



The  
EDWARDIAN  
June 2016



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**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,

We are now in the depth of winter as the rain falls I am taking the opportunity to sit down and catch up making a list of the jobs I need to do on Chevy so they are ready for more Vintage motoring in the warm weather.

We are coming to the end of another club year now and August is the AGM, my term as president comes to an end, don't be surprised if you're approached to take up a position as the Committee is looking for a seamless transition.

With the AGM comes our Club Presentation. Can everyone with Club trophies please return them to the next Club meeting or to a committee member as this would be greatly appreciated.

We have planned some interesting runs for the next few months with catering as well so please check out the events section and I look forward to seeing you at an event in the near future.

Chris

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### Attention!

**It's that time of year again. 2016-17 renewal of membership - Membership dues must be paid by 30 June 2016**

You have all been emailed or posted two forms to fill out in the last month. Even if your details remain unchanged, both forms need to be filled in. Either email the completed forms to Carol Nowak (the easiest option) or post them in to the Club PO Box. As you are aware the fees are remaining at \$50. They need to be paid by 30th June. Details for payment are on the Renewal form.

**Remember** - One of the conditions of having your vehicle on concessional registration by the ACT Government is that you are a financial member of a Club that is affiliated with the Council of Car Clubs. The VVCC ACT Inc financial year ends on the 30 June. The ACT Government deems any Concessionally Registered Vehicles belonging to an un-financial member as unregistered and not covered by 3rd party. It is your responsibility to ensure that you are a financial member of the Club.





### Editorial



Wheels has been and gone for another year. There is no doubt in my mind that the disappointing showing of numbers (both cars and public) was a result of the on again- off again nature of the event. I hasten to add that wasn't the organisers fault. The NCA certainly didn't help in this regard. The general view was that the event suffered because of this political ping pong. I overheard one food vendor (a charitable group) lamenting the amount of food they would have to throw out because the crowds just weren't there. As for our own club, we had a total of four cars displayed. By comparison, last year we had 16. The saddest part is that the takings for charity, the main aim of the day, would have been well down too. Let's hope next year goes a little more smoothly.

I must thank those members who've kindly forwarded material for the newsletter. It is much appreciated. The first one comes from Bill 'I don't have enough Fiat 501's' Atkinson, and concerns an oil bottle. I'm pretty confident every member of our club watches 'The Antiques Roadshow'. It's always fascinating what people turn up with. As I write this, tonight featured a small ivory carving that was dated at 2000-4000BC! Strangely it wasn't valued that highly. It would seem I'm clearly no judge of value. I've seen people ask what their glass vase is worth...the one they picked up a couple of years ago at a car boot sale for 50p. My considered judgement is that they paid about 49p too much, and that if someone offered them 60p they should break the buyer's legs so he doesn't get away. Of course in these instances the 'expert' goes into raptures about it being the most sought after vase known to humanity and it's worth at least £2-3000! As I stated, I'm clearly no judge on values, but surely the price gained for the Australian oil bottle (at right), brought to my attention by Bill, is on the ridiculous side? How much would you pay for what you see here? Turn to page 4 to see how badly someone wanted it.



The next item I must thank Wal Hick for. The interesting question of E10 in our oldies is the subject (see page 7). The article is American in origin, (and is thus written in a language loosely based on English), but is still relevant to us. A response on a forum related to this article reads as follows; *"As an owner of several antique and classic vehicles, I have experienced first-hand the damages resulting from ethanol blend fuels. Fuel pumps, carburetors, sending units, and most recently a fuel tank have all been severely damaged or destroyed resulting in thousands of dollars in unnecessary repairs. To preserve some equipment, I now travel over 100 miles twice a year to fill fuel cans with ethanol free gasoline. Maybe the renewable fuels association will pick up the tab for all the damage caused."*

For those members who are unaware, there was method in my madness when I redesigned the front cover of our newsletter a few years ago. Apart from all those emblems and badges looking quite colourful and filling out the front page nicely, they are there for a reason. The fact is we have had an example(s) of each of those marques in our club over the years. We're up to about 108 now which is quite amazing, but who noticed a change in the April cover? There has in fact been one addition and one existing badge has changed slightly. Can you pick them both?

This editions 'From the Archives' is of interest again. It seems 50 years ago the normal conduct for monthly meetings was 'fairly heated'. This would have been the ongoing argument of accepting Vintage car owners as full members in the club (as opposed to non-voting 'Associates'). This notwithstanding, it is interesting to note that at the same time, it was our club who initiated discussion with the relevant Govt. dept. to obtain concessional rego for vintage cars (we'd already successfully gained it for veterans). Read more about our history in the Archives section.

The 'For Sales' has some interesting offerings in it. One of these is a very rare 1909 12/18 hp V twin Riley owned by our NZ friend, Ivan Taylor. Some will remember that Ivan came over to our 1&2 back in 2013. He and I

correspond regularly and in our latest exchange he advised he has decided to sell his much loved car. It would be a very desirable acquisition for someone.

And finally, to show what an inclusive and sensitive Editor I am, and as a reward to Wal, I have included something for that intrepid band of Ford boys in our midst. This would have to be the ultimate in one-upmanship for those worshippers of old Henry. See pages 9-11.

Till next time

Happy Restoring

Rick

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### From the Archives

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

**May 1966** – Secretary Ross Millard had a piece starting with *"Fellow members, finally I feel that after three odd years of active at times, 'turbulent' life our club has finally come of age"*. It went on to say...*"let's forget about those minor differences, petty squabbles etc etc and knuckle down and build our club into the success it can and must be."*

**Runs** – *"Those who attended the Yass show had a good time with several leads on parts, including at least one and possibly more complete cars. Attended by Les Robinson in his Fiat and Mac in his 12 T Ford"*

Easter tour write up - *"late Friday night we were to hear that the Delauney Belleville, en route from Sydney, had been involved in an accident and had turned over. 37 cars attended from Sydney and 5 local cars."*

**General** – New member - Alan Pickup with the 15 T Ford (Ed – Car still in town as far as I know and owned by the son of our late member, Peter McGregor).

Under **'notes on last meeting'**...*"as usual the President opened the meeting, Secretary read the minutes and the correspondence was presented. So much for normal meeting procedure, members immediately launched into a series of somewhat slightly heated arguments and particularly passionate expressions of individual opinions"*. (Ed - So much for the piece by Secretary Ross, further above!)

The treasurer reported a credit balance of \$90.83

*"An item of interest to Associate members with vintage cars - a letter was received from the Facilities Branch of the Dept. of Interior". "Re your request that consideration be given to the possibility of privileged registration for all or some of the vehicles, in the category of Vintage cars involved in activities conducted by this club. The matters raised are receiving consideration and you will be advised when investigations are at a more advanced stage."*

**June 1966** – **Run** - Gymkhana at Hall show ground. *"Well attended. There was a spud race, parking in reverse, bending race circle with a water hazard and a garage test. At the conclusion of the gymkhana they had a few impromptu events which included a women's race while holding a cup of water (Won by Mrs Bolton), then it was the men's turn (won by Allan Higginson). Armin Hirzel won the slow race and Allan Higginson got the booby prize by stalling."*





### And what did that oil bottle go for?

...Described thus..."*The bottle is in excellent condition. The top has numerous scratches and a small dent from use.*" It was located in Victoria, and the winning bid of 2 June was...wait for it..... \$ 6,310!!!! I mean, you could buy a half decent second hand car for that! I've clearly been collecting the wrong sort of rubbish all my life!



### Dubbo Autumn Tour for pre 1931 Vehicles

The tour was organised by the Dubbo Antique Automobile Club.

We decided to load our Hup on a hired trailer and headed off on Thursday the 5<sup>th</sup> of May to travel the 400 or so Km to Dubbo planning to travel at about 80 to 90 Km/hour. Our route took us via Yass and Boorowa to Cowra where we stopped for a picnic lunch in magnificent autumn weather.

Suitably refreshed we drove on via Canowindra, Cudal and Molong for our afternoon tea stop at Wellington. After topping up the towing vehicle with Diesel we started on our last leg along the Mitchell Highway via Geurie to Dubbo. Along this stretch we came across Wayne driving his "A" model Ford.

We stayed at Motel 95 as did all of our club members and many others. Our Club was well represented by Nick and Carol Nowak in the 1912 Overland, Wayne Young and Silvia in the 1930 Model "A" Ford, Peter and Alex Sturgess in the 1926 Bean, Chris and Simone Hogan and family in the Chev Coupe and our Goulburn friends Bruce and Kathy Booby in the 1926 Fiat and ourselves, Don and Beverley Doering in the 1923 Hupmobile.

After storing the trailer I went to move the towing vehicle but could not move the gearlever out of "Park". We called the NRMA while the other entrants went to find a suitable dinner venue. The NRMA service arrived within the promised hour and got us going again. Next morning we drove to find the local Toyota dealer where the staff were extremely helpful diagnosing a blown fuse, apparently caused by a fault in the trailer wiring when reversing. On return to our motel at 10am we found that other entrants had already departed for the tour headquarters to check in. We followed, and did likewise.

The local club was putting on a scrumptious country style morning tea with lots of home baked cakes and slices, sandwiches and other goodies. Much conversation among the 95 or so entrants followed, which was only interrupted by the call for a barbeque lunch. Sausages and delicious rissoles were sizzling on two large grills and a huge range of salads was also available. More conversation followed until it was time to head off on the afternoon run at 1.30 led by the 12 Veteran entries. The run was on sealed country roads around Dubbo driving past Terramungamine, Rawsonville, and Minore, a total of about 60 Km.

The route instructions were first class and in addition marshals were stationed at all major directional changes. Each marshal had a long stylised arm hand painted in iridescent pink which could be seen from half a Km away. The afternoon and evening were free.

Next morning greeted us with more perfect weather. After breakfast we headed to tour HQ as an 8.30 start was called for. Today's run was to take us on sealed country roads to Wongarbone for morning tea, where the local Public School P&C was catering. Tables were loaded with home baked goodies, sandwiches, fruits and other delicacies.

As always the cars attracted much interest, especially from the children in the family groups. After a lot of questions were answered to satisfy inquisitive young minds, it was time to hit the road again for our next destination, Wellington via Geurie and more regional roads for lunch at the showground. After lining up all the vintage cars in a couple of rows and a special row for the veterans, it was time to collect our lunch. Salad boxes were available in 4 versions: chicken, beef, ham or quiche, supplemented by a buttered roll and a bottle of water. Tea, coffee and home baked cakes and slices completed the meal.

The return trip took us along the Mitchell highway to Geurie and then on country roads, including a 1.5 Km stretch of gravel past the Dubbo zoo entrance back to our accommodation, having travelled some 160 Km in all. Some of the entrants took the opportunity to load their vehicles on the trailers for an early departure on Sunday morning.

Buses had been arranged to take participants to the final dinner at the RSL club auditorium. Dinner consisted of 2 courses, short speeches were made after the first course and the major trophies were then awarded. After dessert novelty trophies were awarded and the raffle was drawn. Tea and coffee were also available and each table was handed a sheet of paper for a trivia quiz. This was very much a memory test about the days run. The best score was 13 out of 20 and the winners prize was the satisfaction of having won.

Next morning we loaded our trailer after breakfast and farewelled old and new friends. Before leaving Dubbo we drove to Tour HQ to thank the team for a most enjoyable tour. They were already busy cooking sausages, bacon and eggs. Rain was forecast on the way home, which began around Cowra.

One matter which appeared outstanding to us was the participation of almost all members of this small club of about 50 or so souls in putting this excellent tour on. We didn't hear one negative comment the whole time and enjoyed ourselves enormously. Next year the autumn tour will be in Orange in early May.

On arrival at home we could not start the Hup on the trailer in order to drive it off, as the towing in the rain had saturated the electrics and no spark was to be had. Two of our neighbours helped to push it off and into the garage where it can dry out.

All pictures pertaining to this report are provided by Carol Nowak.

Don



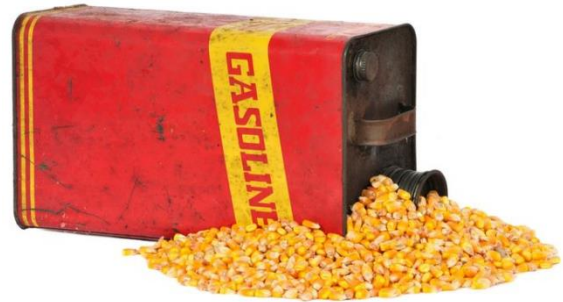
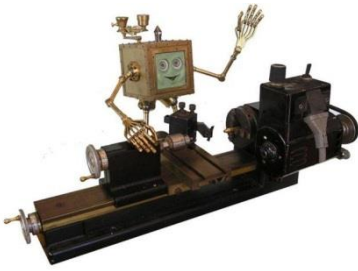






## Technical Page

### E10 in our Oldies



Like it or not, ethanol in gas is here to stay. Although it does reduce pollution in our atmosphere, it can cause problems for many collector cars, boats, and older outdoor power equipment because of some of the side effects related to its use.

When people talk about ethanol in today's pump gas, they're referring to E10, which is a formulation that contains 90 percent gasoline and 10 percent ethanol. Car manufacturers are now building engines that can run on 51 to 83 percent ethanol, which is often called E85 or flex fuel.

Ethanol is refined from grain alcohol; most specifically, corn, here in the United States; but it can also be made from switch grass, manure, willow trees, and even sugar cane in some countries.

The use of ethanol will only increase. Federal law mandates that the U.S. use 36 billion gallons of alternative fuel per year by 2022. By comparison, the United States used only 11 billion gallons in 2010, and the requirement in the law is that we ramp up to 15 billion gallons per year in 2015. The only way we would get there is to buy more gas – which is unlikely to happen, given the cost of a gallon these days – or increase the ethanol content in each gallon. Unless your car's owner's manual states specifically that it is an E85 or Flex Fuel vehicle (if you don't know for sure, [check the eighth digit of your VIN](#)), you cannot use E85 fuels.

Pros of ethanol-supplemented fuel:

- Ethanol is clean-burning and is a higher-octane fuel than conventional gas.
- Ethanol is produced from renewable sources.
- Ethanol-powered vehicles produce lower carbon monoxide and carbon dioxide emissions, and lower levels of hydrocarbon and nitrogen oxide emissions.
- Ethanol production keeps American farmers in business and creates new farming and ethanol-processing jobs.
- Because ethanol is produced domestically, it reduces U.S. dependence on foreign oil and increases the nation's energy independence.
- Ethanol needs fewer fossil (coal) and petroleum (gas) fuels to produce more BTU of energy than gasoline (although it does require much more water).

Cons of ethanol-supplemented fuel:

- Ethanol creates 34 percent less energy than unadulterated gasoline per gallon. This equals a loss in fuel economy of up to 3 miles per gallon for E10 fuels. In terms of heat, ethanol produces 76,330 BTU per gallon, whereas diesel fuel produces 128,450 BTU per gallon, gasoline 116,090 BTU per gallon and LP gas 84,950 BTU per gallon. The fuel economy gets even worse with E85, a loss of 7 to 8 miles per gallon with its higher ethanol content. *Consumer Reports*, testing in 2006, verified a loss in fuel economy of up to 30 percent in a Chevy Tahoe designed to run on flex fuel when it was tested with both unleaded gas and E85. Poor

fuel economy can also be attributed to improper fuel system calibration based on computer feedback from oxygen sensors because of the temperatures needed to burn ethanol.

- Virtually any grain considered feedstock can be used to make ethanol, but some grains are better for producing ethanol than others. Corn happens to be one of the worst grains for making ethanol but we produce so much more of it than any other grain that it was the ingredient of choice for U.S. ethanol producers. In South America, ethanol is produced from sugar cane, which is easier to refine and gives a higher yield per acre than corn (1,200 gallons per acre vs. 300 gallons per acre of corn). The U.S. government did impose a 55 cents per gallon tariff to prevent the import of sugar cane-based ethanol into the United States, though that tariff has recently expired).
- Ethanol is hygroscopic, which means it absorbs water more easily than gasoline. That leads to water condensation inside fuel tanks, carburetor fuel bowls and fuel lines where air spaces are present. Water content in fuel will also swell up the paper filter media inside fuel filters not specifically designed for flex fuels and can thus restrict fuel flow at the filter.
- Ethanol also erodes fiberglass tanks, rubber hoses and plastic fuel lines. It contributes to rust in fuel systems by creating condensation in the unfilled portion of gas tanks. It will also dissolve varnish and rust in steel fuel components. These dissolved ingredients sit in the bottom of gas tanks until they are removed or they will enter the fuel system if the fuel level in the tank gets too low.

So what is a classic car owner to do? Especially when their car is sitting unused in the garage more than it is on the road? It has been stated that you can counteract the poor fuel mileage by driving at a consistent speed of between 40 and 60 MPH but that doesn't really apply to boats or classic cars that are parked or do not have cruise control in most cases.

Several recommendations of things you can do that should help come from OE marine manufacturers who have been battling these ethanol-related fuel problems:

- Replace any plastic or rubber fuel lines with ethanol-resistant hose or nylon tubing.
- Install a water separator filter in the fuel line leading to the carburetor. Water collects in the filter and can be removed periodically.
- Replace any fiberglass tanks with steel or aluminum.
- Ensure that any O-rings in the fuel system are also ethanol-compatible.
- Keep your tank as full as possible to prevent air space where condensation can form.
- Use specific ethanol-compatible fuel storage additives. These are normally blue in color. Regular fuel stabilizers will not work unless they are labeled ethanol fuel-compatible.
- Shop around for a marina or service station that does not pump E10 or E85. None of these stations will be affiliated with a major gasoline producer, but there are still some out there, especially in areas around lakes and rivers where boating is popular. You can find a "pure gas" map of many of these stations online at the [Historic Vehicle Association website](#)
- Vent your fuel system during storage for extended periods; the moisture your fuel system might absorb from the outside will be less than the moisture created in the air space inside.
- Use a fogging solution in your carburetor during storage to prevent condensation from collecting in fuel bowls.
- Use of isopropyl alcohol-based dry gas will help to absorb system moisture. Regular dry gas is ethanol-based and will only make the problem worse. Isopropyl-based additives actually combine with the water molecules and removing moisture through the combustion chamber.
- Use of a flex fuel-compatible fuel filter where possible will prevent degradation of the paper media in your filter by water in the fuel system.

SEMA has also made ethanol in gasoline one of its legislative priorities, opposing the pending rollout of E15 fuel. For more information on that effort, visit [SEMASAN.com](#).



<http://blog.hemmings.com/index.php/2012/11/14/tech-101-ethanol-in-gasoline-and-its-effects-on-collector-cars/?refer=news#comments-block>

<http://blog.hemmings.com/index.php/2016/05/13/new-bill-aims-to-formalize-ethanol-blend-wall-cap-blending-at-e10/?refer=news#comments-block>

### And the final word – this time from Australia...

...."The RACV must stress that ethanol blended fuels should not be used in carburettor equipped vehicles. A list of vehicles that can use ethanol blended fuels is available on the FCAI website (<http://www.fc.ai.com.au>). As a general rule no vehicle built before 1986 should be run on an ethanol blended fuel, and vehicles built 1986 or after should only do so at the manufacturers recommendations. Reasoning for this comes from multiple fronts; materials compatibility, fuel metering, durability and performance. In general both the environmental and financial benefits of E10 will not be realised in a pre 1986 vehicle."

<https://www.racv.com.au/wps/wcm/connect/9a43a800439f2589876fd7f9ec98648a/Modern+Fuels.pdf?MOD=AJPERES&CACHEID=9a43a800439f2589876fd7f9ec98648a>



### And one for that Brotherhood of Ford lovers within our club. (or, 'What every Ford owner should have, just to prove you're a fair dinkum' Ford fanatic!)



The "Benson Ford" originally transported iron and coal for the Ford Motor Company. The ship was decommissioned in 1981 after nearly 50 years of service.

After being decommissioned it was left to rust for four years before the front part of the ship was removed and perched on top

of the 18-foot cliff above Lake Erie, to serve as a vacation home.





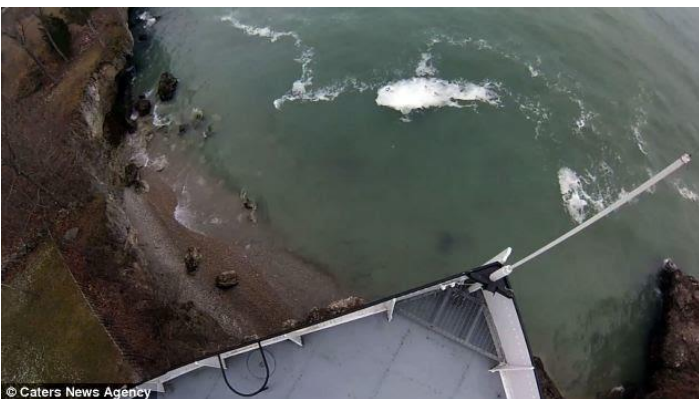
Looking across the bow, it seems that the boat is actually steaming - full speed ahead!

The ship still contains the beautiful wood-paneled state rooms, dining room and lounge designed by Henry Ford.



The boat was used by Henry Ford to travel across the Great Lakes. Thomas Edison was a frequent guest on this beautiful ship. The present four-deck ship-house is 7,000 sq. ft. and includes walnut-paneled staterooms, a dining room with galley, and passenger lounge designed by Henry Ford for his personal use while on board. The ship-house was

originally owned by Frank J. Sullivan, but after failing to turn it into a hotel in 1992, Sullivan auctioned the building to father and son Jerry and Bryan Kaspar, who still enjoy relaxing there while taking time off from work. It has been modernized with a garage, a game room, a bar, a state-of-the-art kitchen, and four bathrooms. The 90-year-old cargo ship is beautiful, as she sits overlooking her former waterways.

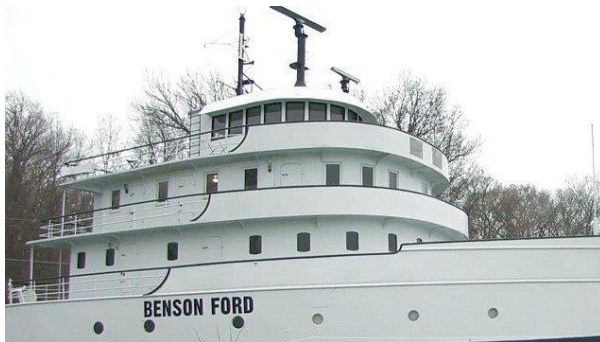


Visitors must be okay with heights if they take a tour onto the bow of the boat and see the water so far below.



This ship-home has maintained the historic and beautiful interior, which is updated with modern amenities. Bryan Kaspar says: "Everyone who sees our home from the outside, wants to look inside. I think everyone who sees it is amazed at the gorgeous woodwork throughout our beautiful ship-home."





This impressive getaway includes five bedrooms, four bathrooms, a captain's office and living room with panoramic views across Lake Erie.

'I love the deck on the fourth floor. It's a great place to enjoy a cocktail overlooking the lake and the nearby cliffs, and to watch the sunsets is amazing from there.'

Videographer Nick James, who conducts tours of the home, says, 'The most incredible part is standing at the helm with the way the boat hangs over the cliff. It actually feels like you're on the open water.' I love the history that remains all around the Benson Ford. In the parlor, you can imagine Thomas Edison and Henry Ford sitting there puffing on their cigars.' When you're there, it feels like you're stepping back in time, and that those two famed gentlemen could appear at any moment.' An incredible beauty of a long-ago ship, still available for water lovers to see.



### VCCA NSW 1 and 2 cylinder Rally – Mudgee May 2016

The Mudgee 1 and 2 cylinder rally was organised by Russell and Chris Holden with runs on Friday, Saturday and Sunday. Ten cars and a buggy entered which included 3 Renaults, Reo, Delage, Buick, Maxwell, Thomas, DeDion Bouton, Sizaire-Naudin and a Black buggy.

Friday afternoon a short run of 40kms was organised to Robert Stein's winery and motor cycle museum, the roads were quite, the scenery great and wines excellent. The museum included bikes from the 1920s through to the 1960's with Douglas, AJS, Triumph, Velocette, and Matchless. Friday night Russell and Chris organised a delicious hot dinner at their home which is in the hills behind Mudgee. Russell gave us a tour of his workshop which has many interesting vehicles including some for sale and other were under restorations for clients. The cars included a 1905 Glide, 2 cylinder with 196cu in engine this will make a great touring car, 1916 Cole Coupe with V8 engine, 1918 Cadillac, a 2 cylinder Buick, a 1915 Baby Grand Chevrolet and a 1930s Chevrolet Tourer.

Saturdays run was through quite country roads to Gulgong where we enjoyed sometime looking around the town before driving out to a country estate for lunch. The return trip was down the Castlereagh Highway to Mudgee a total of about 70kms. On returning to Mudgee a number of us drove out to the miniature railway display and track day where are cars attracted a lot of interested from miniature railway enthusiasts. The miniature trains on display and on the track were very interesting. Saturday night dinner was at the Oriental Hotel where good food, wine and fellowship were enjoyed.

Sundays run was on some great dirt country roads which eventually took us to Logan's Winery where coffee, cake and wines were all enjoyed. The return trip also included more dirt roads which were designed to keep up off the highway. Russell and Chris invited us back to their home for lunch before we packed up and headed home via Bathurst, Oberon, Taralga and Goulburn.

Thanks Russell and Chris for a great weekend.

Rob and Beth Woolley







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### National 1 and 2 cylinder Tour – Latrobe Valley April 2016

The National 1 and 2 cylinder tour was based in Morwell in the Latrobe Valley from the 3 - 8 April 2016. Eighty cars and 2 motorcycles entered the Tour with the headquarters being at Kernot Hall in Morwell which had ample parking and catering facilities for the welcoming BBQ, a trivia night and the final rally dinner. Entrants were from far and wide including ACT, WA, Queensland, NSW, Tasmania and Victoria. This rally featured period dress and many participants completed the runs dressed appropriately.

Sunday was registration day with a welcome BBQ in the evening at Kernot Hall.

Monday a long, but enjoyable, run of 160km to Maffra with great weather. The lunch stop was at the Maffra Motor Museum where a very good display of vehicles ranging from veterans to post war and a large collection of machinery and memorabilia. It is housed in an old vegetable dehydration plant built during WW2 and owned by Murray Goulburn. Our thanks to the locals for hosting us and organising the lunch. The Latrobe valley is an interesting mix of lovely scenery and large industries and over the week we sampled both - hills, valleys, forest and timber production, agriculture and the massive power generation facilities. Monday evening we had a very enjoyable meal with good wines at the Traralgon Winery.

Tuesday presented us with another lovely day and we headed on a shorter run of 92km, through farm and forest areas to Mirboo North where the cars were displayed in the local parking area and we lunched at the Community Hall. We were paid a surprise visit at Mirboo North by Rodney Anderson in his 1898 Renault where he did several laps of car park. Needless to say the rally participants surrounded the car like bees around a honey pot to learn more about the car. The Mirboo run had a few challenging hills for some of the early cars and was an omen of things to come. A large number of locals inspected the display of cars and were very interested and keen to see them.

On Wednesday the weatherman was not happy and steady rain set in for the day. Whilst this didn't affect touring as it was the display that day at Kernot Hall it certainly resulted in only a few brave (and wet) hardy entrants on display. We travelled with Bill and Robyn Betts in a modern car to Walhalla for a walk around the town and ride on the vintage train. Walhalla is an old Gold Mining Town with a very interesting history. Wednesday night was a trivia night with finger foods served. The MC entertained the table based teams with an array of totally trivial questions and the "Advanced and Retarded" team pipped all others at the end of the night to take out the award for first prize.

Thursday the good weather returned with a run of 130km to Heyfield and back where we displayed our cars to the locals in a parking area adjacent to a wetlands reserve. The hills had grown bigger on this run and there were rumours of some cars having several goes at getting up some of the hills and others needing a tow.

Friday the final day of rallying set us off to Moe Racecourse on a comfortable 65km run. Vehicles were displayed on a grassed area adjacent to the racecourse, and again the weather gods were kind to us. The Tour dinner was held on Friday evening at Kernot Hall with Rodney's 1898 Renault on display. The evening provided entrants another chance to tell more tall-stories and awards for special outfits (period, themed and outrageous) were presented and an entertaining interview of three participants by VCCA Vic, President Ian Berg. These three award winners were Claudia Holding, Sandra Splatt and John Ward (aka Colonel Spitzfartsandcoffs).

Saturday an excellent farewell breakfast was served at Kernot Hall before we departed for home.

Thanks to President Ian, the Tour Committee and the Veteran Car Club Vic for organising a great rally in the beautiful Latrobe Valley.

Rob and Beth Woolley



Douglas Bike







White Steamer



Vulcan Truck



De Dion Bouton



1908 Model S Cadillac



1910 Paterson Mod 30 -  
Mafra Museum



# The Edwardian - June 2016

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

April 20th 2016

Meeting Opened: 7:40 pm

Attendance: Members: 19 members , Apologies: 6 members

Minutes of Last Meeting: Accepted moved by Chris Hogan Seconded: Gerald Frawley

### **Correspondence In:**

#### **EMAILS:**

Big Boys Toys invitation to attend 20<sup>th</sup> to 21<sup>st</sup> of August 24hour security and free entry into venue, sent out in email to all members

Wheels 2016 information regarding the strict rules from the NCA regarding displays of vehicles all cars/bikes must have a stamped permit for each display car (at no cost) given on arrival, even if car on trailer, trailer will need to have a permit. (Information sent to all members)

Other club magazines received model A, VCCSA, brass notes, Retroautos, sent to all members

The Retreads car run lunch for May is the 20<sup>th</sup> at noon to the Calwell Club in Were Street, Calwell. All welcome. Any inquiries to Alec McKernan

Stolen 1910 Delage, email sent to all members, to date has been safely returned trailer still missing.

#### **BILLS:**

The following bills were handed to the treasure for payment.

Rego for the trailer

Fuji (Photo Copier)

Automobile Magazine

Nick passed a bill for postage for magazine

#### **Correspondence Out:**

Automobile magazine paid by credit card- to be reimbursed

Council worked out the number of NSW members and paid. Sent off

Handed back dated copies to five members who had not been receiving anything from the car club for 12months and or longer, at members request they will still like to receive the hard copies

Secretary's report accepted –Moved: Chris Hogan, Seconded: Carol Nowak

#### **TREASURERS REPORT:**

Outgoing expense

Trailer Registration

Fuji (Photo Copier)

Automobile

Postage for magazine

Treasure report accepted – Moved: John Cadona, Seconded: Chris Hogan

#### **EDITORS REPORT:**

Nil to report

#### **MEMBERSHIP SECRETARY:**

Nil to report

#### **EVENTS REPORT:**

Motor Skills Day: A good turn out at the Southey's property.

Decision to not have a run for the 24<sup>th</sup> April.

Next run will be the Dubbo Autumn Tour on the 6<sup>th</sup> – 8<sup>th</sup> May. Those attending please let Alexandra know so your name can be entered into the travel diary

Wheels 2016: Map with the clubs location will be sent out via email. There is a requirement that all vehicles attending to have a pass on the windows. If there is now pass attached then you may be fined for illegal parking. Nick mentioned that we have a Club banner and is looking for someone who is able to take this banner to Wheels. Chris mentioned that the council is looking for helpers at Wheels 2016.

The following have indicated they can help – Nick, Rick, Chris, with possible helpers John.

June run is at the Class locksmiths, 51 Kembla St, Fyshwick ACT

15<sup>th</sup> May is the NSW 1 & 2 cylinder tour in Mudgee.

#### **LIBRARIANS REPORT:**

Nil to report

#### **REGISTRARS REPORT:**

Six cars have been registered this month.

#### **ACT COUNCIL MOTOR CLUB:**

Received an email from the Model A club. They are looking at local Canberra Museum. Discussion held with questions around cost, maintenance and ongoing viability.

#### **DATING OFFICER'S REPORT:**

Dating of Angelo's Fiat is progressing. Ian mentioned that the dating members are looking at bringing all the resources together. This will assist with future dating of cars, which vehicles have been dated.

#### **GENERAL BUSINESS:**

1) Nick covered of the current constitution needs to bring up to date. Nick mentioned that past By-Laws have not been updated. Looking at sharing the work, all assisting nick to get the constitution up to date.

2) Ian mentioned about a meeting with an owner of an Ultima GT at the Goulburn service station. Ian asked if the owner would be interested in coming to a club evening to show off the vehicle.



- 3) John discussed issues with NSW 60 Day logbook trial. This has been addressed and the club is now a "participating club".  
4) Rick's friend who is into model trains took Nick to a local Canberra house, which has a large collection of model trains. The club may be able to attend as a run in July

## **MEETING ACTIVITY:**

Meeting Closed: 9:00 pm

## **MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)**

**18<sup>th</sup> May 2016**

Meeting Opened: 7:40 pm

Attendance: Members: 17

Apologies: 7

Minutes of Last Meeting: Accepted moved by Chris Hogan Seconded: Gerald Frawley

It was noted that the comment in the General Business section of the last minutes was incorrect. This should have read, Apologies Nick. Rick's friend who is into model trains took Rick to a local Canberra house, which has a large collection of model trains. The club may be able to attend as a run in July.

## **Correspondence In:**

### **Emails:**

Information regards wheels volunteers and when they can do a walk around,

Minutes received from the CACTMC from the AGM

Invitation to the next annual rally from the Council Heritage Motor to be held in Albury early bird registrations close April 2017

Torque magazine

Back date or magazine from automobile received.

Received various magazines.

Statement from Fujitsu for the photocopier

### **Correspondence Out:**

No Correspondence out

Secretary's report accepted - Moved: Peter Sturgess, Seconded: Chris Hogan

## **TREASURERS REPORT:**

Decision to retain the fees at \$ 50.00

Outgoing expense: - Nil

## **EDITORS REPORT:**

Nil to report

Don has provided a report to the editor on the Dubbo Autumn Tour.

## **MEMBERSHIP SECRETARY:**

Membership fee renewal notice to be Emailed and placed in the next magazine

Forms to be returned to Carol for collating.

## **EVENTS REPORT:**

Pre '31 in May was an excellent run. Six members attended the tour.

Report from the Mudgee tour was another excellent run. About 12 cars attended to event overall.

Wheels 2016: Small showing from the club at wheels this year, but all attendees had a great day.

19<sup>th</sup> June: Class locksmith is the next official club run. Meeting time will be 9:30-10:00 am on site in Fyshwick. It is planned to have a sausage sizzle after. Further details will be provided closer to the date.

24<sup>th</sup> July club run to be arranged.

21<sup>st</sup> August: This is the clubs presentation run. John Cadona has kindly offered his place. The club is looking at providing some funds to offset the costs. It is anticipated that the cost to members will be around \$15-\$20 per head. Further information will be provided.

September 11<sup>th</sup>: Classic Cruz

2019 Horseless Carriage South Eastern region in Bathurst

## **LIBRARIANS REPORT:**

Nil to report

## **REGISTRARS REPORT:**

Nil to report

## **ACT COUNCIL MOTOR CLUB:**

Debate in regards to the home for the council. 3 clubs apposed the option but the council is still looking.

## **DATING OFFICER'S REPORT:**

Nil to report

# The Edwardian - June 2016

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## **GENERAL BUSINESS:**

1) A discussion about retaining the photocopier. John is going to discuss with Fujitsu the option of a buy back. Options to be forwarded at next meeting.

2) NSW 60 Day trial is now all sorted. NSW members can opt for the trial.

## **MEETING ACTIVITY:**

Many thanks to John in allowing us to hold this meeting at his office and providing coffee.

Meeting Closed: 0815pm



## **The Club Calendar**

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**

Sep 22 – Sep 25, 2016	National Hupmobile Rally, Singleton NSW. See Don Doering for details.
Oct 30 – Nov 4, 2016	National Veteran Rally, Ulverstone, Tas.

## **EVENTS DETAILS**

Sunday June 19 - Class Locksmiths have agreed to open their 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.

### **June 2016**

#### **Wednesday 15 June - Club meeting**

#### **Sunday 19 June – Club Run - Class Locksmiths 51 Kembla St, Fyshwick**

Class Locksmiths have agreed to open their workshop and showroom for us to have a look behind the scenes. We can get an insight into the work they do and they will show us how they can assist us with our restorations as well as our everyday security needs. They also have some very interesting gear including a safe off a ship from the 1800's. So get all your lock questions together and charge the battery in your Club car, as the staffs from Class Locks are looking forward to seeing our cars.

Please arrive at 10am for morning tea bring your all you need for morning tea and something yummy to share. Lunch will be \$6 per person, a sausage sizzle on-site.

Please let me (Chris) know numbers beforehand so we can cater for you. Either at the meeting on Wednesday or call me 62595250 or send me an email to [simandchris@optusnet.com.au](mailto:simandchris@optusnet.com.au).



**July 2016**

**Wednesday 20 July - Club meeting**

**Sunday 24 July – Club Run with Nowak's famous Hot Dog Lunch - more details to come**

**August 2016**

**Wednesday 17 August - Club meeting and AGM**

**Sunday 21 August– Club Run Presentation Lunch and Classic Car Show**

John Cadona has kindly offered to host this year's Presentation Lunch at his property on the Old Cooma Road.

This will also double as the official opening of his new driveway, it would be great to see as many Club cars out as possible as there will also be the FJ, Ferrari and Alfa Car Clubs.

The Clubs BBQ trailer will be on site, please bring you meat and bits and pieces. John has kindly offered to provide the salads and Vilay's sausage rolls.



## For Sale/Wanted



\* Expressions of interest in my 1909 12/18 hp V twin Riley Sportsman are sought. One of only 7 12/18 Riley's known and the only example of this very rare two seater sportsman model to survive. It is a very motorable car with an amazing performance from its 2.580cc 90 deg v twin engine able to cruise at 70km on the open road with ease. Health problems no longer allow me to enjoy my pride and joy. Car is in Christchurch New Zealand. Inquiries to Ivan D. Taylor. [Chadwell.donkeystud@xtra.co.nz](mailto:Chadwell.donkeystud@xtra.co.nz) Or phone N.Z. 03 3278189.

\*\*\*\*\*

### **FOR URGENT SALE DUE TO ILL HEALTH - 1915 BUICK CX25**

**TOURER.** Partly restored. Body work almost finished, chroming done, motor currently disassembled but complete. Needs new mudguards but otherwise complete car. All chassis work done well by an accomplished tradesman. Selling by Joe and Visjna Timkiv only because of ill health. For further information, contact Visjna: email: [vispomana@gmail.com](mailto:vispomana@gmail.com) or (07) 3389 1663; 0448 961 393.





\*\*\*\*\*

### For Sale -

820 x 120 tube new "BETCO " brand rubber stem \$25, 895 x 135 tube new "BETCO " brand rubber stem \$25. Contact Andrew Gauld 0407112887

\*\*\*\*\*

### 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

1911 Le Zèbre Type A Series 3. The time has come. Recently my wife, Patricia and I moved to Carrington Centennial Care in Camden and it has become necessary to reluctantly part with this unique car. The front cover of the January 2016 edition of Spit and Polish featured a photo of my car and on page 18, can be found a full description and its history.

1911 LE ZÈBRE ENGINE Makers HP 4 HP @ 1200 rpm Cylinders 1 x 600 cc Cooling Water Ignition H T Magneto Bore & Stroke 85 mm x 106 mm . CHASSIS Clutch Multiplate Gearbox 2 speed progressive plus reverse Brakes expanding Wheels artillery converted to 3.25"x 19"



The price is \$34,000 which includes a two year-old, fully galvanised single axle trailer with disc brakes and a capacity of 1500kg. The car is temporarily housed here at Carrington. If interested, please contact Barry Perdriau on 4655 4949

\*\*\*\*\*

### For Sale

Lucas 722 RHS sidelamp, good overall condition, complete except for clamp screw, has incorrect handle, \$190 Rotax "Clearway" brass double twist horn, firewall mount, has reed but no bulb stem or bulb, some minor denting in body, \$175 Victor 8" acetylene headlamp, made by the Cincinnati Victor Co., dual gimbal mount, crack in reflector otherwise complete and in excellent condition, \$250 Split rim spreader in excellent condition, \$250 Contact: Jeff Palmer (02) 4959 1256 or email jasper.1912@bigpond.com.

\*\*\*\*\*

### For Sale

1913 Hupmobile HR Roadster. Photo is attached. Motor and Gearbox requires rebuilding. New parts already brought. Other spare parts available. Have photos of initial rebuild also most of the Hupmobile Register newsletters. The car has been dated and has the 100 year badge. Price \$22,500 Negotiable. More information contact Bob Dunk 0427 002 947



\*\*\*\*\*

**For Sale** B.F. Goodrich Silvertown Cord tyres. 4 only 32 x 4 1/2 in near new condition. They have straight sided beads with dog bone pattern suitable to veteran cars. They were wrongly fitted to a 12/50 Alvis. Well below retail price @ \$100.00 ea. Contact: Dave Stuart on 0428 282 360.

**For Sale** 1912 FIAT Tipo 2 Complete car disassembled, includes original Rudge Whitworth wheels, Headlights and sidelights. \$8000.00 Contact: John Hermann 0412 901 570

**For Sale** Rear Axle Assembly Circa 1910. Aluminium Banjo & steel axle tubes. No diff internals or axles. Rudge-Whitworth course-splined hubs and wheel centres. Brakes & drums. 920x120 rims. 12 leaves in each spring. Thought to be Napier. Best offer. Contact: Jim Weir (02) 9651 7770

**For Sale** Veteran and Vintage Headlights. Bill Jansen has just acquired about 300 Vintage and Veteran Headlights in various condition. He is going to sell these headlights as single headlights or as a pair if he has them. If anyone is interested in any of the headlights and would like photos, just send him an email. It will be no good asking him what they fit but if anyone interested sends him a photo, dimensions, mounting points or any other special features then he will do his best to help them out. Contact: Bill Jansen willys@aapt.net.au

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### Expressions of Interest

Name: .....  
Address: .....  
Suburb / Town / City: ..... State/Prov ..... Postcode: .....  
Phone: ( ) ..... Fax: ( ) .....  
E-mail: .....

#### VEHICLE DETAILS

Make and Model: ..... Year: .....  
Type: Petrol ☐ Steam ☐ Electric ☐  
Car ☐ Motorcycle ☐  
Touring speed for your vehicle: ..... km/miles per hour.  
Maximum distance you would be comfortable driving in one day: ..... km/miles

I prefer to be kept informed by: Email ☐ Mail ☐ Facsimile ☐

Please complete and post or email to:  
2019 International Tour,  
HCCA Sth Eastern Aust Region.  
PO Box 786  
Mudgee, NSW 2850  
or email: [russell@oldworldlamps.net](mailto:russell@oldworldlamps.net)

Any questions, please contact:  
Russell & Chris Holden (Rally Directors)  
Ph 61 422 219 911  
or email: [russell@oldworldlamps.net](mailto:russell@oldworldlamps.net)

#### INDEMNITY

In consideration of the acceptance of this my / our entry, I / we agree that the organizing committee or its associated organizations will in no way be responsible for any loss or damage to a participating vehicle, its parts, accessories or occupants' personal effects, or for any damage caused by any such participating vehicle. Any entrant or any passenger, by entering, driving or being driven in this event shall therefore waive the right of action against the committee, its associated organizations and their responsible agents.



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