



The EDWARDIAN

August 2016



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

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

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

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

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



President's Report



Hi all

I would like to thank all those that have offered kind words over the past few months as it been a hard time for our family with the passing of two of our much loved grandparents during this time.

Please except my apologies as I have not been able to put my usual efforts into club matters during this time. As this is my final report as Club President, I would like to thank you all for your support of myself over the past 2 years. This is the first time that I have ever undertaken a role like this, to start with I found it daunting, changing and once I got the hang of it rewarding and enjoyable.

It is now time for me to stand aside for the time been as is required and hand the Presidency on to someone else. I will be taking a break as I move onto another project which is guaranteed to keep me out of trouble as we start on a major house renovation.

Please consider taking on a roll with in the Club this year, as at The Moment and the Club needs you to give a little of your time. If we all give a little to the Club and The Movement, as a group we all get a lot back. Please come along to this AGM, ready to get involved. To the rest of the Membership please remember to support the Club in your activities and join in on Club runs.

Once again it has been a privilege to be your President and I look forward to seeing you at the AGM and at our Presentation Lunch.

Chris



A justifiably proud Dad with his latest offspring. The Nowak Armstrong should be on the road in a few weeks time. Another rare and interesting car to swell our ranks. See the write up of the day on page 17.



Our gracious hosts, Joe & Robyn McClelland, owners of the best collection of early machinery you'll ever see in suburbia. See more on page18





Editorial



The AGM is coming up and time to elect a new committee to take us forward for the coming club year. We of course thank all the outgoing members for their time and willingness to assist the club that we all enjoy, but I just want to bring to the member's attention an outstanding effort by one current committee member in particular. This individual goes by the name of Alex, and she's our Secretary. Not many would be aware the lengths Alex goes to to attend our meetings and do the Secretarial honours. You see, Alex lives and works at Batemans Bay – that's right – 165 km away! On most meeting nights, as soon as she knocks off work she's in the car at mach1 and here in time for our 7.30 start, then it's an overnigher at Mum and Dad's, then a 5am departure the next morning to be back at work down the Bay at 7.30. I know that Alex will be embarrassed by reading the above, as she does what she does with a minimum of fuss, but as far as I'm concerned you go above-and-beyond the call Alex and set a shining example of enthusiasm for the club.

The club run to Class locksmiths was excellent I thought. Apart from being very interesting it made me realise just how important businesses like that are to our community. Here they are, in business for over 30 years and employing 21 people, yet I've probably driven past them numerous times without ever glancing at them. And to think, Fyshwick is full of such businesses.

As an Editor it is very gratifying when members advise how much they enjoyed a particular article, or even the newsletter as a whole. I had one such appreciative phone call a couple of weeks ago. After having read my article on oxy acetylene bottles from Bunnings of a few months ago, he was now handed in his bottles (after years and years of BOC patronage) and their ridiculous yearly fee, in favour of the rent free hardware store variety. I wonder how long it will be before BOC realise their monopoly, (ie. their years of raping us), doesn't work anymore and that they need to meet the market to be competitive?

A future rally for our club to look forward to hosting is the pre '31 rally in 2018. I think it's a wonderful idea to see a rally that specifically includes the vintage brigade (as well as the veterans). The veteran movement has been well organised for over 50 years, with a federal body to oversee a structured range of yearly rallies in every state; but very strictly for veterans...no vintage spoken here thank you very much! In fact you should see how some interstate veteran owners get bent out of shape when there is even mention that the host club might allow its own members with vintage cars to participate too! There has never been a federal body that looks after the interests of vintage enthusiasts, to my knowledge. I don't know why that is, but it's an omission. By hosting the pre '31 we can show our support for the vintage cars within our own club and can look forward to seeing some very desirable early cars from far and wide. A meeting is being held at the Woolleys next month to form a committee to run the event. Come along for a cuppa and chat and throw some ideas on the table for what we can do.

Congrats to Carol N. for spotting the new addition to our front cover. For those who couldn't find it, it is a 'Whippet' badge (to the left of the date) and represents the vehicle of that marque owned by newly joined member, Neil Ladbrook. The one that changed style was the Humber badge, to better represent the veteran and vintage examples we've had in our club.

Another excerpt out of club archives of 50 years ago reveals the gathering momentum for a second old car club in the ACT to cater for 'non-veteran' owners. All interesting stuff. And as our club year draws to a close, I'd like to thank those members who've willingly provided me with ideas, material, write ups of runs and photos. You folk make the newsletter what it is.

Till next time

Happy Restoring

Rick

FOR SALE BY TENDER



The club has decided to sell its Fuji Xerox Docucentre 111 C2200 photocopier. The reason for doing so is that we simply don't use it anymore. It was purchased new in March 2009 and was a \$13,500 machine. It has done very little work over the years and has always been serviced regularly. It scans, copies and prints in either B&W or colour. It has 3x A4 trays and 1x A3. This machine is in perfect working order.

If you are interested in purchasing this machine it can be viewed in the office at Fyshwick Builders Supplies.



Please submit your written offer to our Secretary, at the club PO Box by 30 Sept. 2016.



Club Run Sunday June 19 Visit to Class Locks

The weather man said Armageddon was going to hit rain, rain, rain and more rain. I got out of bed and looked outside, it was kind of clear. There were some clouds, so I decided to take the Weather God on and out came the Roadster.

We headed across to Class Locks in Fyshwick where we met up with everybody. Pete and Alex were in the Bean, Wayne in the A, Wayne and Sandra, Nick and Carol, Bruce and Kathy, Jeff, Don, Rick and John.

We had an informal morning tea in workshop and then a tour given by Brad and Jim from Class Locks. We started with Safes and the what's and whys and the how's. We then moved into the workshop where all the lock work is done and we were shown the key cutting machines, all different types of locks and their purposes before ending up in the show room where we could see all the wares that are available. We then returned to the workshop for a sausage sizzle lunch and final opportunity to ask Jim and Brad questions before heading home. It was a very interesting and informative couple of hours.

Many thanks to the Class Locks and Brad and Jim for giving up their Sunday for us. If I took one thing out of the day "Boot Repairs, Dry Cleaners and Hardware shops are all good at what their name says; not cutting keys!!"

We did get a little wet on the way home!

Chris



Snug as bugs in a Dickey seat! Looks like Dad needs to get a bigger Dickey seat actually!



Eating a snag sanger is hard yakka when you're a working bloke!



John brought along a much more sensible vintage car on the day, many of us were envious but wondered how we'd go getting in and out of it! Still, this new Alfa will complement the red Italian pony in John's shed nicely.



IMPORTANT

MEETING TO DISCUSS HOLDING FUTURE PRE 31 RALLY
AT ROB AND BETH WOOLLEY'S HOUSE WEDNESDAY 14 SEPTEMBER 7:30 51
MILEHAM ST MACGREGOR

From the Archives

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

July 1966 – A critical letter from Bill McDonald as to the editor printing "letters to the editor", where the author is anonymous, and where there is commentary on serious and controversial club policy.

Runs – starting at the Canberra showground was a treasure hunt. 50 cents charge to each car to defray costs. "Maps will be supplied and a distance of about 100 miles done." There was to be checkpoints with penalty points for early arrivals etc.

General – The sec of the Tasmanian veteran car club, Henry Crocker, was a guest speaker and showed slides of the movement down there.

A new committee voted in after the AGM. 27 members attended the AGM. John Wilson of Gregory's motors was thanked for his efforts in the design and sponsorship of the new Edwardian cover. One new position was a 'trailer custodian' - Eddie Abrahams. Fees for 66-67 were \$5 for full and associate membership, and \$2 for junior members.

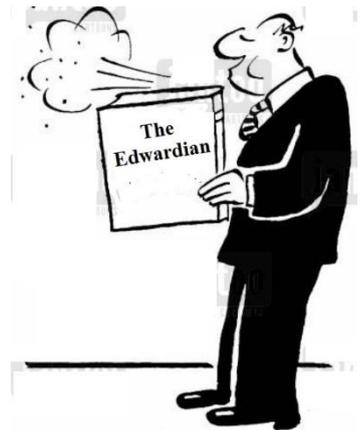
Past Pres Report –membership has increased, mainly through accepting those with vintage interests. *"the only fly in the ointment, as far as I can see, is this club's attitude towards a second veteran car type club being formed. It is a pity to see this club's thinking being dominated by the fear of a second club -as yet there has been much said outside meetings and very little at actual meetings, but that which has been stated has caused some members to not say what they think at meetings. The formation of a second car club would, if we have any backbone, only strengthen this club."*

There was a move to get rid of the gestetner, but we still had it and it was hoped an alternative could be found.

August 1966 – **Run** – planned to the Cootamundra procession, Sept - a supper dance at the Burns club.

General – A membership list was published showing we had 37 members, with their veteran cars listed, and 16 Associates (ie Vintage car owners, but their cars were not listed) and 2 junior members.

Reports from out of town members - John Cherry of Tallimba found a couple of veteran T Ford chassis and motors, also located what he thinks is a 1913 Fiat motor, also on the track of a Darracq chassis front and rear axles and parts of a body. From Maurice McKenzie of "Warrigul", Hillston – *"I've located a body which may be early Buick and chassis with most body panels with a right hand gate change."* Making progress on his 2 cyl Renault, has used Massey Ferguson bearings in the gearbox. A letter from school boy member Ken Paton, now at "MacArthur House" the Kings school Parramatta. *"I have permission to bring my Belsize body back here to school and keep it in a shed beside the woodwork room. If I do get it here I will be able to make an A1 job of it with the woodwork teacher's advice and I will be able to spend a good bit of time on it and thus finish it fairly quickly."*

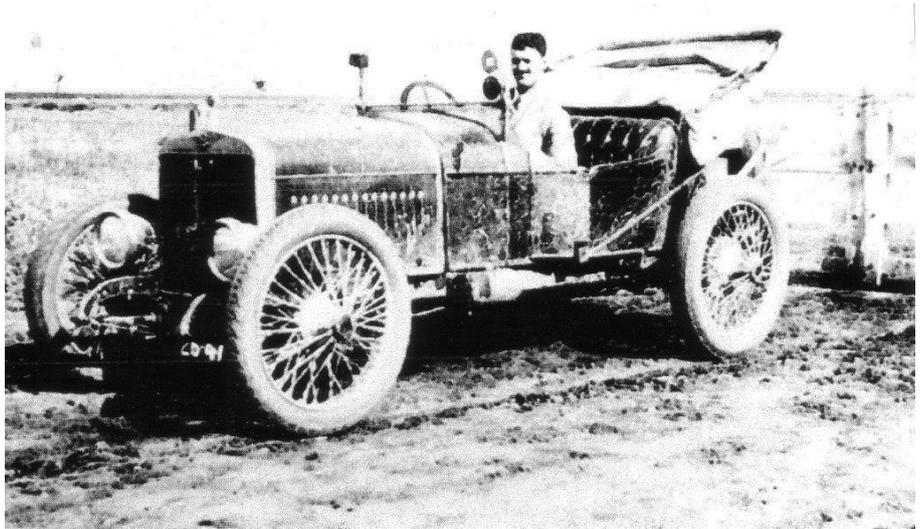


Halcyon Days of Motoring

There is always interest in the more exotic species of cars, whether they be barn finds or simply the discovery of photographs.

By the 1930s, many, if not most veteran cars had long since left the roads, but a number of warriors were still struggling on.

This is a very brief story of an adventure by an Edwardian Hispano Suiza in 1932. The car appears to be a c1914 model, with electric lights, or maybe earlier with upgraded lighting to electrics.



On 24 September 1932 Mr J.W. Read set out from Merrowie Station, near Hillston, to head south to the Riverina or beyond. The reproduction of the accompanying photos is permitted, and the originals are housed in the collection at the NSW State Library.

The caption on the back of the first photo states: *“Just leaving the last gate of Merrowie. The car cost £10, and the registration £5.”* It is not known if Mr Read had anticipated some “off-roading” experiences.

The well dressed Mr Read is seen a little later on his journey, clearly having experienced some muddy outback roads or tracks. This second photo carries the inscription *“Just outside Griffith on Sunday.”* Hopefully the Griffith town car-wash was open on Sundays back in 1932!

I have tried to establish if the car was registered to Mr Read at Merrowie Station, but with no success to date. There is nothing of an historical nature on the web relating to this property, and period records of NSW properties in my possession do not list the property in the pre-Great War days, so it may have emerged from a break-down of a larger estate for soldier settlement, following the Great War. The property still exists, but is now held by a later Pastoral Company.

There was only one Hispano-Suiza cars registered in 1915 in a rural area of NSW, (a 15.9 HP Reg'n No 2307 at Portland), but there were three in 1917. (2307, a 15 HP, Reg # 17.757 at Forbes, and a 25/30 HP, reg # 18481, at Bega.)

We can only hope that the car is one of the surviving Hispano Suiza cars. Maybe it is the one that survives with our member John Prentice, for it is a known NSW car in its day. There were probably a few more in the metropolitan area.



Ian Irwin

VETERAN & VINTAGE CAR CLUB of AUSTRALIA - (ACT) Inc. **Club By-laws**

The Veteran & Vintage Car Club of Australia – (ACT) Inc.

The Veteran & Vintage Car Club of Australia – (ACT) Inc. shall be referred to as the "Club" in this document.

Registration of Vehicles

To register a vehicle pursuant to the ACT concessional vehicle system Club members must comply at all times with the relevant requirements of the ACT Roads & Transport Authority (RTA) and the Council of ACT Motor Clubs or, for NSW conditional historic vehicle registration, the Road Maritime Service (RMS).

Vehicle Use

To use the ACT or NSW Concessional and Conditional registration scheme a member must be a financial member of the Club.

Log Books

Club members shall keep a Log Book (ACT) and/or Day Book (NSW) for Concessional and Conditional registered vehicles as required by the RTA and RMS.

Annual Fees

The annual membership fee of the association is \$2.00, or if any other amount has been determined by resolution of the Committee, that other amount will be put to a members vote at the next Annual General Meeting (AGM).

Voting Rights and Committee Positions

Annual Club fees shall permit a member and his or her spouse/partner joint membership. Joint membership shall permit only one vote that either may use at any time. Both members may hold Committee positions.

Fees for new members

Fees for new members shall be:

From 1st July to 30th June in any year – Full annual fee,

From 1st July to 31st October in any year – Full annual fee to 30th June,

From 1st November to 31st March in any year – 50% of the current annual fee to 30th June, and

From 1st April to 30th June in any year – Full annual fee which shall include the following year as well.

In respect of Annual Fees the Club will notify members at least four weeks prior to the date that fees are due.

AGM Date

The Annual General Meeting (AGM) be held within three months after the end of the Financial Year.

Committee

In addition to those Committee positions referred to in the Constitution the Club may at any time create a new Committee position subject to agreement by a vote of Club members.

Dating of Vehicles

The Club shall elect a Dating Officer (and up to two assistants if required) for the purpose of dating pre 1930 vehicles belonging to Club Members.

The Dating Officer shall, subject to current requirements approved by The Association of Veteran Car Clubs of Australia", formally date a Club vehicle, if requested by a Member, and issue a "Dating Certificate". The official "Dating of Vehicles – Policy and Procedures" document shall be kept by the Dating Officer.

Club Regalia

In respect of Club regalia a Committee may be formed to consider any proposal for Club regalia including Club Badge, Cloth Badge, Lapel Badge, member Name Badge or any other item raised at a Club meeting. The "Regalia Committee" may reject any unsuitable proposal for regalia that does not comply with Club objectives. The Committee may ask the Club to vote on any proposal.

Advertising in the "Edwardian"

The Club shall, subject to approval by members at a meeting, permit commercial advertising in the Club magazine (The Edwardian) for a 12 month period at a cost agreed to by members at that meeting. Any advertisement agreed to by the Club may be renewed for further years at a cost agreed to by members. The Club reserves the right to refuse any advertisement.

Honorary Members

The Club may, subject to approval by members, elect an Honorary Member. The term Honorary Member may include Individuals, supporting Clubs, Veteran and Vintage Vehicle Insurers, Vehicle Related Museums and the like. An Honorary Member will not be permitted to vote on Club matters or hold a Committee position.

Life Members

1 – The person nominated must be a financial member of the Club and remain active within the Club. Any nomination must be by a current financial member and also must have a seconder who shall be a current financial member.

2 – The person nominated must have been a continuous member of the Club for at least 20 years.

3 – The person nominated either must have held positions within the Club during that period or have been actively involved in all aspects of the Club during the 20 year period. The honour should not be regarded as a reward for long membership.

4 – Not more than one Life Member can be elected every second year.

5 – A Life Member shall not be required to pay an annual Club subscription.

6 – A Life Member is considered the equivalent to a financial member of the Club.

7 – Nominations for a Life Member must firstly be in writing and considered by the Club Committee. The Committee is defined in the Constitution. It shall then be voted on by Club Members, by a secret ballot.

8 – The nominated member must have at least 90% of those present at the meeting voting in support of that nomination. A minimum of 15 members must be present at such meeting.

9 – Final ratification will be at the next AGM

10 – All Life Members, both past and present, shall be listed in the Edwardian magazine.

11 – If more than one nomination is received for Life Membership at any one time the applications shall first be considered by the Committee and one nomination put forward to a Club meeting.

Life Membership is the highest honour that the Club can bestow on a member, so any decision on awards of this type should be taken only after diligent consideration of the criteria above. Life Membership can be extended only to an individual.



Council of ACT Motor Clubs Inc.
PO Box 963 Dickson ACT 2602

URGENT Council Communique – August 2016

Official complaint received from RTA about club members offering their vehicles for hire

It has been brought to the attention of the Road and Traffic Authority (RTA) in the ACT that car club members are advertising their vehicles for paid hire for school formals and weddings.

Most advertising is through social media.

Unless the vehicle is accredited to be used as a hire vehicle and the driver holds a W classification on their driver's licence it is illegal and an offence under section 75 of the Road Transport (Public Passenger Services) Act 1999 for a person to pretend to be accredited to operate a hire car service for reward.

The RTA have advised that inspectors will be actively attending end of year formals to check unlicensed vehicles participating in end of year school formals. Additionally the Authority will be contacting people

who place advertisements on social media websites who are not accredited, but advertising their services.

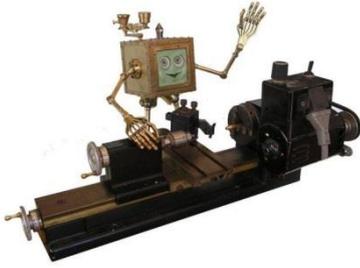
Such behaviour reflects badly on the car club movement and anyone found to be not abiding by the rules and regulations concerning hire vehicles should be ashamed of themselves and their club should take appropriate action to discipline them.

It is not illegal to use a CRS registered vehicle to take friends and relatives to school formals and weddings provided **no fees are charged**.



Some of the Ghosts in NZ. See Ian's write up on page 14 for more.





Technical Page

Wire Wheels; Part 1

Many of our veteran and vintage cars have wire wheels. My '22 Delage has six of them in fact. One of the jobs I'm going to have to face at some point is checking the five I currently have for true (and general soundness), and lacing my sixth hub to a new, as yet unbought, rim. In preparation for doing this job I've done a bit of research on what's involved in it all and have compiled this article which I'll break into two parts. The first part is more general in nature, while the second part will deal with how to respoke and true a wheel.



Although wire wheels look rather stylish, one of the less popular aspects of wire wheels is that they tend to go 'out-of-tune' and need occasional straightening (or 'truing'). This is caused by the spokes stretching and by the spoke holes wearing, both of which result in a change in spoke tension. This causes the rim to run out-of-round.

Consider that the weight of the car is suspended on the few spokes that are uppermost in each wheel and that they are constantly moving into and out of this weight-bearing position when the car is moving. Add side loads from cornering and you can understand the stresses that cause the spokes to stretch and move around.

A wheel which is tuned to run true may be kept this way by monthly checking of spoke tension. Run a pencil around the spokes and note whether any make a sound which is markedly lower in pitch than the others. Tighten these 'flat' ones with a spoke spanner and you will maintain the wheel in a nice, round condition.

Old Wheels

If your wheels have not been trued for some time, simply tightening the 'flat' spokes will not necessarily make them run true. You might just tighten them permanently into their buckled condition! An old wheel should be properly trued to eliminate radial and lateral run out before being put on the monthly maintenance program.

New Wheels

When the wheels are assembled at the factory, they are laced so as to be within factory tolerance for radial and lateral run out. Since the hubs, rims, and spokes are new, this tolerance can be achieved without the spokes necessarily be tensioned evenly! Result? When a new wheel is subjected to a load, it may go slightly out of round.

Even when the spoke tension is correct, some settling will occur during the first couple of hundred miles, as the spokes and nipples bed into their seats. A good practice with new, or respoked, wheels, therefore, is:

- Check spoke tension before mounting new tyres. Tighten any loose spokes, check for excessive run out and remedy by tightening appropriate spokes.
- Drive gently on new wheels at first, allowing them to settle in without severe stress.

- Re-check spoke tension and run out after new wheels have been used for a couple of hundred miles or so.

Following this procedure, and remembering to clean and re-grease the hub splines every 4-6 months, will give you years of trouble-free life from your wire wheels.



One of the key components of the wire wheel is, of course, the spokes. If you look on the net you'll find quite a few suppliers of these. The following is some useful information should you ever have to order same.

L1= Length of spoke
G = Gauge of spoke

For Straight Spokes please measure as follows:
If spokes are 2 diameters (eg. 8/10 gauge) please state this on your order.

Example:
40 Spokes,
L1 = 150mm, G = 9,

L2= Length of spoke
A = Angle of spoke
G = Gauge of spoke
B = Length of bend of spoke

For 1° to 50° please measure L2 as follows:
If spokes are 2 diameters (eg. 8/10 gauge) please state this on your order.

Example:
40 Spokes,
L2 = 150mm, G = 9,
A = 50, B = 10mm

L3= Length of spoke
A = Angle of spoke
G = Gauge of spoke
B = Length of bend of spoke

For 51° to 100° please measure L3 as follows:
If spokes are 2 diameters (eg. 8/10 gauge) please state this on your order.

Example:
40 Spokes,
L3 = 150mm, G = 9,
A = 90, B = 12mm

Spoke gauges are as follows.

12 =	2.60mm	(.104" dia)
10 =	3.20mm	(.124" dia)
9 =	3.60mm	(.142" dia)
8 =	4.00mm	(.156" dia)
7 =	4.45mm	(.171" dia)
6 =	4.87mm	(.192" dia)
5 =	5.15mm	(.203" dia)
4 =	5.70mm	(.224" dia)



Single Gauge Spoke



Double Butted Spoke

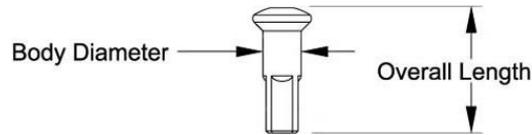


Single Butted Spoke

Of course the mate to spokes is the nipple. Here is some data on these little items.



Spoke nipples can be supplied in a number of materials and finishes



The chart below shows the available sizes and gauge combinations.

Nipple Specifications			
<i>BODY DIAMETER</i> <i>inches (mm)</i>	<i>OVERALL LENGTH</i>	<i>MATERIAL & FINISH</i>	<i>THREAD SIZES</i> <i>AVAILABLE</i>
.390" (9.91)	.950"	S	.242"
		B, C	.192" / .242"
	.950" HEX	B, C	.242"
.343" (8.71)	1.210"	S, B, C	8ga / .175" / .192"
	.900"	S, B, C	9ga / 8ga / .165" / .175" / .192"
		Z	9ga / 8ga / .165" / .175"
	.790"	S, B, C	.192"
.320" (8.12)	.900"	S	10ga / 9ga / 8ga / .165" / .175"
		A	10ga / 9ga / 8ga / .165"
		H	.165"
	.790"	H	9ga / 8ga / .175"
.300" (7.62)	.900"	S	10ga / 9ga / 8ga / .165" / .175"
		B, C, Z	8ga / .165" / .175"
	.790"	S, B, C, Z	10ga / 9ga / 8ga / .175"
		A	10ga / 9ga
.281" (7.11)	.900"	S, B, C, Z	10ga / 9ga / 8ga
	1.000"	S	9ga / 8ga
		B, C	8ga
.250" (6.35)	.900"	S*, B*, C*	10ga / 9ga
	.790"	S, B, C, Z	
.236" (5.97)	.950"	N*	11ga
	.750"	N	10ga
.230" (5.84)	.600"	H, Y	10ga

MATERIAL & FINISH: **S** = Stainless steel **B** = Bare carbon steel **C** = Chrome plated steel
 Z = Nickel plated steel **H** = Blue Zinc plated steel **Y** = Yellow Zinc plated steel
 N = Nickel plated brass **A** = Aluminum alloy

Part 2 will deal with the steps involved in lacing and truing a wire wheel



In looking for articles of interest for our members I came across the following in my research. I noticed this story appeared in June, so grabbed it with both hands...until I realised it occurred in June 2012, not 2016! Nevertheless, I thought it was such a good story it was worth retelling here.

Court rules that Mercedes-Benz taken by US troops in 1945 should be returned to family.

A court in Hamburg ruled that the grandchildren of a German industrialist have a valid claim to a classic Mercedes car worth about \$4 million that was taken by U.S. soldiers during World War II.



Hans 'the Zipper King' Prym, the owner and manufacturer of buttons, zips and other clothing fasteners (a firm still in the possession of his family today), purchased the top-of-the line 500K, one of only 342 built (of which 29 were roadsters), and kept the car in Stolberg, close to the Belgian border.

At the end of World War II, many valuables found their way to the U.S., taken as trophies and souvenirs by troops when they left Germany. Some have since been returned. In a New York court decision in 2009, for instance, a collector was forced to return a 16th-century book worth \$600,000 to a museum in Stuttgart, more than six decades after it was stolen by a U.S. army captain.

Prym's Mercedes disappeared in 1945, while he was serving a prison sentence handed to him by the Allies. His estate was used as a base for U.S. troops serving under General Maurice Rose at the beginning of the march into Germany. Stolberg was one of the first places in Germany to be conquered.

The caretaker who looked after Prym's car, Franz Wagemann, was away for a few days when it vanished. His daughter, who is now 84 and lives in the U.S., recalled her father's reaction in a statement presented to the court. He was, she wrote, "furious" and "very dismayed."

The car was then shipped to the United States, where it was owned by a series of collectors. Indeed, nobody seems to know what happened to the car between the end of the war and the 1970s, when it "turned up in the collection of pioneer collector Russell Strauch," as the RM Auction listing stated. It even spent time in the auto collection of the Imperial Palace casino in Las Vegas for a while before turning up for auction in 2011 at Pebble Beach.

Frans van Haren can't be too happy with the ruling. The Dutch businessman and vintage-automobile enthusiast paid \$3.76 million for the car at the 2011 RM Monterey auction. RM Auctions described the Mercedes as "magnificently designed, fastidiously constructed and assiduously maintained by a succession of owners." The

price paid was below the \$4 million to \$5 million preauction estimate published by RM, but considering the trouble that ensued, it's hard to call the purchase a bargain.

The car was seized when the Dutch owner displayed it at a car show in Germany. By bringing the car to Essen, Haren unwittingly exposed his magnificent Mercedes--back in its home country for the first time in nearly seven decades--to immediate seizure (or repatriation, depending on one's perspective) by German authorities. German law dictates that the 30-year statute of limitations that would normally make the vehicle immune to seizure is only in effect while it is physically in the country. Since the car spent its postwar years in the United States, the 30-year period began only when the car was returned to Germany. Upon its return it became eligible for impound.

In an initial ruling, the Hamburg regional court said that the car was taken unlawfully and that the family has a valid claim to ownership. "The court has recognized our claim is valid and we will prepare the next stage and file suit for the car's return," said Alexander Martius of Stein & Partner Rechtsanwaelte in Aachen, the lawyer who represented the heirs in court. "We think the decision is right and it's an important step toward restitution. I am extraordinarily happy for the Prym family."



The Napier 2016 Art Deco Festival. 19-20-21 February.

The Hawkes Bay Branch of the VCC of NZ every year hosts cars from across the country, to their Annual Art Deco Festival. This commemorates the revival of the city of Napier following the 1931 destruction with associated damage throughout the region from a major earthquake. The annual event is a major tourist attraction which draws visitors from all over New Zealand and from Australia, the USA and the UK, and doubtless from many other parts of the world. There was a large European contingent present also.

Various makes or models of cars have been featured over the years at these events, including the 1930s Ford V8s and the Model A Fords, and last year it was the Auburn, Cord, Duesenberg family of cars. This year, the VCC had determined that the feature cars would be Silver Ghosts. There were ten cars that attended, six of them from the Edwardian era and four of the vintage era. All cars were driven to the event, despite some drivers experiencing some very poor weather in the north.

The Ghosts that attended were from 1907, 1908, 1911, 1913, 1914, 1920 and 1922.

In addition there was a sprinkling of other pre-WWII Rolls-Royces which included a Phantom III, a 20 HP Single-seater, a 20/25 and two delightful 25/30.

Ida and I flew into Wellington and drove a rented car up to meet the Kennedys at their N.Z. home in Martinborough. We spent a few days there, and immensely enjoyed their hospitality.

We did a few hundred very enjoyable miles in the wonderful 1913 Radley Ghost Chassis 2260E, touring in the south-eastern part of the North Island. I have driven quite a few Ghosts over the years, and ridden in many more, but the performance of that car is really quite special.

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Then we travelled north with them. En-route we were joined by two other Ghosts that had travelled over on the ferry from the South Island. One couple had come to 'bring home' the car that for so long had been owned by the Hawkes Bay Branch. The owner has done a superb restoration on the car since purchasing it.

Along the route we stopped over briefly (?) to visit 19 year old Ryan Dewes. Ryan is a died-in-the-wool veteran car enthusiast. He has recently acquired four veterans and miscellaneous remains of others. He has a 4 cylinder Maxwell that he acquired as a chassis, only to learn soon afterwards that a complete body for the car existed in Sydney. He has acquired this also. He also bought a 6 cylinder 1909/10 Daimler that had not run for over 50 years. He had it running a day or so after he got it home. It lacks a body, but it's all there mechanically. Then he has purchased a Calthorpe with the round radiator, chassis with major components boxed for shipment. There is some bodywork with this kit. And a rare Adams, great rolling chassis and radiator, but missing engine and gearbox and a few lesser parts. He's also bought a single cylinder Adams engine from c1904. He should be busy for the next two lifetimes, but what a great feeling of admiration for this lad, that there was amongst us that were privileged to view this collection.

At Napier we were treated to a morning run on the Saturday around the surrounding area, followed by a luncheon organised by the VCC of NZ at what amounted to a quiet country club environment.

In the evening the Rolls-Royce owners were invited to a special occasion in the Town Hall, where we were served with a variety of delicacies and refreshments. The entertainment comprised a very melodious threesome of local ladies with many 1940 wartime songs. The centrepiece in the Town Hall was Nyall and Jolene Simkins' 1908 Silver Ghost, 60788, "Nada Lily."

On the Sunday morning we had a gathering of all cars in the event, probably close to 150 or more, at the HQ of the Hawkes Bay Branch of the VCC of NZ. This gave us a chance to walk amongst the diverse array of beautiful cars ranging in age from the dawn of motoring to the late 1930s. Packards, Auburn Speedsters, Cadillacs, Fords, Chryslers, Dodges, Buicks, a delightful Wolseley single seater, and a rare 1903 Holley. This car was made by the firm that later manufactured carburettors for Henry Ford's Model Ts.

The only Australian participant that we met at the event was Peter Toet, In Napier he was driving a magnificent 1934 Packard Opera Coupe on loan to him from the Hamilton Classic Car Motor Museum.

We were wonderfully catered for by the Branch members in their superb clubrooms and on the lawns outside under the shade trees. The weather was perfect.

From there we motored into Napier and gathered for the parade through the streets of the city. Thousands of spectators had lined the streets along the route that led us to the waterfront. The Rolls-Royce cars led the procession as it made its way slowly along amidst cheering crowds of people dressed in Art Deco era apparel. Bands played along the route, and a spectacular aerial display by the Royal New Zealand Air Force took place above the parade for some four or five minutes at least. It was sensational. I'm sure the crowds enjoyed the mobile display.

At the waterfront, the cars were parked for the rest of the day. We participated in the V.I.P. lunch in a decorated marquee facing the water.

It was a really great weekend, and the atmosphere was unlike anything I had ever experienced in over 60 years of attending and participating in motoring events. I would thoroughly recommend enthusiasts of pre-war cars of any marque give consideration in attending one of these annual occasions. Now that it has become possible to fly to Wellington direct from Canberra, I'd recommend that if you can do it, you should. But accommodation in Napier is at capacity, so you'd need to book a room before you book a flight.

Ian







Club Run – Sunday 24th July 2016

The Club run today consisted of three parts. We started at Rock Salt Café at the Hawker Shops for coffee and for some breakfast. It was a great roll-up and a very nice start to the day. I should mention now that the weather was fine but pretty cold.

After coffee we proceeded to Joe & Robyn McClelland's home in nearby Weetangera to have a look at Joe's magnificent collection of veteran tractors and traction engines. When we walked down the side of Joe's house we were met with the amazing sight of a 1912 11 ton English Marshall steam traction engine the "Titan". This tractor stands about 3 meters high and the steel wheels are 2 ½ meters diameter. What a great look. It makes our old car hobby look very small. The Titan only recently came to Canberra from the Narrabri district and Joe informs me that the tractor was rarely used. It was in great condition.

Titan was only for starters and Joe showed us his large collection of around about 20 other tractors. Almost all of these vehicles are huge. It is very nice to see that keen groups like ourselves are preserving this early machinery. I should also mention that quite a number of the local steam/traction engine club members were at Joe's as well. Robyn provided coffee and tea and a few of us took advantage of this while Joe's mate Brock fired up the English 1906 Tangye traction engine. Another big machine but it looked minute next to Titan. Our own Club cameraman Ross followed the starting procedure from start to finish and has put together a great video for U-tube. Details will be passed on to members. Joe and Robyn were thanked for permitting us to visit.

The next stage was the drive over to our place for lunch. Carol didn't come in the morning so that she could prepare for soup, hot dogs and apple strudel. Unfortunately our house is not large enough to have 30 odd inside so we ate outside but I don't think too many suffered badly. The turn up was terrific and the children enjoyed running around the back yard. I didn't realise that you were so good at skipping Mal.

All up we had 37 members and children involved on the day and although cold, even freezing, I think it went particularly well. Cheers Nick

Attending: Tony & Trudy, Wayne & Silvia (Model A), Greg & Mary, Jennifer & Grandson Riley, John & Vilay (Alfa - I had a spin in this car as well), Ian & Ida, Mal, Alex, Adelaide & Mabel (Oakland), Wayne & Sandra, Ross, Kate, Jasmine & Keira (Austin), Geoff, Rick & Shirley, Ray, Roy, Laurie, Jeanie & Andy (friend), Neil Ladbrook, Jade & Saphira, Paul Cuneen & Grandson Liam (A Model Club member - 37 Ford) and Nick & Dave Barbalet (friend) (Overland) and Carol.



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MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 15th June 2016

Meeting Opened: 07:40 pm

Attendance: Members: 16 Apologies: 6

Minutes of Last Meeting: Accepted moved by Chris Hogan Seconded: Geoff Nicholas

Correspondence In:

Emails Received: VVCC Victoria sent to all members

Mail: Membership payments, Bulletin of Veteran Car Club of South Australia, Small Torque, Spit and Polish, The vintage Ford, Received various club magazines.

Correspondence Out: Three get well cards to Club Members

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

TREASURERS REPORT:

Rick McDonough provided a float for magazine postage,

Membership renewal are coming in quickly,

Treasurers report accepted – Moved John Cadona, Seconded Rob Woolley

EDITORS REPORT:

Magazines have been sent out via Email and post.

MEMBERSHIP SECRETARY:

Membership forms currently being returned.

EVENTS REPORT:

This month's run is to Canberra Locksmiths. Arrive at site for a 10 am start.

July Run – Ideas required.

August Presentation Day – This is going to be at John Cadona's farm. John has opened this up to the Ferrari club, FJ Holden club and ALFA club to display the vehicles. BYO lunch. Further details will be provided closer to the day. Start time is 11 am at John's farm.

LIBRARIANS REPORT: Nil to report

REGISTRARS REPORT: Steady flow of registrations by our registrars.

ACT COUNCIL MOTOR CLUB: No news this month

DATING OFFICER'S REPORT: Nil to report. Rob had two forms being handed in for dating

GENERAL BUSINESS:

- 1) Club Photocopier – John has contacted Fujitsu in regards to the option available.
 - a. Option 1, Take the copier off contract and hold onto it.
 - b. Option 2, Sell or trade the copier. Fujitsu mentioned that it was not worth a lot of money. They are happy to use it for spare parts.
 - c. Rick mentioned that he could place an, add in the club magazine.
- 2) Rick has had a cleanup at home and offered some old 1998 1&2 cylinder badges, stickers
- 3) Don Doering – Ask if anyone had used Nulon products for fixing water leaks. Don's car seems to have developed one in the motor.
- 4) Chris Hogan – As a repayment for all the assistance the Goulburn members we have offered to host a BBQ in Canberra. The day selected is October 16th
- 5) Pre 31 Rally – A question was raised to see if the club is interested in holding this in Canberra. General discussion showed that we would be keen to run it. It was planned to run in May 2018. Initial committee is Rob and Nick Nowak.

MEETING ACTIVITY:

Nil

Meeting Closed: 08:15 pm

MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 20TH JULY 2016

The President was unable to attend this meeting and the Secretary Peter Sturgess took over the running of the meeting. Nick Nowak acted as Secretary.

Meeting Opened: 7-30pm

Attendance: Members 18 Apologies 7 Guest 1

Minutes of Last Meeting:

Accepted Moved: Gerard Frawley. Seconded: Geoff Nicholas.

Correspondence In:

- Invoice from Fuji Xerox for \$2-59.
- Various Club magazines.
- Email received from John & Shirley Downes thanking the Club for its card for John's recent operation.

Correspondence Out:

- Nil.

Secretary's report accepted - Moved: Peter Sturgess. Seconded: Dave Robinson.

TREASURERS REPORT

The Treasurer mentioned that we needed to sort out what to do with the photo copier. Geoff Nicholas will arrange for the copier to be serviced and Rick McDonough will put an ad in the Edwardian to see if anyone within the Club is interested in purchasing it.

Accounts for Payment

Rick McDonough received a \$50 float for stamps etc.

Alex Sturgess was reimbursed the \$60 Council fees that she had paid herself.

Treasurers Report accepted – Moved: John Cadona. Seconded: Rick McDonough.

MEMBERSHIP SECRETARY REPORT

Carol Nowak reported that we had 59 members and that there were still five lots of fees to be received. Several of those not paid are from members who are currently overseas or out of contact. Carol will continue to chase them up.

Carol informed the meeting that we had received an application from Ian Robinson for membership. Ian was nominated by Les Robinson and seconded by Dave Robinson. Ian's application was put to a vote and he was accepted unanimously. Ian is Dave's brother and we now have four Robinson's in the Club. Ian has a veteran Model T.

EDITORS REPORT

Rick had nothing to report but did mention that the next Edwardian was well under way.

EVENTS REPORT

Peter Sturgess reported that last month's Club run to CLASS Locksmiths was a great success. A good turn up and several old cars.

Nick talked about next Sunday's run starting with coffee at Rock Salt Café at Hawker then onto Joe and Robyn McClelland's Weetangera home to look at his collection of veteran tractors and then on to Nick & Carol's home for a hot dog and apple strudel lunch. Nick said that he had quite a few members coming.

Peter also mentioned the Club Presentation Day lunch which this year will be held at John Cadona's property off the Old Cooma Road via Queanbeyan. Arrive at Johns at 11am and lunch at 12-30. Dave Robinson will bring along the Club BBQ trailer. BYO meat and drink and John to provide salads etc. Further details nearer the time.

LIBRARIANS REPORT

Roy advised that he was looking into the binding of the Edwardian magazine.

REGISTRARS REPORT

No Registrars present at the meeting – nil to report.

DATING OFFICER

Ian Irwin couldn't make the meeting however Greg Spackman said that the dating of Rob Woolley's De Dion and Renault cars were well under way.

Darrell Leemhuis mentioned that he may shortly seek to get his 1917 Buick dated as it turns 100 years old next year.

GENERAL BUSINESS

1. At the June meeting it was mentioned that our Club may take on the organization of the NSW Pre '31 Rally to be run in Canberra in late May 2018 (this year's rally was held in Dubbo). Roy said that he had read/heard that a similar Vintage car rally was proposed for Albury and that it would clash in part with the proposed 2018 Pre '31 Rally. Our Club will look into this and discuss it at a future meeting.

2. Nick mentioned that he had received several comments from members regarding the proposed By-laws and that a new document would be sent to members shortly. Nick would like the By-laws sorted out before the AGM in August.

3. Peter Sturgess mentioned that all positions, including President, will become vacant at the AGM and asked if members would consider taking on a position for the next 12 months.

4. Carol mentioned that Bill and Michelle Atkinson's daughter was seriously ill. The Club sends its best wishes and hopes that things improve. Bill also asked that their thanks for the card was passed on to members.

5. Peter asked for any outstanding Club Trophies to be returned immediately so that they can be prepared for this years' presentation.

The meeting closed at 8pm.

AFTER MEETING SPEAKER

This month Peter Brentnal arranged for a speaker. Peter introduced Mark Caldwell, who with his wife, operates their business "Monel" Custom Automotive from 90 Uriarra Road Queanbeyan. Mark gave us an interesting talk about his restoration business plus details of his background. Mark is certainly well qualified and will take on a wide range of restoration work. At the present time he is restoring an early Kenworth truck. Mark also repairs and builds/customizes motor bikes. Mark also extended an invitation to our Club to start a Club run at his premises. Mark and his wife will provide coffee. Quite a few questions were asked and several members already new Mark.

MINUTES OF THE ANNUAL GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 19AUGUST 2015

Meeting Opened: 7.58pm.

Chris Hogan Returning Officer.
Tony Watson Secretary.

Copies of the minutes from the 2014 AGM were published in the August edition of the Club newsletter. Moved: Chris Hogan that these minutes were a true and accurate record of that meeting. Seconded: Geoff Nicholas.

PRESIDENT'S REPORT

Printed in the August edition of *The Edwardian*.

TREASURER'S REPORT

John presented his audited report of the Club's finances for 2014-15. This report indicated that the Club is in sound financial position.

Moved John Cadona that this report be accepted – Seconded Ray Dawson.

ELECTION OF COMMITTEE

Chris declared all Committee positions vacant and asked members for nominations:

President: Chris Hogan - Nominated: Rick McDonough: Seconded: Darrell Leemhuis. All in favour.

Secretary: Alex Sturgess - Nominated: Chris Hogan: Seconded: Carol Nowak: All in favour.

Membership Secretary: Carol Nowak - Nominated: Don Doering: Seconded: Darrell Leemhuis. All in favour.

Treasurer: John Cadona - Nominated: Chris Hogan: Seconded: Tony Watson. All in favour.

Vice President: Rob Wooley (*position automatically filled by previous President*).

Editor: Rick McDonough - Nominated: Chris Hogan: Seconded: Tony Watson. All in favour.

Events Director: An events director was not appointed for 2015-16.

Meeting Activities: Rob Wooley - Nominated: Don Doering: Seconded: Nick Nowak. All in favour.

Inspection Officers: Rob Woolley, Barry Roberts and Robert McGuire (fixed positions).

Registrars: Alex Sturgess, John Cadona, Rob Woolley, Barry Roberts and Robert McGuire (*automatically appointed – positions attached to Secretary, Treasurer and Inspection Officers*).

Dating Officers: The current Dating Committee was appointed for three years from 2014-15.

Librarians: Greg Spackman - Nominated: Chris Hogan: Seconded: Tony Watson. All in favour.

Roy Bendall - Nominated: Chris Hogan. Seconded: Tony Watson. All in favour.

Public Officer: Beth Woolley - Beth was not present but had previously indicated that she was prepared to remain as the Club's Public Officer. Nominated: Chris Hogan. Seconded: Tony Watson. All in favour.

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Council Delegates: Bob McDonald and Chris Hogan. Bob was not present but had indicated that he was prepared to remain as the Club's Council Delegate. Nominated: Chris Hogan. Seconded: Tony Watson. All in favour. The President is automatically appointed as a Council Delegate.

GENERAL BUSINESS:

- In the absence of an events director for 2015-16 the Committee will draw up an events roster of individual Club members.
- In order to reduce printing costs the meeting agreed that the Editor should provide electronic copies of our newsletter to reciprocating clubs who to date have received hard copies. He will also encourage those clubs to provide us with electronic copies of their newsletters which can be distributed to members by our Secretary.
- The meeting agreed to seek termination of the service contact with Fuji Xerox for our photocopier after receipt its next service. Fuji Xerox will also be approached for a quote to transport the copier to John Cadona's office.
- The meeting discussed the Club's possible difficulties in hosting future VCCA rallies. It was agreed that the matter not be raised by the Club's representatives at the next VCCA general meeting in view of the fact that the general topic of future events is likely to be raised by other delegates.
- The matter of the Club's life membership criteria and benefits will be examined by the Committee with a view to its rationalization.
- The meeting agreed that a donation of \$100.00 should be made to the Prostate Cancer Council in lieu of payment to the Auditor.

CLOSE

The Annual General Meeting closed at 8.47pm.



FOR SALE

1907 Talbot 4D – unrestored. 317 were built from Nov.'06 to Apr.'08, of which 40 were exported. Only 4 known to exist worldwide (none restored). Chassis no. 976. 'T' Head motor, 15 hp. Much mechanical work done. Full set of brass lights. Too much to list here. Serious enquiries only. \$35,000 ono. Rick McDonough. rick@netspeed.com.au 02 6293 1553 (AH)

FOR SALE

Model A Fords and parts for sale. They are located just outside Canberra. The Tudor is an AR with the handbrake lever on the right hand side of the cab. If interested please contact Bob Alexander. e-mail: rjacgs@hotmail.com
mobile: 0417 880 064



The Club Calendar

Aug 17	Club meeting and AGM
Aug 21	Club Run Presentation Lunch
Sep 21	Club meeting
Oct 19	Club meeting
Oct 23	Club Run/lunch with the Goulburn club

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.
Sep 25 – Sep 30, 2016	National Chev 4 Rally, Shepparton, Vic.
Oct 30 – Nov 4, 2016	National Veteran Rally, Ulverstone, Tas.

EVENTS DETAILS

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

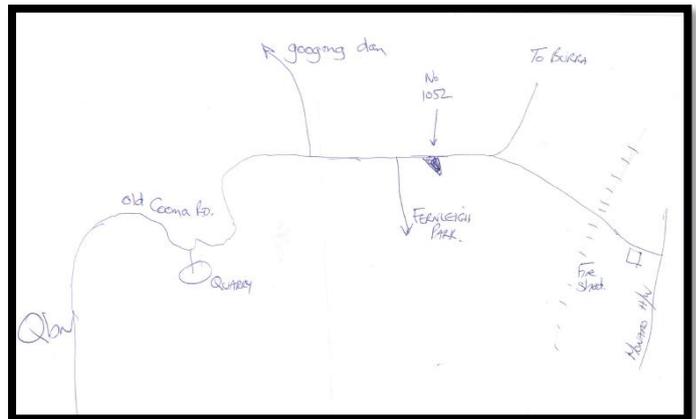
John Cadona has kindly offered to host this year's Presentation Lunch at his property on the Old Cooma Road. We will assemble at West Acton (Container Village off Commonwealth Ave) at 9am for morning tea.

We will depart and make our way down Canberra Ave to Queanbeyan and onto Old Cooma Road arriving at John's Property 1052 Old Cooma Rd at about 11am for a the car display with the FJ, Ferrari and Alfa Car Clubs. . If anyone is using the GPS they need to punch in 1048 Old Cooma Road. John will set up roadside signs at his gate.

Lunch will be a BBQ on the Clubs BBQ Trailer followed by Presentation of Club Trophies.

Please bring along your meat and drinks as well as your usual Picnic wares, John has kindly offered to provide the salads and everything else. And if the promise of great company on the day wasn't enough, John has told me, and I quote, "*Vilay has cooked a heap of sausage rolls and other treats.*" Need I say more?

If you are having difficulty in finding John's place on the day please call John on 0419 297125 or myself 0402 745 587



Sunday 23 October

The Club is hosting the Veteran and Vintage Car Club of Goulburn for a lunch on Sunday 23 October, this is to thank them for their Assistance during the National Veteran Tour in 2015. All welcome to attend, more details will follow

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