



Office Bearers 2017 - 18

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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

Vale: John (Johnny / Johnnie) Downes (1928-2017)



Our small and close-knit club has lost one of its much-loved long time members. John Thomas Downes joined our Veteran Car Club (as it was originally), on 17 April, 1968. John and his lovely wife Shirley were immediate neighbours of Roy Wheeler in Ainslie, and John was enthusiastic about Roy's eccentric hobby of collecting old motor cars. He had been toying with the idea for a few years prior to joining the club, and I believe it was in 1964 or 1965 that I first met all of the Downes family.

Roy had collected a 1917 Studebaker, numerous Model T Ford parts, and two Edwardian Daimlers, but did have a delightful Model A Ford Roadster that he drove daily to work. It was my enthusiasm for the Model A Fords and the Edwardian cars that brought me into contact with Roy and Enid.

John soon decided that he should get on the bandwagon and he and Shirley looked around until they eventually found and brought home a jumbled trailer load of Model T Ford components, that eventuated in becoming the family's beloved and delightful 1917 Tourer.

John and Shirley met, married and settled down to a life of married bliss in Captain's Flat where John worked in the machinery workshops of the Captains Flat Mine.



As a teacher at Dickson High School in the 1960s and until 1970, I came into contact with the Wheeler and Downes children, and followed their lives for many years, watching them grow up into young adults and beyond. I taught Judy back then, and Kathy was usually only a short step or two behind her.

John was of quiet personality. An extraordinarily skilled man on so many fronts. His 1917 Model T restoration showed us all his dedication to authenticity. It is an image straight from the catalogues of the day. And perfectly black. One little blemish only, and so easily done. The car flipped over when in Queanbeyan if I recall correctly, with the front axle back to front. No real damage done, just embarrassing, but many have made that mistake.

John was skilled with his machining. He loved to tinker, and to help others. His home garage workshop was the epitome of the man-cave. One of the first, and one of the best! I note recently that a retailer in Fyshwick is using a J.D. expression in advertising that I'm sure was invented by Johnny D. 'I have something for that!' Little treasures accumulated over a lifetime were tucked away in tins, cardboard and wooden boxes, plastic ice-cream containers and the like. When I was seeking a long speedometer cable, as mine is driven off the rear of the tailshaft, John said 'No problem. I have something for that!' And a direct instant hit upon an item hanging on the wall for over 50 years, revealed a superb heavy-duty N.O.S. brass cable from an army tank. 'How many would you need?' he asked. He had two of them.

John would spend time with anyone to think through a problem. His was a very active and knowledgeable mind. And we all know just how he later turned his attention to clocks, the older the better. Condition was immaterial. He did many little jobs over time for me, and was delighted to be rewarded with clocks. But it was teamwork, for Shirley and John were a perfect team, especially in all they did with clocks. It was just superb to see clocks emerge from what to others was scrap. Shirley researched the old clock catalogues, while John tinkered. She made wooden items that were missing, carving, sanding and polishing.

John was truly a gentle man, as well as a gentleman. Quiet and unassuming, but a 'go-to' man for many of us.

We will all really miss you John. None more so than your family. To Shirley, Judy and Kathy and the wider family, we extend our deepest condolences at this difficult time. May you rest in peace.

Ian



Editorial



It's sad to start off with the news of the passing of a respected member. John Downes was an absolute gentleman in every sense of the word. One of the last times he had the '17 T Model out was when we did the kids rides at the GG's Christmas party. It must have been about 9 or 10 years ago. At the end of the day, as we were having a refreshing frothy drink, courtesy of the GG's staff, we were all comparing notes on how the day went. John told me, with great amusement, how one little girl hopped in the front of the T Model and looked up at him and, before he'd had a chance to take off, asked him in a very serious manner, "Are you sure you can drive this car?" John replied in the affirmative, to which another serious question came straight back, "How long have you been driving"?! John reassured his tiny passenger that he'd been driving "a fair while", so she could rest assured she was in safe hands. We both had a great chuckle over that one. RIP John.

One of the most satisfying things about being the Editor is when you get feedback from members re a memory that an article triggers. In the last Edwardian I put in a piece on the old concrete bridge at Hilar Ck that has always fascinated me whenever I've passed it (part of the old Hume Highway up until 1983). One member immediately contacted me about a memorable experience on that bridge 40 years ago. Travelling south in his then brand new 1976 Ford Fairmont, and with fellow members Wayne Aberdeen and Alan Carpenter on board on the way to a swap meet, he met a lone poor stray young sheep right there on the bridge. With nowhere for either he or our woolly friend to go, he collected poor lambie-pie at 100 kph. As it was about 4.30 or 5 am, and dark, when he hit the lamb so they didn't stop until further south, when the sun started coming up, to check the damage. When they did there were lamb cutlets (and much wool) hanging off the tailpipe, and the unmistakable delicious smell of barbequed prime fresh meat. Can anyone top that story?



Another article from the August newsletter was the one on asbestos and the implications that the way the Government is dealing with it has for our hobby. In that article I briefly mentioned the bitter (and costly) experience of someone who recently imported a Mustang from the USA. Thanks to Rob Woolley, I reproduce an article that gives more detail on this particular experience and just goes to show how bureaucracy can run mad. Let's not forget – this asbestos nonsense also applies to the export of cars too, not just those coming into the country. It will be a costly exercise for anyone trying to buy an old car out of Australia. As far as imports go, you can kiss goodbye any chance of overseas enthusiasts bringing cars out here for major rallies.

And in another instance of bureaucracy gone mad, I hear the Veteran Motor Car Club of America changed its name earlier this year. Because the Yanks call anyone who's ever served more than a day in the armed forces "a veteran", the membership of the VMCCA voted to change their name to the Vintage Motor Car Club of America. This was done to reduce the confusion that many felt between their car club and military veteran's organisations. Only in America!

In this month's 'From the Archives', I had to smile at the reference about the club Gestetner being no good. The Editor of that time has my complete sympathy. For those who don't know what a Gestetner is, I can only describe it as a mediaeval piece of torture equipment that is a cross between an old wringer washing machine and a poker machine. They are evil things designed to put more ink over the operator than the paper – and let's not even talk about the stencils that had to be laboriously typed up and then very carefully laid over the rotating drum - the very same stencils that quite often got torn before you'd cranked out enough of that particular page. Yes, as you can probably tell, I have had first hand bitter experience of one of these monsters. It was a relief when the club I was in at the time was flush enough to eventually ditch the b#### of a thing and buy a fairly basic example of a photocopier to replace it. It certainly made being the editor a lot less stressful!

And here's one for the Model T Buffs (courtesy of Ian Irwin). If you call up **Daily Mail 104 year old footage**, you'll find a 34 second original film footage of an historic hill climb. Really shows what a great car the T was.

Till next time

Happy Restoring

Rick



THE STORY OF OUR REFURBISHED CYLINDER HEAD by Greg and Mary Spackman

After many years our 1923 Talbot Darracq was finally fully restored in 2013 and it had club registration. We had started taking our car to club events again when we discovered a major problem with the cylinder head. It had totally failed.

My first step was to take the cylinder head out to a repair service in Queanbeyan. They tried to repair the multiple leaks but unfortunately were not successful. I then decided that I would draft a pattern myself. It was a time consuming and expensive process. I took the pattern to a foundry in Wagga but they were not prepared to take on the job. By this time I had come to the realisation that it was not possible to repair it. We had also advertised and searched for a compatible cylinder head both in Australia and overseas without any success. It was a frustrating time for me but I knew somewhere, somehow we would find a replacement.

On 23 April this year, I received an email from Tony Watson saying: "Hi Greg, Just noticed this on Ebay. Any use to you?" I looked at the Ebay photos and was quite excited about what I saw but I didn't want to get my hopes up. The more I looked at the bundle of parts lying on the ground, the more I thought that I could adapt this cylinder head to my car. We put in a substantial bid for the parts as I had recognised them as later Darracq model type DD from 1925. Much to our surprise and relief we were the successful bidder. The parts were in Melbourne so we travelled down there and met up with the seller Andrew Brand who was clearing out his parents' house because they had moved into a retirement village. Coincidentally, Andrew's father is well known to our club member John Ahearn and is a T Ford man. He had found these parts in Victoria in 1961 when looking for early car parts. He had no idea what they were and had made numerous enquiries about them. He finally found out what they were in 2016 and realised that this was quite a rare find.



The parts were composed of an engine cylinder head and an intake and exhaust manifold. I was 99% sure that I could adapt this head to my vehicle. I restored and refurbished the parts and then took the head to Phillip Head Service who fitted new valves and crack tested and pressure tested it. I fitted it to the car and, after making a number of small modifications to get everything to fit, it tested and ran well.

So we are back on the road again after our find of the decade!!

From the Archives

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

October 1967 –

General – The club hosted 9 visiting members of the Horseless Carriage Club of America. They met them at the airport and took them on sights of the city, War Memorial and the Mint. They then had a club dinner with them at the Carlton lounge of the Ainslie Rex hotel.

- 6 veterans went to the Cootamundra Wattle Festival. The procession included a drive past of the state governor, Sir Rodan Cutler.
- 36 members were present at the meeting. *Don Bushnell to print the newsletter as Gestetener is u/s.*



THE EDWARDIAN

PAGE 6.

SEPTEMBER, 1967.

Notes From a Happier Land.

Maclean is a small town on the Clarence River, 30 miles from Grafton, on the far north coast of N.S.W. It is seven years since the youth of that district were blessed with my presence at Maclean High School. At this time of the year the town is bathed in sunshine, surrounded by sugar cane and radiating warmth, joy, peace and prosperity. So I spent a fortnight at Broome's Head, near Maclean.

A higher authority had made it clear that this was not primarily a veteran car trip, so I spent most of the time fishing and sunbaking and surfing. I even tried out a surfboard and I am now a confirmed body surfer.

However, habit dies hard and I could not resist walling in at the Car Boneyard (the Battler's friend) at Grafton. I managed to get past the office into the sheds and was interested to see some vintage radiators Packard, Ford T and Peugeot. I also found an old box of hub-caps and added to my collection of pre 1930 caps by about 5 makes. (All contributions gratefully received.)

Maclean is famous for its Miss Boden. She is the lady who owns the 1914 Talbot ... the one in the shed that has the big tree in front of it. I had talked with her when at Maclean some years ago and even then she had been pestered by would-be buyers. The car had been bought by her father and had done a small mileage when he died. She decided she would keep the car and had a man clean it regularly until about 1929. About that time the shed was locked and no-one has been in since. This time I respected her obvious wish for privacy but did manage to talk to an old-timer who remembered the car well. It was red in colour and very carefully looked after. It had the full complement of lights and equipment. I was told that in recent years more and more have tried to get her to sell. ~~It~~ It is reported that Gilltraps offered \$1600.

Living right next door is a young man named Ken McKeown a member of the V.C.C. of N.S.W. He is restoring a 1914 Hotchkiss but has, in addition, several vintage Morrisises and Austins, plus great quantities of horse and buggy gear and a goodly collection of lights. He found a pair of self-generating lights and a magnificent bulb horn in an old building that I drove past every day when I lived there. I am still sore from where I have been kicking myself.

Under an ancient stone house, just as I remembered, was the frame of an early Harley Davidson. A Miller gas light was attached and it seemed quite willing to come with me ... which it did. I had a happy re-union with a former pupil, sitting under his house admiring a 1928 Harley Twin. This model had twin headlights and is a handsome beast. The bike was in beautiful order, absolutely complete and original. He told me of an engine and chassis of a 1916 car on nearby Woodford Island, but I did not get the chance to follow this up.

The farms along the road to Broome's Head yielded bits

THE EDWARDIAN

PAGE 7.

SEPTEMBER, 1967

and pieces. Two rusty radiators (shells) wanting someone to care for their badges, another hub cap, a bonnet clip I needed for my Studebaker and some kick plates. One old gentleman proudly showed me the bonnet of the first truck to come to the district, the date suggested was 1908. I also collected a brass framed windscreen for my other A model.

On the Yamba Road, at a place called Palmer's Island lives an old friend and in his yard is an old utility. It is a 1928 model and he drove it 200,000 (yes, 200 thousand) miles and the only work done on it was a valve grind and it never failed to bring him home. A Ford of course.

R.W. Wheeler.

Club Trophy Presentation Lunch

By Don Doering

After considering various options over the previous few meetings, it was agreed to accept Damien's offer to open his restaurant "D'Browes" at Narrabundah exclusively for our club to hold the annual presentation of Trophies lunch.

All 27 of us were very well looked after by mine host, his wife and their staff. Conversation was lively before sitting down to eat, continued over lunch and afterwards outside the restaurant. We started with Italian damper style bread and olive oil dipping dishes and of course with the byo drinks. Everyone was able to choose 2 or 3 courses from the menu as previously published and a couple of specials prepared by the chef on the day.

We all enjoyed the food very much. After the main course President Darrel, ably assisted by editor Rick, presented the years trophies.

The Wheeler-Rees Shield was won by Glen Robinson

The Murdoch McDonald Trophy for most outings was won by Wayne Young.

The Incentive Trophy for most outings in a post veteran car was won by Bob Courtney.

The Trophy for best Edwardian dress was won by Tony and Trudy Watson & Rob and Beth Woolley.

The Peter Eric Doering Memorial Trophy for best post veteran restoration was awarded to Wayne Smith.

The Frank and Beat Lockley Memorial Trophy for best club member was awarded to Tony Watson.

The Graham Benedick Trophy for furthest travel in a veteran was awarded to Rob and Beth Woolley.

The Vintage touring Trophy for the most driven vintage car awarded to the Hogan family.

In attendance were: John Cadona and Vilay Phommaly and Johns Mum Jane Cadona, Bob Courtney, Don and Beverley Doering, Roger Gottlob, Ian and Ida Irwin, Darrell and Kristie Leemhuis and children Brody and Bridget, Rick and Shirley McDonough, John Madden, Geoff and Lynne Nicholas, Nick and Carol Nowak, Barry Roberts, Kingsley and Cynthia Southwell, Greg and Mary Spackman and Tony and Trudy Watson.

Tony and Trudy were the only ones arriving in a non-modern vehicle.

NOTE - to expedite the payment of the bill on the day, El President, Darrel, put the balance of the bill (after the club contribution) on his credit card. Most people have fixed Darrell up for their share, but if you're one of the few who haven't can you please do so asap? (costs were \$45 pp for 2 courses or \$55 for 3 courses plus \$ 2 corkage - less the clubs subsidy of \$ 10 pp of course.)



Trophy History and Recipients for '16-'17

WHEELER-REES SHIELD

This trophy was presented to the club by Des and Cath Rees in appreciation of the use of veteran cars for a family wedding. The trophy is awarded for the best restoration of a Veteran Vehicle. If no such vehicle is eligible, the trophy may be awarded to the best re-restored vehicle or to a member who has significantly assisted a fellow member with restoration. This year's awardee is: Glen Robinson - 1915 T Ford. Glen's car is not quite finished but very near.

MURDOCH McDONALD TROPHY

This trophy was presented to the club by our late foundation member, Murdoch McDonald and his wife Aileen. The trophy is awarded to the club member who has attended the most club outings in a veteran or vintage vehicle. This year's awardee is: Wayne Young, 1930 Ford

INCENTIVE TROPHY

This trophy is awarded to the club member who has attended the most outings in a post vintage/modern vehicle. This year's awardee is: Bob Courtney.

EDWARDIAN TROPHY

This trophy was donated by club members Rob and Beth Woolley and is awarded to the member, couple or family who are judged to be most appropriately dressed in Period Costume at the club's Edwardian event. This year's awardees are: Tony & Trudy Watson (1925 Dodge) and Rob & Beth Woolley (1909 Renault). Shared award.

PETER ERIC DOERING MEMORIAL SHIELD

This trophy was donated by the Doering family in memory of their son and our fellow member, Peter. This trophy is awarded to the best restoration of a Vintage Vehicle. This year's awardee is: Wayne Smith - 1924 Cottin et Desgouttes. Wayne's car is not quite finished but near.

MOTOR SKILLS TROPHY

This trophy was presented to the club by members Ian Irwin and Barry Roberts, and is awarded to the winner of the motor skills day. At this annual event, the driver has to display skills in manoeuvring the vehicle and other feats of daring (in a controlled environment of course!) This year the Club did not hold a motor skills day so no trophy was awarded

FRANK AND BEAT LOCKLEY MEMORIAL TROPHY

This trophy was presented by the Capital Seven Car Club in memory of members Frank and Beat Lockley who were killed in a modern car accident. The trophy is awarded to the member who has given outstanding service to the club over the past year. This year's awardee is: Tony Watson

GRAHAM BENNEDICK SHIELD

This trophy was presented by Club member Graham Bennedick and is awarded to the member that has driven the furthest distance throughout the year in their Veteran car. This year's awardee is: Rob and Beth Woolley, 1909 Renault.

VINTAGE TOURING TROPHY

This trophy was presented by Club members Peter and Chris Templer, now living in SA, and is awarded to the member that has driven the furthest distance throughout the year in their Vintage car
This year's awardee is: Chris and Simone Hogan 1928 Chev.

Guest speaker at our October meeting

Our guest speaker for the next meeting promises to be very interesting. Our very own member, Roger Gottlob, worked as part of the team that searched for missing Malaysian Airlines flight MH370. Roger will give a presentation on his involvement and will offer a unique perspective on this sad, but mysterious event.



9M-MRO, the aircraft that disappeared, photographed in 2011

"The death of the internal combustion engine" featured in *Economist Magazine*.

It had a good run. But the end is in sight for the machine that changed the world. Aug 12th 2017

"HUMAN inventiveness...has still not found a mechanical process to replace horses as the propulsion for vehicles," lamented *Le Petit Journal*, a French newspaper, in December 1893. Its answer was to organise the Paris-Rouen race for horseless carriages, held the following July. The 102 entrants included vehicles powered by steam, petrol, electricity, compressed air and hydraulics.

Only 21 qualified for the 126km (78-mile) race, which attracted huge crowds. The clear winner was the internal combustion engine. Over the next century it would go on to power industry and change the world.

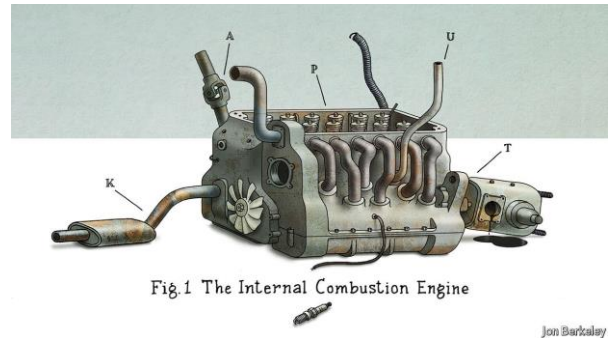


Fig.1 The Internal Combustion Engine

But its days are numbered. Rapid gains in battery technology favour electric motors instead. In Paris in 1894 not a single electric car made it to the starting line, partly because they needed battery-replacement stations every 30km or so. Today's electric cars, powered by lithium-ion batteries, can do much better. The Chevy Bolt has a range of 383km; Tesla fans recently drove a Model S more than 1,000km on a single charge. UBS, a bank, reckons the "total cost of ownership" of an electric car will reach parity with a petrol one next year—albeit at a loss to its manufacturer. It optimistically predicts electric vehicles will make up 14% of global car sales by 2025, up from 1% today. Others have more modest forecasts, but are hurriedly revising them upwards as batteries get cheaper and better—the cost per kilowatt-hour has fallen from \$1,000 in 2010 to \$130-200 today. Regulations are tightening, too. Last month Britain joined a lengthening list of electric-only countries, saying that all new cars must be zero-emission by 2050.

The shift from fuel and pistons to batteries and electric motors is unlikely to take that long. The first death rattles of the internal combustion engine are already reverberating around the world—and many of the consequences will be welcome.

To gauge what lies ahead, think how the internal combustion engine has shaped modern life. The rich world was rebuilt for motor vehicles, with huge investments in road networks and the invention of suburbia, along with shopping malls and drive-through restaurants. Roughly 85% of American workers commute by car. Automotive manufacturing was also a generator of economic development and the expansion of the middle class, in post-war America and elsewhere. There are now about 1bn cars on the road, almost all powered by fossil fuels. Though most of them sit idle, America's car and lorry engines can produce ten times as much energy as its power stations. The internal combustion engine is the mightiest motor in history.

But electrification has thrown the car industry into turmoil. Its best brands are founded on their engineering heritage—especially in Germany. Compared with existing vehicles, electric cars are much simpler and have fewer parts; they are more like computers on wheels. That means they need fewer people to assemble them and fewer subsidiary systems from specialist suppliers. Auto workers at factories that do not make electric cars are worried that they could be for the chop. With less to go wrong, the market for maintenance and spare parts will shrink. While today's carmakers grapple with their costly legacy of old factories and swollen workforces, new entrants will be unencumbered. Premium brands may be able to stand out through styling and handling, but low-margin, mass-market carmakers will have to compete chiefly on cost.

Assuming, of course, that people want to own cars at all. Electric propulsion, along with ride-hailing and self-driving technology, could mean that ownership is largely replaced by "transport as a service", in which fleets of cars offer rides on demand. On the most extreme estimates, that could shrink the industry by as much as 90%.

Lots of shared, self-driving electric cars would let cities replace car parks (up to 24% of the area in some places) with new housing, and let people commute from far away as they sleep—suburbanisation in reverse. Even without a shift to safe, self-driving vehicles, electric propulsion will offer enormous environmental and health benefits. Charging car batteries from central power stations is more efficient than burning fuel in separate engines. Existing electric cars reduce carbon emissions by 54% compared with petrol-powered ones, according to America's National Resources Defence Council. That figure will rise as electric cars become more efficient and grid-generation becomes greener. Local air pollution will fall, too. The World Health Organisation says that it is the single largest environmental health risk, with outdoor air pollution contributing to 3.7m deaths a year. One study found that car emissions kill 53,000 Americans each year, against 34,000 who die in traffic accidents.

Autos and autocracies

And then there is oil. Roughly two-thirds of oil consumption in America is on the roads, and a fair amount of the rest uses up the by-products of refining crude oil to make petrol and diesel. The oil industry is divided about when to expect peak demand; Royal Dutch Shell says that it could be little more than a decade away. The prospect will weigh on prices long before then. Because nobody wants to be left with useless oil in the ground, there will be a dearth of new investment, especially in new, high-cost areas such as the Arctic. By contrast, producers such as Saudi Arabia, with vast reserves that can be tapped cheaply, will be under pressure to get pumping before it is too late: the Middle East will still matter, but a lot less than it did. Although there will still be a market for natural gas, which will help generate power for all those electric cars, volatile oil prices will strain countries that depend on hydrocarbon revenues to fill the national coffers. When volumes fall, the adjustment will be fraught, particularly where the struggle for power has long been about controlling oil wealth. In countries such as Angola and Nigeria where oil has often been a curse, the diffusion of economic clout may bring immense benefits.

Meanwhile, a scramble for lithium is under way. The price of lithium carbonate has risen from \$4,000 a tonne in 2011 to more than \$14,000. Demand for cobalt and rare-earth elements for electric motors is also soaring. Lithium is used not just to power cars: utilities want giant batteries to store energy when demand is slack and release it as it peaks. Will all this make lithium-rich Chile the new Saudi Arabia? Not exactly, because electric cars do not consume it; old lithium-ion batteries from cars can be reused in power grids, and then recycled.

The internal combustion engine has had a good run—and could still dominate shipping and aviation for decades to come. But on land electric motors will soon offer freedom and convenience more cheaply and cleanly. As the switch to electric cars reverses the trend in the rich world towards falling electricity consumption, policymakers will need to help, by ensuring that there is enough generating capacity—in spite of many countries' broken system of regulation. They may need to be the midwives to new rules and standards for public recharging stations, and the recycling of batteries, rare-earth motors and other components in "urban mines". And they will have to cope with the turmoil as old factory jobs disappear.

Driverless electric cars in the 21st century are likely to improve the world in profound and unexpected ways, just as vehicles powered by internal combustion engines did in the 20th. But it will be a bumpy road. Buckle up.



No – not a T Ford, but something similarly agricultural!

Michael Sheehan's Ferraris-online.com Article

Australia, Asbestos and Collector Cars

As appeared in:

Online Exclusive—July 15, 2017 issue

Sheehan-Online

by Michael Sheehan



Our story begins in 2003 when the Australian government issued a zero-tolerance ban on any and all asbestos products, aimed mainly at imported Chinese drywall, a problem America also faced at the time. Fast forward to March 6, 2017 when, without prior warning to Shipping and Customs agents, let alone to owners, the Australian Border Force (ABF) began randomly testing all imported collector cars for asbestos, without any industry consultation, procedures or practices in place. One of our clients had two cars already en-route to Australia and so had no choice but to comply. One was a 1966 Shelby Mustang 350 GT and the second a stock 1966 Mustang donor-car, found together as "barn finds" and imported into Australia for restoration.

Making rules on the run

Inspectors were picked from an ABF approved list of asbestos assessors, none of whom had collector car experience since this was an all-new process. An ABF officer and a representative of the customs brokers also had to be in attendance while the owner/importer was required to provide two mechanics, tools, a floor jack, jack stands, safety clothing and masks. All five charged by the hour, with the work being done at the customs wharf.

The inspection of the Mustangs took a full 8-hour day times five people. The front brake pads, rear brake shoes, exhaust manifold and exhaust pipe gaskets from both cars plus the add-on A/C compressor from the stock Mustang were all taken for inspection. Some of the sealer from inside the wheel wells, around the firewall and the caulking around the windshield were also removed for testing. Additionally, samples were cut from the headliner material, the door frame inner padding, the hood scoop, the brake air ducts, the windshield washer bag and sample sections were cut from the wiring loom. As the 350 GT was pushed onto a hoist the ribbed aluminium oil pan fins were damaged. The pleas of both mechanics to cease the destructive sample-taking were ignored by the inspector, the customs agent and the ABF officer. As the day wound down the inspector recommended the removal of the engine and transmission for disassembly and removal of the front fenders and doors for further examination. Because of that day's interpretation of the regulations, the owner was not allowed to be at the inspection.



Moving to plan “B”

During & after the destructive first inspection, endless e-mails and calls between the customs broker and the ABF, the owner was able to get both mustangs taken to a well-respected exotic car sales and service center in Sydney. ABF required both a removal expert and an assessor to supervise the work, a hygienist to test the air for asbestos (how could I make this up) and two mechanics in space suits, all to remove a clutch. The caulking around the windshield, firewall and inner wheel wells was also removed but reason prevailed and so the engines were not disassembled. Both cars were then released to the owner.



Total time was two months. Costs including the two removal experts, two assessors, two mechanics, (twice) the hygienist, plus the asbestos lab analyses and bulk sample report was approximately \$15,000, not including the damage and cost to replace the seized parts on both cars plus the possibility of fines for non-compliance.

Meanwhile, across the continent

Meanwhile, in Perth, on the other side of Australia, an enthusiast with a DKW obsession imported a rare 1953 DKW F89, a two cylinder, 23 hp, 684 cc post-war Germany econo-car built from 1950-54 and based on a pre-war design. Although 60,000 DKW F89s were built, most were scrapped as the German economy recovered and much better cars came to market. DKW was acquired by Mercedes in 1957, sold to Volkswagen-Audi in 1964 and DKW ceased to exist.

The DKW in question was sold new into Portugal, was complete, relatively rust free and at \$7,000 Aus (\$5,400 USD) was a very affordable and unique collector car. As the third collector car to be inspected and the first in the Perth area, the owner was lucky. The asbestos inspector was both reasonable and horrified by the tale of the two Mustangs imported into Sydney, which had quickly gone through the collector car community. The initial inspection found asbestos in the rear brakes, the head and manifold gaskets and the under-coating in the wheel wells. The car was immediately impounded and the real problems began.

ABF again changes the rules

The owner requested that he and a mechanic remove the offending material, but this was rejected by the ABF as they were not “authorized” to enter the “secure” dockside area. ABF insisted on a professional asbestos remover, but none had vintage car experience. The owner next asked to attend with the chosen asbestos remover but was again denied access to his car. A week later ABF agreed to the owner’s request to have his mechanic remove the asbestos, but after completing the paperwork, permits and an inspection time, ABF decided that removing the parts in the storage depot might be unsafe and the permit was cancelled.

ABF first declined and then approved transport to Classic Gasoline, a collector car service center in Perth. ABF then again changed their mind and advised the car could only be moved to a certified asbestos removal center. After realizing there was no certified asbestos removal center that could do the work, ABF relented and permitted the car to be moved to Classic Gasoline. Paperwork recommenced, but at the last-minute Quarantine intervened, advising that the DKW could only be moved after it had been spray cleaned, but that it could only be spray cleaned after the asbestos was removed. As the owner wrote, “Catch 22 meets Franz Kafka”.

Back to plan “A”

Everyone agreed to go back to plan “A”, a removal time was again booked only to have someone at ABF again demand the work be done by an asbestos specialist. After yet more calls, e-mails and negotiations it was finally agreed that ABF, the original inspector, two mechanics from Classic Gasoline and the owner would inspect the car, agree to the work to be done and the owner and mechanics would then be allowed to complete the work at dockside. Thanks to the DKW’s small engine, it was lifted out without a hoist for disassembly. After even more

paperwork, ABF certified the removed parts and arranged their seizure and destruction. The additional storage fees were \$3,000, the mechanics charged \$1,500 and the shipping agents were another \$1,500 plus the cost of finding and replacing the seized parts, so almost equal to the original \$7,000 purchase price. The local ABF did not issue any fines for the non-compliant parts.

The good news is that most new cars, world-wide, were asbestos free by 1999, but the bad news is that virtually all cars built before 1999 have asbestos-based components. All imported cars must obtain an asbestos test for their vehicles BEFORE they are shipped to Australia, but few countries have certified collector car asbestos inspectors. If asbestos is identified, it must be removed before the vehicle is shipped and owners must confirm the vehicle is asbestos free. The ABF doesn't have the time, space and manpower to inspect every car, but no-one should take the risk of being caught up in the costs and damage of a random inspection, the possible seizure and destruction of the car plus the reality of fines because the seized parts were not zero asbestos compliant.



The Australian Imported Motor Vehicle Industry Association is lobbying the ABF to standardize a consistent inspection regime, but the extra red tape, inspection costs and uncertainty have slowed imports to a crawl. Additionally, the new rules apply to imports AND exports, which will be another yet-to-be-defined learning curve!

All of this should be a warning of future potential problems for the collector car community. If there's a way to go overboard on regulations, the government, any government, seems to find a way to make life overtly complicated. While Australia is currently the epicenter of Monty-Pythesque import (and export) restrictions, others will follow. China, for instance, simply forbids the import of classic cars, Norway wants to eliminate ALL (new and used) petrol and diesel powered cars by 2025, while India and Germany want to eliminate all new petrol and diesel cars by 2030 and France by 2040. Our children will live in a very different world.

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THE THIRTIETH GREAT CANBERRA SWAP MEET SUNDAY 5 NOVEMBER 2017 7am to 2pm

WHAT	Parts and accessories for old & new cars, motorbikes & engines, automobilia, books, tools, models, antiques & collectables, toys and crafts etc. Spring clean the garage and set up a stall, be early for the bargains or just bring along the family for a day out. Club and trade displays welcome.
WHERE	Exhibition Park In Canberra (EPIC), Northbourne Ave entrance, (In Fitzroy & Mallee Pavilions at north end, behind Caltex servo)
SITES	150 indoor sites 3M x 3M (some with power). \$20 per site (includes entry for 1) - bookings essential. 200+ outdoor sites 5M x 5M, \$15 per site (includes entry for 1) - no bookings. Set up from 12.00 mid-day to 7.00pm Saturday 4 November or 6am Sunday 5 November. (Set-up is strictly Saturday & Sunday only)
ADMISSION	Adults \$4, children U12 free
PARKING	Ample free parking available
FOOD	Hot food and refreshments available Sunday on site.
BOOKINGS	For bookings and additional information Email: 2017swapmeet@vvcmmc.org Phone: 0428 697105 (ah) Or write to: The Swap Meet Organiser VV&CMCC ACT Inc PO Box 3127 Manuka ACT 2603
ORGANISED BY	The Veteran Vintage and Classic Motorcycle Club ACT Inc

NEWS

Graham Burgess restored his 1929 Austin 7 car and is driving it across the Nullarbor. (ABC News)

By age 76, most people have started to slow down to enjoy their twilight years.

But for Lake Macquarie man Graham Burgess, that prospect is not on his agenda. Mr Burgess has lived a life full of adventure, pushing himself to visit some of the world's most exotic and challenging environments.

In the coming weeks, he will tick another daredevil experience off his list. Mr Burgess will pack his bag, jump into his restored 1929 Austin 7 car, and set off across the continent, driving the famous Nullarbor Plain. Mr Burgess restored the car from its rusting state.



His chosen chariot has come a long way from the rusting scrap metal shell he bought in Adelaide in 2014. "Having pulled a trailer 1,800km to Adelaide, it didn't seem right to pull the trailer home again empty," he said. "I bought the scrap and brought it home." Three months later, the car had been reborn, resplendent with glossy red panels, and a neatly upholstered interior. "It was like a new car; it was as good as it drove the day it came out of the factory," Mr Burgess said. "The one thing about this little motor car is that it makes everybody smile. "Every little kid in town has had a ride in this car, and the old ladies all like to sit in it and say to me, 'I went on my honeymoon in one of these cars' — and they're very elderly ladies to be able to say that."



Mr Burgess said the trip would take him six days. The Nullarbor Plain is four times as large as Belgium, and the road traversing it stretches over 1,000km. Last year Mr Burgess walked the road pulling a hand-made billy cart.



"I thought if I could walk across it, I can drive my little car back the other way," he said.

"I'm only doing it simply for an adventure, and because I can.

"We don't see any difficulties in [regards to safety] because there's so little traffic on the Nullarbor. Sometimes it's half an hour, three-quarters of an hour between vehicles. They can see you a long way off because it's a long, long, straight road."

Mr Burgess is planning to do the trip in six days, and will have his trekking partner Elaine Taylor following in a support car.

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

17 August 2017

Meeting Opened: 7.35pm

Attendance: 14 Members, 6 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Rick McDonough, Seconded: John Cadona.

SECRETARY'S REPORT:

Correspondence In:

- Council of ACT Motor Clubs – notice of annual general meeting.
- Council of ACT Motor Clubs – backlog of minutes (distributed to Club members).
- Council of ACT Motor Clubs – Notice of Terribly British Day 3 December 2017.
- ACT Government – advice of legislative changes and reporting obligations.
- Yass Antique Motor Club – invitation to *Classic Yass*, 4 November 2017.
- Various magazines and newsletters.

Correspondence Out:

- Get well card – Kingsley and Cynthia Southwell.

Secretary's report accepted - Moved: Tony Watson: Seconded: Carol Nowak.

TREASURER'S REPORT

Balance reported. John also mentioned that the Club's term deposit has been renewed for 2017-18.

Expenditure:

- \$100 donation to Prostate Cancer Support Group in lieu of payment to auditor.
- \$35 to Membership Secretary for postage costs.

Treasurer's report accepted - Moved: John Cadona: Seconded: Don Doering.

EDITOR'S REPORT

Rick pointed out the importance of reporting club events in the newsletter, particularly as none was provided for the July event.

MEMBERSHIP SECRETARY'S REPORT

Carol reported that membership for the year now stands at 59. A register of members has recently been sent out to all.

DATING OFFICER'S REPORT

Nil.

EVENTS REPORT

The August event will be the Club presentation lunch on Sunday.

Rick indicated that the inspection of the Carillion proposed for October will be moved to November. Cost will be \$10 per head.

LIBRARIAN'S REPORT

Nil.

REGISTRARS' REPORT

Nil.

GENERAL BUSINESS

The meeting saw a set of motoring related cigarette cards recently purchased by Bob.

Nick mentioned that a recent case of log book enforcement by Victorian police had resulted in the vehicle concerned being declared unregistered.

The meeting discussed how enforcement of the ban on importation of asbestos now relates to historic motor vehicle imports.

MEETING ACTIVITY

Nil.

Meeting Closed: 8.03pm.

**MINUTES OF THE ANNUAL GENERAL MEETING
VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)
16 AUGUST 2017**

Meeting Opened: 8.04pm.

Darrell Leemhuis Returning Officer.

Tony Watson a/g Secretary.

Copies of the minutes from the 2016 AGM were published in the August edition of the Club newsletter. Moved Tony Watson that these minutes were a true and accurate record of that meeting. Seconded Carol Nowak.

PRESIDENT'S REPORT

The President did not provide a report for the past year.

TREASURER'S REPORT

John presented his audited report of the Club's finances for 2016-17. This report indicated that the Club is in sound financial position.

Moved John Cadona that this report be accepted – Seconded Tony Watson.

ELECTION OF COMMITTEE

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

President: Darrell Leemhuis - Nominated: Rick McDonough: Seconded: Bob Courtney.
All in favour.

Secretary: Tony Watson - Nominated: Don Doering: Seconded: Darrell Leemhuis:
All in favour.

Membership Secretary: Carol Nowak - Nominated: Rick McDonough: Seconded: Ray Dawson.
All in favour.

Treasurer: John Cadona - Nominated: Don Doering: Seconded: Carol Nowak.
All in favour.

Vice President: Chris Hogan (*position automatically filled by previous President*).

Editor: Rick McDonough - Nominated: Darrell Leemhuis: Seconded: Ray Dawson.
All in favour.

Events Director: No nominations were received for this position.

Meeting Activities: Rob Woolley - Nominated: Rick McDonough: Seconded: Tony Watson.
All in favour.

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

Registrars: *Automatically appointed – positions attached to Secretary, Treasurer and Inspection Officers.*

Dating Officers: (*Appointed for three years*)

Ian Irwin, Greg Spackman, Rob Woolley, Bill Atkinson.

Nominated: Darrell Leemhuis: Seconded: Bob Courtney. All in favour.

Librarians: Greg Spackman, Roy Bendall - Nominated: Rick McDonough: Seconded: Mick Beltrame.
All in favour.

Public Officer: Beth Woolley - Beth was not present but had previously indicated that she was prepared to remain as the Club's Public Officer. Nominated: Darrell Leemhuis. Seconded: Carol Nowak.
All in favour.

Council Delegates: Chris Hogan. Nominated: Tony Watson. Seconded: Bob Courtney.

The Edwardian - October 2017

(The President is automatically appointed as a Council Delegate).

All in favour.

GENERAL BUSINESS:

The meeting discussed current club fee levels. Moved John Cadona, Seconded Darrell Leemhuis that annual club fees remain at \$50. All in favour.

The meeting agreed that, in the absence of an Events Director, last year's shared events responsibilities produced a satisfactory outcome. However, in view of some organizational shortcomings the meeting agreed that appointment of an events coordinator would be desirable. Tony undertook to seek volunteers to conduct each of this year's monthly events.

Tony also undertook to seek clarification of official requirements and obligations in respect of the Club's Inspection Officers and Registrars.

A date of Tuesday 26 September was set for the next Committee meeting.

CLOSE

The Annual General Meeting closed at 8.57pm.

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

20 September 2017

Meeting Opened: 7.35pm

Attendance: 15 Members, 6 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Bob Courtney, Seconded: Don Doering.

SECRETARY'S REPORT:

Correspondence In:

- Council of ACT Motor Clubs –Copy of Bylaws dated 14 August 2017.
- Arthur J Gallagher- renewal of insurance package.
- CanAssist – reminder of Goulburn car and motorcycle show to be held on 25 November.
- Various newsletters.

Correspondence Out:

Nil.

Secretary's report accepted - Moved: Tony Watson: Seconded: John Cadona.

TREASURER'S REPORT

Account balance reported.

Expenditure:

- Public liability, management liability and volunteer insurance based on 59 members - \$606.80.

Treasurer's report accepted - Moved: John Cadona: Seconded: Tony Watson.

EDITOR'S REPORT

Rick reported that the next newsletter is in preparation and asked for contributions.

MEMBERSHIP SECRETARY'S REPORT

Nil, in Carol's absence.

DATING OFFICER'S REPORT

The dating committee will soon look at Bob Courtney's vehicles.

EVENTS REPORT

The meeting agreed that the September run will be to Hall in conjunction with the All Holden Day.

Roger volunteered to organize a run for October and will advise details before then.

Chris canvassed interest in an overnight run for March 2018. Tony will circulate a preliminary list of runs for the year and ask for volunteers to fill any gaps.

LIBRARIAN'S REPORT

Nil.

REGISTRARS' REPORT

More than eight vehicles have been re-registered.

While the requirements for ACT concessional registration inspections has been clarified, those for NSW will be examined and discussed by the Committee at its next meeting.

GENERAL BUSINESS

Gerard reported that a number of members will be attending next week's national veteran rally in Claire. John and Doreen Ahearn will not be participating due to Doreen's health. He also reported that John Downes is recovering from recent illness. Gerard made mention of Harry Ferguson Club members he encountered in far western NSW and their fortitude in travelling vast distance on their tractors.

Chris asked that his attendance the Bush Council rally in Gunnedah next week be noted in the Club's day book.

The Club welcomed new member Liviv Krevatin.

MEETING ACTIVITY

Nil.

Meeting Closed: 8.20



The Club Calendar

Oct 18	Club meeting
Oct 22	Club Run (Roger Gottlob – see next page for details)
Nov 15	Club meeting
Nov 19	Club Run (Rick McDonough - see next page for details)
Dec xx	Club Dinner TBA
Dec xx	Club Run - TBA

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

Next retreads meeting is booked for Friday 20 October at noon at the Raiders Club, Liardet St Weston, just near Coolamon Court. We look forward to a great lunch and chat. If you have any questions please ring Alec McKernan on 6286 1046.

Other local events

Queanbeyan Swap Meet – Saturday 25 November
Terribly British Day – Dec 3 at Queanbeyan Park

The National Calendar

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.
Sept 17-23, 2019	National Veteran Vehicle Rally, Bundaberg, Queensland

CLUB EVENTS DETAILS

Sunday Oct 22

Roger has organised what will be a terrifically interesting run to see a working blacksmith business. Meet at Point Hut Crossing, on Point Hut Road, Gordon, for morning tea at 10am. (turn right off Woodcock Dve into Jim Pike Ave, and then right again into Point Hut Rd). Gathering point will be the sealed carpark and reserve by the river. Morning tea is BYO everything, including a chair.

Depart at 10.30am for the approx 10km drive to Tharwa. Route is very easy and will follow Point Hut Road, Tidbinbilla Rd (which turns into North Road in Tharwa) and Naas Road.

Arrive at Tharwa Valley Forge (right in the centre of town) for 11am visit. It is a small workshop and the visit may last 45 minutes to an hour. Parking is a separate carpark to the right of driveway of Tharwa Valley Forge. **NOTE - long pants and closed shoes are required for the workshop visit**

Lunch after the Forge visit will be on the Cuppacumbalong grounds, a few hundred metres down the road. There is a field around the back which we can gather and have lunch. Lunch is BYO everything, including a chair/table as needed. There is only a small general store in Tharwa so food options are very limited.

Tharwa Valley Forge has recently purchased Cuppacumbalong and will in the future be moving its workshop to these premises. The buildings on-site are in need of extensive work. This work is underway but it means the buildings may not be accessible for our visit, this time. See you all on the day.

Sunday Nov 19

November's run is going to be a beauty and not to be missed. After considerable communications with the NCA, we have a rare opportunity to have a guided tour of the Carillion. As there are only two Carillions in Australia, (with the other at the University of Sydney), it will be a rare chance to see this unique instrument - and finally get to see "What's in that Tower"! Now for the logistics. A tour takes approx. 40-45 mins. and the lift can only take 8 people up at a time, thus we will have to do the tours in several '8 person shifts'. I will need numbers closer to the day, but this is how I envisage the day proceeding;



Turn into Wendouree Dve off Kings Ave, or Constitution Ave (Blundell's Cottage turn off) and we'll meet in the car parks adjacent to the Carillion. I suggest we will want to be on site by 9:45 so that the first 8 can go up at 10am. There is a good shelter shed nearby, or we can sit by the lake, so we can all enjoy a 'rolling' morning tea and lunch (BYO - there is also a coffee van onsite) as various shifts go on their tour. There is also plenty of other attractions within easy walking distance of the Tower, including the National Police Memorial, Blundell's Cottage and a huge new playground for all ages of kids. So quite apart from the tour there is something to occupy us while everyone goes through. A Carillionist will then do a concert at 12:30 to 1:20. The tours will recommence after this if we have members who haven't yet had a chance to go up. There will be a cost of \$10 per person, with a family of 4 being \$30. The Club is considering a subsidy for the day. If you have any questions please contact Rick on 6293 1553 A/H

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

Rick McDonough
Chris & Simone Hogan
Nick & Carol Nowak
Bob Courtney & Geoff Nicholas
Darrell & Peter Leemhuis
Glen & David Robinson
John Cadona
Greg & Mary Spackman
Gerard & Marie Frawley
Don & Beverley Doering

For the second year running, not a single club member offered to be the Events Director at the recent AGM. Given the main reason this club exists is to get out in our old cars, this is a fairly serious, and sad, state of affairs. Still, with 59 members it means we have plenty of people to call on to organise an event. To help this along, I list at the side the people who organised runs in the last 12 months. By my reckoning that still leaves a lot of other members available to step up this year for the runs that need organising. Please let club Secretary Tony know which month you'd like to nominate for and he'll be more than happy to help you coordinate it.

<u>Month</u>	<u>Member to Organise</u>
22 rd October 2017	Roger Gottlob
19 November 2017	Rick McDonough
December 2017	Chris & Simone Hogan
December 2017 (dinner in lieu of meeting)	Club Committee
January 2018	Social BBQ at Rob & Beth's
January 2018	Needs someone to organise
February 2018	John Cadona
March 2018	Chris & Simone Hogan (overnight trip)
April 2018	Darrell Leemhuis
May 2018 (Motor Skills day)	Kingsley Southwell (will need volunteers to assist)
June 2018	Needs someone to organise
July 2018	Needs someone to organise
August 2018 (Trophy Presentation Day)	Needs someone to organise



Veteran Car Club of Australia (NSW) Inc.
1 & 2 Cylinder Rally for Veteran cars and bikes
Yamba NSW

Friday 25th to Sunday 27th. May 2018

You are invited to come to Yamba on the NSW North Coast for a short 1 & 2 cylinder Veteran Car and Bike Rally next year.

Yamba is at the mouth of the Clarence River 670km. north of Sydney and 270km. south of Brisbane. The Pacific Highway has improved greatly and most of the major works will be completed by next May.

The rally will be based at the Calypso Tourist Park in the centre of Yamba. There are good facilities with plenty of trailer parking. I have made tentative bookings for cabins and powered sites in my name. It is a busy period with many people heading north. Bookings need to be made ASAP. Please tell the reception you are Veteran Car Club and Rod Holmes name.

CALYPSO TOURIST PARK

PHONE 02-66468847 calypsoyambaholidaypark.com.au

The proposed programme is Friday- a short shakedown run of 25km. around Yamba with stops at the beaches, marina, lighthouse and town area.

Friday evening- happy hour, then a BBQ featuring local foods, Yamba prawns, Dorrigo Beef and potatoes, Coffs bananas, local salads and fruit. All at Calypso, bring chairs, plates cutlery and drinks.

Saturday – a 75 km. run to Maclean then along the river on Woodford Island through cane fields and farms to Brushgrove Hotel for lunch then back the other side of the island and home. All flat on quiet rural roads.

Saturday night – Dinner at Yamba Bowling Club

Sunday – 35km. South to Angourie and Lake Woolewayah, flat with short hills.

Please try to dress in period clothes on Saturday and for the dinner.

We look forward to seeing you next May.

Rod and Ruth Holmes (E:) roduthholmes@gmail.com (P) 02 6657 2765 (M) 0427 572 765

Veteran Car Club of Australia (NSW) Inc.

YAMBA 1 & 2 CYLINDER RALLY

ENTRY FORM

FRIDAY 25th to SUNDAY 27th MAY 2018

Name: Phone N^o: (H)

Address: Post Code:

Make of Vehicle: Year: N^o Cyls:

Body Style: Registration Plate N^o:

Club through which Permit is issued:

Email:

Passengers Names:
.....

BYO morning teas, thermos etc.

Saturday Lunch either BYO or counter lunch at Hotel, they have a good special at \$10.00.

Saturday night pay at Bowling club details still to be confirmed.

Entry Fee = \$ 40.00

Friday Night BBQ \$25 x N^o = \$

TOTAL = \$

DON'T FORGET YOU HAVE TO BOOK YOUR OWN ACCOMMODATION



Veteran Car Club of Australia (Queensland) Inc.

EXPRESSION OF INTEREST



2019 NATIONAL VETERAN VEHICLE RALLY

For all pre-1919 self-propelled vehicles

17th- 23rd September 2019

Bundaberg/Bargara, Queensland, Australia

An Invitation to ALL veteran vehicle owners worldwide.

If you are a possible starter of our 2019 Rally then please complete this form and email or post it back. It doesn't obligate you in any way but it does help with planning and ensures we can stay in contact with you via periodic bulletins.

ABOUT YOU

Salutation (please circle): Mr / Mrs / Miss / Dr / Other

Surname Given Name

Street Address Suburb/Town

State Postcode Country

Home Phone (incl. area code) Mobile

Email:

.....

YOUR VEHICLE

Type (please circle): Petrol / Steam / Motorcycle / Commercial / Other

Manufacturer Year

Model Body Style

Cylinders

Touring speed for your vehicle: km per hour

Maximum distance you would be comfortable driving in one day: km

ACCOMMODATION

While accommodation is your responsibility, we would like to get a general idea of our entrants' requirements. This may help us to negotiate discounts, etc.

Please circle your preferred accommodation: Motel / Hotel / Apartment/ Airbnb / Caravan Park

How many people (including the driver) are likely to be in your party?

LIKES & DISLIKES

Please briefly tell us what activities or features of National Rallies or Tours you prefer or perhaps don't enjoy

Signed: Date.....

Club

EMAIL TO:

Rally2019@skymesh.com.au

POST TO:

VCCA(Q) Inc.
2019 NATIONAL VETERAN TOUR
57 Devona St
Aspley, QUEENSLAND 4034

A winter evening at Bargara Beach!



Office use only: Entered..... Checked.....

For Sale



A beautifully restored 1929 Essex Super-Six roadster, with known history. Comes with original sales receipt and insurance papers. Contact Ray Dawson, 34 Ballarat St, Fisher, ACT 2611 – 0402 558 381



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



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