





## Office Bearers 2016-17

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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 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.

**Front Cover Design - The radiator badges and scripts shown have been specifically chosen as each depicts a marque that has been represented in our Club over the years. At last count there were 108.**

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

Another month slips by, daylight savings finishes and the cooler weather is on its way. I've been so busy I can't wait to relax a little over the Easter break eat some chocolate bunnies with a coffee and maybe tinker a little in my man cave. I may need to find a location for 8 new bowzers that I may have accidentally purchased? Oops, damn internet.

Speaking of my man cave I want to thank all the members and family's for attending Dads and my run to my farm. It was a great turn-out and apart from a couple of chair malfunctions I think the run was a success. I always enjoy sharing my car craziness with fellow car crazy people. I also forgot to thank my Dad on the day. Without his teachings and guidance, I wouldn't be in the position I am today. Don't get me wrong, he still rolls his eyes at me when I try to explain away a recent purchase and lets me know that that story won't cut it with my wife! But I blame my car craziness on him. Again, thanks to all who attended and the kind emails/calls thanking Dad and myself for the hospitality it was our pleasure.

Looking forward to seeing everyone at the next club meeting next Wednesday 7:30pm

Regards,  
Darrell Leemhuis

## Caption time!

Thanks to those couple of members who took the time to come up with some captions for our photos in the last newsletter. They're all so good I really can't pick a winner, but don't despair! Everyone's a winner here when it comes to prizes. I have checked with Doreen and she assures me John has got more than enough T Ford parts for all!



Photo 1



Photo 2

Photo 1	Photo 2
"Nice of Dad to leave us the car for the weekend, but it's a bit of a bugger not having an opposable thumb to turn the key". – Bill Atkinson	"Hey - steady there hotshot! I have right of way. It's prehistoric before vintage - don't you know anything about the road rules?" – Bill Atkinson
"Mark my word Beryl. It's the thin edge of the wedge. Soon there'll be bitumen everywhere and we won't have a thing left to eat." – Bill Atkinson	"Don't look now, but I think there's a T-Rex coming up behind you" - Anon
Dinosaur 1 – "I hear it's got Lucas electrics" Dinosaur 2 – "Like that's going to save it from extinction!" - Anon	"Twins separated at birth?" - Anon
"Hey Dad, do you remember that model?" "Yes son, those small HP Humbers were great cars when they first came on the market." – Ian Irwin	"Jeez, I must have been drunk last night!" - Anon



### Editorial



What a great couple of runs to member's homes we've had recently. Having members volunteering to do a run is certainly working out well. Apart from relieving one individual from having to organise a year's worth of runs, it allows us to get to know our members a little better. The most recent run, out to El Presidente's ponderosa is a case in point. Who would have known what lay beyond that gate and driveway, when going along Sutton Rd? For how well we were pampered, on this and the Courtney/Nicholas runs, you'll have to read the write ups further along.

Of course Darrell and his father, Peter, are very proud of their Dutch heritage, (who noted the Dutch flag on the wall of the shed?) so as a thank you to them both for their hospitality the other day I thought I better give this



A still from the film *Genevieve*. This Spyker and *Genevieve* herself really got our hobby rolling.

edition a real 'Dutch' flavour (and let's not forget our member, Billy DeGraaf, in this either). Most would acknowledge that our movement really got going with the famous 1953 film, *Genevieve*. The main protagonists were a Darracq (*Genevieve*), and one of the handful of cars to come out of Holland, a Spyker. If it hadn't been for these two cars, tens of thousands of people probably wouldn't have a hobby! In the last *Edwardian* I reproduced a write up by a young Ian Irwin, written 50 years ago, of his find of an extremely rare Spyker, right on our doorstep. With the advances of technology since that unbelievable find I have now prevailed on Ian to give us a fuller story, complete with colour photos of this rare discovery (less than 20 Spykers remain worldwide). It is a great read, and will be spread over a couple of editions.

Mick 'I love Humbers' Beltrame has given us a write up of this year's Wheels event. I didn't go, but by other accounts I've heard this event is in decline. It certainly wasn't well supported by our club, but it seems we're not alone in that. Going back over the last few years of our newsletter I see that it was variously held the weekend either side of the long weekend. There is no doubt holding it on the long weekend itself, when half of Canberra is down the coast, wasn't a good idea. That plus the venue of the treasury carpark isn't all that inviting. Not only is it very hot to be displayed on bitumen on a sunny day, but shade is scarce too. And when the display cars are occupying the bulk of the car parking available, where do the punters park? You'll see in Mick's write up that even the food vendors came around to those on display touting for custom! A great shame as, ultimately, charity is the loser.

A couple of weekends ago I wound the clock back nearly 30 years when Shirl and I camped on site overnight at the Goulburn 'swap meet'. We used to camp overnight at swap meets all the time in our pre-children days. Back then, there was a bit of strategy on my part. I used to scout out any parts I wanted, then go back and tell Shirl where they were, she would then go 'flutter the eyelids' at the old blokes who had what I wanted and unfailingly get me my part at a favourable discount. Shameless of me I know, but it worked well. So it was a touch of nostalgia for us both to be at a swap meet together again. Two observations of this swap; firstly, I couldn't get over the amount of trading that was already taking place for a swap that is advertised as a Sunday only event. We got there at about 2.30 on the Saturday arvo to set up and there were already quite a number of sites up and running and doing business. It makes me now realise that no matter how early you get there on the Sunday morning, most of the real bargains are already gone. Secondly, the even deeper deterioration of this swap by the infestation of flea market stuff. Shirl particularly noticed this awful decline. The bloke beside me was selling concrete garden pots, and the bloke opposite was selling second hand novels, stuffed toys and jigsaw puzzles. In the words of one of our members who also attended... "bloody disgraceful", but sadly it's been allowed to become well entrenched now...so much so that it makes it hard when you're trying to sell car related stuff and the most of the punters through the door are hoping to buy a pot plant or a second hand kids toy. But there is a faint glimmer of hope on the horizon! Others feel the same way and are doing something about it. I have just been made aware that a car and bike only swap, no trash and treasure allowed, just like swaps are supposed to be is being held on Sunday 30



April at the Motorlife Museum in Wollongong. I believe the museum will also be selling some of its surplus automobilia on the day too. I know it's short notice, but see page 20 for details.

Happy Restoring

Rick

### From the Archives

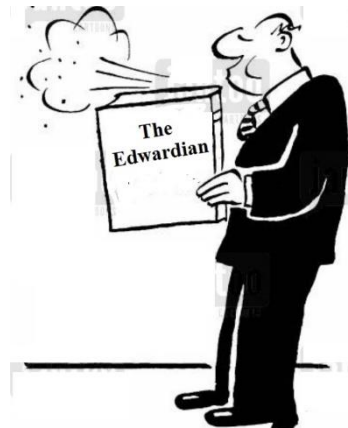
Let's look at what was going in the Club 50 years ago.

**Mar. 1967 –**

#### General –

*"A member has found a 12 Fiat, most of the mechanicals and some body parts, another Siddeley-Deasy has come to light quite close to town, also the possibility of a Russell, a very rare Canadian car may be coming to town".*

A gymkhana was held with many participants including two new members cars, Bob Higginsons Studebaker and Eddie Abrahams Ford. Both cars were described as 'skeletal' but performed even with things like 'string throttles'. *"There can be no doubt that events of this nature with veteran and vintage vehicles all in together is well worth the effort, as it can only result in a good relationship between the two types. Many thanks to our vintage car friends who came along. Let us hope to see their faces among the ranks of our club membership in the near future".*



**Apr. 1967 –**

**General –** *"Congrats to Ian Irwin and his charming Easter bride. Ian has also had luck in obtaining a radiator for his Spyker from the Isle of Wight."* (ED – Ian may have been lucky in love, but I'm afraid the reference to finding a Spyker rad. turned out to be not so lucky)

Modern postscript to the reference above to Ian and his charming Easter bride... The chosen spot for the wedding night was a motel in Batemans Bay. Imagine Ian's surprise when, the following morning, he steps out of the honeymoon room into the carpark, only to find fellow Club member, Bert Jackson out packing his car! Unknowingly, Bert and Ruth had been their neighbours over night! Bert gave Ian a nudge and a wink, and a 'good on ya mate - say no more', thinking Ian was away for a dirty weekend with some fluesy. It was only some days later that an embarrassed and apologetic Bert found out Ian's weekend was all above board and rather than some fluesy, only the new Mrs Irwin was involved!

And the below was written 50 years ago by early member, Garry Cunningham, who owned a 1915 Oakland at the time.

#### THERE IS NO HARM IN ASKING.

After living in Canberra for a few years one gets used to being told by shop assistants etc. "We'll have to get it for you." But never have I seen such a look of amazement on customers faces when I recently purchased some cotton covered high tension wire from Canberra Auto Electrics, then asked for a set of points and a rotor button in stock for a 1915 OAKLAND. The attendant thought that it was highly unlikely (I had a stock answer) but would have a look, there were sniggers from those standing near by, but they laughed on the other side of their faces a few seconds later when I was handed both points and rotor button. The moral of this story is that "there is no harm in asking".

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#### There's a pub somewhere in Garran they reckon, but blowed if I know where it is.

A joint run with the Veteran and Vintage Bike club of the ACT, organised by Bob Courtney and Geoff Nicholas

This run proved that Nick Nowak isn't the only one with a direct line upstairs when it comes to organising beautiful weather for a club run. While all participants started the day off at the Spanish Club car park at Narrabundah, we elected to join the run at the morning tea spot of the National arboretum. Having several stitches in various places prevented me from bringing an oldie. Being the first to arrive we waited for the rest in

the café area. With a great view from there down towards the Parkway it was a terrific spot from which to watch the old cars and bikes climb the reasonably steady gradient up to the visitors centre. What was really interesting though was the reaction from fellow café patrons, who, upon seeing the procession of oldies slowly making their way towards them, started pointing them out to their friends and even some going to the windows to get a better view and/or photos. There's no doubt about it, our vehicles still create a lot of favourable impressions.

After a pleasurable morning tea and quick look at the Bonsai garden it was time to head off to find this elusive pub people keep mentioning. The rally route notes took us on a pleasant meander through the suburbs to our mystery Garran location. On parking out the front we were greeted with the sight of Geoff Nicho cooking up a storm with the bike club BBQ trailer. I made sure to give Nicho some instructions on how I liked my snags cooked, as I went past, and I'm sure he received my comments favourably.

Bob's backyard Olde English Inn is a wonderful re-creation (although Bob himself makes a lousy serving wench)...and of course let's not forget all the mechanical goodies parked in its shed. This was my first chance to see the recently acquired veteran BSA car. This will make a great project, not that Bob's exactly short of those. It was also interesting to see the '33 Mog uncovered to its bare essentials. This has to be the closest thing to 'minimalist motoring' you'll ever see. It wasn't easy to tear all the bike boys and the car boys away from perusing Bob's mechanical collection to come and have lunch – and what a lunch it was. A great spread was laid on, and I have to say that Nicho must have taken heed of my well delivered instructions, as the snags were perfect. After an enjoyable hour or so on the lawns outside the pub, eating and talking with those from other clubs, we reluctantly decided it was time to head home.

Many thanks to Bob, Louise and Geoff for arranging both a great run, great venue and great food. Oh, and if anyone ever asks you is there a pub in Garran, just say "no" ..... let's just keep it our little secret!

Rick

Attendees – Mal & Alex, Roy Bendall, Rob & Beth, Wayne and Sylvia, all in oldies. Darrell Leemhuis, Rick & Shirley, Tony & Trudy, John Cadona in not quite so oldies. John & Doreen Ahearn, Geoff and Lyn Nicholas, Bob Courtney - modern.



'The Coventry Arms'...a real backyard Triumph!





**Above** - The BSA awaiting restoration. **Right** - The welcoming pub fireplace



Geoff Nicho taking care of the important stuff!



**Above** -The nicely restored Super Seven chassis.  
**Below** -A very original 1914 New Hudson bike, initially found over 50 years ago by foundation member, Murdoch McDonald.



'The Bar'



Upper left - '27 Triumph.

Left - This is what a '33 Mog looks like naked. Makes you wonder what the body bolts to!





## The Queanbeyan Spyker. Part 1. © Ian Irwin O.A.M.

### Introduction: Spyker Cars. The survivors.

The most famous car manufactured in Holland in the Edwardian era was the Spyker, made in Trompenburg. The company's intriguing history can readily be found on the web, but for our purposes, we will focus on the surviving cars. It has been estimated that from the late 1890s beginnings, the Company manufactured some 1500 to 2,000 vehicles when the doors finally closed in 1925. The oldest survivor of these is the 1903 6-cylinder 60 HP Racer, which was the world's first six-cylinder and also the first four-wheel drive car.

The second oldest survivor is the Spyker that shared the limelight with the Darracq 'Genevieve' in the 1953 film that created the enthusiasm, and awakened the world to the wonders of old cars. At that time, it was thought to be a 1904 car, but has since been dated as a 1905 model.

The Queanbeyan Spyker is one of four 1906 14/18 HP and 15/20 HP models, and possibly the fourth oldest survivor.

Then follows a further brace of the famous round-radiator cars from which the company gained considerable renown. These were popular in the UK, France, and many northern European countries. The achievements of one such car in the 1907 Peking to Paris race did much to spread the brand name and enhance its chances in the tough marketing environment of the time. A number also were imported into Australia and New Zealand. It is known that some of these cars were taken to the Dutch East Indies, or Indonesia as we know it today, but to date only one is known to have surfaced in that part of the world.

With the advances in technology and the advent of National Library Trove searches, we can be sure that a reasonable number of Spyker cars and at least one of the post-WWI trucks were in Australia by the mid-1920s. (This truck, of 30 cwt capacity, was offered for sale by Esmonds Motors in Queanbeyan in 1925.)

Today there are only ten of the 'round-radiator' Spykers in existence. Of these, three were found in Australia. Another, was found and restored in New Zealand by the Christchurch veterinarian Rob Spyker, a descendant of the original manufacturing family. The most recently collected and restored of these cars was liberated from a shipping container in French Guiana in West Africa in recent years, having been shipped there by its French owner some thirty or more years ago.

Of the three Australian round-radiator cars, one, a 1906 model, spent its earliest years in Batlow NSW, and after the Great War was gifted by its original owner to his nephew at Coonabarabran. It was restored in Gunnedah. Another, a 1908 20 HP model, was originally a Brisbane car.

A 1919 model 30 HP car survives from a lifetime of service in the Melbourne-Geelong area of Victoria. Spyker cars of 30/40 HP were manufactured from 1920 to 1924, with these post-war cars being fitted with Maybach engines. Five of this model survive. One of only a handful of these that survives spent the greater part of its leisurely life in the Holbrook area of southern NSW. All five of the Australian cars have gravitated to Holland. Less than 20 of the marque, including two post-war trucks, are known to have survived, covering a broad spectrum of the company's production.

**MOTOR CARS AT TRADE PRICES.**  
Gentlemen in the Far East who may desire to purchase cars for their own use are offered a unique opportunity to do so at most favourable terms. Where no agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade discount on their own car in the first place, and upon any future orders which they may secure among their friends.  
The Spyker Car which is now making the run from Peking to Paris is adaptable to all countries and all roads. A single Spyker Car in a locality is invariably the forerunner of others. The Spyker Car is its own best advertisement. Send for catalogues and particulars as to terms, etc., to J. SPYKER, Trompenburg Works, Amsterdam, Holland.

During the staging of the Peking to Paris event, the Company promoted the car in Australia, seeking direct orders, and touting for agencies.



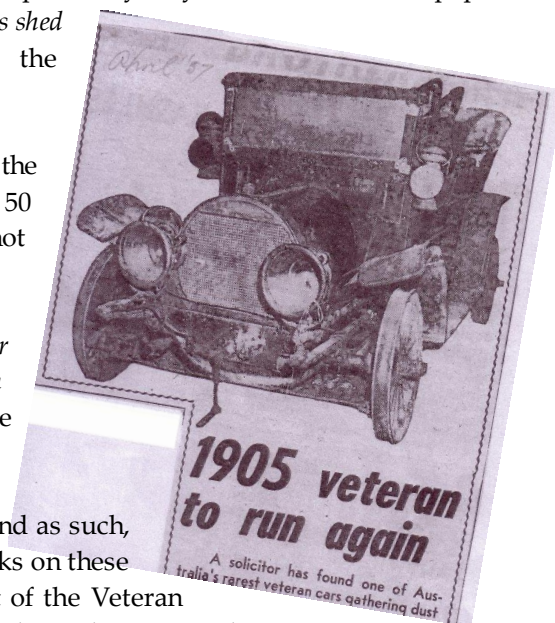
### The inspiration for my Spyker Dream.

In April 1957, when I was fifteen, there appeared an exciting illustrated report in Sydney's Sun Herald Newspaper. *'A solicitor has found one of Australia's rarest cars gathering dust in a farmer's shed near Coonabarabran.'* If this happened today, it would be given the Americanised pitch as 'a barn find'.

I had been interested in veteran cars since January 1951 when I visited the Sydney Showground with my parents, to see a display commemorating 50 years of Federation. There were five veteran cars in attendance. I had not long turned nine at the time.

As the media report of early 1957 unfolded, it was revealed that *'The car is a brass-fronted high-seated Spyker, designed in Holland and assembled in England about 52 years ago.'* This was followed by a brief account of the history of the car.

It was my first experience of a new discovery of an early veteran car, and as such, it captured my imagination. I already had a reasonable collection of books on these period cars, but little ever appeared in the local press until the advent of the Veteran Car Club of Australia, NSW, and the subsequent Katoomba Rallies and the Sydney to Brighton Runs. I attended these early runs as a spectator and observer and really absorbed the culture.



At the time, there were thought to be only a handful of Spyker cars surviving in the world. The circumstances of this incredibly rare discovery of an absolutely complete example became etched into my mind. But the chances of another Spyker of the period ever being found in Australia was, for me, an unrealistic dream.

Information about the breed was exceptionally scarce at the time. It was known however, that there were several cars in their native Holland in museums and private collections.

Reality set in, and in 1958 I purchased my first car, a 1930 Model A Ford Roadster that had been largely restored by VSCC member Bob Nasmith of Cremorne, a northern Sydney suburb. I had known and admired the car for several years having seen it on Saturday mornings outside his camera shop in Campbell St, Sydney not far from Central Railway Station. It was perhaps the first Model A restored in Sydney, and was well known to the membership of the Vintage Sports Car Club.

Fast forward a few years..... and I joined the Veteran Car Club in the ACT in December 1964, eager to become more involved in what for me, had by then become something of an obsession. Limited funds, and living in a government hostel inhibited any possibilities of a veteran car in the immediate future, but being involved was an important part of the apprenticeship within the movement.

As facilities for housing a car improved, I dabbled with a 1917 Model T Ford, the incomplete remains of which I acquired from fellow teacher and VCCA ACT member Roy Wheeler. I then bought a 1925 Model T from the Povey family, which was located in a shearing shed on their property at Colinton, near Bredbo, NSW. But neither of these cars held great reward for me, so after a while, they were moved on. The Poveys also had several complete vintage Nash cars, one a really nice tourer, and a Sizaire-et-Naudin single cylinder engine on a workbench. Alan Harding, a schoolboy at the time, and a member of our club, later acquired that engine.

Throughout my early years in the VCCA ACT, I accompanied Jim Bolton, a founder member, on 'recovery excursions' into the local region following 'leads' on cars and parts. I rejected a 1909/10 Minerva rolling chassis offered to me by member Dick (Dirk) van Wely, as it did not have any of its original coachwork remaining!

Then in October 1966, while on a 'recovery mission' with Jim Bolton, on a trip to the Cootamundra area, Jim asked me what sort of veteran car I would really like to restore. I told him that I had read of the Coonabarabran Spyker when I was in high school. While he did not personally know of that particular car, he stunned me when he offered the information that there was an engine of a very early Spyker in Queanbeyan. This news was very exciting, and when he revealed where the property was, I was shocked to think that I had been to that very property at least several times previously looking over a veritable graveyard of cars, unaware that there was a Spyker engine lying there.

Jim was as nice a guy as one could meet. A kind softly-spoken personality, and a real gentleman, and he advised me to take small steps cautiously.

### **My quest begins.**

Armed with this advice, I was soon to visit the property on the Old Cooma Road on the southern outskirts of the town of Queanbeyan. It was the following Saturday morning, 14th October 1966, that I arrived at about 11.30 am. I opened the farm gate on the main road, drove through and secured it behind me. A chorus of barking farm dogs began. There was a rise ahead of me, and the home could not be seen from this point. I drove cautiously over the rise, and down the slope and through tall gum trees towards a clearing. The many vintage and later cars that I had seen before were all around me. There were about four or five wire-wheeled Hupmobiles of 1919-23 period, most of which were complete and all certainly very restorable.

Ahead of me there was a single gate leading down an earth pathway to an old, but small home. Farm dogs everywhere were barking and snarling at the ends of their clattering chains. Perhaps about ten or twelve of them, and all living in old water tanks on their sides, or under cars and chassis with sheets or corrugated iron on them as weather protection.

I knocked on the door, but there was no answer. There was almost certainly nobody home, but I knocked again several times, each time to no avail.

My mind raced ahead of itself, thinking of possibilities of what to do. I was in something of a predicament, and thought that if I were to drive out of the property, I might meet the owner coming in, and it would be hard to account for why I was there. In his absence. I looked at my watch, and decided to stay until after 12 noon. On Saturdays back then, most shops closed in Queanbeyan at 12 noon. I found a place to sit in the shade, and eventually the dogs ceased their barking, and all was peaceful at last.

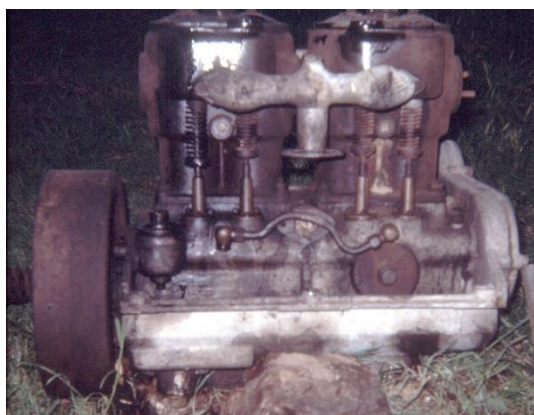
Thankfully, remaining at the property proved to be the correct strategy. Shortly after 12 noon, I heard a vehicle arrive and stop at the farm gate. The gate chain dropped against the gatepost and the dogs resumed their excited barking routine. I braced myself. Eventually a tow-truck came over the rise with a smashed FJ Holden in tow. The front of the car was a real mess. The truck travelled about 50 metres or more along behind the rise and backed up to drop off the Holden. There it was set to rest in peace amongst a brace of similar cars of the period.

When the property owner, Mr Albert Monck, settled up with the tow truck driver, he came to me with his eyes red from distress. He was close to tears. He introduced himself, then remembered we had met previously which put me at ease. He apologised that he was not home when I arrived. He explained that he had been in town with his wife and daughter, and that as the result of an accident, they had been taken to hospital. Ironically we were surrounded by cars of all ages and condition, but the only mobile one was mine.

When asked why I was there on this occasion, I explained very briefly, mentioning interest in the Spyker engine. This did not cause any issue, so I considered that I was well received. I offered to take Mr Monck to the hospital and he gratefully accepted the offer. In the following several weeks, I returned to assist, and eventually when all was well again, I had the opportunity to talk at length with him. That was the morning of Sunday 6th November, 1966. Three weeks had passed since my visit to see the Spyker engine.



Mr Monck was fascinated to learn that another Spyker existed in NSW. He told me his father had dismantled his car in 1926, and that he had later used the engine to drive a circular saw for some years. He did not know how long his father had owned it. 1926 was the year of Albert Monck's birth if I recall correctly, so he knew nothing of the car when his father owned it, or how long he had owned it. He spoke of how the car got broken up, and how during a period of serious flooding of the Queanbeyan River in the 1940s, the chassis, intact with its rear entrance tonneau coachwork, was thrust into a tributary of the river that ran through his property, along with many others cars, to attempt to arrest erosion of the banks. He told me that most of those cars found their way well downstream in the flood and had to be removed by the Council from the weir in the town near the caravan park, quite some miles away. So he doubted very much that the Spyker chassis could have survived.



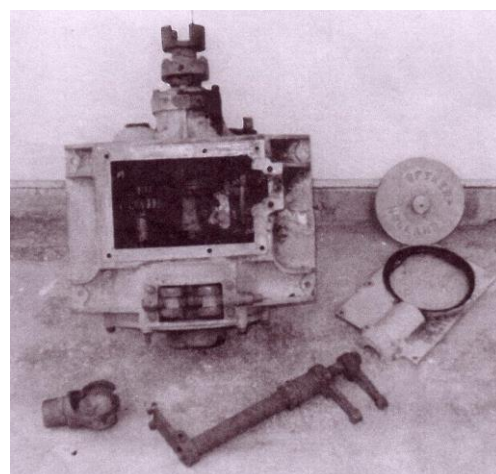
He then took me to see the hefty 4 cylinder Spyker engine as it lay on the left side in the open. I wondered why I had not seen it before, but I had been looking at substantially complete cars more so than bits and pieces. The engine was in remarkably good order, but had the fan pulley cut off the crankshaft flush with the timing cover. He led me some fifty metres or so away, to where, on the crest of the rise sat the rear axle assembly. I had seen this many times from the Old Cooma Road, but it could have been from anything of far lesser interest. It was complete but for one hub cap. So we were making some progress!



There was mention of the clutch being near the house, and a few other bits at the house. So I asked about the gearbox, which of course was critical. At first he had no recollection of seeing this for decades, but when I described what it would have looked like, he recalled it had been stored in the long-disused fowl shed. This was a weatherboard structure, with gabled roofline throughout its length, perhaps about 20 metres long. The sides were low as is the case in such farm poultry sheds. When Mr Monck came back from a sortie to find his crowbar, I was told not to come too close. He told me that there were all manner of things in the shed, ladders, dray carts, building materials and windows, and all manner of junk. He said there could also be snakes amongst the junk. He walked along the shed, stood back, and gauged what he considered might be a good entry point, and began prising timbers from the wall. It turned out to be a fairly well chosen spot, and Mr Monck crawled in under the junk. He had disappeared for about a minute or two, and then came his call: 'I've found it'.

There followed the sounds of old iron sheets and timber being cast aside, and Mr Monck emerged once again into the sunlight, dragging the gearbox through the aged and dusty fowl manure. To my eyes the aluminium box looked fabulous, complete with its round 8-inch diameter lid emblazoned with its cast inscription 'SPYKER HOLLAND', leaving no doubt as to its heritage.

It was a large and heavy beast. When I took the lid off to check inside, it was a real disappointment. The gearbox had rested for many years, perhaps 30 or 40 years, on the floor of the fowl house, partly embedded in rotting fowl manure. The underside of the gearbox was significantly



corroded. All the sliding gears and the main shafts were seized and beyond salvage, but at least they provided a pattern from which to remanufacture replacements.

It was now time for a cup of tea and to sit down and discuss other missing parts. The steering column was gone, and he recalled that the tubular front axle, dipped in the centre, had been sold with its wheels many years ago for a trailer axle to someone in town. The beautiful round brass radiator had been sold for its scrap value during WWII. The car's original HT Bosch magneto was intact at the house, along with the fan and clutch. Mr Monck did not believe that any of the bodywork had survived.

**End of part one.**



### Wheels 2017

Shannon's Wheel 2017 was attended by a small group of VVCC members and a relatively small conglomeration of other clubs and private display vehicles. It was clear that the long weekend had reduced both display vehicles and onlookers. I was there early with the Humber and just in time to grab a nice coffee from the coffee stand before the crowds formed a queue. Not that long queues were a problem until lunchtime.

Tony arrived with the Dodge just as I wandered back to the Humber. The Dodge looked great in a highly polished creamy yellow. What a lovely looking car it is. Hot on our heels were Peter and Alex with the Bean and Swift. This was the second major outing for the Swift, and it looked fantastic with the roof down. The roof down is so that the driver (Alex) could see other cars coming up from the rear quarters. Apparently that can be a bit tricky.

Geoff rolled up a little later pushing the non-starting Peugeot cycle, completing the small showing of VVCC cars and bike. As usual, the parking plan went mostly out the window at the start of the day. Not a problem, and I did enjoy the chatting with a WW2 Jeep owner parked next to the Humber.

A few of the food stands must have been caught out by the low numbers overall as they went hunting for customers leading up to lunch. The crowd started thinning after lunch, giving me the signal to head home early and prepare for my week off fishing. Unfortunately, the Humber had other ideas about getting home quickly and a long-term power problem became a real problem when the engine decided not to rev past idle. I had to pull off the road a few times on the single lane roads to let traffic past. Crawling speed just doesn't suit Canberra drivers.

The lack of power and rough running seem to indicate that the by-pass coil is in the process of dying. I was offered a tow the last few hundred metres, but a short breather (cool-down) gave me enough of an idle to get up the hill and home. I've been losing power the last few drives, but this is the first time it effectively 'failed to proceed'. Something else to play with before the National Trust Open Day.

Not much else to say about this event. The timing for the long weekend did not work for both drivers and spectators, so I hope Shannon's re-thinks that one for next year.

It was nice to catch up with some VVCC members and their cars and I look forward to the next event.

Cheers, Mick Beltrame.

*Photos on the next page show; Geoff Nicholas's '05 Peugeot bike with the Sturgess Bean behind, Mick's Humber, Tony Watson's Dodge and Alex Sturgess' Swift.*





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### Up anchors and set sail for...well...the Anchorage!

A terrific turn out of members attended this very enjoyable day. The starting point was the Stirato bakery café in Fyshwick. A fitting gathering point really when you consider that the whole complex the bakery is part of, was only recently completed by our hosts for the day, Peter and Darrel Leemhuis. In fact full marks to the bakery management. They'd only been in business 8 days and they had the nous to put on extra staff for the morning because they knew we were coming. Everyone enjoyed a morning beverage and more than a few sampled the bakeries gastronomical delights.

After a little while we tore ourselves away to head for the 'The Anchorage'. What an assortment of cars we had in the procession....everything from vintage through to recent model Ferraris. I doubt the Ferraris have ever travelled our local roads so slowly! We went out through Oaks Estate and onto Sutton road where Darrell and Kristie awaited us. You can't fail to be impressed with Darrell's shed, although he clearly hasn't built it big enough! I guess that's a complaint we all share though. Darrell's collection is incredibly varied, but there is a common thread running through it all, which we'll come to later.

After admiring the cars in the front part of the shed, we made our way to a more segregated workshop area where work is underway on a custom built show-car that will eventually be taken to the US for displays and

competitions. With Darrell's attention to detail I'm sure it will be stunning when it's finished. It was also in this incredibly clean and well organised space that tables, chairs and a banquet fit for a King was laid out for us all. The Robinson clan had brought the club BBQ trailer in and pretty soon we had it fired up and were cooking a vast quantity of onions, snags and steaks for the starving hordes, all courtesy of Messrs Leemhuis. Oh, and let's not forget the tray of cakes that the Stirato bakery had cooked fresh for us that morning too!

After lunch Darrell gave a talk on his collection. If I recall correctly it started with obtaining the very early ACT rego plate '57'. And of course it follows that such a plate should be on a 1957 car...so he went looking.....and while you're at it, let's collect a 1967 car...oh, and might as well get a 1917,'27,'37,'47,'77,'87,'97,07. None of these 'x7' examples are run of the mill either. They all have something a little bit special about them in terms of rarity. Wonder what he'll get for a 2017 example? I think it speaks volumes for Darrell that he was even so thoughtful as to allow a few sq m's of his precious floor space for his Dad's magnificent '23 Packard...or will Peter be made to replace it with a '27 Packard!?

Runs like these really help us to get to know one another better. It was a great venue amongst good company and we could not have been looked after any better. Peter and Darrell, you were very generous and gracious hosts – thank you.

Rick

### At Stirato Bakery







At the Anchorage



So how do you use one of these bloomin' things?







Thirsty mob this car club lot!....and hungry too!



Attendees at the Leemhuis run – in oldies – The Hogan clan- Chevvy, Ted & Marg- T Model, John & Doreen - T Model, Wayne and Sylvia - A Model, Mal - Oakland, John & Katrina Madden - Buick. In not quite so oldies – Rick & Shirl - Fiat, Peter Leemhuis - HR, In moderns – Nick & Carol, Gerard & Marie, Rob & Beth, Greg & Mary, Geoff and Lyn, Tony & Trudy, Samaran S, John Cadona, The Robinson Family, including Glenn, Bob Courtney.



**MINUTES OF MEETING  
VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)  
15 February 2017**

**Meeting Opened:**

**Attendance:** 17 Members, 8 Apologies.

**MINUTES OF LAST MEETING:**

Roy asked that the minutes be corrected to reflect that the copy of *The Automobile* need to complete the Club's set is Volume 16, No 4.

Accepted – Moved: Gerard Frawley Seconded: Rob Woolley.

**SECRETARY'S REPORT:**

Correspondence In:

- National Trust ACT – invitation to the Trust's open day on 22 April.
- AVCCA – advice on information required for their next directory of members – passed to Membership Secretary.
- Council of Heritage Motor Clubs – advice on the Council's correspondence with NSW officials on the matter of seatbelts and learner drivers (published in our newsletter).

Correspondence Out:

- Sympathy card to the family of the late Barry Boyce.

Secretary's report accepted - Moved: Tony Watson: Seconded: Gerard Frawley

**TREASURER'S REPORT**

Balance reported.

Expenditure:

- petty cash for Secretary- \$50.00.
- postage advance for Editor- \$50.00.
- magazine binding *The Automobile*- \$216.00.

Treasurer's report accepted - Moved: John Cadona: Seconded: Gerard Frawley

**EDITOR'S REPORT**

Nil.

**MEMBERSHIP SECRETARY'S REPORT**

No report in the absence of the Membership Secretary.

**DATING OFFICER'S REPORT**

Ian mentioned that Bob's BSA will be difficult to date.

**EVENTS REPORT**

- Next event will be a mystery run organized by Bob and Geoff.
- Tony will seek additional information from the National Trust on its forthcoming open day. He also undertook to chase up details for *Wheels* 2017.
- March run will be to Darrell's property.

**LIBRARIAN'S REPORT**

# The Edwardian - April 2017

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Roy reported that the Club's excess copies of *The Vintage Ford* had been passed to the Robinson family. He also mentioned that unbound copies of *The Automobile* were with the bookbinder.

## REGISTRARS' REPORT

Online renewals of ACT concessional registration were discussed by the meeting.

## GENERAL BUSINESS

- Don asked the meeting for advice on repairs to his Hupmobile engine.
- Darrell mentioned that the ACT Motor Registry will no longer have facilities to hold reserved number plates. The plates will be returned to their owners pending allocation to a registered vehicle.

## MEETING ACTIVITY

Nil.

## Meeting Closed:

8.18pm.



## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 15 March 2017

**Meeting Opened:** 7.28pm

**Attendance:** 17 Members, nine Apologies.

## MINUTES OF LAST MEETING:

Accepted – Moved: Gerard Frawley, Seconded: Rick McDonough.

## SECRETARY'S REPORT:

Correspondence In:

- Council of Heritage Motor Clubs – advice of the Council's acceptance as an organization under the NSW CVS registration scheme and associated processes.
- Council of Heritage Motor Clubs – rally invitation, 18-22 May 2017 Albury –Wodonga.
- VCCA Tasmania – invitation to 2018 national one and two cylinder rally.
- Goulburn Car and Motorcycle Show – invitation 25 November 2017.

Correspondence Out: Nil.

Secretary's report accepted - Moved: Tony Watson: Seconded: Rob Woolley.

## TREASURER'S REPORT

Balance reported.

Expenditure:

- Shannons Insurance – Insurance renewal on barbeque trailer - \$182.13.
- Australia Post – renewal of mail box - \$129.00.

Treasurer's report accepted - Moved: John Cadona: Seconded: Carol Nowak.

## EDITOR'S REPORT

Rick reported that John Ahern's Ford Model T sedan will be advertised for sale in the next newsletter.

## MEMBERSHIP SECRETARY'S REPORT

Carol reported that the Club has 61 financial members

## DATING OFFICER'S REPORT

Some research is being undertaken on current dating projects.

## EVENTS REPORT

The meeting thanked Bob and Geoff for organizing the last club run. Arrangements for the March run to Darrell's property were discussed.

The meeting agreed to make the National Trust's open day at the Gungahlin Homestead on Saturday 22 April the club run for that month. Tony suggested it would be appropriate that period costume be worn. Gungahlin Homestead is located off Bellenden Street and the open day will run from 10am to 3 pm.



## LIBRARIAN'S REPORT

Nil.

## REGISTRARS' REPORT

Rob mentioned that online renewals require a reference number which is now printed on renewal notices. Logbook requirements were also discussed

## GENERAL BUSINESS

- Geoff reported that all arrangements with Fuji Xerox for photocopier maintenance have now been cancelled.
- Rob spoke about the recent Vintage Motorcycle cub run. He also asked for advice on the repair of his Lucas No.146 tail light
- Nick thanked members for their concern over the course of his illness.
- Peter reported that Alex's Swift is now running and attended *Wheels* this year.
- Don thanked members for advice received on reconditioning his Hupmobile engine.

## MEETING ACTIVITY

Nil.

**Meeting Closed:**

8.16pm.



## The Club Calendar

Apr 19	Club meeting
Apr 22 <b>Saturday</b>	Club Run (Gungahlin Homestead – <b>Period costume day, see details below</b> )
May 17	Club meeting
May 21	Club Run. Hoist day (John Cadona organising) <b>see details over page</b>
June 21	Club meeting

## 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

### **Retreads run Friday 21<sup>st</sup> April - a run to Honeysuckle Creek.**

"The April Retreads car run for lunch is set down for Friday 21<sup>st</sup> April to Honeysuckle Creek. Plan is to meet at the roadside pull in on the south side of the Tharwa Bridge near the Murrumbidgee River at about 11-30 AM to go on to the BBQ picnic area at Honeysuckle Creek to have lunch at 12 noon in the roofed BBQ area. If it is raining we will go the Southern Cross in Woden. Any enquiries to Alec McKernan on 6286 1046. All members and friends welcome."

## EVENTS DETAILS

**April 22 Run – note – this is a Saturday event and we will use this as a period costume day too.**

See the flyer on the next page. Map at right shows where we park when we get there. Access is off Bellenden Street. Please enter into the spirit of the day and dress-up (no coming in the raw – unless you iron it first!). The Homestead will be a great backdrop for our cars and costumes. Times are 10am to 3pm with arrival preferably before 10am.



## **National Trust Heritage Festival Open Day - Gungahlin Homestead**

### **Saturday 22 April 10 am - 3 pm**

**What do you know about the place that gave its name to Gungahlin?**



Visit Gungahlin Homestead and learn about this former pastoral property dating from the 19th century well before Canberra was established. The complex includes the Homestead, a carriage loop, outbuildings and remnants of a Victorian garden. The Homestead was built in two major stages - a rendered brick Georgian house built in 1862-65 and the grand sandstone Victorian addition of 1883 by Edward Crace.

Tours of the building will be conducted throughout the day by guides familiar with the history and architecture of this important place in Canberra's heritage.

You can also learn about recent times at Gungahlin Homestead which has been used as a scientific wildlife research station by CSIRO and is now home for Soldier On, our partner for this Open Day. Soldier On supports those who have served by focusing on their physical and mental health, their community and their future. They have assisted thousands as they have dealt with physical and psychological wounds from their service.

Other activities will be available to keep you entertained and refreshed while you explore - see skills such as lace making, woodcraft and paper making demonstrated and perhaps purchase a product; meet volunteers from local community groups; check out classic cars and enjoy Devonshire tea or a sizzling sausage.

Entertainment will be provided by Sing Australia Choirs, Circus Warehouse, the Jumptown Jammers and Soldier On's own Boots and All Choir.

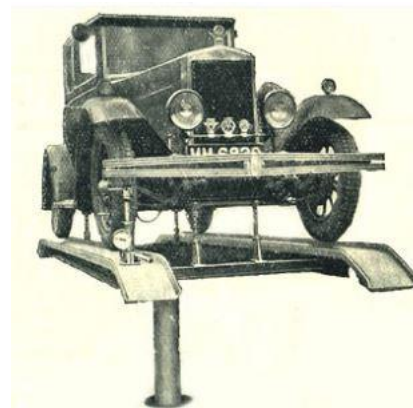
Gold coin donations for entry will go to Soldier On. Please note that dogs or other animals will not be allowed as this is a wildlife research station.





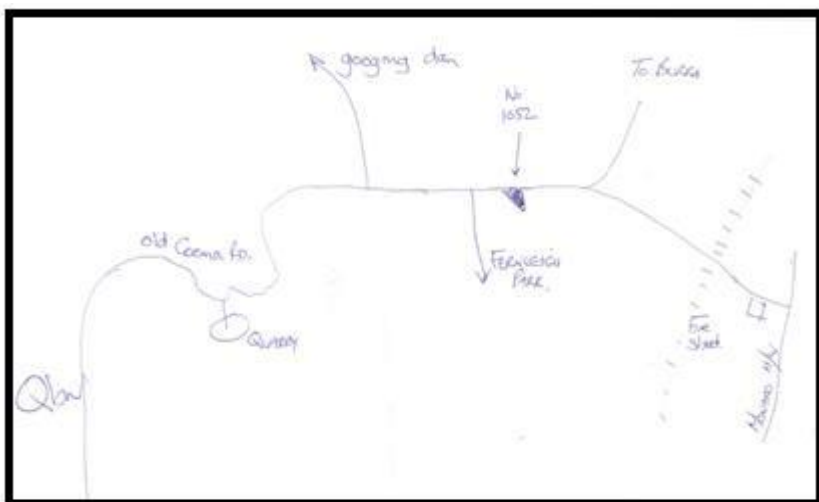
### Sunday May 21. Hoist Day.

I don't think we've ever had a day like this before! Come out to John and Vilay's lovely property on Old Cooma Rd. Here we'll all get a chance to put our cars up on the hoist and have easy access to their under-sides. This will be the perfect opportunity to do any adjustments or cleaning up, or just plain having a look, without having to lie uncomfortably on ones back. And as if that isn't enough to entice you, then Vilay will be cooking some more of her famous home-made sausage rolls. On top of that, sausages, salads and Italian bread will be provided, as will tea and coffee. Just bring a chair and BYO drinks!



Aim to get to John's Property, 1052 Old Cooma Rd, at about 11am. If anyone is using a GPS then you need to punch in 1048 Old Cooma Road. John will set up roadside signs at his gate.

If you are having difficulty in finding John's place on the day please call him on 0419 297 125.



### **VVCCA – ACT - EVENTS SCHEDULE** **September 2016 to August 2017**

At the recent AGM the Club failed to elect an Events Director. Instead, a number of members have indicated that they are prepared to help out as per the attached "events schedule".

Members who have volunteered to organise a Club run please keep the following things in mind:

- normally runs/outings are held on the Sunday following the monthly meeting (ie after the third Wednesday in each month),
- to notify the Secretary 3 or 4 weeks prior to the event so that it can be included in the Edwardian or emailed/posted to members,

<b><u>Month</u></b>	<b><u>Member to Organise</u></b>
23 <sup>rd</sup> October 2016	2015 National Rally Committee Run (Chris)
November 2016	Rick McDonough
December 2016 (breakfast run)	Chris & Simone Hogan
21 <sup>st</sup> December 2016 (dinner in lieu of meeting)	Nick & Carol Nowak
January 2017	Club BBQ at Rob & Beth's
January 2017 (afternoon run?)	
February 2017	Bob Courtney & Geoff Nicholas
March 2017	Darrell & Peter Leemhuis
April 2017	Glen & David Robinson
May 2017	John Cadona





## Congratulations to Francis Ransley



Francis, seated, receiving his award.

Recognition of Francis Ransley by the Association of Veteran Car Clubs in Australia

Long time VCCA member Francis Ransley was recognised recently by the AVCCA with an award and presentation for his services to FIVA. This presentation was specifically made to Francis in recognition of his continued and outstanding service as the Federation Internationale des Vehicules Anciens Australian National Authority under the auspices of The Association of Veteran Car Clubs in Australia. Francis has continued and supported the historic car movement for all Australian owners of historic vehicles from

member AVCCA clubs as well as individuals from outside the AVCCA. Francis has maintained and administered this role internationally working with other FIVA technical officials from around the world. Whilst this recognition alone is significant and demonstrates the outstanding commitment and contribution Francis has made, in a wider context, the AVCCA would like to recall the recognition he received in 2006 as recipient of the Montague trophy and build on his wider contributions as a member of the veteran car movement.



### YEARS OF SERVICE AWARD

*Presented to*

**Albert Francis Ransley OAM**

*In recognition of continued and  
outstanding service as the  
Federation Internationale des Vehicules Anciens  
Australian National Authority  
under the auspices of  
The Association of Veteran Car Clubs in Australia*

*Awarded by  
The Association of Veteran Car Clubs in Australia  
(AVCCA)  
on behalf of all associated clubs*

2017



### For Sale - 1925 Willys Overland Model 91

Very original motorcar in very good condition. Leather upholstery, side curtains, carpets. Full history available. I am the third owner of this vehicle. Reason for sale, relocation out of Canberra to be nearer to family. Car located in the Blue Mountains. Price : \$ 17,000 ONO, Contact Trevor Couch 0431 942 718



**For Sale – 1927 T Ford Doctor's Coupe.** This car was imported into Australia in the 1970's and was changed to RHD. Features;

- Rare RAJO roller rocker 8 valve head
- Model A Ford crank
- Ruckstell Diff.
- Many other extras, eg improved brakes
- VGC low mileage car after complete

restoration.

Price - \$35,000. Contact John Ahearn,  
02 6286 4814

## Hear Ye - Hear Ye



### VCCA (Victoria) Annual 1&2 Cylinder Rally Cobram – 15<sup>th</sup> to 18<sup>th</sup> March 2018



Customarily the Victorian Club holds its annual state RACV 1&2 Cylinder Veteran Rally over the third weekend of March. It follows the form of arrival on Thursday morning (for those people who can get the time off) and a short shake down run on the Thursday afternoon. This is followed by two full day runs on the Friday and Saturday and a half day run on the Sunday, for the return trip home in the afternoon. The runs are generally on quiet sealed roads, 25km for the shake down, notionally 100km for each of the day runs and a little over 50km for the Sunday run.

On a number of occasions the event has been held at Cobram (north central Victoria), based at the RACV Resort, where generally all entrants stay at the one cabin/camping based facility. There are expected to be sufficient cabins, of varying classifications, for all those who wish to have a cabin and with even the opportunity to share if you wish. The facility is well located to attract some entries from the neighbouring states of South Australia, NSW and Tasmania.

After a four year absence from this location the annual single and twin rally will be returning to Cobram.

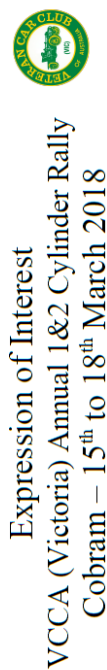
For those people contemplating attending the 2018 National 1&2 Cylinder Rally in Tasmania from the 21<sup>st</sup> to 25<sup>th</sup> March, with registration and the welcome function on Tuesday 20<sup>th</sup> March, there can be a progression from the Victorian Cobram event to the National event in Deloraine. This should be of particular interest to interstate owners, especially those further afield from Queensland and Western Australia. Here you can get to enjoy the use of your single or twin vehicle on two events for the one trip.

Interstate owners who come to the run in Cobram will be able to stay at the RACV Resort an extra night on the Sunday evening (accommodation for this night being provided at half price by the RACV), prior to driving down to Melbourne on Monday to catch the evening ferry. This then ties in neatly with the Tasmanian welcome on the Tuesday.

Specific details and an entry form for the Cobram event will be issued later in the year, around October. This will provide an outline of the runs and venues, detail accommodation options and costs (which are being held at this year's rates) and meals and their associated costs. All evening meals will be at the RACV Resort.

In the mean time it will be appreciated if you can signify your interest in participating in the Cobram run by completing the expression of interest form, over leaf.

Andrew and Frances McDougall  
Rally Directors



### Expression of Interest

Name: .....  
Address: .....  
Postcode: ..... Phone: ..... Fax: .....  
Email: .....  
Affiliated Club: .....  
Car or Motorcycle (details): .....  
No. of Passengers: Adults: ..... Children: .....  
There is no money required at this time.  
Send to:  
Andrew and Frances McDougall  
424 Wellington Street, Clifton Hill, Victoria, 3068  
Email: [amfi@dmollie.com.au](mailto:amfi@dmollie.com.au)  
Phone/Fax: 03 9486 4221  
Mobile: (F) 0417 310 852; (A) 0427 220 249



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