

THE EDWARDIAN

February 2021

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MEETINGS & MEMBERSHIP

HELD EVERY 3RD WEDNESDAY OF THE MONTH AT 7.30PM.

The club has commended regular meetings at an alternate venue (Unit 7, 12 Quilpie Street, Fyshwick) until the Shannon's rooms are reopened for club use. Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and supper. Visitors are always welcome at our meetings. Standard membership fees are \$50 per year.

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

Like our Front Cover? The radiator badges and scripts shown have been specifically chosen as each depicts a marque of which a veteran and/or vintage example has been represented in our Club over the years. At last count there were 116.

OUR CLUB

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

SAVE THE DATE

(DATES MAY BE SUBJECT TO CHANGE)

Wednesday, 17th February, 2021	Monthly general meeting at Unit 7, 12 Quilpie Street, Fyshwick until the Shannon's rooms are reopened for club use.
Sunday, 21st February, 2021	Club Breakfast run to the Cotter. Rob will provide further details nearer the time.
Sunday, 28th February, 2021	Shannons Wheels from 10am to 1:30pm at Queanbeyan Showground. Please let Nick know if you are going, and complete your COVID Sign-in sheets to hand over to a marshal upon your arrival.
Thursday, 4th March, 2021	Mid-week Coffee catch-up at Silk Café in Fyshwick (where we held the Christmas Club dinner). Further details nearer the time.
Wednesday, 17th March, 2021	Monthly general meeting at Unit 7, 12 Quilpie Street, Fyshwick until the Shannon's rooms are reopened for club use.
Sunday, 21st March, 2021	Club garage run. Visit the home of John Prentice for morning coffee and Bob Courtney for BYO-BBQ/picnic lunch. John and Lynne have also offered to provide tea and coffee. More details to be provided nearer. Not an event to miss.
Thursday, 1st April, 2021	Mid-week Coffee catch-up at 10am. Details nearer the time.
Sunday, 18th April, 2021	"Motor Skills" at Kingsley & Cynthia's property. Details nearer the time.
Wednesday, 21st April, 2021	Monthly general meeting . Location to be confirm nearer the time.
Thursday, 6th May, 2021	Mid-week Coffee catch-up at 10am. Details nearer the time.
Wednesday, 19th May, 2021	Monthly general meeting . Location to be confirm nearer the time.
Sunday 23rd (or 16th), May, 2021	Club run to Miniature Railway in Symonston. Details nearer the time.
Thursday, 3rd June, 2021	Mid-week Coffee catch-up at 10am. Details nearer the time.
Wednesday, 16th June, 2021	Monthly general meeting . Location to be confirm nearer the time.
Sunday, 20th June, 2021	Club run via Bungendore to Don & Beverley Doering for Soup Lunch. To be confirmed.

RETREADS—'Re-tyred' members of many ACT Car Clubs meet informally for a light lunch at the Southern Cross Club Woden, 12 noon, on the 1st Friday of each month. The group is known as "The Retreads". Outings in their old cars are often arranged. The VVCCA (ACT) recognises these outings as legitimate events for any of its members who wish to participate.

EDITORIAL

Happy New Year to Everyone!

A busy last couple of months for me, spending most of it outside of Canberra due to the border closures. Although I could have technically returned as I was a resident, I would have been forced to quarantine, and that would have also meant my wife and son who did not leave Canberra would have also had to quarantine with me which was a bit unfair on them over the holiday period, so I stayed a little longer with my family in NSW.

When I did make it home though work began again on the Model T, and with the engine now complete and all the body parts painted up, it is all ready to start putting together again.

Time is a bit short at the moment, but I hope to have it on the road again very soon! All going well by the time the next issue is out I will be ticking over the kilometres out on the club runs again.

Mathew

Some Highlights of This Issue

Video of the Issue

Automotive Notes

Coffee run to Three Mills Bakery

Early Evening Ice Cream Run to Manuka

BBQ at Rob and Beth Wooley's

Coffee run to "U & Co" Café in Kaleen

St. John Cousins Nixon

For Sale / Wanted

The world's oldest Ford car lives in Australia

Welcome to Tomorrow / Today
38 Interesting predictions

Club Meeting Minutes



Have anything to share?

Taken the old car out? Been to a swap meet? Done a bit of maintenance? Something to sell? If you have a spare moment, please grab a couple of photos and jot down a couple of notes and send it through. All contributions to The Edwardian are welcome. Just e-mail mathew.spackman@outlook.com.

VIDEO OF THE ISSUE

This month I am linking out to a series of videos by Mitch Taylor from the Taree Historic Motor Club on the Mid North Coast of New South Wales. His YouTube channel contains a lot of useful Model T instructional videos as well as videos of events and other vehicles also.

You can check out his video's here:

<https://www.youtube.com/c/MitchTaylor1987/videos>

His website also has a wealth of information for a Model T owner, which you can view here:

<https://www.fordmodelt.net/>



AUTOMOTIVE NOTES



The club now has a website!

<http://vvccaact.org.au/>

Find out about club news, upcoming events, or pass the link along to your friends and family who might also be interested in becoming a member. You will also find previous editions of The Edwardian here, currently back to December 2012, but keep an eye out in the future as we digitise printed copies of the magazine dating back much further.

The National Calendar

- 7 – 13 April, 2021 1 & 2 Cylinder National Rally – Charleville, QLD. Hosted by the Veteran Car Club of Australia (QLD) Inc. For more information contact the 2020 National 1 & 2 Cylinder Rally Directors Graham Donges 0417 718 617 • Irene Donges 0419 751 324 or <https://www.vccaq.com/2020-1-2-national>
- 9 – 12 April, 2021 Council of Heritage Motor Clubs NSW Annual Rally - Temora, NSW. Limited to 100 entries. For entry form and accommodation options visit: <http://www.heritagemotoringcouncil.org.au/historic-and-heritage-motor-events.php>
- 10—16 October, 2021 RACV National Veteran Car Rally - Based in Swan Hill on the Murray River, the rally will celebrate Rural Edwardian Australiana. Suitable for both large and small veterans, 1&2's will easily cope with the terrain and the runs. The rally starts on Sunday afternoon (October 10th) and finishes on Saturday morning (October 16th). Rally Directors Michael & Claudia Holding 0407 008 895 or email mholding@netspace.net.au for the spiel: claudia_holding@hotmail.com for the facts! Website is https://veterancarclub.org.au/?page_id=2408
- 8—14 May, 2022 1 & 2 Cylinder National Rally—South Western NSW, exact location to be announced at the Charleville Rally in April 2021. Hosted by the Veteran Car Club of Australia (NSW). Sunday 8th May 2022 will be a registration day and Saturday 14th May 2022 will be a farewell breakfast. Any enquiries to Robert Fordham: rfo292535@bigpond.com

Is the calendar missing any major events?

Please email me at mathew.spackman@outlook.com with the details for inclusion in the next issue.

COFFEE RUN TO THREE MILLS BAKERY

7 JANUARY, 2021

The Coffee Run was to the Three Mills Bakery at Majura Park. They make great coffee and an excellent range of sourdough breads and pastries. The weather was perfect and 2 Model T Fords and a Model A Ford enjoyed the opportunity of giving the cars a run.

Those present included Nick & Carol, Terry, Glenda & Elly (grand-daughter), John Prentice, Lynne, Lizzie (daughter) & Penny (grand-daughter), Rob & Beth, Angelo & Jennifer, Darren, Jim Kennedy, Gerard, Wayne Y, Bob Courtney, Greg & Mary Spackman and Roy Bendall twenty one in total which was our biggest coffee run yet.

Rob and Beth Woolley



EARLY EVENING ICE CREAM RUN TO MANUKA

14 JANUARY, 2021



Arranged by Chris Hogan with 15 members attending. Thank you to Chris, and also to Silvia for sending these photos!

BBQ AT ROB AND BETH WOOLLEY'S

17 JANUARY, 2021



Thank you to Rob and Beth for hosting the 20 members in attendance, and also to Silvia for sending these photos!

COFFEE RUN TO “U & CO” CAFÉ IN KALEEN

11 FEBRUARY, 2021

Another nice morning and a good turn-up of members. The weather was great and thirteen of us enjoyed a pleasant hour and a half.

The usual three, Darren Beauchamp (Model “T”), Wayne Young (Model “A”) and Rob & Beth Woolley (Model “T”) arrived in their old cars. Most definitely a Ford thing that’s putting the rest of us to shame! Other members were Mick Beltrame, Roy Bendall, Greg Spackman, Angelo & Jennifer D’Emilio, Gerard & Marie Frawley and Nick & Carol Nowak.

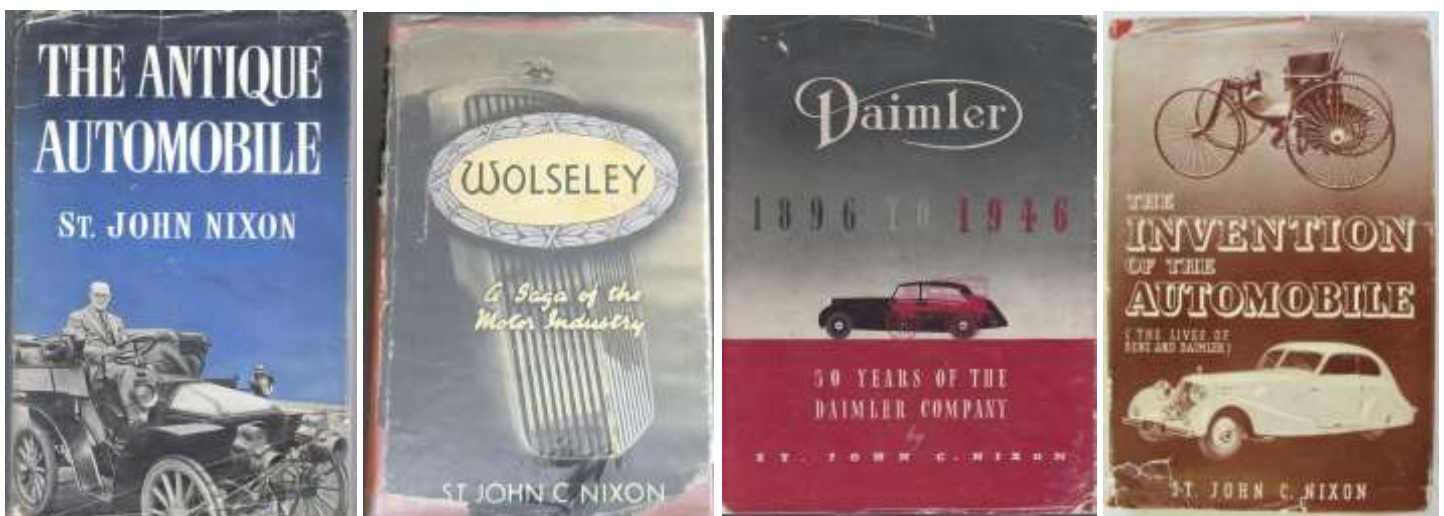
The next Coffee morning, in early March, will be at “Silk” Café in Fyshwick.

Cheers Nick

ST. JOHN COUSINS NIXON

The following is an introduction to the article in the next page. Thank you to Ian Irwin for sending through this contribution to The Edwardian.

St. John Cousins Nixon (1885—1970) was a motoring writer who contributed to motoring journals and wrote a number of histories of car companies from the 1920’s until the 1970’s. An early car enthusiast, and head of the motor department Law Union Rock Insurance, he was personally acquainted with many of the pioneers of the car industry. He was an early member of the Veteran Car Club of Great Britain (founded 1930), and served on the advisory board of the Montagu Motor Museum (as it then was). His books include ‘Romance Amongst Casrs’ (1933), ‘Daimler—A record of 50 Years of the Daimler’ (1946), ‘The Story of the SMMT 1902—52’ (1952), ‘The Simms Story’ (1955), ‘Wolseley—A Saga of the Motor Industry’ (1956), ‘The Antique Automobile’ (1956), and ‘The History of Thomas Tilling’ (date unknown).



Editors Acknowledgment: The following article appeared in 'ANTIQUÉ AUTOMOBILE' in 1966, after being originally published in the 1950's by the English magazine 'THE VETERAN AND VINTAGE'.

The Emancipation Run of November 1896 Analysed

By St. John Nixon

There can be no event in the history of automobilism in which so many anomalies and contradictions exist as this initial run from London to Brighton.

The more closely one endeavours to disentangle the reports issued at the time, the clearer it becomes that it was staged for the benefit of H. J. Lawson's financial interests. He apparently saw himself as the coming dictator of a huge new industry. A blind eye was turned on certain happenings which today would never be tolerated and which might well involve those responsible in unpleasant consequences.

Although none are alive today who might be able to throw some light on the many discrepancies which exist, it would be unsafe to rely on memories of seventy years ago; our only source of information is the newspaper reports recording this historic event.

This article is based on the full reports which appeared in the following papers, several of which are no longer in existence:—

The Autocar.	The Automotor Journal.
The Times.	The Daily Telegraph.
The Daily Mail.	The Sunday Times.
The Observer.	The Standard.
The Morning Leader.	The Daily News.
The Manchester Guardian.	The Pall Mall Gazette.
	The Brighton Times.

and

"The World on Wheels" by H. O. Duncan.

General Organization

Perhaps the worst feature is the fact that the organisers well knew that they were handling an event which, in course of time, would rank in importance with the opening of the Stockton-to-Darlington Railway on September 27, 1825 and that historians of the future would regard the ill-fated "Motor Car Club" as custodians of irreplaceable records, every detail of which would be sought by those wishing to describe a revolution in road transport, the like of which the world had never witnessed previously.

But the demands of the future were regarded as being of minor importance to vested interests of the present, and so today, we have nothing official of what took place, and for our information, we have to rely on reports, every second one of which contradicts the last.

The only documents issued by the "Motor Car Club" were:—

- a double-page instruction to drivers,
- what was termed an "Assembly List", and
- a small map showing the route to be taken.

The condition of affairs was summed up by the reporter of "The Observer" thus:—

"It is not too much to say that in certain respects chaos reigned supreme and that, as regards Journalists who attended the show, they were, for the most part, treated with scant courtesy. It was only with difficulty that any information could be obtained as to the actual order and times of arrival of the various cars. If errors arise from this defect in the arrangements, and carriages are either wrongly described or are mentioned out of their order in running, their makers will have to blame the Motor Car Club."

The assembly list allotted a number to each car entered so that each driver could take up his proper position in front of the Whitehall entrance of the Hotel Metropole, London, opposite the National Liberal Club and facing the Whitehall Rooms. This numbering scheme has only added to the difficulties in identifying the vehicles. Different numbers are given in different reports; some quote a number obviously applying to the wrong vehicle. A few participants carried numbers on their cars, but the majority did not do so.

At least four of the cars taking part had competed in either the Paris-Marseilles-Paris, or the Paris-Bordeaux-Paris races of 1895 and 1896 respectively. These cars either had the numbers allotted to them in such races painted on their bonnets or were known to the organisers by such numbers; they were often referred to under such numbers, in contradiction to those shown on the assembly list.

Reluctantly, the task of reconciliation by such numbers had to be abandoned.

Beyond a so-called "Time-Keeper" at Reigate—who was probably H. J. Swindley of "The Autocar"—there were but two, namely the famous Pem Coleman and Jack Dring who were the official time-keepers of the N.C.U. Both were supposed to take up their duties at Brighton at 2 p.m. and to knock-off at 6 p.m. but Dring, who accompanied Charles McRobie Turrell, did not arrive at his post of duty until 4.57 p.m. so presumably Pem Coleman did what timing was necessary until Dring arrived some three hours late. No participant who arrived after 6 p.m. was timed in, unless he acted as his own time-keeper, as many appear to have done.

There were no Marshals or other officials to control matters en route. Details of considerable interest historically were left to the caprice of newspaper reporters carried on some of the cars; if no such reporter was carried, then nothing was reported.

A few cars did not turn up at the starting point but elected to join in the procession at different points; no notice was taken of this.

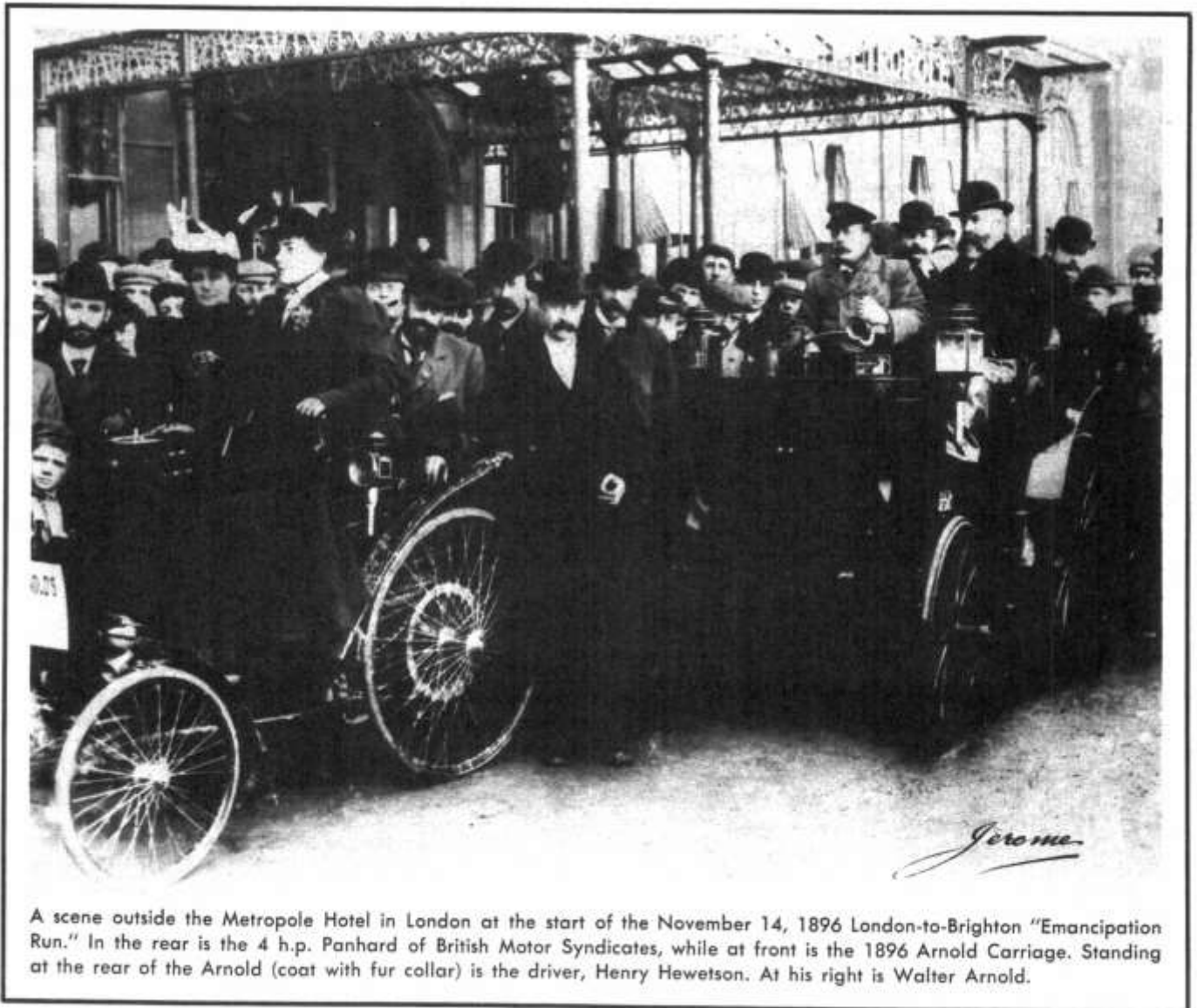
Several drivers, in their anxiety to reach Brighton early, did not adhere to the prescribed route, but turned off

at Albury near Merstham and went straight through Redhill, a fact that was ignored by the organisers when recording their times of arrival. Others ignored the luncheon stop at Reigate.

But perhaps the worst feature of all was the fact that an electric landau turned up at the start and was then driven straight to the railway station, loaded up on a truck, taken by rail to Preston Park just outside Brighton, unloaded there and made to look travel-stained by artificial means and was then timed in at Brighton as having arrived at 5.4 p.m. by two reports and at 6.19 p.m. by a third.

Similarly, what was described as a "Britannia Bath-Chair" was timed in as having arrived at 4.57 p.m. according to two papers and at 6.12 p.m. by a third. How anyone, even in 1896, was convinced that an electric vehicle—bath-chair or otherwise, could travel from London to Brighton under its own power cannot be explained.

E. J. Pennington's tricycle burst a rear tyre outside a house named "Dursley" on the main road at Norbury at 11.30 a.m. and it was pushed into the garden, but was timed in at Brighton as having arrived at 5.20 p.m., according to two newspapers and at 6.17 p.m. according to a third. With such a wealth of contradiction, the task



A scene outside the Metropole Hotel in London at the start of the November 14, 1896 London-to-Brighton "Emancipation Run." In the rear is the 4 h.p. Panhard of British Motor Syndicates, while at front is the 1896 Arnold Carriage. Standing at the rear of the Arnold (coat with fur collar) is the driver, Henry Hewetson. At his right is Walter Arnold.

of sorting out what actually happened is apparent.

The following "Official Report" was issued immediately after the conclusion of the event:—

"Owing to the crowd, no real start could be made until Brixton was reached, when 22 cars only were started as they arrived at long intervals. Along the road, well-known time-keepers were placed, including Messrs. Pem Coleman, Jack Dring and H. J. Swindley. The following cars duly arrived at Brighton:—

First, at 2.33 p.m. a Bollee voiturette; at 2.47 p.m. a Bollee car. Neither of these followed the instructions to wait at Reigate. Their times records, however, were extraordinary, as they each carried two persons and were not racing. Our own cars endeavoured to keep to the original programme. The pilot car and three British Motor Syndicate cars were all four in their proper places at Preston Park, Brighton punctually at 4.30 p.m., where they were received by the Mayor of Brighton. An American car followed immediately. The two Bollees had also gone through, and a "New Beeston" motor cycle making 8 cars in all which were in good order. The next hour brought four more making twelve. The whole of the rest of the twenty-two arrived at Brighton at intervals during the evening, with two exceptions. One broke down at Patcham, the valves being choked with mud. The other stopped at Reigate and came in during the night. All these motors behaved splendidly, with the exception of the one car referred to.

No accident of any kind happened to our cars. The Crawley accident was caused by the American Duryea car through no fault of the driver. One of our members who witnessed it stated that the child darted out from the crowd and under the machine.

After the banquet on Saturday evening, the Committee had the satisfaction of examining twenty cars in Messrs. Du Pont's stables, and beyond the lower half of each vehicle being covered with mud, they were in perfect condition and ready to take the road again immediately. Eighteen of the cars were lent to members by the British Motor Syndicate, Ltd.

The Committee decided to award gold medals to the first eight motors which arrived in good time. The fact that twenty motors out of the twenty-two which left Brixton arrived at Brighton during the evening without accident exceeded the Committee's most sanguine expectations."

Harry J. Lawson
President Motor Car Club
Hotel Metropole, Brighton.

Newspaper Reports

On the whole, it seemed to be appreciated by all that this event was ushering in a totally new form of road-transport. Although the reporters were very confused by the makes of the vehicles—many were wrongly described—they did their best in very difficult circumstances.

There were eight reporters who had seats in the cars, seven such cars were controlled by Lawson's "Motor Car Club". They represented the following papers and, as far as it is possible to ascertain, they travelled to Brighton on the under-mentioned vehicles:—

The Daily News.	No information.
The Daily Telegraph.	The Panhard driven by Merkel.
The Times.	The Panhard driven by J. Thompson-Smith.
The Pall Mall Gazette.	Do.

The Observer.	The Panhard driven by A. H. D. Altree.
The Daily Graphic.	The Panhard owned and driven by the Hon. Evelyn Ellis.
The Sunday Times.	No indication.
The Standard.	A Roger-Benz.

It is curious that the two motor papers then in existence in this country were not accommodated on the cars. Henry Sturmey, Walter Staner and Edward Iliffe—all of "The Autocar"—went down by the special train chartered by the Motor Car Club, while H. J. Swindley—also of "The Autocar"—evidently took up station near Merstham hill. Stanley Spooner of "The Automotor Journal", saw the vehicles start from a near-by window in Whitehall.

Over and over again, Panhard cars were described as Daimlers, no doubt because they had Daimler engines and Lawson was the Chairman of the newly-formed Daimler Motor Co., Ltd., of Coventry. One daily paper reported that the "Bollee steam tricycle" reached Brighton at 2.25 p.m. While the "Automotor Journal" showed its readers a picture of the Daimler/Maybach wire-wheeled vehicle of 1889 as having taken part in the run! Contradictions of this nature abound in the published reports.

The Weather

There is complete unanimity of opinion that the day was atrocious. One reporter speaks of "drenching rain from early morning until midnight which rendered the suburban roads a veritable quagmire". The hardy participants arrived at Reigate—as one paper put it—"deplorably muddy and blue with cold"; while another reporter, who returned to town, after the official dinner, wrote that he and his companions of the press "muttered undisguised blessings on the name of George Stephenson" after they had taken their seats in the train for the return journey.

Let us now consider what information is available about the more famous cars that took part, who drove them, what passengers they carried, their times of arrival and any other details which appear reasonably reliable.

H. J. Lawson's Panhard

This was the pilot car and it had been driven by Emile Levassor in the Paris-Bordeaux-Paris race of June 11/-12/13, 1895. Its number in that event was "5" and its name will remain immortal in the history of automobilism. In that race, both man and machine covered no less than 732 miles in 48 hours, 48 minutes at an average speed of 15 m.p.h. It was driven the entire distance by Levassor himself. It was purchased by H. J. Lawson for £1200. It had a twin-cylinder vertical engine of 80 x 120 m/m; enclosed transmission and the usual double-chain drive from the countershaft to the rear wheels, solid tyres and tiller steering.

In the Brighton event, it carried Lawson and Otto Mayer, but it is doubtful which one drove. Three reports say Lawson drove, while H. O. Duncan is quite definite that Mayer did so. Mayer was a very experienced driver, even in those days, having worked with Daimler and Maybach at Cannstatt in 1889, and so the probability is that Duncan was correct.

Two of the leading papers give his time of arrival at

the "Crown and Sceptre" Hotel at the top of Brixton hill, where he was obliged to stop for water, at 11.30 a.m. This car had no radiator. Lawson was further delayed some half-an-hour because of "a bolt falling out of the cylinder". He left Brixton at 11.45 p.m. and had taken 1½ hours to reach this point. He reached Reigate at either 1.10 or 1.30 p.m.

There is no record about anything happening to this car between Reigate and Brighton, and after being greeted by the Mayor of Brighton at Preston Park, he was timed at 4.52½.

The Panhard Driven by Merkel

This was the car which had been driven by Merkel in the Paris-Marseilles-Paris race of September/October 1896; its official number in that event was "8" and it came in second at an average speed of 14.5 m.p.h. It was purchased by H. J. Lawson for £1200 and was driven in the Brighton event by the same driver. In general, its lay-out was very similar to the car Lawson used, which was known as No. 5. It had tiller steering, solid tyres, a twin-cylinder engine, tube ignition and no radiator.

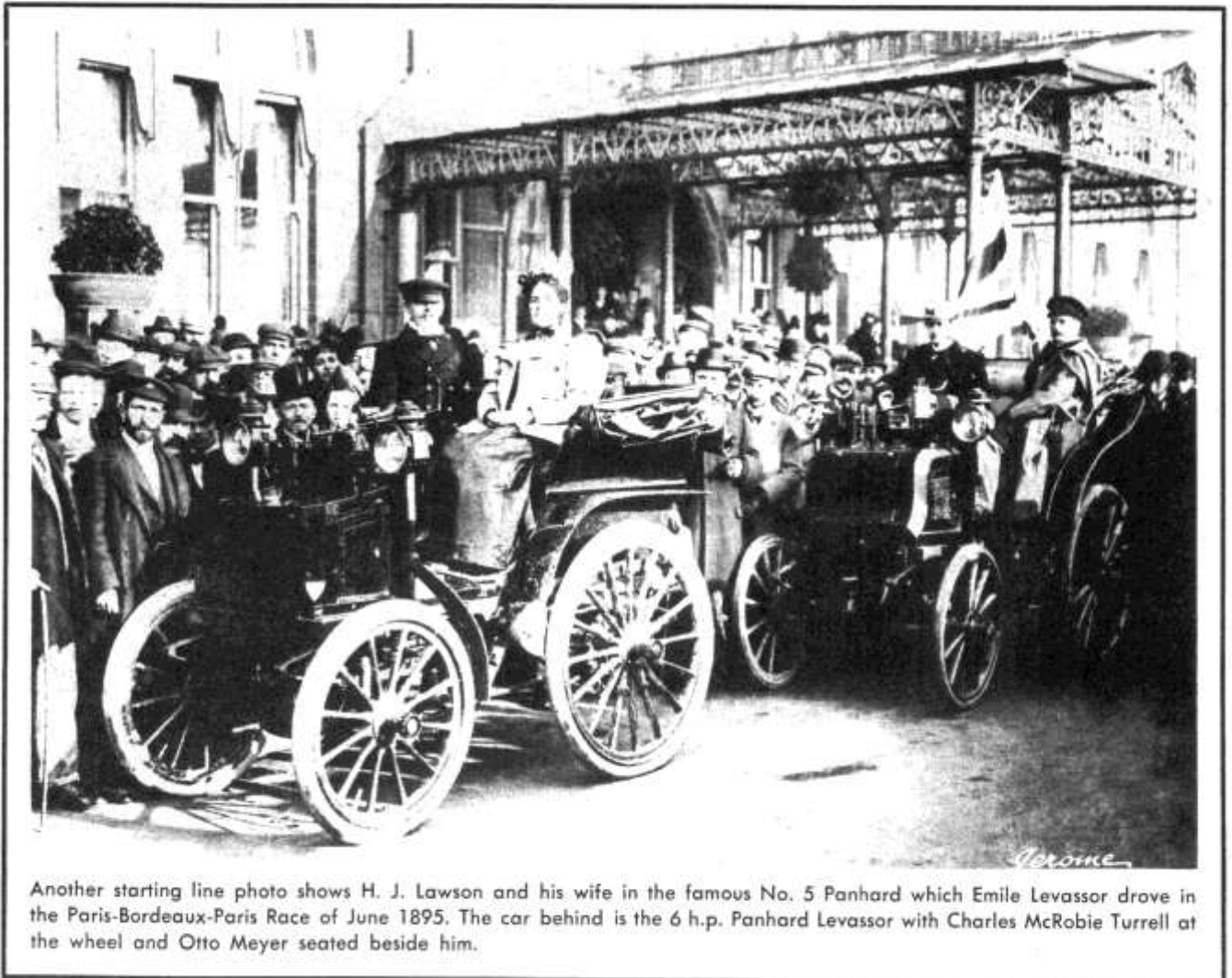
It was subsequently purchased by the late S. F. Edge

and it served as a pattern for the first Napier car. Edge had many alterations made including a radiator, wheel steering, electric ignition and pneumatic tyres. Subsequently the Panhard engine was taken out and the first internal combustion engine Napier made installed. The writer covered considerable distances on this car with Edge. It started in the Thousand Miles Trial of 1900 but gear-box trouble put it out of the running on the first day.

In the Brighton event, it carried the Earl of Winchelsea and a reporter from the "Daily Telegraph" and it is believed to have been numbered "15" on the assembly list, but reports differ in this respect. A fourth passenger was carried but his identity cannot be established.

A full and interesting report appeared in "The Daily Telegraph" which was copied—almost word-for-word—in "The Automotor Journal".

The party had an almost trouble-free journey. They reached the "Crown and Sceptre" at Brixton within an hour; Streatham Library was made at 11.40 a.m. and they arrived at the Town Hall, Croydon at noon exactly; Purley Corner at 12.10 p.m. and they reached Reigate, via Redhill, in 50 minutes after having covered the 22½ miles from the start in 2½ hours. They remained 50 minutes



Another starting line photo shows H. J. Lawson and his wife in the famous No. 5 Panhard which Emile Levassor drove in the Paris-Bordeaux-Paris Race of June 1895. The car behind is the 6 h.p. Panhard Levassor with Charles McRobie Turrell at the wheel and Otto Meyer seated beside him.

in Reigate for lunch and they left for Brighton at 1.50 p.m.

During this part of the run, the Earl of Winchelsea timed their progress; the first mile they covered in 4½ mins.; the second in 3.20 mins.; the third in 4½ mins.; the fourth in 4 mins.; the fifth in 4.40 mins. and the sixth in 4 mins. Their time for the last three miles into Crawley was 13½ mins. They arrived at Bolney at 3.06 p.m. and left again at 3.22 p.m. arriving at Piecombe at 3.53 p.m. They "pulled up in line" at Preston Park at 4.15 p.m. precisely and had thus been 5 hours 45 mins. on the road or—less the time taken at Reigate and Bolney—4 hours, 49 mins. for the 50 odd miles.

Their time of arrival at Brighton was 5.04 p.m. and it is note-worthy that one paper referred to this car as a "Bersey electric Landau" which—incidentally, was sent to Brighton by train!

The Four-Cylinder Panhard Driven by Mayade

Although this was the only 4-cylinder car that took part and had only recently won the Paris-Marseilles-Paris event, details about its performance are meagre. Its engine had a bore and stroke of 80 x 120 m/m, tube ignition, solid tyres, tiller steering and no radiator.

It was driven to Brighton by Mayade, who had also driven in it the race mentioned, and its two passengers appear to have been Colonel Sir Vivian Majentie, well-known expert on explosives, and Charles Harrington Moore, the Secretary of the Motor Car Club.

It started third in the procession and it reached Reigate at 12.40 p.m. No details of any incidents on the road are available. It was timed in at Brighton at 4.53 p.m. and one paper reported that it was the first car to reach Reigate, apart from the Bollees, etc.

The Panhard Driven by Charles McRobie Turrell

This car had been allotted "No. 5" in the Paris-Marseilles-Paris race of September/October 1896. It was driven in that event by Emile Levassor and d'Hostingue and was the car on which Levassor met with his accident and which indirectly brought about his death.

It carried Jack Dring to Brighton who was Turrell's only passenger. As usual, it had tiller steering and a twin-cylinder engine of 90 x 130 m/m. It was known as "New No. 5" to distinguish it from the car H. J. Lawson and Mayer were driving, which was known as "Old No. 5".

Turrell had rather more than his fair share of trouble on the road. A plug came out of the water pump at Brixton hill and later, there was so much mud and grit thrown up by the rear wheels onto the two driving chains that the chains became tighter as the journey proceeded and this resulted in the countershaft bearings running hot.

This car arrived at Brighton at 4.53 p.m.

The Hon. Evelyn Ellis' Panhard

This car was the private property of the Hon. Evelyn Ellis and had been brought into this country by Ellis and Simms during July 1895 and was then driven from

the coast to Windsor in defiance of the law. It is still preserved in the Science Museum at South Kensington, and as far as it is possible to ascertain, there is only one other car in existence today that took part in the Brighton run—an "Arnold Oil Carriage".

Ellis' car had a twin-cylinder engine with tube ignition, tiller steering and wholly exposed gears. It carried a reporter from "The Daily Graphic." Ellis was evidently proud of the fact that this car had covered some 2000 miles already as it bore a notice to this effect. Whether or not this mileage had been covered in England is not known, but it seems improbable, in view of the state of the law. Considerable trouble was experienced en route; the reporter wrote that the engine was not powerful enough for the weight and that it stuck on several of the steeper hills and also over-heated. The "Autocar" reported that "the speed lever went wrong" which seems a curious explanation for a technical paper to give. It arrived at Brighton very late on Saturday night. It was allotted "No. 4" on the assembly list, but there is no report saying precisely its time of arrival at Brighton, doubtless due to there being no time-keeper on duty.

The Cannstatt-Daimler Carrying Simms and Daimler

It is generally accepted that this car was the one in which Lawson and McRobie Turrell demonstrated in the recent Lord Mayor's Show and it was known as "The Present Times." One paper, however, reported that Lawson's wife was at the start and that she started second—immediately behind Lawson's pilot car—"in the car that had taken part in the Lord Mayor's Show."

D. O. Duncan, however, says that "The Present Times" conveyed Simms and Daimler which is more likely to be correct. It is probable that Lawson's wife used another Cannstatt-Daimler of precisely the same design, and this may have caused the confusion. In the assembly list, No. 2 is shown as the car which carried Simms and Daimler, and there is nothing to support the theory that Mrs. Lawson used "The Present Times."

What is described in one paper as a "Daimler phaeton" arrived at Brighton at 4.57 p.m. and there are grounds for believing that this car was the one used by Simms and Daimler.

No report exists about the time it reached Reigate or any other point and nothing is recorded about any trouble experienced on the road.

It was driven by van Toll, who was Simms' chief engineer and who came to this country at Simms' instigation to fit Daimler engines into boats in an archway at Putney Bridge Railway Station in 1893.

Other Panhard Cars That Took Part

In addition to the Panhard cars mentioned, there were others which took part and about which very little is recorded. No times of departure or arrival are known and they are all practically ignored in all the reports.

C. H. E. Rush drove a Panhard delivery van with a body made by Offord and designed by McRobie Turrell, which was to be used for breakdown purposes. Jarrott was a passenger. The car was well-named; it gave much trouble and broke down at Crawley and did not arrive

at Brighton until the following morning.

J. Thompson-Smith, who was a well-known figure in the early days of motoring, drove a Panhard phaeton with three journalists, as well as the author of the famous "Three Men in a Boat"—Jerome K. Jerome.

What was described as a "Daimler parcels van" was driven by J. S. Critchley—the first Works Manager of the Daimler Motor Co., Ltd., of Coventry, and A. J. Drake—the sub-manager. They experienced a good deal of trouble with engine lubrication and they did not reach Brighton until 9 p.m. It is almost certain that this car was a Panhard—not a Daimler.

Another Panhard van was driven by A. O. Bradley. It was described as "Hunt's Panhard and Levassor omnibus". One paper gave its time of arrival as 3.46 p.m. whereas it did not arrive until the following day. Bradley made good progress until he was quite near Brighton when one of his side chains broke and he was forced to push the car into the yard of a nearby cottage. The cottager gave Bradley a "shake-down" for the night, and in the morning, he was able to repair the broken chain and proceed to Brighton.

Bradley reported all this to the Writer a few years before he died.

C. T. Crowden of the Great Horseless Carriage Co., Ltd., and A. Bush, who was the chief tester of the Daimler

company, piloted another Panhard. What time they left is unknown, but they had to stop in Croydon for water and oil, and they left Reigate at 2.45 p.m. They were again forced to stop for water at Handcross, and it is reported that they arrived at Brighton at 4.45 p.m.

A Panhard dogcart was driven by A. H. D. Altree who was originally the Secretary of the old Daimler Motor Syndicate, Ltd., founded by F. R. Simms in 1893. He became the secretary of the Daimler Motor Co., Ltd., of Coventry when it was first formed and in 1897, he became general manager. One of his passengers to Brighton is believed to have been Charles Osborn, the secretary of Lawson's British Motor Syndicate, Ltd., as well as a reporter for "The Observer".

The Bollee Three-Wheelers

Although it was laid down by the organisers that the event was not a race, it turned out to be little less, in the case of the Bollees, and the Duryea.

A point that has often been disputed is whether these three kept to the prescribed route or did they take a short-cut to save time? As will be shown later when the Duryea is discussed, no doubt exists about the Duryea having kept to the set route and actually stopping for lunch at Reigate, but there is some evidence that Leon



Monsieur Mayade in the four-cylinder Panhard at the start of the "Emancipation Run." This is the car which had recently won the Paris-Marseilles-Paris event with the same driver.

and his brother Camille Bollee took a short-cut and avoided Reigate.

Henry Sturmev of "The Autocar" came to Reigate and later went on to Brighton by the special "Motor Car Club" train. He reported that the two Bolees "were out for speed and had gone straight on from Redhill." This is confirmed by the reporter from "The Times" who wrote that the two Bolees "which were so much in advance of all the others *did not travel by way of Reigate*, but went directly to Brighton thereby saving several miles in point of distance and the loss of time by avoiding the crowds into and out of Reigate."

Duncan and Turrell senior on the third Bollee had a most unpleasant experience. To avoid a restless horse and dog cart, Duncan had to run onto the grass verge at the roadside which threw Turrell out of the front seat into a ditch of thick black mud. Turrell managed to get a lift on one of the other cars into Brighton, but Duncan struggled on until his carbureter became choked with sand thrown up by the rear wheel. He had to leave his machine and get a lift into Brighton in a horse-drawn vehicle, during which journey, the vehicle ran into a drove of cattle in the dark and killed one of the cows.

There is some doubt whether Leon Bollee and his brother used the usual single-cylinder machines or twin-cylinder racing models of 6 H. P. They were described by Duncan as "racing machines" which suggests they were of the twin-cylinder type. One of these machines came to this country subsequently and Tom Lawson—H. J. Lawson's eldest son—and the writer had several experiences with it.

There is, too, some doubt whether four or five Bolees took part. In addition to the three mentioned, a fourth turned up at the start in charge of J. Russell-Sharp who had only arrived with it from Coventry on the previous evening. He was an employee of the old Coventry Motor Co., Ltd.—an off-shoot of H. J. Lawson's. It broke down somewhere en route but Russell-Sharp was unable to remember where when he was asked a few years ago. A fifth Bollee was given a number in the assembly list, but it has not been possible to ascertain what happened to this machine nor whether it ever existed. In his book, Duncan speaks of "one other Bollee" a standard machine, that turned up at the start "but did not go through". This must have been Russell-Sharp's machine.

As far as the two driven by Leon and Camille Bollee are concerned, there is no report of any trouble experienced on the road. Both left Brixton at 11.30 a.m. and were in Brighton at approximately 2.25 p.m., having covered 69 odd miles in 2 hours 53 mins.

The American Duryea Cars

A certain amount of mystery has always surrounded the two Duryea cars that took part in this event. Claims and denials have been made that one of the two Duryeas, driven by J. F. Duryea himself, was the first car to arrive at Brighton. This was a sore point immediately after the conclusion of the run and some correspondence on the subject took place in "The Autocar". The British agent for the Duryea Motor Wagon Co. of Springfield, Massachusetts, got in touch with G. H. Thrupp, who accom-

panied Duryea to Brighton, and the following affidavit was sworn by Thrupp, who was the senior partner in the then well-known firm of Thrupp and Maberley, Ltd.

"I, George Herbert Thrupp, sincerely declare that on Saturday, November 14, 1896, I travelled from the Hotel Metropole, London, to the Hotel Metropole Brighton on a motor car the property of the Duryea Motor Wagon Co. of U.S.A.

We started from the Hotel Metropole, London at 10.40 a.m. with the other cars there assembled, and arrived at the White Heart Hotel Reigate at 12.40 p.m. After a stop there for lunch we left Reigate at 1.45 p.m. and arrived at the Hotel Metropole Brighton at 3.45 p.m. These times were noted by me during the journey.

We were the first motor carriage to arrive at Reigate, our first stopping place, and also at Brighton."

As with most matters concerning this event, some of the remarks made in the newspaper reports are in flat contradiction to the above affidavit. One paper gives the time of arrival of the two Bolees as being approximately one hour ahead of the Duryea. Another says the Duryea arrived at 4.20 p.m., but the bulk of opinion is that the first arrival at Reigate was the Duryea. Undoubtedly, the first car to reach Merstham hill was the Duryea at 12.15 p.m., as recorded by H. J. Swindley of "The Autocar".

An accident occurred at Crawley in which a Duryea car was involved. A little girl named Mary Dyer ran across the road in front of this car and was knocked down and injured. This child appears to have belonged to an unfortunate family; shortly before this mishap, her father, a publican at Three Bridges, lost both his legs and an ear in a railway accident. The mishap at Crawley was in no way due to the driver of the car. The second Duryea did not reach Brighton until much later, and an attempt has been made to attribute this lateness to the accident mentioned, but it seems clear that the first Duryea to reach Reigate was involved in the accident—not the second one.

The "Arnold Oil Carriages"

A good deal of uncertainty has always surrounded the "Arnold Oil Carriages" which did not appear at the start but were in evidence at Brighton. The following cutting, dated November 26, 1896, is in the possession of Mr. G. W. P. Arnold of Tonbridge, and it helps to throw some light on the situation:—

"Shortly after 11 o'clock on Friday, November 13th, four "Sociables," a "Victoria" and a large van supplied by the Arnold Motor Co. to Messrs. Lever Bros. of Sunlight soap fame, came up in line in front of the Works of East Peckham. We took our seats and a start was made for Tonbridge where we arrived in about an hour's time. We stopped for the night at Bromley and made an early start the following morning, so that we might take our place in the procession which was timed to start from the Hotel Metropole at 10.30 a.m. The road was blocked with people and we wasted two hours in vain attempts. Finally we made a start for Brighton long after the procession had gone. The cars ran through Brixton—two of our drivers pushed straight on to Brighton, others getting well on their way decided to spend the night. Mr. Cornell, the enterprising agent for "Arnold" cars at Tonbridge was the driver of the first of our carriages to reach

Brighton. After the arrival of the remainder of our carriages on Sunday morning, they were driven with their mud intact through the streets and along the front for several hours."

Here, at last, we have something authentic which explains why these cars which were not present at the start, were prominent at Brighton.

The car driven by Cornell—who was a jeweler and watch-repairer in Tonbridge—carried Henry Hewetson as a passenger. Archibald Campbell, who became manager for Hewetson at a slightly later date, drove another "Arnold" car and it is believed that Walter Arnold himself was a passenger on this car.

The "Roger-Benz" Cars

Little or nothing was reported about these cars, due—probably—to the fact that Lawson had no financial interest in them.

The original importers of these cars were a small private firm named L'Hollier Gascoine and Co. of Birmingham and Maidstone. These cars were imported from Paris, Emile Roger being the concessionaire of Benz cars from Mannheim.

During August, 1896, the concern was turned into a limited company called "The Anglo-French Motor Carriage Co., Ltd." (Roger system), the capital being £300,-

000 in one-pound shares. One-third of the whole issued capital was to go to Emile Roger. The directors of the new company were the Earl of Lonsdale (Chairman), Lord Marcus Beresford and a few others.

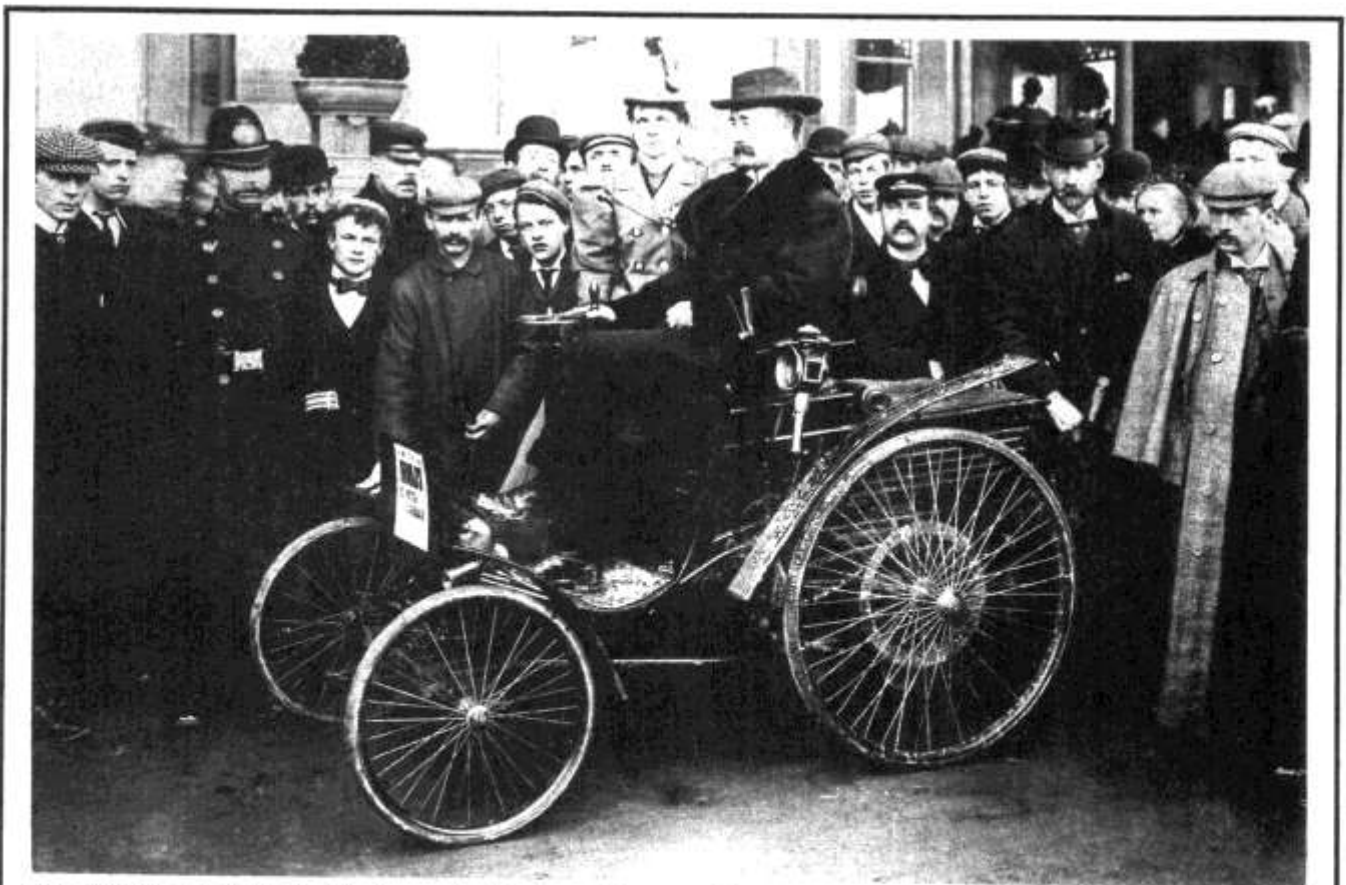
H. O. Duncan gives the number of the Roger-Benz cars that took part as four; three of these were driven by Messrs. Courtier, Day and Edmund Gascoine himself.

No report exists about their performance; whether they completed the course, what time they arrived and what happened to them en route, etc. More than one report speaks of several cars breaking down and having to be pushed into gardens of way-side cottages, but no details are given about their identity.

Certain makes of vehicles are mentioned in some of the reports as entrants, of which there is no trace, and it is questionable whether any of the following, for example, ever existed:—

- A Barrie-Taylor private carriage.
- A Barrie-Bersey private carriage.
- A Bucknall private carriage.
- A Lormont Paris steam bicycle.
- A Penn's steam carriage.
- A Rub tricycle.

One or two others, such as a "Lutzmann" phaeton, a "New and Mayne" oil three-wheeler dogcart and a L'Hollier tricycle undoubtedly existed and are fairly well-known in motoring history, but nothing is known of their



The 1896 Arnold Oil Motor Carriage with Mr. Henry Hewetson driving, as it prepares to leave the Metropole Hotel in London.

participation in the event in question.

A remarkable performance was put up by young Edward G. Gorton, the son of the chairman of the New Beeston Cycle Co.—one of Lawson's interests. He drove a Beeston tricycle with tube ignition, and it is believed the tiny engine on his machine had a bore and stroke of only 60 x 70 m/m and that the H.P. was 1. It had neither clutch nor change-speed gear, and a surface carburetor.

Only those of us who handled these early under-powered tricycles can appreciate what the effort must have been to pilot this machine to Brighton in heavy rain, bad roads and up some appreciable hills. In his speech during the dinner at Brighton, after the journey, Lawson stated that this tricycle had arrived sixth at 4.45 p.m. If this be true, it is truly a remarkable performance.

Thus, we come to the end of our somewhat unsatisfactory investigation. Within a few years of the "Emancipation" run, the writer became well acquainted—and in some cases, very friendly—with many who took part, and it will always be a matter of great regret that the following participants were not closely questioned about the points which, today, remain a puzzle:—

Otto Mayer.

Charles McRobie Turrell.

F. R. Simms.

C. H. E. Rush.

J. Thompson-Smith.

H. J. Swindley.

J. Russell-Sharp.

A. Cornell.

A. O. Bradley.

W. O. Bersey.

Henry Hewetson.

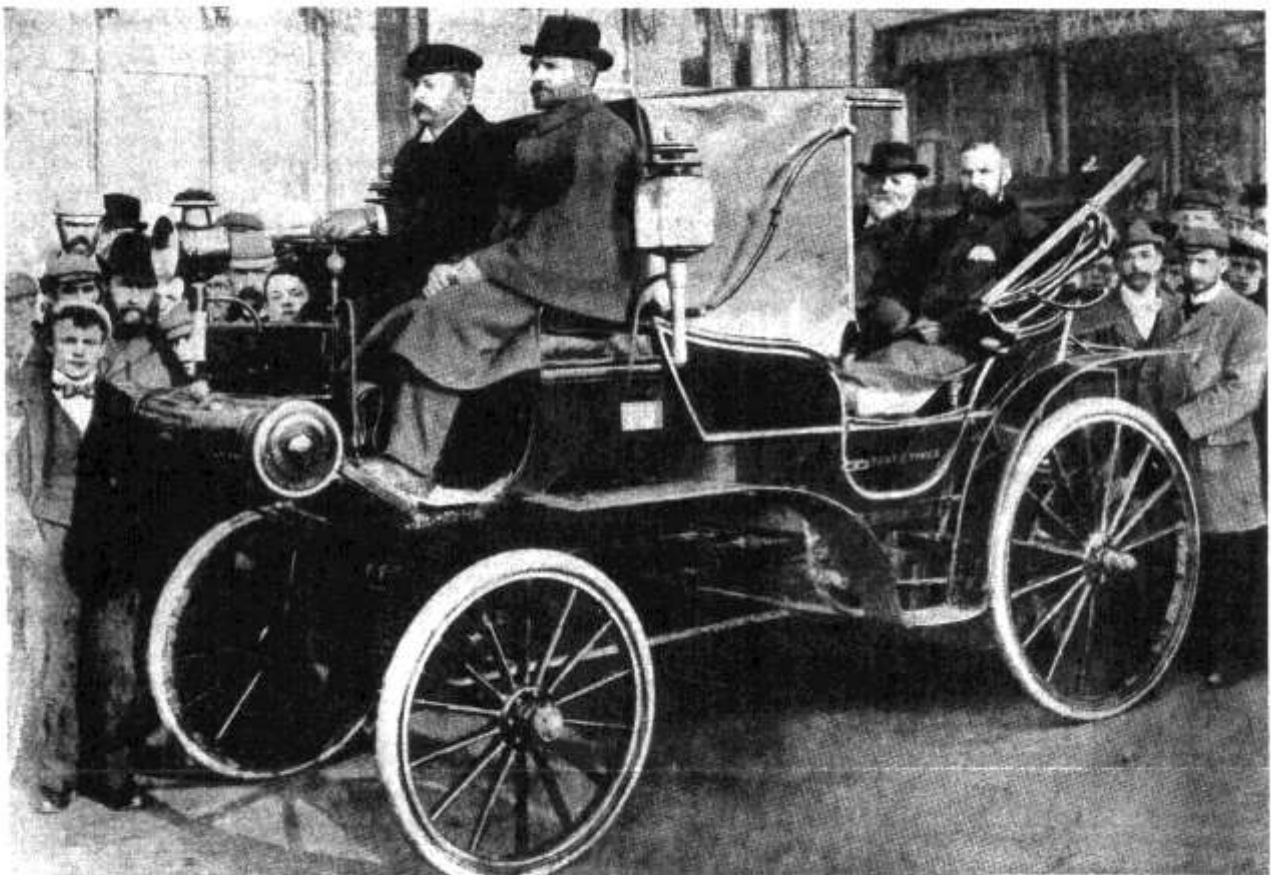
J. S. Critchley.

It is doubtful whether anything more definite than the information set out herein will ever be established. Cheap theatricalism and vested interests subordinated all other considerations, and so this historic event will always remain a beacon of wasted opportunity and a puzzle to historians.

Acknowledgement

ANTIQUE AUTOMOBILE wishes to thank the English magazine *THE VETERAN AND VINTAGE* for permission to reprint this article originally appearing in their pages.

Photographs appearing here are copies from the originals in the collection of the Montagu Motor Museum Library. For these we extend thanks to Lord Montagu of Beaulieu.



The Cannstatt-Daimler car entered in the "Emancipation Run" by Gottlieb Daimler. This was the "Present Times" vehicle which had been demonstrated at the Lord Mayor's Show. B. Van Toll driving and Daimler (in hat) seated in the rear.

FOR SALE

- 1927 Rugby Tourer. We have owned the car for the past eight or so years. The Rugby was restored to an exceptional standard by the previous owner and remains in the same condition. Since we have owned it we have fitted new tyres, refurbished and relined the brakes. We have also had the radiator completely reconditioned and fitted the rear luggage box. The Rugby is in overall excellent condition, starts easily and is very pleasant to drive. It has a six volt electric starter and four wheel mechanical brakes that work very well. The car is effectively in as new condition. The previous owner has completed an exceptional restoration of the car. The Rugby is located near Temora. Asking price is \$25,000.

Call Rod on 02 6973 1288.



WANTED

- **GN project car for restoration**

Either Veteran or Vintage period. Anything considered. **Contact Brian (Canberra) on 0412 188 409**

- **Original Ford bumper car badge**

As fitted to late 1926/27 Model T or early 1928 Model A Ford. Similar to below with MADE IN CANADA below the Ford script. **Contact Ian on 0413 582 687, or email eleanor.11@bigpond.com**



Did you know?

The world's oldest Ford car lives in Australia

This 1903 Ford Model A, one of only two in existence and is equal oldest Ford car in the world, is on display at the Wonders of Wynyard Exhibition Centre on Tasmania's north coast. Owned by local resident Francis Ransley, it is on display along with other's in Francis's collection of veteran motor cars.

To read more about the Wonders of Wynyard Exhibition Centre and Francis Ransley see the following article : <http://www.thmc.info/news/?p=514>. You can also view a video here: <http://www.thmc.info/news/?p=537>.

Credit and thank you to the Taree Historic Motor Club for these articles.

Also a thank you to Ian Irwin for sending these links for inclusion in The Edwardian.



Upcoming Swap Meets and Shows

Sunday 28th February 2021—Shannons Wheels is scheduled at Queanbeyan Showground. Funds raised at the 2021 event will be donated to Technology for Ageing and Disability (TADACT).

NOTE: This event was previously advertised in the Edwardian as being the 7th March

WELCOME TO TOMORROW / TODAY

38 INTERESTING PREDICTIONS

Thank you to Rob Wooley for sending these as they make their way across the internet through peoples emails. Some of them do make you think about what we think we know, and how much will continue to change in the coming years.

1 — Auto repair shops will disappear..

2 — A gas/diesel engine has 20,000 individual parts... An electrical motor has 20... Electric cars are sold with lifetime guarantees and are repaired only by dealers... It takes only 10 minutes to remove and replace an electric motor...

3 — Faulty electric motors are NOT repaired in the dealership but are sent to a regional repair shop that repairs them with ROBOTS...

4 — Your electric motor malfunction light goes on ... so you drive up to what looks like a car wash, and your car is towed through while you have a cup of coffee... Then your car comes out on the other side with a new electric motor or component...

5 — Gas stations will go away...

6 — Street corners will have meters that dispense electricity... Companies will install electrical recharging stations ... in fact, they've already started in the developed world...

7 — Smart major auto manufacturers have already designated money to start building new plants that build ONLY electric cars..

8 — The "Coal Industries" will go away... Gasoline/oil companies will go away... Drilling for oil will stop... So say goodbye to OPEC... The Middle East is in trouble...

9 — Homes will produce and store more electrical energy during the day than they use... It will be sold back to "The Grid"... The Grid will store and dispense it, to the industries that are high electricity users. Has anybody seen the Tesla roof??

10 — A baby of today will only see "personal cars" in museums. The FUTURE is approaching faster than most of us can even handle...

11 — In 1998, Kodak had 170,000 employees and sold 85% of all photo paper worldwide... Within just a few years, their business model disappeared and they went bankrupt... Who would have thought of that ever happening??

12 — What happened to Kodak and Polaroid will happen in a lot of industries in the next 5–10 years ... and most people don't even see it coming...

13 — Did you think in 1998 that 3 years later, you would never take pictures on film again? With today's smartphones, who even has a camera these days??

WELCOME TO TOMORROW / TODAY

38 INTERESTING PREDICTIONS

14 — Yet digital cameras were invented in 1975... The first ones only had 10,000 pixels but followed Moore's law... As with all exponential technologies, it was a disappointment in the beginning ... before it became superior and mainstream in only a few short years...

15 — It will now happen again (but much faster) with Artificial Intelligence (AI), health, autonomous and electric cars, education, 3D printing, agriculture and jobs...

16 — Forget the book, "Future Shock," welcome to the 4th Industrial Revolution...

17 — Software has disrupted and will continue to disrupt most traditional industries ... (in the next 5 to 10 years...

18 — UBER is just a software tool (they don't own any cars), and are now the biggest taxi company in the world... (Ask any taxi driver if they saw that coming...

19 — AIR-BnB is now the biggest hotel company in the world .. (they don't own any properties)... Ask Hilton Hotels or the Marriott if they saw that coming...

20 — Artificial Intelligence (AI): Computers become exponentially better in understanding the world... This year, a computer beat the best Go-player in the world ... (10 years earlier than expected)...

21 — In the USA, young lawyers already don't get jobs (because of IBM's WATSON) ... you can get legal advice within a few seconds so for the basic stuff ... with 90% accuracy compared with 70% accuracy when done by humans.. So, if you're studying law, STOP IMMEDIATELY... There will be 90% fewer lawyers in the future, what a thought and only omniscient specialists will remain...

22 — WATSON already helps nurses diagnosing cancer ... it's 4 times more accurate and many times faster than human nurses...

23 — Facebook now has a 'face recognition' software that can recognize faces better than humans... In 2030, computers will become more intelligent than humans...

24 — Autonomous cars: In 2018 the first self-driving cars were already here... In the next few years, the entire auto industry will start to be disrupted... You won't want to own a car any more as you will call a car with your phone, it will show up at your location and drive you to your destination...

25 — You will not need to park it, you will pay only for the 'driven distance' and you can be productive while driving. The very young children of today will never get a driver's licence and they will never own a car..

26 — This will change our cities because we will need 90% to 95% fewer cars... We can transform former parking spaces into green city parks...

WELCOME TO TOMORROW / TODAY

38 INTERESTING PREDICTIONS

27 — About 1.2 million people die each year in car accidents (worldwide). That includes distracted or drunk drivers... We currently have one accident every 60,000 miles driven... However with autonomous driving that will drop to 1 accident in about 6 million miles... That will save a million plus lives, worldwide each year...

28 — Most traditional car companies will doubtless become bankrupt... They will try the evolutionary approach and just build a better car ... while tech companies (Tesla, Apple, Google) will do the revolutionary approach and build a computer on wheels...

29 — Look at what Volvo is doing right now ... no more internal combustion engines in their vehicles starting this year with the 2020 models... They are using all-electric or hybrid only (with the intent of phasing out hybrid models in the not too distant future)...

30 — Many engineers from Volkswagen and Audi are completely terrified of Tesla... Look at all the companies offering all-electric vehicles... That was unheard of, only a few years ago...

31 — Insurance companies will have massive trouble too ... because, without accidents, the costs of insurance will become cheaper... Their car insurance business model will disappear...

32 — Real estate will change... Because if you can work while you commute, or you can work from your home ... people will abandon their towers to move far away to more beautiful and affordable properties.

33 — Electric cars will become mainstream by about 2030... Cities will be less noisy because all new cars will run ONLY on electricity...

34 — Cities will have much cleaner air...

35 — Electricity will become incredibly cheap and clean, eventually free..

36 — Solar production has been on an exponential curve for 30 years ... but you can now see the burgeoning impact ... and it's just starting to get ramped up...

37 — Fossil energy companies are desperately trying to limit access to the grid ... to prevent competition from home solar installations ... but that simply cannot continue... Technology will take care of that strategy in the not too distant future...

38 — Health: The Tricorder X price will be announced this year... There are companies who will build a medical device called the "Tricorder" from Star Trek that works with your phone, which takes your retina scan, a sample of your blood, then you breathe into it... It then analyzes 54 biomarkers that will identify nearly any disease.. There are dozens of phone apps out there right now for health...

MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 20TH JANUARY 2021

Location: Meeting held at Darrell Leemhuis' office in Fyshwick

Meeting Opened: 7:32pm by President Darrell Leemhuis

Attendance: Members: 16. Apologies: 6. Guests: Nil.

MINUTES OF LAST MEETING

Accepted – Moved: Rob Woolley, Seconded: Carol Nowak

SECRETARY'S REPORT

Correspondence In:

- Receipt for Affiliation Fees CHMC 2021
- Several magazines

Correspondence Out:

- Get well card to Marie Frawley

Secretary's report accepted - Moved: Roy Bendall, Seconded: Chris Hogan

TREASURER'S REPORT

Account Balance: Tabled.

Expenditure & Claims: Editor, Mathew Spackman claimed - \$13.20 & \$22.00 (Aus. Post) & \$13.80 (Office Works). Librarian, Roy Bendall claimed - \$220 (Book binding for "Horseless Carriage", "Model T Ford" and "The Automobile" magazines). Treasurer paid both Mathew and Roy.

Treasurer's report accepted - Moved: John Cadona, Seconded: Rick McDonough.

EDITOR'S REPORT

Mathew advised that all is going well and that he still has several articles for the February magazine. Mathew will be seeking more articles for the April magazine onwards.

MEMBERSHIP SECRETARY'S REPORT

Carol Nowak advised that the Club is stable at 59 members.

MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 20TH JANUARY 2021

DATING OFFICER'S REPORT

Dating Officer, Ian Irwin, is still working out details in regards to dating Club vintage vehicles. He will discuss dating procedures for vintage vehicles with Greg Spackman and Rob Woolley and hopes to finalise a procedure in the near future. Ian is hoping to keep the new procedure fairly simple. There is a lot of information available for vintage vehicles.

EVENTS REPORT

- Secretary Nick Nowak gave a run-down of Club events and numbers of members who attended these events since November 2020. The response has been excellent.
- Nick also advised that he and Rob Woolley have worked out a program of events to take the Club through to June '21. The program was discussed by members and Nick will send out details to all members shortly.
- Chris Hogan advised that the Goulburn Swap is scheduled for 2nd May '21.
- Nick advised that Shannons Wheels at Queanbeyan is arranged for Sunday 28th February 2021 and will run from 10am to 1:30pm. Nick will advise the organisers that our Club may have about 6 vehicles on display.

LIBRARIAN'S REPORT

Librarian, Roy Bendall, advised that he had recently had several magazines bound – see Treasurers report.

REGISTRAR'S REPORT

Both Rob Woolley and Nick Nowak have carried out registration paperwork for a number of members. Rob also inspects member's vehicles who have NSW Club registration. It is a requirement of NSW Rego that all vehicles on concessional rego. be inspected on the one day in the year. Rob has decided that rego for these vehicles, will be carried out in November, each year, and that those vehicles will be inspected at John Cadona's property in Googong. John has a hoist which will make Rob's job easier.

GENERAL BUSINESS

- President, Darrell Leemhuis, has been talking to Steven Farmer of Shannons and the Shannons Meeting Room will not re-open until March at the earliest. In the meantime members will continue to meet at Darrell's office in Fyshwick.
- Darrell has been asked by an acquaintance if he could advertise a vintage Rugby car in the Edwardian. Details will be passed to the Editor.

MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 20TH JANUARY 2021

- Darrell informed the meeting that his father Peter (also a Club member) had been involved in a nasty road accident near his property. Peter was taken to hospital. Fortunately he was ok and released later that night on the same day. The Club asked Darrell to pass on to Peter our good wishes.
- Rob Woolley has asked that the following details be entered in the Club "Day Book". Members Alex Sturgess and Glen Robinson will marry on Saturday February 13th. Rob Woolley's Model T Ford, Peter Sturgess' Bean and one of the Robinson's Model T Fords will be used for the wedding. Nick to enter in the "Day Book".
- Rob Woolley will attend the "Outback Model T Club" rally on 12th, 13th & 14th March at Gerringong NSW. Rob will also attend the Bathurst M/C rally from 28th March to 5th April with one of his vintage Triumph bikes.
- Rick is seeking several lengths of "T" shaped aluminum for his Delage doors. Nick said that he purchased this profile aluminum for his Overland doors many years ago and Neil Fergusson in Melbourne advised him where it could be purchased.
- Mathew has spent a lot of time setting up a Club Website which is now up and running. Mathew is still entering Club magazines and other Club information onto the site. Several Club members have assisted Mathew with copies of old magazines. The new website is "vvccaact.org.au". It is generally felt that having a website will make it easier for interested people to locate our Club and it will be particularly useful when we run rallies.
- Roy gave Rob a copy of a CD for a past National Rally and Rob will bring his projector etc. to show the photos at the February "After Meeting" activity.
- Ian Irwin informed us that he has been asked to do a presentation to a "Men's Shed" about early cars (pre 1906) in the ACT/NSW region. Ian would also be happy to give our Club the same presentation at an "after meeting activity" in the near future. Ian also said that he is extremely busy writing several books about early Rolls Royce Phantom's plus his own 1910 Silver Ghost. If anyone was interested he would gladly hand over the information he has gathered over many years, regarding early cars in the ACT and the surrounding NSW region, for someone else to write up the history.

Meeting Closed: 8:28pm.

MEETING ACTIVITY—No after meeting activity this month.

<p>MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 17TH FEBRUARY 2021</p>
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Location: Meeting held at Darrell Leemhuis' office in Fyshwick

Meeting Opened: by President Darrell Leemhuis

Attendance: Members: 21 Apologies: 4.. Guests: Nil.

MINUTES OF LAST MEETING

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

SECRETARY'S REPORT

Correspondence In:

- Info from Kathy Booby re AGM details for the CHMC NSW. To be held at Temora rally on 9th April 2021 (Council of Heritage Motor Clubs in NSW – Our Club has a number of NSW registered vehicles).
- Various magazines and brochures.

Correspondence Out:

- Wedding Card sent to Alex Sturgess and Glenn Robinson.

Secretary's report accepted - Moved: Darrell Leemhuis, Seconded: Gerard Frawley.

TREASURER'S REPORT

Balance tabled

Treasurer's report accepted - Moved: Scott Harris, Seconded: Roy Bendall.

EDITOR'S REPORT

Mathew Spackman advised that all was going well and that the next "Edwardian" would be available soon. Mathew's work regarding the Club website was progressing well.

MEMBERSHIP SECRETARY'S REPORT

Carol Nowak advised that the Club is stable at 59 members.

DATING OFFICER'S REPORT

Ian Irwin was unable to attend tonight's meeting. No report.

MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 17TH FEBRUARY 2021

EVENTS REPORT

1. Nick Nowak reported that the last coffee morning, at Kaleen shops, was successful with 13 members turning up. Rob Woolley and Darren Beauchamp attended with their Veteran T Models and Wayne Young in the Model A Ford.
2. Nick reminded members that the breakfast run to the Cotter picnic area was on next Sunday.
3. Nick also mentioned that Shannons Wheels was on at Queanbeyan on Sunday 28th February. A show of hands indicated that approximately 6 or 7 Club members were likely to turn up with their old vehicles. A COVID sheet will be required on entry to let organisers know how many people will attend the event.
4. Thursday 4th March – next mid-week coffee get-together at Silk Café in Fyshwick.
5. Sunday 21st March – Morning tea and BYO-BBQ lunch garage run. The Club will be visiting the garages of John & Lynne Prentice (morning tea) and Bob Courtney (lunch). Nick to provide details/addresses nearer the time.
6. Nick also mentioned Motor Skills in April, Model Railway & BBQ in May and Soup in June. Information and details nearer the time.
7. Chris Hogan advised that the Goulburn Swap Meet was a goer for Sunday 2nd May.
8. Rob Woolley and Chris mentioned that this year's Pre '31 tour (organized by the Orange Car Club) was on from Friday 30th April to Sunday 3rd May at Dubbo. Several members and cars will attend. Rob to send me an application form to distribute to members.
9. Bob Courtney mentioned that there will be a Swap Meet at Wakefield Park on 6th June organized by the Bike Club.

LIBRARIAN'S REPORT

Roy Bendall advised no change to the library. Roy has more magazines that require binding. Roy was given the "go-ahead".

REGISTRAR'S REPORT

Rob – business as usual. Nick – no rego's last month.

GENERAL BUSINESS

Meeting Closed: 8:15pm

MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 17TH FEBRUARY 2021

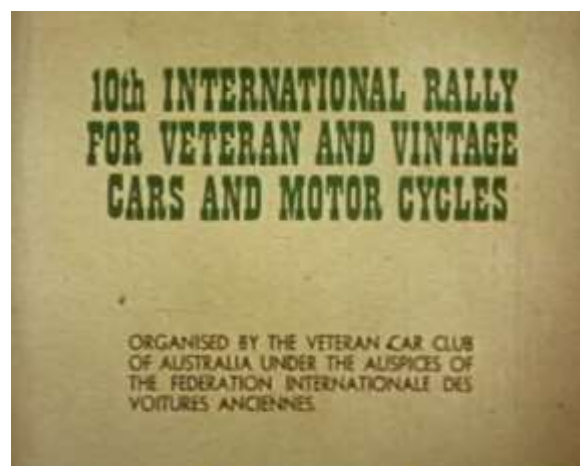
GENERAL BUSINESS

1. Several members spoke about their experiences when ordering parts/materials from overseas. Mostly good reports and quick mailing.
2. Darrell congratulated Glenn Robinson and Alex Sturgess, our two youngest members, on their marriage on Saturday 13th February. Dave Robinson (father) said it was an excellent event.
3. Darrell said that his father, Peter, was still a bit sore but had recovered well from his road accident last month.

Meeting Closed: 8:15pm

MEETING ACTIVITY

Rob Woolley showed members an enjoyable video of the 1970 Australian Bi-Centenary International Veteran and Vintage Rally.



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