



The
EDWARDIAN
June 2017

Daimler

THOS. R. JEFFERY & CO
Rambler
KENOSHA, WIS. U.S.A.



SCAT



SB

Cadillac
Standard of the World

CEIRAND

HUDSON
MOTOR CAR CO.
DETROIT MICH. U.S.A.

Siddeley-Deasy



Thames

FEDERAL

CHEVROLET



COTTING DESGOUTES
LYON-PARIS

NAPIER



DIATTO

Automobiles Peugeot
Paris

AMILCAR

Buick

ASON MARIN



F.N.

DEASY



AMS

Overland
TOLEDO, OHIO

Humber



CH

Detroit



Ford

INNES



EMPIRE



MARTINI

ROLLS ROYCE

DELAGE



The
EDWARDIAN



LaButte

RUGBY



ESSEX MOTORS



VULCAN

althorpe

ERSKINE



Panbeam



Mitchell
WISCONSIN U.S.A.



Speedwell



H
Hampshire



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LEON BOLLÉE

NASH



BUGATTI

JARROT



OAKLAND

Delaware
Bellefonte

STUTZ
GOOD IN A DAY

Gray



AUSTRALIAN SIX

FIAT

Jackson

WOLSELEY

UNIC
PUTLAND



SB
DETROIT



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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.

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

Can I please start by asking everyone getting back to Carol as soon as possible with your updated forms and fees both of which are due by the end of this month. These forms are not optional they are required by the council and our club.

It was a busy month for car events in and around our city and while I didn't get to them all I did get to the most important one. John and Vilay's May run to their farm for a "Hoist Day". I think this was a first of its kind for our club? Any run to Johns farm is always a good day out with some of the nicest food and hospitality of the year and this year was no different. Thank you John and Vilay your hospitality is second to none.

After a couple of requests from fellow club members I can confirm that a good friend of mine, Ray Spence, has agreed to attend our July club meeting to give some information on what services he can provide and answer or take on notice any questions regarding engineering in ACT. He is a wealth of knowledge and someone I trust to give upfront easy to understand answers. If anyone has anything specific they would like an answer to or just listen to an interesting person please come along to the July club meeting.

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

Regards,
Darrell Leemhuis



Membership Fees

These are now due. You can pay your fees by electronic transfer if you'd prefer. Club A/c details are;- Name- VVCCA (ACT) Inc., BSB 112 908, A/c No. 428 948 417. **Please identify your Electronic Funds Transfer advice with your name i.e. Initials and Surname, otherwise we won't know who the money is from and, by default, you'll still be regarded as un-financial.** Please fill out the two sheets reproduced at the rear of his mag (pgs 22&23) and return to Carol, if you haven't already done so.



Wouldn't you love to go back in time? In 1951 a fellow went around photographing old wrecks around NSW. He's still alive, but at 99 now can't remember the locations of these gems. Here is a c1909 Austin, with a 30's Morris behind. See further on for more of these evocative shots. PS – wonder if this Austin has survived?



Editorial



At our last meeting it was brought up that perhaps we should be using accumulated club funds to subsidise more events. This is not a new idea. It has been brought up before, and indeed for the last few years the club has subsidised various functions (usually a few \$'s a head towards a meal). Many point to the large term deposit and question what is its point; that it could be better utilised in the 'here and now', rather than continuing to grow. As always, there are two points of view on this. For many years our income (fees) only just balanced with the outgoings, and in some years it didn't quite do that. The term deposit helped us through these times as the interest earned was the equivalent of about another 7-8 members, therefore there was a powerful argument not to touch it, by whittling the principal away. In effect, the interest earned prevented the need to put our fees up. But as always, things change. Interest rates are as low as they've been for 50 years, so income from the term deposit is at an all-time low - yet our Treasurer reported, at our last meeting, that our current fees well and truly exceed our outgoings. This turn-around of affairs can be mainly attributed to one thing; the savings of emailing the newsletter out.

When we first looked at emailing the newsletter, back in late 2012, it was because its costs accounted for an inordinate amount of our annual subs. To continue mailing it out, as we were, would have meant certain rises in our fees. The majority of members at that time agreed they would prefer an emailed newsletter than fee hikes. Emailing newsletters is now widespread amongst car clubs and I note that some now won't even mail out hardcopies to their members who aren't digitally connected, instead asking other members to print theirs out and give their comrades a copy. Others are now moving to charge those 'non-connected' members more for their annual membership to cover the costs of a hard copy. In our case, now that the substantial savings have been realised, I agree with those who are calling for the club to return a bit more. I had thought perhaps we could drop our fees, but the feeling at the last meeting was that it should remain at the same rate. In that case, let's see more subsidised events, or perhaps if there's a good venue in town to visit, the club could pay for the entry fee etc. Obviously we've got to be sensible in this, but the club's been going for 54 years so I'm sure we'll manage. Speaking of fees, which are due now by the way, you'll note in the 'From the Archives' section that 50 years ago, our annual fees were set at \$5. While that sounds cheap, all things are relative, so I was wondering what that fiver would be in today's terms. Thanks to the RBA's website you can find out exactly. \$5 in 1967 is worth \$62.08 today, so in fact our current fees of \$50 are 20% less than they were, in real terms, fifty years ago. That's not too bad!

I received a couple of photos of an A Model Ford from a mate in Queensland. I reproduce them on the next page. The story that goes with them is below, but I'm not sure whether to believe it or not. I find it difficult to see how this deterioration could have happened in just 10 years. I'm assuming the car was never restored in the first place, and that it was just in good original order when it was put in the container. Anyway, you be the judge!

"This is what happens when you drive a fully complete Model A in to a container, hood and side curtains etc all in top nick and leave it for 10 years and never open the container. We think whatever had been in there before, whether fertilizer or some type of acid that had impregnated the walls etc. plus the sweating in the Brisbane weather of the container completely rusted out this car. The back guard's and running boards are gone and the chassis is a cobweb."

Till next time

Happy Restoring

Rick



From the Archives

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

May 1967 –

General –

Maurie Stubbs and the events committee were doing some trial runs in Braidwood and found a vintage Ceirano motor, gearbox, chassis and front axle.

A membership list showed we had 55 members all up.

June 1967 –

General – June's run was a two day affair to Braidwood. 5 vets, 1 vintage and 5 moderns attended

July 1967 –

General – The Secretary advised that the recent order of 12 veteran car registration plates had now been supplied.

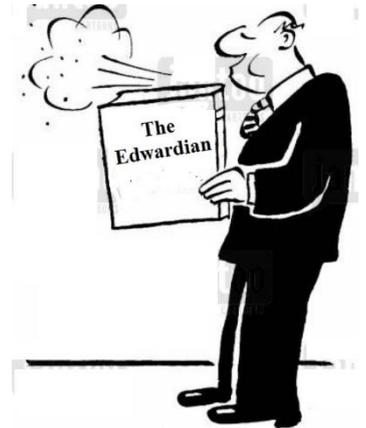
3 new members joined, including a B.McIntyre-Smith of Batemans Bay with a 1903 Argyll.

On the 29th June there was a 10 pin bowls night where the men vs women.

The President's report stated *"the club now has 10 veterans on the road"*.

The Treasurer reported the club had a balance of \$216.63

"Attention all veteran car owners - commencing with the July run a point score competition will be introduced for veteran cars attending all relevant club events. The veteran car with the highest points will be awarded a trophy."
(ED note - The above is of interest as this is the Murdoch McDonald trophy which we still award today, and is the longest running trophy we have.)



The American Invasion

Don't ask me why. But someone decided to do it. The August 29, 1924 edition of the Autocar (UK) contained a resume by 'Billy S,' of the passing traffic in Macquarie Street, Sydney in a 3½ hour period. 'Billy S' observed the following passing traffic: Lorries 320. Cars: Ford 119, Buick 97, Dodge 91, Hudson 44, Studebaker and Fiat 44 each, Essex 37, Overland 33, Hupmobile 19, Chandler 18, Cadillac 16, Renault and Chevrolet 13 each, Chalmers 10, Australian Six 9, Willys -Knight, Vauxhall and Citroen 7 each, Dort & Hillman 6 each, O.M., Nash, Oakland, Star & Sunbeam 5 each, Moon, Maxwell, Oldsmobile, Austin, Chenard-et-Walcker Packard & Rugby 4 each, Durant, Lincoln (Australian), Alvis, Bayard, Morris Oxford & Wolseley 3 each, Lexington, Stutz, SCAT, Cleveland, FN, 2 each, and Benz, Elgin, Rolls-Royce, Minerva, Jewett, Gardner, Columbia, Morriss-London, Maibohm, Talbot, Humber, Earl, Daimler, Roamer, AC, Diatto, Paige, Rover, Metz, Summit, Stephens, Velie, Standard, Peugeot 1 of each. Also 3 Electric and 3 unknown makes.

Clearly the American invasion is evident, along with the decline in proportions of the British makes that for so long held sway in the Edwardian era.

Ian



NATIONAL TRUST HERITAGE FESTIVAL OPEN DAY AT GUNGHALIN HOMESTEAD – 22 APRIL

The Club was invited to display vehicles at this event and it was agreed that the open day would take the place of the usual monthly run. The day did not start well with isolated showers but these cleared by mid-morning and a few hardy souls ventured forth in old cars and vintage clobber. Those attending were Wayne (Model A), Rob and Beth (Renault) and Tony and Trudy (Dodge). Travelling modern were Nick and Carol, Wayne and Sandra and Bill and Michelle.

Our three, together with a number of cars from other clubs, made up a display which was clearly appreciated by what must have been for the National Trust a gratifyingly large crowd. The lengthy delays in tours of the homestead interior were probably evidence of some underestimation of numbers on their part. However, the Trust must be commended on its efforts to provide an interesting day for all concerned.

Tony

Woolley Renault and
Watson Dodge.



Above and below - A beautifully original '29 Hupmobile



The Queanbeyan Spyker. Part 2.

© Ian Irwin O.A.M.

[In Part 1, the writer related his early enthusiasm for veteran cars, and the inspiration to commence searching for a brass-age car. Amazingly this led to being advised of the existence of an early Spyker engine in nearby Queanbeyan, and he tells of how the dream of owning a rare Spyker began to be realised.]

It was October 1966 when I visited Mr Monck to enquire of his Spyker engine. In November of that year I experienced the first glimpses of Mr Monck's Spyker. I had been encouraged by his enthusiasm and apparent support, and his willingness to draw together the components that he could recall remained on his property. Then suddenly the adventure assumed a difficult dimension. Mr Monck said he would only be willing to part with the car if I could find a suitable chassis. To be so close, and yet so far, was more than a little demoralising. But fortunately, there was a strong glimmer of light at the end of the tunnel.



Left and right - *"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."*



To me, the chassis was a critical component in the car's integrity, especially as the unique frame of all early Spykers was the hallmark of the Company's sales success. The Spyker cars, commencing from the 1904 period, had a one-piece pressed chassis designed with an integral substantial undertray that dropped down and under the engine, gearbox and drive train. The cars were marketed as *The Dustless Spyker*, a strong selling feature that made them popular in Britain where road dust had been seen as a menace to the populace.

I told Mr Monck of a chassis I had seen in my years of scouting about and that I knew of no other car that had ever adopted this. Mr Monck believed that the chassis had been gone so long ago, that it was highly unlikely to be the chassis. When I told him where it was, on a property neighbouring his, he was more than a little astonished, but eventually agreed it could perhaps be the original chassis. He then warned me about his neighbour with whom he had clearly fallen out years before. He told me that he was a Frenchman, an arrogant man, and very hard to deal with. This presented yet another obstacle. But he went on to say that if I did find the correct chassis frame, and only if, we could begin to talk a deal, stressing that without the chassis there would be no deal possible. But on no account should I mention his name nor where the Spyker parts were.

We took leave of each other, shaking hands on the arrangement, and I departed. My confidence was enhanced by the handshake. Within minutes I was driving into the neighbouring farm. It was all familiar, for I had been there too on several occasions, and as I drove in over the unmade and almost dry creek crossing, I glanced to my right, at 'my chassis.' At the front door I was met by 'the Frenchman.' I had not met him previously, so what we were to talk about was all news to him. With the passage of time, now over fifty years, I cannot recall his name (if I ever knew it), but we shall call him Andre. I told Andre that I had seen a chassis down at the bottom of his driveway, on the council land on the other side of the creek. I mentioned that I believed it was from a Dutch car called a Spyker. His eyes lit up, and he stepped with great eagerness from the hallway out onto the verandah, and closed the screen door behind him. He was clearly very excited to hear this, for he told me that he was Dutch, and had never realised that the chassis by the creek was actually made in his home country, Holland. In itself, this was an exceptionally fortuitous circumstance, for he could not do enough to help me.

We walked down and inspected the chassis. By this visit I had become familiar with the shape and character of the unique 'dustless' Spyker chassis, and there was absolutely no doubt that this was it. It had a rusty thick steel hawser attached at the rear to the transverse spring hanger, and some distance away the other end was tied around a substantial wooden fence corner post. It was this steel hawser that had saved the frame from having been washed away in heavy rains of many previous years. That it was still there was something of a miracle.

I offered to buy it, however Andre refused to accept any money, saying that he didn't want anything for it, and that it had been there for as long as he could remember. He said I was most welcome to it. We chatted a little longer and parted agreeing that on the following weekend I would come with a trailer to collect it. I do not recall why, but thankfully I left him my phone number.

On the following day, the Monday, I received a call from Andre saying the Council had arrived unannounced with many large earth-moving appliances, and while he was at work had bridged the creek to create an all-weather high crossing. This was something he had sought for 20 years or so, but never knew was going to happen, let alone that week. The bad news was that the chassis, held by a thick steel hawser connected to a solid fence post above the creek's normal flood level, had been pushed into the filling under the approaches to the bridge over the creek, was buried and irretrievable.

The earth-moving equipment was still at the site overnight, so *on the Tuesday* I phoned the Queanbeyan Shire Engineer in the afternoon after work, to see if there was any way the chassis could be extricated. I was told that the Council had a busy construction work schedule, and that at some time down the track, weeks or maybe months hence, it might be possible to do the job. He explained that the entire project had to be pulled apart and rebuilt. The cost would be of the order of some hundreds of pounds. I was left to think what action I might decide upon, if any, but there would be no haste. It could not be done until well into the following year, 1967.

Then fate stepped in. *A little over 24 hours later, on the Wednesday evening*, rain began to fall heavily throughout the area. On the Thursday morning, at about 5.30 a.m. I received a call from my new best friend 'the Dutchman', to tell me that it had rained so heavily all night, that the creek had flooded such that the Spyker Chassis, was again exposed. He told me that when he realised the rain was so significant, and that flooding was certain, he got his old Fergie tractor out and gave nature a helping hand. He deepened the rills that had already destroyed and cut deeply into the top of the road surfaces and the approaches and ruined the new bridging. It had not had time to become consolidated. The swirling flood waters did the rest. The huge and heavy concrete bridge pipe drains and side drains were all taken downstream by the flow, some fifty metres or more.



I responded to the call, and with two other lads, Ian Brown my then future brother-in-law and Ian Wood, we set off to collect the chassis. We had to cut the steel hawser, but the chassis had been secured by the time we arrived about 6.45 am. Unfortunately, the wrenching by the tractor or by the floodwaters had distorted the frame.

The chassis was quickly retrieved, and shortly after was safely garaged at home, the chassis revealed its true identity. The engine number was 15001, and the frame 15043. It was without any shadow of doubt the original chassis from Albert Monck's father's car.

Rescue mission! Note the large concrete pipes washed well downstream. Ian is at the far end of the twisted chassis.

Armed with a small collection of photographs of my newly-acquired chassis, I was soon back at the Monck family farm. It was indisputably the chassis, and Mr Monck said he was now prepared to settle a deal with me. Up until then, no financial consideration had been mentioned. He said that he had never valued the parts at all, nor had any interest in rebuilding the car, but was a touch sentimental about the car as his father had owned it. Restoration was a mission he had long considered impossible. So he suggested that as I had been kind to the family in their time of crisis, he would let me have all the parts he had. In return, I was to buy a \$6 ticket in the then NSW State Government Opera House Lottery, and if there were any winnings, we should go halves. If there were none, as turned out to be the case, he would be satisfied that the car had at last had a prospect of being rebuilt.



Now resting on the bank, the amount of twist can be seen.

A short while after I had acquired these parts, I was back at Albert Monck's farm. He had phoned me to say he had given thought to the possibility of any other parts that there might be around his property from the car. He was keen to help. Amongst a mixed bag of bits and pieces, were the rear quarter-elliptic springs, the gearbox selector shaft, minus the gear lever, the universal joint from the rear of the gearbox and many other vital mechanical components.

I had not been aware that land across the Old Cooma Road was part of his property, and it was this land to which he had also turned his mind. He told me that there was some panelling lying there on the ground which might just possibly be from the car. It was land on which he grazed cattle, but he said that when he inspected this panel work, it did not appear that in the many decades that had passed, any cattle had walked over and damaged it.



The original scuttle panel, but with a piece chopped out along the top...for some ancient farm repair no doubt.

He showed me the panel he had phoned me about, and it was unquestionably the distinctive firewall panel, and was still fitted with the original sidelamp brackets. It had a half circle on the forward face, which defined the shape of the rounded bonnet. It was to be the first piece of the original Spyker bodywork found, but not the last.

Several months later, on Saturday 10 June 1967, I had a call from a young member of the club. Allan Harding was just 16 years of age and living in Miller St, O'Connor when he joined the Veteran Car Club at the

suggestion of neighbour Jim Bolton. Alan, a very active cyclist, and enthused by my discovery, and totally unbeknown to me, had set out that day for a bike ride to Queanbeyan to look for anything he might be able to find that could be from the Spyker. His goal was along the banks of the Queanbeyan River downstream from the Monck family farm, and more than a mile from the Monck family's farm.

It was there that, quite astonishingly, Allan found the left-hand-side bonnet panel, with central full length drop-down hinged access door, complete with its original brass locking arrangements. After he found this, Allan painstakingly combed the area for the other side of the bonnet, but it was not to be found. Allan rode home with this panel under one arm, from south of Queanbeyan to O'Connor in north Canberra, a distance in excess of 30 miles (50 kms). When I think of that achievement, my mind goes to creating images of the impact of the wind and his handling of his bike with only one free hand. I was amazed when he rang to tell me of his discovery, and we subsequently



matched it up to the profile evident on the firewall. I collected this panel from Allan two days later, and unfortunately, this was the last piece of the car's bodywork to be discovered.

I had spent time during my years of ownership of this chassis seeking missing components, without success. I advertised in the UK and in Europe where I considered my prospects were greatest, but to no avail. Fellow member Martin McCarthy gave me a compatible tubular dipped front axle that would have ideally replaced the original, but there was still too much missing for the prospects of a restoration at the time. Some Spyker radiators were flat along the base and others fully round. The radiator sought for this car was of the latter type. Round radiators that I located in Australia and overseas turned out to be Hotchkiss, Delaunay-Belleville or Le Gui.



In late 1967 my wife and I were invited to spend a weekend with Lionel Erratt and family in Gunnedah and to take the opportunity to experience at first hand his 'Coonabarabran Spyker' following its restoration. This was a great opportunity which



Above and far left - The Spyker from the 1957 newspaper article (see part 1) that triggered Ian's passion. Sadly, like all the Spykers from Australia, this one left our shores and has resided in Holland for many decades now.

we were grateful to accept, and we photographed the car, rode in it, and exchanged information on early Spyker cars.

In the course of chasing parts, my quest unearthed the unexpected and unintended. Dutch enthusiasts made contact wishing to buy the remains that I had. For more than three years, I refused to entertain any sale. Even when I had a visit from a wealthy leading Dutch marine industrialist, and received an unsolicited staggering offer, I refused. Some people are stubborn, and he certainly was, but my enthusiasm fuelled my stubborn resolve to retain the car. I staunchly resisted to the point where my Dad told me I was looking the proverbial gift horse in the mouth, and that common sense surely told me to accept. Still I refused. I was tempted further by this person on more than a few occasions, for over four years. While I did not wish to part with such a rare car, it was apparent that I had pushed perhaps too far. I was eventually asked what it would take for me to part with the car's remains.

I thought that I could make the offers go away by suggesting that only an Edwardian Rolls-Royce Silver Ghost would tempt me. Curiously such a chassis, almost fully restored, turned up with a matter of weeks. This was advertised in the Sydney Morning Herald in November 1970. But while the offer on the Spyker was raised, it fell \$1,000 short of the price on the Ghost. At this point I had no choice but to capitulate. The car was sold, and I bought the Silver Ghost chassis with the help of a loan from my father who was delighted that I had come to my senses!

The Spyker was sold to Max Lips of Holland, and left Australia in November 1970. The great satisfactions that arose from the subsequent acquisition of the Silver Ghost chassis were later to sour, as the identity of the Ghost's true identity became apparent. That chassis, advertised as 1913 model (Chassis 2678), in time turned out to be a 1921 model, with a 1913 radiator, inlet manifold and carburettor and only the 2678 chassis plates. As I was both a veteran enthusiast and a purist, that car then clearly had to go. It too was sold.

The story of how our present 1910 Silver Ghost, Chassis 1404, was recovered and rebuilt is another chapter in my veteran motoring life. Thankfully this car is authentic, and has an exceptional internationally recognised significance in the annals of Rolls-Royce, and its ownership has long-since soothed the intensity of disappointment and frustration.



The assembled parts. Chassis now straightened by former member, Ross Millard, who owned a panel beating shop in Fyshwick.

So you will now be wondering what happened to the Spyker. I do wish I knew, but it is my understanding that upon Max Lips' death, his cars were sold. I believe that the remains of the Queanbeyan Spyker are in good hands, and awaiting acquisition of a full complement of missing original parts to enable to be rebuilt as an authentic car without any non-original parts.

The writer would be grateful to hear of any other Spyker cars known to have been in Australia in the pre-Great War period. Photos too, would be most welcome. Please email: eleanor.11@bigpond.com



Pre-31 Rally Orange 2017

Orange was predicted to be a warm weekend and it didn't disappoint.

The rally which totalled 99 pre-1930's vehicles registered, started on Friday the 5th of May in which we met at the Orange District Car Clubhouse for a delicious BBQ lunch. After lunch, we went for a short run around Orange which took us to the small town of Millthorpe, looking at the buildings and enjoying a coffee.

Saturday the 6th of May was our big rally day meeting at the Robin Hood Hotel for a public display on the grounds. The local news reporters were present and interviewed a few of the owners. WIN News did a lovely write up that illustrated the passion we all share for our cars.

The Saturday run started off with a trip to a small local school at Euchareena which only has a roll call list of five students, three of which come from the same family. This school has everything you can imagine and the lovely school P&C put on morning tea of scones, jam and cream. A raffle was also held with the winner donating the prize back to the students and school.

After morning tea, we continued through the country side of Orange for a drive through the main street of Molong. It appeared that a group of Bikers had stopped for coffee and enjoyed the old cars motoring down the street.

Our next stop was for lunch at the township of Manildra. There was a magnificent spread for lunch consisting of salads, meats with either a chocolate cake or carrot cake and beverages.

Once lunch had finished we went to the 'Amusu Theatre and Movie Poster Museum' which is still owned by the original family since the 1920's. A few short films were shown from the early twenties fitting into the weekends theme.

Dinner was held at the local RSL club which we were all very impressed with the food and service. During dinner, the awards ceremony was held where the Hogan family won the award for the best vintage car on display. The Hogan family accepted this award with pride and we are sure it takes top spot in the 'pool' room.

All members that attended this meet agreed it was a great weekend, we made new friends and enjoyed looking around the beautiful countryside and the Bean and the Hogan's Chev travelled very well.

The Edwardian - June 2017

The next pre-31 rally is yet to be confirmed but possibly may be held in Parkes in 2018. We will look forward to attending this rally.

Written by the Sturgess Family

Photos credit to the CHMC – The Council of Heritage Motor Clubs NSW Facebook page and website





The Bean on Main Street



Another veteran. Check out the very complete looking '27 Buick behind.



Another one. I'm pretty confident I know what it is...anyone like to have a guess?

May's club run

A very enjoyable day, but I'm afraid to tell you John and Vilay, it had nothing to do with your company, your lovely farm or even the glorious weather. We were quite simply there for one reason only...and given a picture is worth a thousand words, here is that picture...



Yes, the truth is we can't resist Vilay's home made sausage rolls, and as you can see, by the time I got to the oven, there were a fair few missing! The day was promoted as a 'hoist' day; a great idea, although I was the only one to take advantage of that. It was for this reason I took my recently acquired Fiat X19 (ex Trevor Couch). Being such a low beast I can't get underneath it, so to have a chance to put it in the air was too good to miss, but it did mean I didn't drive an oldie on the day though.

Only a couple of old cars turned up, but quite a few members in moderns attended. Wayne Young kept us amused with his latest toy, a drone with camera. This is quite an amazing piece of technology, which was quite at odds with the old cars we love so much. To see it hovering at 100 meters with absolute stability and produce crystal clear images on the hand held remote is incredible, although I did think the wedge tail that was circling nearby was ready to swoop and 'kill' this strange intruder into its domain.

Over several hours much good company and conversation was enjoyed by everyone, and many of the world's woes were solved. For those who didn't attend, you missed a treat. As usual we were lavished with the sort of hospitality and generosity that Signore Cadona and អ្នកស្រីៗ Phommaly are famous for. Thank you both.

Rick

Attendees – in oldies – Wayne and Sylvia, Roy Bendall. In not so oldies – Rick (Fiat), Wayne and Sandra (Austin Healy). In moderns – Bob Courtney, Geoff and Lyn Nicholas, Nick and Carol, Gerard and Marie, Darrell and Peter Leemhuis,



John's sheds as seen from Wayne's drone. The two red dots in the middle are my Fiat and the Smith A-H, while the two old cars can be seen on the right.



A low winter sun makes our members look 20 feet tall (well their shadows at least!)



Model T Ford and 60's truck complete rugged adventure in Australia's outback From ABC Mildura-Swan Hill



Two vintage vehicles have travelled on roads recommended for four-wheel-drive travel only in an outback trip spanning 4,000 kilometres.

The owners of a 1924 Model T Ford and a 1968 Austin truck have just returned from Birdsville, in south-west Queensland.

Norm Morgan and his cousin Phil Muir left Mildura, in north-west Victoria, just over a month ago.

Mr Morgan said the Model T had held up remarkably well given the challenging terrain.

Norm Morgan's Model T parked outside the Hattah Roadhouse in north-west Victoria.

"I never realised they were such a tough unit," he said.

"The thing was dancing sideways in the sand and the bulldust. It did it again in the mud when we got rained in at Birdsville.

"It got bashed around underneath with the corrugations and it just kept on ticking along, until the wheel fell off of course."

The duo was 80 kilometres from Innamincka when they struck trouble. They ended up spending the week in the town waiting for a car part to be delivered. "Once that part arrived, it took an hour and a half to fit it and we were back on the road again," Mr Morgan said.



Mr Muir's truck experienced distributor problems at Marree in South Australia, so it was transported to Copley for repairs, much to the amusement of Mr Morgan.

Rare sight gets plenty of attention

The sight of two vintage vehicles on the outback roads attracted plenty of interest.

"When we got to Birdsville they didn't believe we'd come," Mr Morgan said. "Walker's Crossing, it was closed to all bar four-wheel-drives under 3 tonne not towing, and they just couldn't accept that we'd done it."

Mr Morgan had to wait a week for a spare part to arrive after he lost a wheel near Innamincka in South Australia.



Mr Morgan heads to Birdsville via Walker's Crossing, despite the warning signs saying the road is only suitable for four-wheel-drives.

By the time Mr Morgan arrived home in Colbinabbin, in central Victoria, he had travelled 5,000 kilometres.

"I have to say it's the longest pub crawl I've ever done," he said.

It was a bumpy ride

After spending weeks sitting on a hard seat, Mr Morgan joked that shock absorbers would have been handy, but he would never modify his beloved Model T.

"No way known could I make changes. It's an original vehicle. Why would I want to degrade it by changing it?" he said.



Norm Morgan is breath-tested outside the Birdsville Hotel.

The car has no doors, and Mr Morgan said he felt close to nature on many occasions during the trip, but especially when kangaroos or emus would dart across the road.

The Model T does not have a radio, but the car purrs so loudly travelling at the top speed of 60 kilometres an hour that Mr Morgan would not have been able to hear it anyway.

As for whether the Model T Ford will go on another epic road trip, Mr Morgan is not ruling it out.

"We will very likely do another trip, maybe this time next year," he said.

after what we've done, I can't imagine many challenges will be too great."

"We'll weigh it up and see what the challenges are, but



MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 19 April 2017

Meeting Opened: 7.38pm.

Attendance: 18 Members, 6 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Rick McDonough, Seconded: Rob Woolley.

SECRETARY'S REPORT:

Correspondence In:

- Council of Heritage Motor Clubs – Agenda for AGM, May 2017 Albury –Wodonga.
- Council of Heritage Motor Clubs – Annual affiliation notice and registration census.
- Registration renewal notice – Club trailer.

Correspondence Out: Nil.

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

TREASURER'S REPORT

Balance reported.

Expenditure:

- Registration – Club trailer \$77.90.

- CHMC affiliation - \$76.

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

EDITOR'S REPORT

Rick thanked members for their contributions to the last newsletter.

MEMBERSHIP SECRETARY'S REPORT

Nil.

DATING OFFICER'S REPORT

Five applications for dating have been received. A set of dating application papers have been deposited with the Club library. Ian explained that the principal responsibility for providing dating evidence rests with the vehicle owner.

EVENTS REPORT

Next event is the National Trust open day on 22 April. The May event will be at John Cadona's property from 10am.

LIBRARIAN'S REPORT

Copies of *The Automobile* have now been bound. Only one issue is now missing.

REGISTRARS' REPORT

Rob reported business as usual – no on-line renewal problems reported. Operation of the new inspection station at Hume was discussed.

GENERAL BUSINESS

John Ahearn suggested that a percentage of annual subscriptions be quarantined for catering at Club events. The meeting agreed that this matter be given consideration with regard to current outgoings and again raised at the annual general meeting.

Tony tabled a submission made by the MG Car Club to the Council of ACT Motor Clubs review working group. A copy of this submission will be circulated to all members for their information.

Don present options for the Club's August presentation lunch. The meeting agreed on the Narrabundah restaurant at \$45 per head for two courses was satisfactory. A Club subsidy for this event will be considered.

Peter asked for advice on repair of a speedometer.

MEETING ACTIVITY

Nil.

Meeting Closed:

8.31pm.

MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 17 May 2017

Carol Nowak stood in for the Secretary.

Meeting Opened: 7.37pm

Attendance: 19 Members, 7 Apologies

Minutes of Last Meeting:

Accepted Moved: Gerard Frawley, Seconded: Peter Sturgess

Correspondence In:

- Information re the AGM for the Council Heritage Motor Clubs NSW to be held in Albury.
- Details of June run from Mary and Greg Spackman.
- Receipt from CHMC for 2017 affiliation fees.
- Letter from CAMS.
- Various magazines.

Correspondence Out:

- Affiliation fees (\$76) to the Council of Heritage Motor Clubs-NSW Inc.

Secretary's report accepted - Moved: Carol Nowak, Seconded: Peter Sturgess.

TREASURERS REPORT

Operating account balance recorded.

Five members paid their fees.

Robert Aernout paid 2 years fee for his advertisement in the Edwardian.

Accounts for Payment: Nil

Treasurers Report accepted – Moved: John Cadona, Seconded Gerard Frawley.

EDITORS REPORT

Rick mentioned that he is compiling the June magazine. Rob will email Rick the photos and a report of the April run to The Gungahlin Homestead. Rick mentioned that he will be printing part two of Ian's article on the Spyker.

EVENTS REPORT

John spoke about the upcoming run to his and Vilay's property on Sunday. The hoist can be used for under body inspection. There will be morning tea and a BBQ lunch.

MEMBERSHIP SECRETARY'S REPORT

Carol said that she will be sending out notice that fees will be due to be paid by the 30th June.

There are 61 members.

DATING OFFICER'S REPORT

Nil to report due to absence.

LIBRARIANS REPORT

Roy said there was nothing to report.

REGISTRARS REPORT

Barry said he didn't have anything to report.

Rob advised that he and Beth will be away July and August. Rob has registered various vehicles.

There was a small discussion re the electronic rego system and the general consensus was it was easier to renew rego the old way.

GENERAL BUSINESS

1. Carol read out the CAMS letter regarding affiliation plans with the organization. The fee for this offer is \$470.00 and it was agreed that we won't be taking up the offer to be affiliated with them.

2. Peter spoke about the pre 31 rally at Orange. There were around 100 vehicles at the rally. The tour took in a lot of small towns around the Orange district. Congratulations to the Hogan Family on the award for the best Vintage vehicle. An AX Renault won the best Veteran. If anyone would like to see photos of the tour they can go to the Council of Heritage Motor Clubs web site. Peter said that the 2018 rally will possibly be at Parkes. Confirmation will follow.

3. There was a discussion money being withdrawn from the investment account for Club functions. It was decided that this matter will be discussed in full at the AGM during General Business.

4. Gerard mentioned that he saw Wal. He still has his arm in a sling and he is looking forward to getting back to being able to drive again.

5. Darrell asked about the legal requirements if a person provided the Club with sponsorship. This matter may be discussed at a later date.

6. Geoff and Bob had Bob's BSA advance/retard tube with a lever on the end. The inner tube has seized and they asked for suggestions to free it. Rob suggested heating it up to rose red and see if that will free it. Other suggestions were also made

7. The June run has been set by Greg and Mary Spackman. It is a run to a Holden collector who lives in Kambah. Details will be sent to members prior to the next meeting.

8. Robert asked members how they found the polish that he is the distributor for in Australia. There was very positive feedback for Robert. This is the polish that was in the rally bags for the Goulburn Tour. We do have more tubes for sale if members need them.

MEETING ACTIVITY- Nil tonight

Meeting Closed: 8.18pm

The Club Calendar

June 21	Club meeting
June 25	Club Run (Greg and Mary Spackman – see below for details)
July 19	Club meeting
July 23	Club Run (Gerard Frawley - see below for details)
Aug 16	Club meeting (and AGM)
Aug 20	Trophy presentation day (Don Doering - see below for details)

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 24-30, 2017	National Veteran Vehicle Rally, Clare Valley, South Australia.
Mar 19-24, 2018	National 1&2 cyl Veteran Vehicle Rally, Deloraine and surrounding region, Tasmania.
Sep ?, 2018	National Veteran Vehicle Rally, proposed to be held in Forbes area, NSW.
?, 2019	National Veteran Vehicle Rally, Bundaberg, Queensland

VVCCA – ACT - EVENTS SCHEDULE September 2016 to August 2017

At the last 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,

<u>Month</u>	<u>Member to Organise</u>
23 rd October 2016	2015 National Rally Committee Run (Chris)
November 2016	Rick McDonough
December 2016 (breakfast run)	Chris & Simone Hogan
21 st 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 (Aus. Motoring Heritage Day - 14 th ?)	John Cadona
June 2017	Greg & Mary Spackman
July 2017	Gerard & Marie Frawley

EVENTS DETAILS

Sunday 25 June

Meet at the home of Harvey Miles at 10.30 am to view his collection of EJ and EH Holdens on display in his expansive workshop. He also has a collection of Holden memorabilia which would be of interest to any car enthusiast. Harvey's address is 30 Weavell Place, Kambah. There is plenty of parking space near his home. Then get together at noon for lunch or a cuppa at Farrside Café at the Isaac shops, Julia Flynn Avenue, Isaacs. This café opened very recently and has a warm and friendly vibe.

Sunday July 25

Meeting at the rear of the Australian War Memorial car park in Treloar Crescent at 10 am for refreshments. Please bring all you need for morning tea & something to share. As July is cold a 2 hour window to look through the Memorial is planned. If bringing your old car someone will keep an eye on it while you're inside. Lunch is bring your own for 12 noon at Garyowen Dr Black Mountain Peninsula. BBQ facilities available.

Sunday August 20

Presentation lunch. The Restaurant is booked exclusively for the car club at 12 noon for 12:30 on Sunday the 20th of August 17. The venue is 59 Boolimba Cres, (Narrabundah shops). **SEE our menu choice on page 21.** Children's food can be provided for at \$12.50 per child and apart from water all drinks are BYO including soft drinks. Bread is also included as a starter. For the provision of wine glasses there is a small charge of \$2 p.p. We need to collect numbers attending by August 3. Anyone accepting later can email Don from August 4 until the deadline on August 16 on doering.watson@bigpond.com



Wanted

Peugeot 5CV Type 172 for restoration. Would prefer 1923-24 narrow chassis wire wheeled version. However, everything considered, including subsequent disc wheeled versions up to 1928 (Types 172BC, 172R and 172M) – see photos.

As points of identification, these cars have semi enclosed punt-type chassis, a tiny fixed head engine of either 667 or 720cc and a three speed gearbox combined with a worm final drive.

A complete and unmolested car would be ideal but again, anything considered, including basket cases and bits. I am an experienced and rather fastidious restorer who needs a new project which will fit into my ever diminishing working space. Needless to say I also have a soft spot for Peugeots, with a recently completed 203 wagon.

All leads gratefully appreciated.

Tony Watson
(02) 62549203 any time.



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. 111 Rusden Road, Mount Riverview, NSW 2774 Price : \$ 16,000 ONO, Contact Trevor Couch 02 47394247 or 0431942718.

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

1930 Triumph Super 7 sports rolling chassis including all mechanical parts, Armstrong shock absorbers, wire wheels, hydraulic brakes and some spares for restoration. All parts are from the same car: Chassis: 14033, Engine: 14953, Gearbox: 14995 and rear axle: 14107. No bodywork but I can assist with photos, drawings with copies of spare parts and owners manuals. \$1,500 ono.

For sale: A steel framed work bench with a wooden top and shelf under in very good condition. Size: cm 220 long x 100 wide X 95 high. \$100.

Bob Courtney. 0417 252 878



d'browns

Entrée

Soup of the day

Calamari
Rock - salted

Tempura Prawns
Served with watermelon, mint & spanish onion

Mushrooms
Field and forest mushrooms with white wine
Parsley cream

Main Courses

Chicken Breast
Filled with brie, prosciutto and cranberry
Served with a white wine chive sauce

Lamb Shanks
Braised with red wine, orange, tomatoes, and balsamic vinegar served with garlic
mash

Eye Fillet
Char-grilled fillet with a classic pepper cream sauce

Atlantic Salmon
Crispy skinned, served with lemon butter and parsley sauce

Desserts

Sticky Date Pudding
Warm pudding with a traditional hot toffee sauce

Crème Caramel
Rich poached caramel with a toffee crust

Tartufo
Hard chocolate ice cream with honey, coconut nougat,
Hazelnuts served with raspberry
and cream

Profiteroles
Choux pastry filled with ice cream
topped with chocolate sauce

Veteran and Vintage Car Club ACT Inc
2017-18 Application for renewal of membership - Membership dues must
be paid by 30 June 2017

Member Details	
Membership Number:	
Surname:	
Given name:	
Spouse/Partners name:	
Postal address details	
Property Name:	
Number and road/street etc.:	
Suburb:	
State:	
Postcode:	
Contact details	
Home phone:	
Work phone:	
Mobile phone:	
Email address:	
Payment of membership fee	

Membership fees can be paid using either cash at Club meeting, cheque or direct debit into the Clubs St George Bank account BSB 112 908, A/c No 428 948 417 include your initials and surname.

Ensure that your concessional registered vehicles are listed on the accompanying form. All vehicles on CRS "V" plated and Historical "H" and "G" plated need to be listed. vehicles which are CRS plated "V", Historical "H" and "G" need to be listed.

**2017-18 Annual membership
fee with electronic magazine \$50.00**

**Post to: The Secretary - VVCC ACT Inc.
PO Box 3394, Manuka ACT
2603**

I/we have read and understood the Club Rules listed below and for the term of the membership period shown below, hereby acknowledge that the Club and these bodies with which the Club is affiliated have no responsibility for any damage or theft of machinery or possessions or any bodily injury sustained during the course of participating in Club events.

One of the conditions of having your vehicle on concessional registration by the ACT Government is that you are a financial member of a Club that is affiliate with the Council of Car Clubs. The VVCC ACT Inc financial year ends on the 30 June. Any member who is un-financial the ACT Government will deem that their Concessional Registered Vehicles are unregistered and not covered by 3rd party. It is your responsibility to ensure that you are a financial member of the Club.

Signed	
Date	

Veteran and Vintage Car Club ACT Inc 2017

Members concessional registered vehicles on CRS "V" plated and Historical "H" and "G" plated vehicles and unregistered vehicles

Members name & Number:					
Registration Number	Year of manufacture	Make of vehicle	Model	Colour of vehicle	Condition
Condition Legend; R =Restored; UR = Under Restoration; O = Original; TBR = to be restored					

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