfast the motel has plenty of parking (even for trailers) and is a short walk to RSL. <http://www.no95.com.au/accommodation-in-dubbo/>

**May 2016 15<sup>th</sup> WHEELS** flyer will be attached in the Edwardian. Lawns of Old Parliament House from 10am to 3pm

LIBRARIANS REPORT: Nil

REGISTRARS REPORT: Been busy, No dramas

ACT COUNCIL MOTOR CLUB:

Draft business plan completed, the MG car club had an in depth look at it and they mentioned that the ACT Council needs to reevaluate the draft. Our club members are happy to follow the MG Car Club ideas so to watch this space.

DATING OFFICER'S REPORT: Nil

GENERAL BUSINESS:

- 1) Marist College Canberra, are having "The Great Gatsby" theme night 6pm to 7pm- on Friday the 20<sup>th</sup> of May 2016, at the National Arboretum. The present members at the meeting thought that it would be too dark and dangerous for the cars with little light. All agreed we would not attend. Apologies written to the committee that we would not be attending.
- 2) Our club is now under the trial for the 60 days which is only open to cars registered in NSW.
- 3) Graham Benedict's cars were sold at Shannon's Auction:  
1913 Model T runabout sold \$27000.00  
1927 Model T speedster sold for \$15000.00  
1903 Oldsmobile Model R curved dash sold for \$71000.00
- 4) Nick Nowak asked if the ACT rego rules allowed him to take a car to Victoria for his grand-daughters formal. Members mentioned that as long as the club know when and where and to have a letter from the President then it should be all ok.
- 5) Model T Ford on display at the airport has the Aeroplane Jelly logos on it.
- 6) Nick Nowak is looking into the Constitution in regards to refreshing rules.  
eg change president from two years to four years, Nick will provide an update at next meeting.

MEETING ACTIVITY:

Meeting Closed: 8.06pm



## The Club Calendar

Apr 21	Club meeting
Apr 24	Club Run - to be decided at next meeting
May 6-8	Club Run Weekend away
May 15	Wheels
May 18	Club meeting
June 15	Club meeting
June 19	Club Run – Class Locksmiths
July 20	Club meeting
July 24	Club Run
Aug 17	Club meeting and AGM
Aug 21	Club Run Presentation Lunch



## RETREADS

'Re-tyred' members of many ACT Car Clubs meet informally for a light lunch at the Southern Cross Club Woden, at noon on the 1st Friday of each month. The group is known as "The Retreads". Outings in their old cars are often arranged. The V&VCCA (ACT) recognises these outings as legitimate events for any of its members who wish to participate

## The National Calendar

Oct 30 – Nov 4, 2016	National Veteran Rally, Ulverstone, Tas.
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## EVENTS DETAILS

### May 2016

6-8 May - **Weekend away** - Dubbo Pre 31 Tour. Entries close 17 April

Accommodation - "No 95" located at 95 Cobra Street, Dubbo NSW 2830. PH (02) 6882 7888 at \$145 per night including breakfast the motel has plenty of parking (even for trailers) and is a short walk to RSL. <http://www.no95.com.au/accommodation-in-dubbo/>

Sunday 8 May – **Wheels** - Commonwealth Park from 9:30am (more information below)

Sunday June 19 - Class Locksmiths have agreed to open there workshop and showroom for us to have a look and ask questions, they have some very interesting gear including a safe off a ship from the 1800's.

## Shannons Wheels 2016

Date: **Sunday, 15th May 2016**, 10:00 am to 2:00 pm

Venue: **Lawns of Old Parliament House, Canberra**

A Car Show for all Marques & Models – Vintage, Veteran, Classic & Modern vehicles

Promoted by: **Council of ACT Motoring Clubs**

Hosted by: **BMW Owner's Club of ACT**

Sponsored by: **Shannons Insurance**

Details: <http://ACTMotorClubs.org.au>

### News release – February 2016:

The Council of ACT Motor Clubs together with the BMW Car Club Canberra has announced that the Shannons Wheels 2016 vehicle display will be held on the lawns of Old Parliament House on Sunday 15 May 2016.

Council Events Director, Graeme Rossiter, said the change of date from March and the new location were made following discussions with the National Capital Authority (NCA).

"The new location around in front of Old Parliament House is a great location for a vehicle display and can accommodate easily up to 800 vehicles, "Mr Rossiter said.

"The change of date has been necessary because other events being held in venues controlled by the NCA," he added.

The annual Wheels display is the Council of ACT Motor Club's major charity fundraiser and the 2016 charity is the [Technical Aid for the Disabled](#) (TADACT) who repair, adapt and design equipment for people with disabilities, using a volunteer work force.

The [BMW Car Club](#) which celebrates its 40<sup>th</sup> anniversary in 2016 will organise this year's Wheels event on behalf of the Council of ACT Motor Clubs.

Wheels 2016 is expected to attract vehicles from all of the 75 clubs affiliated to the Council as well as vehicles from interstate.

Entry Fee: gold coin donation to charity

Exhibitors: please assemble vehicles before 9:30 am

Individual car clubs and separate marques will be allocated to sign-posted areas. Marshals will direct cars to their allocated areas, so please observe their direction. BRING a DRIP TRAY. All vehicles must be parked correctly and have a permit sticker, including support vehicles or you will be fined. Permit stickers will be given out as you enter, more information to follow on our display location.



## For Sale/Wanted

**1926 Dodge Tourer** cut down into a ute available at the Parts Shed. The drive train turns freely and has the doors and rear tub as well. Would make a great project.



For Sale to the best offer. Contact the Parts Shed for more information or Phil Stockdale on 9252 1292



**1932 Austin** 10/4 Chrome rad. saloon. Reg. 32 AUSTEN. Plum maroon / black. Looks good ,runs well, good tyres. For more information contact Mike

Barnard 0421 082 648. Photos available for emailing. Location Quinns Rocks \$9,000 o.n.o.



**TANDEM CAR TRAILER**, Registered until October 2016 Very good condition

- ☐ Current Safety Certificate
- ☐ Hydraulic over-ride brakes
- ☐ Heavy Vinyl cover over metal frame with zip closures
- ☐ Secure and waterproof
- ☐ Electric Winch
- ☐ Inside Measurements=Length-12ft.Height-6ft.Width-6ft

Price: \$4250

Contact: Frank Muggeridge 0409 362 773 or (0438 362 773)





### For Sale

1906 de Dion Bouton Type AL 8hp Rear Entrance Tonneau  
Engine Number 18739. Coachwork painted black with red lining.

An extremely original example believed to have been imported to South Australia from England when new. Original four seat coachwork with detachable rare section, mainly original leather trim with careful refurbishments, silver plated brightwork, new Austin Parkinson contact breaker and inlet valve springs. The car has had one owner for the past 40 years, and has mainly been in a small museum display during that time. It is intact and runs however requires servicing and adjustments to recommission. Sold by me in Braidwood NSW in 2013 but neither collected nor used since, and now available again at the same price, \$68,000 ono

Contact Antony Davies 0438 126 987 or email  
[antony.davies@millpond.com.au](mailto:antony.davies@millpond.com.au)

Antony Davies  
Mill Pond Farm  
Jembaicumbene NSW 2622  
PO Box 252 Braidwood NSW 2622



### FOR SALE

Beautiful brass 1912 Model T Ford with chassis, engine, clamshell diff and all correct components for 1912. Engine number 156569. New Brassworks radiator and original E & J lights, Rocky Mountain style brakes. Reproduction body to exact 1912 Commercial roadster specifications by Arthur Byrne of South Australia, with leather to original specifications including horse hair stuffing, and correct fabric top. Fitted with two period tool-boxes and coir running board mat.

The car has been thoroughly researched with restoration completed in 2013 to as authentic a state as possible, including midnight blue paint and correct striping and matting.

Runs as it should on trembler coils or magneto. Immaculate condition, \$38,000. Ian Berg Ph; 0419 364427, E;  
[bergathol@gmail.com](mailto:bergathol@gmail.com)



## Inaugural Camp Quality Classic Cruise

We would like to invite your club and your members to be part of the inaugural Camp Quality Classic Cruise, aimed at raising much needed money for kids living with cancer and also to have a wonderful classic car event. It is open to cars and motorcycles 20 years and older and will be held in Canberra on 11 September 2016. We will be meeting at Mawson Playing fields in Mawson at 8-8:30am departing at 9am and cruising through Canberra to the lawns of Old Parliament House to show off the lovely cars. Food and refreshments will be available when you arrive at the destination. The day will wrap up around 2.30pm.

**Registrations are now open**, so your members can sign up. The cost of registration is \$50 per vehicle. All participating vehicles need to reach the \$50 target this can be done through fundraising efforts or by paying themselves, via their everyday hero fundraising page, it's easy via the online Camp Quality portal. Once you have reached your \$50 target you are encouraged to continue fundraising to try and be the highest fundraiser, who will have the honour of leading the Inaugural Camp Quality Cruise!!

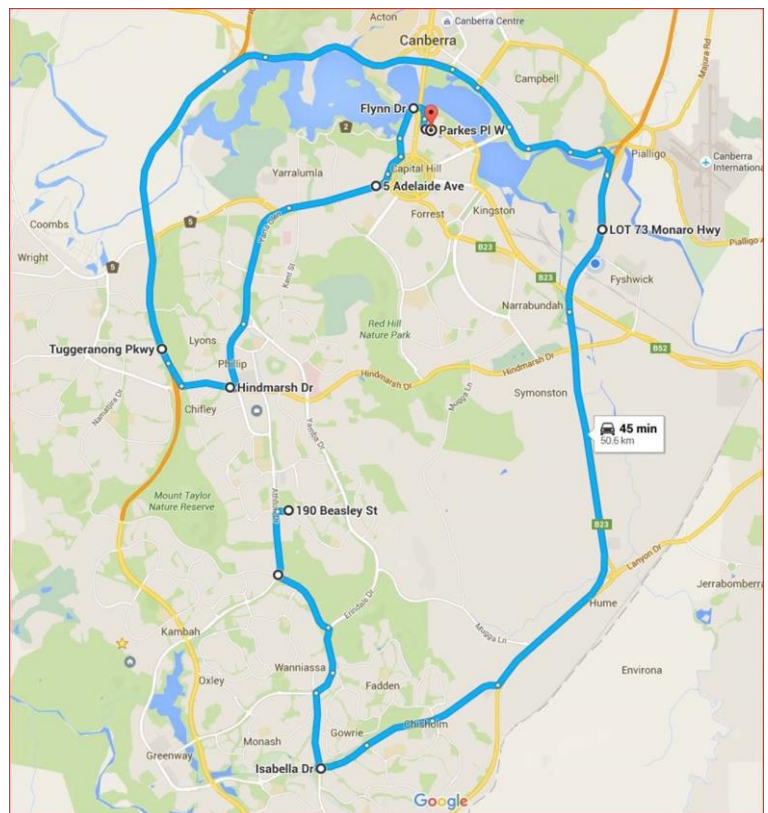
*Please note the address for Mawson Playing fields on the flyer is incorrect as they are not on the corner of Hindmarsh Drive and Beasley Street,*

Everything you need to know, can be found via the following links and attachments, map of the route, date, registration etc.

Facebook: <https://www.facebook.com/Camp-Quality-Classic-Cruise-1735488846667345/?ref=ts&fref=ts>

Registration via Everyday Hero: <https://www.campquality.org.au/events/classiccruise?region=act>

Flyer and map below.





Come for a walk down motoring memory lane and celebrate a 100 years of BMW and 50 years of the BMW 2002 at the



Council of ACT Motor Clubs and the BMW Car Club Canberra's



# WHEELS 2016

Sunday 15 May on the lawns of  
Old Parliament House from 10am to 3pm.

Entry is free - donation to Technical Aid for the disabled (TADACT).

See the biggest display in the ACT of veteran, vintage, historic, classic and modified cars, commercials and motor cycles.

Shannons Wheels is supported by the 75 affiliated clubs of the Council of ACT Motor Clubs. The event is organised on behalf of the Council by the BMW Car Club Canberra with the assistance of the National Capital Authority (NCA) and Auto Hotel Australia

Shannon Wheels is organised with the help of the following:



For further information contact Luke Wise Tele: 0419 333 540





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