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### MEETINGS HELD EVERY 3<sup>rd</sup> WEDNESDAY OF THE MONTH AT 7.30PM.

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

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

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



### President's Report

Greetings from Alice Springs, we have escaped Canberra for a couple of months to enjoy the warm weather of Central and Northern Australia.

The Club has enjoyed a very busy and successful year. The Club meetings have been varied with a Christmas lunch organised by Wal, Jane, Chris & Simone at the fire shed complete with the arrival of "Santa" to the delight of all the children. This was followed by our usual Christmas dinner meeting at the Southern Cross Club and the annual BBQ at the Woolley's in January.

Thanks Chris and Wal for giving the Club members some great runs and interesting destinations this year. The weekend run to Goulburn had some challenging weather with some heavy rain and strong winds, some of our members braved the weather and attended in Chevrolets, Fords, Beans, Fiats and Renaults. The visits to historic homes, David Crisp's collection and the motor cycle collection were outstanding.

The Edwardian has moved into the electronic age with a bi-monthly production. This has been done to give a greater variety of articles and information to Club members and to reduce production costs and Club membership costs. Thanks Rick for taking up the challenge of producing our electronic magazine.

The National 1 and 2 cylinder rally held during Canberra's 100<sup>th</sup> birthday celebrations was a great success. Fifty cars and motorcycles attended the rally including entries from England, America and New Zealand and a number of veteran and vintage cars from our Club. Whilst the number of entries was low the runs were interesting and challenging and we were able to take the entrants to the Museum of Australia, the Governor Generals and the War Memorial. Thanks Rick for chairing the rally committee and the hard working committee for making the rally a success.

The 50<sup>th</sup> Anniversary of the Club was celebrated at the June meeting, 50 years and 1 day after the Charter Meeting. The 50<sup>th</sup> Anniversary committee is planning a weekend of celebration on the 26-27 October 2013. Chris has organised a visit to the Hall Historic Museum on the Saturday afternoon and a run to Gunning on the Sunday. A dinner is organised for the Saturday evening at the Hellenic Club and Ian is compiling a book on the history of the Club. This will be a great weekend and I hope all Club members will join in the celebrations.

I would like to thank the Club committee members for the great work they have done during the past year without a strong committee the Club cannot function as it should. Thanks Tony, Gerard, Chris, Wal, Ian, Rick, Barry, Bob, Geoff and Beth for your help, guidance and assistance.

Thank you for the privilege of being President for the past 12 months, I am happy to serve as president for another 12 months if that is the wishes of the membership.

Rob Woolley



## THE VETERAN & VINTAGE CAR CLUB - ACT IS TURNING 50!

Hi to Club Members

Just a short update regarding the Club's 50<sup>th</sup> Anniversary on 26<sup>th</sup> & 27<sup>th</sup> October

You should have all been notified by now about the weekend activities (either by email or letter) and if you haven't please let me know as soon as you read this note. Fifty years is an important milestone and we are hoping, of course, to have a great rollout of both members and old cars and bikes. I have heard back from several former members who will be joining in so it certainly has the potential to be a lot of fun.

There are however still things to arrange and most of it is progressing pretty well however the Committee does require people numbers as soon as possible. I'm quite happy if you prefer to pay me a bit later but it would be appreciated if you could indicate if you are likely to attend all or any of the planned activities.

Hope to hear from you soon

Cheers Nick

50<sup>th</sup> Anniversary Secretary

(email: [nowakn@netspeed.com.au](mailto:nowakn@netspeed.com.au))

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## O'Connor woman is 'veteran' enthusiast

"The wives of car enthusiasts always exclaim they come off second-best but most of the time they enjoy the hobby just as much as the husbands do", Mrs Aileen McDonald, of O'Connor, said yesterday.



Mrs Aileen McDonald, of O'Connor, with her veteran car, a 1912 Siddeley-Dasy, known as Sarah-Jane.

Mrs McDonald was the first woman in the ACT to own a veteran car — a Siddeley-Dasy of 1912 vintage, known as Sarah-Jane.

"Originally Sarah was my husband's but I became interested and learnt to drive it", she said.

With petrol and temperature gauges on the bonnet, Sarah's dashboard is remarkably uncluttered — completely without knobs or speedometer.

The original upholstery still graces the back seat and the car, now a bright canary yellow, cruises along at a pleasant 40mph.

Sarah-Jane joined the McDonald household in 1959, but she has had to make room in the garage for a 1912 T-model Ford which Mr. McDonald has acquired. Lighter than Sarah, the T-model will take the family on trips interstate.

Mrs McDonald had always wanted to be the first woman to drive in a car rally in Canberra and gri

her wish in April during the second Easter tour conducted by the Veteran Car Club of Australia-ACT.

"You get such a feeling of fun and freedom rambling along," Mrs McDonald said. "You wave and madly keep the horn — something hardly ever done in spanking modern vehicles".

She would like other wives of the 40 members of the Canberra club to drive. If more women drove or owned veteran cars, they could become members themselves.

The greatest problem was not in finding spares or worrying about breaking down. "It's the other motorists gawking at your car and not watching the road".

"Travelling about in Sarah and searching miles for parts is fun for the whole family," Mrs McDonald said.

"My two sons, Alan, 6, and Neil, 4, adore the old dears — and I don't mean us, the parents".

Canberra Times 22 July 1966



### Editorial



Congrats to the two observant members (Carol & Bob McGuire) who contacted me correctly identifying the two new Radiator badges on June's newsletter cover (Majola and Bugatti by the way). However the logos of past club vehicles on our front cover *still* continues to rise thanks to Ian's research of our Club history. This month three more are now included (bringing the total depicted to 109). One was an American car made from 1909-1919, while the other two are trucks of the vintage era. I really don't think there are any more to find now (famous last words) but in the meantime can you find the three new ones?

50<sup>th</sup> celebrations are well underway and much planning has been taking place. While 50 years is a significant achievement for any car club to boast, we are not the only motoring organisation to be celebrating a 'motoring milestone'. Some other car-related birthdays this year are;

The (in)famous P76 turned 40 in June. I remember as a kid we used to call them P38's, as we reckoned they were only half a car. The fabulous looking Ford GT40 was 50 years old also in June. Race car and road car constructor McLaren also turns 50 this year, and will officially celebrate its anniversary on September 2, 2013. Also 50 - Automobili Lamborghini S.p.A. This was a company borne of spite. Ferruccio Lamborghini, a tractor manufacturer, owned a Ferrari road car that was rather less than reliable; the famously spiky Enzo Ferrari refused to accept his suggestions for technical improvement on the grounds that he was 'just a tractor maker, and could not know anything about sports cars'. So Lamborghini set up his own rival company in 1963, just to teach Enzo a lesson. 2013 also marks the 50<sup>th</sup> birthday of the iconic shape that is the Porsche 911. The car debuted in 1963 at the Frankfurt Motor Show. Built as a larger more comfortable replacement for the 356, it's evolved over the decades while still looking fundamentally similar. And lest we forget, the Ford Mustang is 50 years old this year. Turning 60- The first Corvette was introduced in 1953, with the "Blue Flame" in-line six-cylinder engine. Land Rover now makes retirement age as it becomes 65 years old this year. 2013 marks Toyota's 75th Anniversary. Founded back in 1938 by Kiichiro Toyoda, "Oh What A Feeling" is still kickin'! The Kenworth Truck Company is celebrating its 90th anniversary during 2013. It all began in 1923 when Harry W. Kent and Edgar K. Worthington incorporated the Gersix Motor Company as "Kenworth." The company name was formed from a combination of letters from the founders' last names. That first year, the small Seattle truck manufacturer produced 78 six-cylinder trucks. Since then, Kenworth has produced more than 900,000 trucks. The next milestone is a biggie. Aston Martin is one hundred years old. Lionel Martin and Robert Bamford joined forces in 1913 to sell Singers from an unassuming mews in West London – they actually started making their own cars in 1915, but let's not nitpick. And last, but not least, Henry Ford was born 150 years ago on July 30<sup>th</sup> 1863 in Greenfield Township. Now that should make all the Ford boys in our Club happy? On a sadder Ford note - Edsel designer, Roy Brown, died earlier this year aged 96. After the less-than-successful Edsel, Ford transferred Brown to England, where he designed the 1962 Cortina which would become the car maker's best-selling car in Great Britain. The much sought after (by some) Lotus-Cortina variant was released the following year...yes, it too is celebrating its 50<sup>th</sup>.

So there you have it. While 2013 is a significant year for our Club, it is equally significant for others in the world of cars.

Our series of articles by Peter Jones on woodworking for our old cars continues. Also included is an invite to the Veteran vehicle rally of NZ in March 2014. I've heard NZ rallies are a ton of fun so start saving the pennies. Also note towards the last pages are last year's AGM minute's.



If you've got this far you will note the page 2 newspaper article from 1966, featuring Aileen McDonald, wife of foundation member, Murdoch. Sadly this pioneering car club lady is no longer with us, but attending our 50<sup>th</sup> will be sole surviving foundation member, Errol Rumpf. Errol now resides in Queensland. On page 24 I've reproduced an article from the Canberra Times of 15 Sept 1967 featuring the Hupmobile that Errol restored whilst in our club. Even though Errol has lived on the Sunshine Coast for many years, he kept the little Hupp stored in a shed in Canberra up until relatively recently, but it now resides back with him up North. It will be great to catch up with this club 'Elder' in October.

And speaking of happy milestones as we were - Below are some happy snaps of our June meeting. This meeting occurred 50 years and one day after the inaugural gathering of 1963. President Rob gave a toast to the club and we all enthusiastically endorsed/imbibed.

Till next time

Rick



### **AGM TIME**

Don't forget our August meeting is also our AGM. ALL positions are declared vacant. This would be a great opportunity to see some new blood in the stewardship of the Club. Come on and have a go – even if it's just for 12 months. You will be supported in every way.

## Garage Run 23<sup>rd</sup> June

It was a chilly start when we arrived at Peter and Denise Sturgess; however it was a warm welcome by the Sturgess'. Pete had his collection of cars and projects all set out for inspection including Denise's fabulous garden art (28 Chev truck). Denise also showed off her amazing craft projects; a very talented house. We all enjoyed a cuppa and a pick of the table before heading off to John Cadona's for lunch. We were a small but spirited group travelling out to John's. It was a fabulous reception we received when we arrived as John had invited the FJ and FX Car Club out as well as the Ferrari Car Club. There were about 12 FJ-FX and about 5 Ferrari's plus our 5 club cars making for a pretty good show. We had an opportunity to have a look around at John's great set up of sheds, cars and equipment before we set up for lunch. Dave and Glenn Robinson kindly brought in the clubs BBQ trailer which got a great work out from the 80 odd people there. John and Vilay went to a lot of effort with the making of the beautiful homemade sausage rolls, lovely salads plus the setting up of tables. After lunch we had arranged for Odette, a member of the Costume Guild in Canberra to give a presentation on Edwardian clothing to those interested. Most of the ladies took up this opportunity to listen to this plus sit in a nice warm room, leaving us blokes to our own devices for an hour or so. Many Thanks to Pete, Denise, Alex, John, Vilay, Dave and Glenn for making the day such a success.

Attendees - Pete, Denise and Alex Sturgess – Bean, Wal and Jane Hick – T Ford, Gerard and Marie Frawley – T Ford, Mal Smith – Oakland Chris, Simone and kids – Chev, John Cadona and Vilay – Ferrari, Dave and Glenn – Modern and BBQ Trailer, Kathy and Bruce Booby – Modern, Ian and Ida Irwin – Modern, Angelo and Jennifer D'Emilio- Modern, Nick and Carol Nowak – Modern, Geoff Nicholas – Modern, Roy Bendall – Modern



Above – The Sturgess' collection. Denise's well stocked craft room was a popular attraction. Peter's Chevy is getting very close to the road now, so will that mean the Bean will soon be a 'Has-Bean'? As we all know, you can't have too many spares, so is it really "garden art",...or perhaps the start of another restoration?



Members enjoyed the Cadona hospitality at their lovely property. What's better than one Ferrari in the drive? Two of course! Just magnificent! Some beautifully restored FX-FJ Holdens rounded out the display nicely.



The all embracing arms of Angelo – or is he telling the story of the fish he nearly caught?



The ACT Branch of the Costumers Guild also gave an interesting talk and display on Edwardian Costume.



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### General Club Stuff

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#### Membership Fees

These are due now, and when it comes to payment you'll be pleased to know we've finally moved into the 21<sup>st</sup> Century. You can now pay your fees by electronic transfer if you'd prefer. Club A/c details are;- Name- VVCCA (ACT) Inc., BSB 112 908, A/c No. 428 948 417. Please identify your Electronic Funds Transfer advice with your name i.e. Initials and Surname, otherwise we won't know who the money is from.

#### A Right 'mug'!

In the last edition I mentioned that one of our members needed to hand in his Man Card after being seen buying a porcelain Toby mug at the recent Goulburn flea market. Well I received a phone call shortly after this went to press from said member's spouse to admonish me by saying that it wasn't a Toby mug at all, but a 'Character jug'. She then advised me, quite proudly, that her husband knew the differences between these and furthermore, could tell which ones were genuine Royal Doulton and which weren't and which ones were special limited editions etc. Hmmmm.....Sorry Delilah; my original judgement still stands. Any bloke who knows that much about crockery has no place holding a Man Card!



## Government study provides outstanding results!

This just in from John Prentice.....and seeing it has a motoring theme.....

CSIRO Officials admitted that they found about 200 dead crows on the highway between Noonamah and Palmerston, in Northern Territory, where there was concern that they may have died from Avian Flu. The Territory Government approved and the CSIRO contracted a bird pathologist to examine the remains of all the crows and he confirmed the problem was definitely NOT Avian Flu, much to everyone's relief. However, he determined that 98% of the crows had been killed by impact with trucks, and only 2% were killed by car impact.

The Territory Government then hired an Ornithological Behaviourist to determine the disproportionate percentages for truck versus car kills. After 18 months of research and \$2.7 million spent, the Ornithological Behaviourist determined the cause in the deaths. When crows eat road kill, they always set-up a look-out crow in a nearby tree to warn of impending danger. His conclusion was .....that the lookout crow could say "Cah", but he could not say "Truck"!



Ed. note – Hey, don't blame me...blame Prentice!

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## Caption Time!

Last edition I asked members to come up with a caption for this photo of this lot of desperadoes peering into John Madden's engine bay. Many thanks to those members who took the time to enter into the spirit of it all. Here are the responses :-

"Well, if I hadn't seen it for myself John, I'd never have believed that you could get a V12 Zephyr engine in there." – Ian Irwin

"Soooo, that's what an engine looks like" The ladies of the Sturgess house (Denise & Alex)

"A lesser known feature on the 1926 model is the under-bonnet television screen which, when tuned according to manufacturer's specifications, can hold onlookers spellbound for hours". –Bill Atkinson



Given they're all excellent captions you can imagine the difficulty in trying to judge the best one. I really liked the one from the Sturgess girls; particularly as the man of their house is one of the mesmerised onlookers! (ouch - that must hurt Pete)....and as much as a '26 Buick would really get up and boogie with a V12 I don't think the spokes could handle the G forces, but it would be fun at Summernats! That leaves Bill's caption the narrow winner. Congrats Bill, although you were too polite to mention they were actually watching the latest episode of Play School on said TV! I did promise a rusty prize for the winning entry, but knowing the huge pile of FIAT spare parts you already have stored away I think it wise not to incur Michelle's wrath by adding to it!

### July 21 - Club Run to Pine Island

The promo for this run read "...meet at the Gryphons Cafe Bar in Griffith for morning tea to discuss the most scenic way to get Pine Island....and pack a picnic lunch or something for a BBQ." Unfortunately the weather Gods had failed to read the same promo. With a forecast top of 8 and rain, and even snow down to 700 metres, the run was cancelled the day before. However this didn't stop a good size gathering of members meeting at the Cafe anyway to have a chinwag and catch up. Nor did it stop two hardy souls from driving in their oldies. Wayne proudly showed off his latest acquisition, an A Model roadster. Wayne picked it up in Adelaide recently and drove it all the way home! An epic journey and a great asset to the club's motoring stocks. Well done Wayne.



Is this the beginnings of 'The Red Roadster' Club?

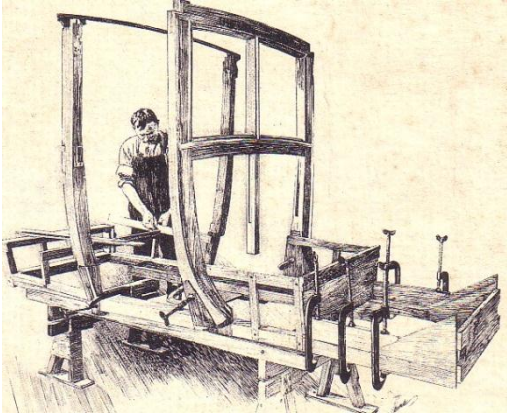
Actually this T model, currently under the Nowak custodianship, was one of the very early cars in our club back in the beginning.



### Attention all members

**Would you like to be on the committee for the National all Veteran Rally in 2015? Well here's your opportunity to step up and have a say in how it's run. The Club needs to get a rally committee together immediately to start planning for this event. All positions are vacant so every role from the Rally Director onwards needs to be filled. Come along to the June meeting and don't be shy in putting your name forward. You can also email the Secretary beforehand with your nomination if you can't make the June meeting.**





## Technical Page

Notes from a Coachbuilders Workshop.

By Peter Rhys-Davies.

### *FIXINGS, FASTENERS, GLUES and CUPS.*

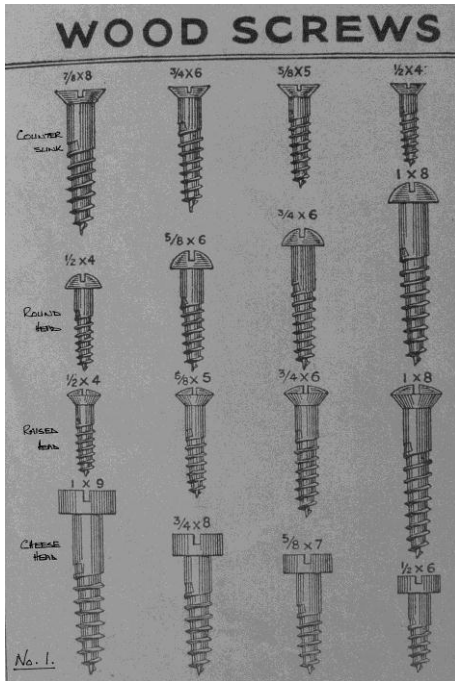
(Otherwise known as "Screwing It Up" - in the nicest possible way!)

When our special classic, veteran and vintage motor cars were being built as brand new motor cars way back in the pre-war years, (pre Second World War, of course, and even pre First World War!), the choice and type of screws and other fixings for the wooden coachwork was rather limited. There were a few options regarding the shape of the screw head, such as countersunk, raised, round and cheese head, and there was usually also a choice of either steel or brass – but they all had just a slot for the screwdriver in the head of the screw. The countersunk was by far the most common, and available in all lengths and sizes, from one quarter of an inch, up to eight or even nine inches long. Truly a screw for every purpose imaginable.

The modern cross, or Phillips, head screw was then many years in the future. One of the reasons – perhaps the main one – for their development was to make driving the screw into timber much easier, for a screwdriver can, and will, slip out of the slot head unless care is used. So in many regards the cross head screw needed to be developed, especially when electric power and cordless screwdrivers became available. It is possible to drive a slot head screw with an electric driver – but considerable care is needed. There used to be a special fitting available for this purpose, which was placed into the chuck of an electric screwdriver, with a sprung cover which fitted over the screw head. But these, sadly, have not been seen in captivity for at least a few decades now.

But to see Phillips head screws being used in a restored pre-war motor car bodywork is dreadful. It can be done – but it should be a hanging offence! Our beautiful old vehicles deserve to be looked after in the manner of the original build, at least, as much as possible. Exactly like a piece of fine antique furniture, our cars have great character, deserving to be treated accordingly, and wherever possible the correct period parts, fastenings and fixtures should be utilised. With glues, though, it is a far different matter. The old Casein glues we used in the pre-war and early post years have no place in today's world, for modern technology has far outstripped this basic old-fashioned type of glue. Using a Casein glue today would, I feel, be taking the 'originality' concept several steps too far. These glues are very poor in holding capability and life, being formed from only very basic materials – such as animal skins – and, in any case, are very difficult to obtain nowadays. Just as no-one in their right mind would even consider fitting, say, a modern type AM/FM radio in something like a Silver Ghost – try hard to keep the proper period in all aspects of restoration. I'm sure you'll feel all the better for it, even if no-one can see these small details! You will know they are there!

Screws usually come in about four basic types – countersunk; raised head; round head; and cheese head. See Illustration on next page. Each has its own special purpose, with the common countersunk being the general 'workhorse', used for almost anything and everything. If ordinary steel screws are to be used, it is strongly recommended to stick the threads of each one into a container of thick, heavy grease just prior to screwing it in. This will have two positive advantages – the grease will not only help the screw to be driven into the wood; it will also help to protect it to a certain degree from moisture, delaying the rusting process. The raised head screw is more often seen in a decorative situation, perhaps holding a cover moulding in place, or as a brass item in a polished trim piece. Round head screws seem to have a more limited use in motor car coach building. They were once commonly used in 'real' coach building (ie: horse drawn vehicles), when they were the proper fixing for fastening the numerous metal plates, brackets etc to the timber framework. With their flat under head face and large dome top they are always highly visible, but do offer a slightly greater holding power than a similar countersunk screw.



The main use for these screws today is to fasten the various metal brackets found in the interior faces of coachwork, where the frame needs support, typically where an upright is fastened to a main floor beam. The cheese head type is almost never seen or used today.

There is one further type of screw which has actually had a bit of a resurgence. This is the type which has a small square 'hole' in the top of the screw head, and there are a number of drivers for these screws available nowadays. The big advantage is that they can be driven with an electric screwdriver. As far as I am aware, their only use in the vintage and classic period was with the Canadian built Model A Fords of the 1930s. But I'm open to correction.

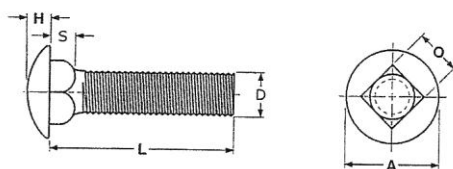
In the early post war years there was a screw for almost every possible requirement, covering every shape and size. Where I was an apprentice we had a large (locked) cupboard, (obviously we were not to be trusted!), containing everything from 1/2 inch No.2s, right up to 6 inch No. 18s, and everything in between, all with the common slot heads. Today, of course, they are no longer generally available here in Australia, and many sizes are getting harder and harder to find. Occasionally a box

or two will turn up at a swap meet, or a small hoard might be found in a country antique shop, if your luck is in. But as far as I know slot head screws are not usually to be seen here, so it is necessary to go overseas, to England or the United States, to find supplies. But they do turn up now and again on Ebay, so it is well worth while looking. Do beware of 'modern' replicas, which can be found usually at swap meets. These are often made in China and smaller eastern countries, and are so often made from a poor quality metal compound, and can both twist in half and break, or the head will twist off completely. The very best are from England, made by Guest, Keen and Nettlefolds. (GKN).

Today there are a variety of choices of material available in screws: Steel; Brass; Brass/Chrome plated; and Stainless Steel. I would suggest trying to stay clear of plated screws, where possible, as so often, it seems, the plating can lift after a short while, creating a nasty, cheap look, and allowing rust to easily start. Most of this plating today seems to be done on steel screws, which creates the problem, but chrome plating on brass is usually pretty good. Plain steel is certainly fine in the majority of ordinary circumstances, while brass is certainly the material of choice for custom trims and similar, especially when polished.

However, for the small extra cost, I would strongly recommend using 18/8 stainless steel screws almost everywhere – especially for door hinges, for these are always a source of problems. For a start, stainless steel is far stronger than plain steel, (as well as brass, of course), but being impervious to the elements, is a 'fit and forget' item. For all those 'out-of-sight' areas where rust might attack, stainless steel is almost a necessity. Any fastenings down in and around the floor area, under carpet or similar, are always at severe risk from rusting and corrosion,

and here stainless should always be considered. Similarly with bolts, and especially those used for fixing bodywork to the chassis. It does not take long for the nuts and threads of ordinary steel bolts to rust and seize up, and often the only way to remove these bolts when a restoration is under way is to cut the damn things off. I would never use anything but stainless steel for these situations.



Dimensions for Carriage Bolts

Bolt Diameter	Body Diameter --D--	Head Diameter --A--	Head Height --H--	Across Square --O--	Square Depth --S--
1/4	.237 - .260	.563 - .594	.125 - .145	.245 - .260	.125 - .156
5/16	.298 - .324	.688 - .719	.156 - .176	.307 - .324	.156 - .187
3/8	.360 - .388	.782 - .844	.188 - .208	.368 - .388	.188 - .219
7/16	.421 - .452	.907 - .969	.219 - .239	.431 - .452	.219 - .250
1/2	.483 - .515	1.032 - 1.094	.250 - .270	.492 - .515	.250 - .281
5/8	.605 - .642	1.219 - 1.344	.313 - .344	.616 - .642	.313 - .344
3/4	.729 - .768	1.469 - 1.594	.375 - .406	.741 - .768	.375 - .406

The common type of bolt originally used in these situations – bolting the main bodywork to the chassis - was called, accurately, a 'coach bolt'. See illustration at left. This had a slightly domed head, with a short square shank immediately underneath the head. The purpose of

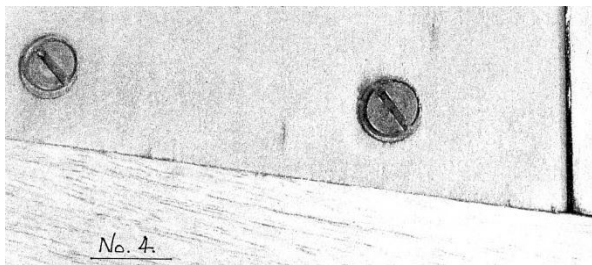


this shank was to prevent the bolt turning when the nut was being tightened, as it was driven into the timber. But over time this can be a drawback, as often the whole bolt will turn when attempting to undo the old (and usually rusted) nut, as there is no way to hold the head from turning.. A better result can be obtained by using a standard hexagon head bolt, but drilling a large enough hole in the top surface of the timber to not only take the head, but also allowing enough room to fit a socket over the head of the bolt. True, this is NOT original. If complete originality is a very high requirement, then I would suggest cutting a slot in the head of the coach bolt, with a hacksaw, to enable a screwdriver to be used to prevent the head of the bolt from turning.



Fig 3

There is also a small accessory most often used in a decorative situation, called a 'cup'; of which there are two types – see Fig.3. The larger is a surface cup, (on the right), which, as the name suggests, sits on the top of the timber. A raised head screw is almost always used here, providing a neat finish to wooden trims and other polished work. However they can be rather obtrusive, sitting up above the surface, even with a small No. 6 screw. Protruding as they do, they can also catch fingers and hands, or bruise soft items. These surface cups are readily available here in most good hardware stores, usually in plain brass, or plated. Far superior, in my opinion, are the countersunk type. They are designed to sink in flush with the surface of the timber, providing a firm base area for both a countersunk and raised head screws, preventing the screw from pulling down into the



timber. This is most important when using softer timbers such as Cedar or Mahogany. See Fig. 4. Always made from solid brass, they are machined on the outer surface for a better grip. Unfortunately I am not aware of a supplier here in Australia. The only source I know of is in England where this type of product is still in demand and manufactured. Highly recommended. They come in exactly the same sizes as the screws, so a No. 8 cup will suit a No. 8 screw, and so on.

Where you do intend to use slot head screws it is most important you do have the right type of screwdriver to carry out the job properly. I would not suggest using an electric power driver, for the chances of either having the bit jump out of the slot and chew into the surrounding timber, or damage the slot in the screw head, is quite high. Also when using brass screws, a soft material, the power of an electric driver is often so high there is a real danger of twisting the screw head right off. As well it is far more difficult, using a power driver, to judge just when the screw is deep enough into the timber, without going too far.



Fig. 5



Fig.6

By far the best tool for these 'old' screws – is the old fashioned hand powered screwdriver. See Fig. 5. This is the basic type that everyone knows, but is actually not the best type available. Much better, and far more efficient, is the ratchet screwdriver, shown in Fig. 6. If you have never used one of these before you will probably be surprised at the difference. Twice as fast, and twice as easy.

They are getting harder and harder to find now and if all else fails try searching under 'Old Woodworking Tools'. They do seem to be reasonably readily available in both England or the United States.



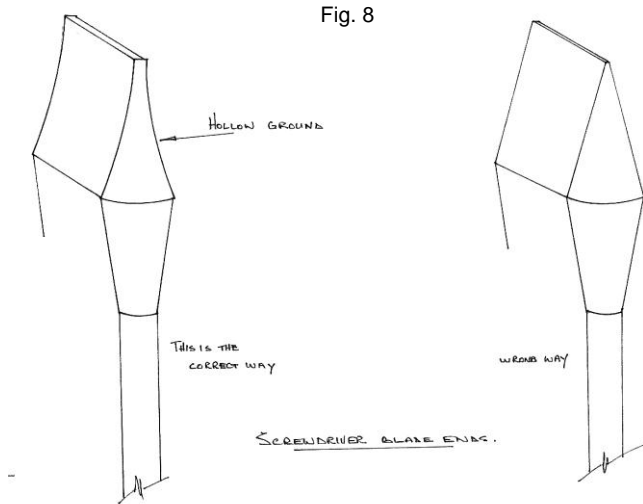
Fig. 7

The ratchet, though a good screwdriver, is still not the best. In my opinion, this title should rightly go to the marvellous Stanley Yankee spiral ratchet screwdriver. See Fig. 7. Rather than turn, these are 'push' screwdrivers with enormous power, but easily controlled by hand. Probably the best size for everyday use is the 130A though there is also a larger size for bigger screws. Best of all the Stanley Yankee has a removeable 'bit' at the business end so that any one of a number of different sizes and types of screw can be handled. There are a number of these bits available, with both slot head and cross head screws being catered for. It is the perfect tool for any coach builder – or indeed, any handyman. If you have never used one before, I would suggest practising until you get the hang on things on some scrap timber first. They do have a lot of power. Very hard to find now, occasionally one will turn up on Ebay, mostly second hand, but sometimes you might strike lucky a find a 'New Old

Stock' one. However they do still seem to be readily obtainable in England. Most Search Engines will locate a source.

The screwdriver bit head, the sharp end, so to speak, is very critical. The slots in the screw come in a modest variety of sizes, with usually the bigger the screw the bigger the slot. So you will need a screwdriver with the correct size end to fit the slot properly. It should be a reasonably tight fit. Perhaps more importantly, the

working end of the driver has to be correctly shaped to stay in the slot. Fig. 8 shows how to (gently) grind the end of screwdriver to obtain the optimum shape, while on the right is how not to do it.



Finally, the other half of a perfect joint – the glue. Really, there is only one choice – the waterproof/marine grade commonly used in wooden boat building. There are two basic types: 'one-pot'; and 'two-pot'. The easier to use is the 'one-pot', which comes, as the name suggests, in just one container, and is spread over the joint, often on both faces. Some require a dampening of one face. They all have a setting time, some faster and some longer, but one with around 15 – 30 minutes should be fine for most normal joint work. Bear in mind these times are related to

temperature, so the warmer it is the quicker the setting time. Certainly when putting together a complex curved section it would be wise to use a glue with a longer setting time, say an hour or two. These glues are to be found in almost any good hardware store, under a variety of names. I have used 'Kleiberit 501'; 'Titebond 111'; and Selley's 'Aquadhere Super Durable' all with great success, and have no problem in recommending any of these. Do follow the manufacturers instructions, though, to make sure you get the very best results.

Slightly better are the 'two-pot' glues. These come in two separate containers, needing to be mixed together just before use. They are usually somewhat stronger, and in the most highly stressed parts of the body – corners, doors etc – I would recommend these. Once mixed, of course, the glue will set regardless, so it is important to mix just enough to do the job in hand, as there is usually insufficient time to mix up a new batch partway through. 'Araldite' is probably the best known of these, but check out the nearest marine ships chandler to see what they may have, as there are new mixes and chemicals coming onto the market frequently. These may not be cheap but are very well worth the extra cost and provide a certain peace of mind. And always follow the mixing directions precisely.

Don't even think of using the everyday 'Interior' or 'Exterior' white glues commonly seen in hardware stores. This is a very ordinary glue, and while quite suitable for everyday jobs in and around the house, have absolutely no place in coach building.

The aim with all joints in a body is to ensure that every joint is as firm and solid as possible, to achieve a bodywork which is as firm and rigid as possible. The last thing you need is to have a bodywork which 'moves' around. With few exceptions, the original chassis were all quite capable of 'some 'flexing', and the bodywork should be as strong as possible to help counteract this movement. Try to make every joint a tight fit, then use plenty of glue – certainly do not scrimp here – and use a good length screws to hold everything together as solidly as possible. The idea is the create a one-piece framework that is rigid and as strong as can be, for on our older cars the chassis can flex a little, and the less movement in the bodywork, the more substantial and longer lasting it will be – and the fewer squeaks and rattles will be heard.

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### They're still out there..

Rob recently had some photos sent to him by one of his Rotary mates when the latter was visiting friends interstate. Below is what was on the friend's farm. The truck is a rare early Berliet, with a stationary engine on its tray for good measure. But have a look what was sitting in the open farm shed...an original veteran Ghost with the familiar ute treatment and a Phantom!



888888888888888888888888888888

### In Club Member's Sheds

I think we need to reiterate to some Club members what the first 'C' in 'VVCCA' stands for. Doing my monthly snoop around member's sheds recently unearthed these two items that aren't too far from being on the road. One is a '23 Power-plus Indian, and the other a '26 Harley. They belong to separate members. Perhaps we should suggest to them that they at least get side-cars so they are  $\frac{3}{4}$  of the way to having the requisite number of wheels!





Product of the Month (P.O.M)

This month's POM comes from Mikes 'A' Ford-able parts. As the name suggests, he specialises in A Ford stuff, but let's not hold that against him! The bits below are a little more generic in nature and could be used on other cars. Check out the website at <http://www.mikes-afordable.com>

Luggage Rack

This rack has wooden slats with chrome plated frame. It fits all years and models. For Sedan Luggage Rack Extended brackets - See RAR268 on Page \_\_\_\_.



See car specific sections for Trunks.

A18575B 28-31 Price Ea. \$ 121.00

Dipstick Wiper

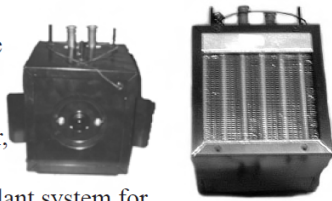
A copy of an original accessory that was made by APCO. This stainless steel unit mounts under the head nut above the water inlet on the side of the block. Simply drag your dipstick thru the felt for easy cleanup.



A6751 28-31 Price Ea. \$ 24.95

Heaters

Do you get cold when you drive your car in the winter? Now there is a solution to keep you warm, so you can drive your car, year round. This universal aftermarket heater, uses the coolant system for its heat. You will have to run hoses to this unit from your motor. Don't forget to order A18480K Hose and fitting set - You may also need A8274 Heater Hook-Up Kit.



A18480-6 6 Volt Price Ea. \$ 160.00  
A18480-12 12 Volt Price Ea. \$ 133.50

Heater Hose and Fitting Set

When installing the A18480-6 or 12 heater, you will need to install this kit. Kit includes 8' of 3/4" ID hose, an elbow shut off valve that has a 3/8" pipe thread on one side, and a 3/4" hose barb on the other, a 3/8" to 1/2" OD pipe adapter and 4 hose clamps. See A8274 for Heater Hook-up Kit.



A18480K 28-31 Price Set \$ 27.00

Custom LED Third Brake Lights

Custom LED Third Brake Light fits in the back window of cars and trucks. Strong, twin suction cups attach the rugged, black ABS case to the glass in the back window. Two wire, easy hookup works with 6V or 12V negative or positive ground vehicles. Electronics feature all solid state components (nothing to wear out and the LEDs should last for over 25 years!). No permanent modifications to your car are required. Kit comes with Third Brake Light, harness, connectors, mounts, and suction cups. Logo Lites Custom LED Third Brake Lights are backed by a one year manufacturer's warranty.



A13312S STOP Price Kit \$ 72.00

Wire Wheel Spoke Straightener

This is an exact copy of the original spoke straightener. Very useful tool to get those bent spokes back into position.



T1018 Price Ea. \$ 58.95

Complete Turn Signal Kit (6 or 12 Volt + or -)

Now you can have super bright Amber LED turn signals for your "A"! Kit includes super bright LED turn signals, stainless steel brackets, controller and wire. The easy hookup connects to 6 Volt OR 12 Volt cars with negative or positive ground without even flipping a switch. The kit features all solid state components (there are no turn signal flashers to wear out and the LED's will last for over 25 years!). The whole kit is bolted on so you don't have to permanently modify your car. Slim line turn signals mount to bumper clamp bolts and have a one wire hook up. Each turn signal is individually short circuit protected so if one wire shorts to the chassis, only that one light won't come on. Eliminate the short and the turn signal will work again. Also has a hazard light function and is backed by a one year manufacturer's warranty. 20 Piece Set.



A13311A 28-31 Price Kit/20 \$ 169.95

Tire Bands

Finally back in stock!!

These are a reproduction of an original accessory. No hardware needed, these just snap around the tire and stay put.

Fits both 19" & 21".

Polished stainless.

These do require additional shipping due to the oversized box.

A18600 28-31 Price Ea. \$ 175.00

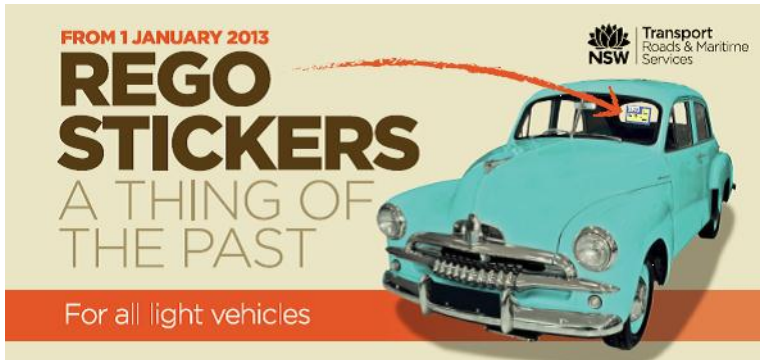






## No More ACT Registration Labels

From 1 July 2013, the Australian Capital Territory will abolish registration labels for light vehicles and trailers. Light vehicles are defined as those which have a Gross Vehicle Mass (GVM) of up to 4.5 tonnes.



Currently in the ACT, registration labels are required to be displayed on all vehicles and penalties apply for not displaying a registration label. Traditionally, the main purpose of registration labels has been to assist with the compliance and enforcement of vehicle registration requirements.

Western Australia, South Australia, Tasmania and NSW have abolished registration label requirements for light vehicles (from 1 January 2010, 1 July 2011, 1 September 2012 and 1 January 2013 respectively).

Registration labels are no longer considered necessary, as technology now allows ACT Policing to identify whether a vehicle is registered using Automated Number Plate Recognition (ANPR) systems such as Recognition and Analysis of Plates Identified (RAPID). In addition, labels are not always a reliable indication of a vehicle's registration. They may be fraudulent, or a registration payment may have been dishonoured after a label is provided.

All interstate enforcement agencies can access the National Exchange of Vehicle and Driver Information System (NEVDIS) which is an online database of driver and vehicle information. NEVDIS is used by enforcement agencies Australia wide to check if a vehicle is registered.

Any person can check whether a vehicle is currently registered in the ACT by accessing the [rego.act](https://www.rego.act.gov.au/RegoActBase/sub/xml/PublicRegistrationStatus.xml) computer system. To check the registration status of a vehicle go to <https://www.rego.act.gov.au/RegoActBase/sub/xml/PublicRegistrationStatus.xml>. Alternatively a vehicle's registration status can be confirmed by calling Canberra Connect on 132281. It is intended that the website will be improved and made simpler before the abolition of labels and will also show the 'date of expiry'. It is also intended that a person will only need the vehicle's registration number and not part of the Vehicle Identification Number (VIN) as is currently required to perform a registration check.

All other aspects of the registration process will remain the same. Registration certificates will still be provided and renewal reminders will continue to be sent out about six weeks prior to registration expiry.

This initiative will simplify the registration process and cut red tape, reducing waiting times at shop-fronts. Registration payments can be made online, by telephone or post, or through Bpay or Australia Post.

## The Edwardian - August 2013

Below is the latest calendar of events from the Council. Some good things to suit all motoring tastes. One thing to note – Wheels has moved for next year. Our wonderful under-cover position at the racecourse is no longer.



Name of Event	Date	Location	Contact person	Contact details
John Grannall Charity day	8 September 2013	Grevillia Park Russell	TBA	Chev Bow Tie club
German Autofest	22 September 2013	Lawns of Old Parliament House	TBA	
Museum of the Long Weekend – Vintage caravan display	18 – 20 October 13	Grevillea park Russell	TBA	<a href="http://www.longweekend.bighart.org/">http://www.longweekend.bighart.org/</a>
Spin Saturday Cars / Dance / Music	19 October 2013	255 Canberra Avenue, Fyshwick	Bruce Perry, Canberra Region Morris Minor Club	0408 652 107 bruceper- ry@grapevine.com.au
Centenary of Canberra Rally -National Trust	19-20 October 2013	Jervis Bay to Canberra	Nick Arnott	<a href="http://www.nationaltrust.org.au/act/Rally">www.nationaltrust.org.au/act/Rally</a>
14 <sup>th</sup> National Capri & Classic small Ford Muster	25 -27 October 2013			
Canberra Swap Meet	3 November 2013	EPIC – Mitchell		
MARQUES in the Park 2013	10 November 2013	John Knight Park Belconnen	Nick Arnott	American Car Club – 0400 470 100
Canberra Ute Car & Truck Muster	16 – 17 Nov 2013	Hall polo cross grounds	Kelvin Fahey	0466 240 085 <a href="http://www.canberramuster.com">www.canberramuster.com</a>
Queanbeyan Swap meet	23/24 November 13	Queanbeyan Show Ground	0427 267 927	<a href="http://www.qbnswwap.net">www.qbnswwap.net</a>
Ford / GM day	23 November 2013	Queanbeyan Show Ground	0400 394 645	<a href="http://www.americancarnationals.com.au">www.americancarnationals.com.au</a>
American Car Nationals	24 November 2013	Queanbeyan Show Ground	0400 394 645	<a href="http://www.americancarnationals.com.au">www.americancarnationals.com.au</a>
Terribly British Day	1 December 2013	Patrick White lawns behind the National Library of Australia	Jaguar Driver Club	Graham Gittins 0419 249 109 email: <a href="mailto:gittins@inet.net.au">gittins@inet.net.au</a>
Capital all Ford day	2 March 2014	East Lawns Old Parliament House	FPV & XR owners Club of the ACT	David Connolly 0437 500 757
<b>WHEELS 2014</b>	<b>16 March 2014</b>	<b>Kings Park Russell</b>	<b>Mercedes Benz Club</b>	<b>Richard Jackson</b>
Auto Italia	30 March 2014	Lawns of Old Parliament House	TBA	

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Phone: Bungendore 61; day or night.

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Monaro Street, Queanbeyan  
(Opposite St. Gregory's Hall)

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**All Motor Cycle Repairs and Accessories**

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Agents for the Invincible J.A.P. Norton, and Levis (all British Machines).

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**CASH OR TERMS.**

**CANBERRA MOTOR SALES**  
LIMITED.  
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**FIAT CARS AND TRUCKS**

**Acclaimed everywhere as the Finest Light Car on The Market--**

509 FIAT. Price, from ..... £275  
603 FIAT—from ..... £395  
512 FIAT (six cylinder), was £650,  
Now ..... £700

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**PETROL FROM BOWSER—2/6 per gallon**  
OILS, TYRES, AND ALL MOTOR ACCESSORIES.  
PHONE, CANBERRA 30.

Adverts from Canberra Times, October 1926



## For Sale/Wanted

### FOR SALE.

De Dion Bouton Roadster 1910, see below right. CD 8hp, single cylinder, Eng Number 27747- 1911 model CP motor. The car recently competed in Veteran and National Veteran 1&2 cylinder rally in Canberra. The car is in good condition. Comes with a spare engine (works) and its own car trailer with battery plus winch. --- \$40,000 Tel. Geoff on 0415228877 or email [geoff-lyn@bigpond.com](mailto:geoff-lyn@bigpond.com).

**SOLD**

### 1928 Chevrolet Parts For Sale

1 x complete diff and torque tube \$250  
3 x long engines \$75  
1 x short engine \$40  
1 x front end \$30  
1 x brake swing arm assembly \$15  
2 x gear boxes \$100 each  
2 x left running boards \$20 each  
2 x right running boards \$20 each  
2 x complete instrument boards \$75 each  
1 x lower windscreen frame \$50  
1 x top windscreen frame \$50  
Wind screen post set \$120  
1 x diff housing \$20  
1 x spares wheel carrier \$75  
1 x petrol tank \$75  
1 x bonnet \$50  
1 x left tour door front \$20  
1 x right tourer door front \$20  
1 x rear tub \$150  
1 x front cowl (fire wall) \$100  
2 x left rear guards \$50 each  
2 x right rear guards \$50 each  
2 x torque tube diff tail shafts \$150 each  
1 x tail shaft \$100  
1 x head light bar \$40  
1 x 21 inch disk wheel \$40  
Set of spark and throttle control rods \$75  
1 x 27 Chev steering box with ignition switch \$120  
1 x 25 Chev headlight \$20  
2 x Narrow 21 inch split rims \$50 each  
4 x Firestone black wall 5.25-5.50 17 inch tyres, very good condition \$600 the lot  
2 x 1929 20 inch wooden spoke wheels front \$100 each  
1 x 23 inch Dodge wooden spoke wheel (re timbered) \$150  
Many more small parts available if you require  
Chris Hogan 02 62595250 Canberra after 6pm  
[Simandchris@optusnet.com.au](mailto:Simandchris@optusnet.com.au)



**For sale** - Rare 1934 Rover P1. See above right - Odometer Reading 55,115 miles, 12 H.P., 4 cylinder engine. Doctor's coupe body made by T.J. Richards and the body remains original. The car is in very good condition. I purchased the car from Dean Smoker in Adelaide. I have done many miles on it, trips to Canberra, Tasmania, Queensland and others. The car has been a pleasure to drive and it runs smoothly and uses little petrol. Now, reluctantly, it is available for sale! The value I have been told is \$24,000.00, what is your offer? For further information and other pictures, or come and see it, please contact: Edward Nixon, Hahndorf. Phone: 0407 608 121.

**For sale** - DI Delage Series III, engine no. 3540 chassis no. 16701. As can be seen the Martin and King body is in straight and tidy order, as is the hood and upholstery. The clutch and brakes have all new linings –as yet untried. The engine is back in the chassis after a thorough rebuild, i.e. bores, pistons, rings, main big end bearings and valves, some from a spare head. The timing chain had not been receiving oil from its broken feed system and the main one was very sloppy. I procured enough new chain to make one long one but could not obtain the genuine joining links. I converted some other links and assembled the engine. I have not started the engine as “a chain is as strong as its weakest link”, it concerns me and needs addressing. Not long after this dilemma arose, our son died suddenly and life changed its set of values. Probably the best bet is to phone me at 08 83261915. This is at our few acres, south of Adelaide. I look forward to hearing from an enthusiastic, potential Delage owner and fancier. Price \$35,000. Mr. Peter Brady, 26 Barr Smith Avenue, Myrtle Bank, South Australia 5064.



**Wanted** - BOSCH HDH magneto. Unusual in that it produces 4 sparks per revolution, will fit only engines with a half time maggie shaft. Probably there is one in a collection of curios, and maybe we can find something even more curious to trade. Terry Parker 08 83313445



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### The Club Calendar

August 21	Club meeting <b>and AGM</b>
August 25	Club Run – Presentation Lunch at The Burns Club
Sept 14-21	National Veteran Rally Shepparton VIC
Sept 18	Club meeting
Sept 21	Saturday - A day at the GG's
Sept 24-26	Vintage Motor Club Tour in Canberra – see Stop Press next page.
Sept 29 - 4 Oct	Chev 4 Tour – Griffith, NSW. All Chev 4's welcome contact C.H.E.V.S. Inc P.O Box 885 Richmond NSW 2753
Sept 29 - 5 Oct	National T Ford Rally, South Australia
Oct 16	Club meeting
Oct 19-20	Centenary of Canberra Rally -National Trust - Jervis Bay to Canberra
Oct 26 - 27	Our Clubs 50th Anniversary Celebrations (Display, Dinner and Day Run)

### RETREADS

Retired 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) recognizes these outings as legitimate events for any of its members who wish to participate



## EVENTS DETAILS

**I would like to mention that I will be standing down at the next AGM due to work and family commitments, so please think about taking on the events director position when the time comes in August.**

### **SUNDAY AUGUST 25 – PRESENTATION LUNCH**

This year's Presentation lunch is being held at the Burns Club located at 8 Kett St Kambah. We will be starting from 12:00 in the Bistro at The Burns Club. They are putting on a 2 course meal for under \$30 a head which will be paid on the day at the Bistro. Alternately there will be the full bistro menu available. We will be looking for number closer to the day to book tables.

### **SATURDAY SEPTEMBER 21 – A DAY AT THE GG's**

In celebration of the Centenary of Canberra, and in lieu of a children's Christmas party this year, the Governor-General and Mr Bryce will be hosting a large scale, family picnic day on 21 September. This date has been chosen to coincide with Canberra's Floriade festival, and they are planning for 15,000 – 20,000 people from Canberra and beyond coming through the gates between 10:00am – 4:00pm on the day.

Noting the success of the morning tea we had there for the 1 & 2 cylinder car rally earlier this year, and her fondness for our vehicles, the Governor-General has asked if our club would be able to support this event by providing 20 odd vehicles for a static display in the grounds throughout the duration of the event. Please see Rick if you can be part of the day.

**STOP PRESS** - The Vintage Motor Club (based in Sydney) are doing a 14 day tour of the State and will be staying in Canberra at Best Western Motel Monaro, 27 Dawes Street Kingston from the 24 Sep to 26<sup>th</sup>. The cars they're bringing include: '29 Plymouth, '29 Studebaker, '28 Chev, '28 Oldsmobile, '21 Rolls Royce and a '29 Ford plus a modern or two. They have indicated to Chris they'd love to meet up with our members and do some touring (Cotter loop etc) around the area with us. They sound a fun bunch and clearly have the same interests as us so try and catch up with them if you can. Chris will have more details closer to the time.

## **OCTOBER 26 & 27- 50th ANNIVERSARY WEEKEND**

This is the must attend weekend of our Calendar we have a great weekend of festivities planned. If you are planning on coming we need you to complete an entry form so we will know where to expect to see you. There is no entry fee and only the meals cost. We need numbers for catering purposes. The details of the events follow:

### **Saturday October 26 - Hall School Museum**

Saturday afternoon – 1:30pm to 4pm. Club Car Display at the old Hall Primary School/Museum (Palmer Street, Hall) this is a great opportunity to get our cars out and show them. The Hall Association is having an open day at the School and we will join in with our vehicles. Afternoon tea will be paid for by our Club. If you wish to have a look through the Museum there will be a fee of \$3 per head payable on the day.

Saturday evening 6.30 for 7pm – we have organised a private, Anniversary Celebration dinner at the Hellenic Club, Woden. This will be a good chance to celebrate the history of our club.

### **Sunday October 27 – Anniversary Tour – Day trip to Gunning**

On Sunday we are having a days trip to Gunning via Murrumbateman. The run will commence at Federation Square, O'Hanlon Street, Nicholls (in the car park opposite Café Injoy) and we will meet at 9-45am. We will leave Federation Square at 10am and head (via a scenic route) to Murrumbateman where we have booked the Murrumbateman Hall for morning tea at 10-30am (which incidentally will again be provided by the Club). After morning tea we continue on to Gunning where the Telegraph Hotel has been booked for lunch. After lunch we will head back to Gundaroo where we will split up to head home. Perhaps a coffee in the Gundaroo Pub might be nice.

# The Edwardian - August 2013

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## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 19 June 2013

**Meeting Opened:** 7.37pm

**Attendance:** 24 members, four apologies, one guest.

In opening, Rob observed that this meeting marked 50 years of the Club's existence and during that time there have been more than 300 members. He particularly mentioned three generations of the Robinson family whose membership has spanned those 50 years. Rob proposed a toast to the Club's past and future success in promoting historic motoring. The meeting responded unanimously.

### **Minutes of Last Meeting:**

Accepted - Moved: Chris Hogan, Seconded: Wal Hick.

### **Correspondence In:**

- Thank you card – family of the late Peter Makeham.
- Thank you card – family of the late Bill Bruce.
- Council of Heritage Motor Clubs – draft minutes of AGM.
- Council of Heritage Motor Clubs – affiliation fees reminder (check).
- Flyer for National Chevrolet Festival - Goulburn 20-23 September 2013.
- Flyer for Motorlife Motoring Expo – 6 October 2013.
- Shannons – flyer for 1 July auction Melbourne.
- Flyer for Auto Italia Adelaide 2013.
- Advice of Leyland P76 40 year celebration – Canberra 28-30 June 2013.
- Various club newsletters.

### **Correspondence Out:**

- National Library of Australia – advice that the Club does not wish *The Edwardian* to be published on line.
- Get well card to Mary De Graaf.

Secretary's report accepted - Moved: Chris Hogan, Seconded: Wal Hick.

### **TREASURER'S REPORT**

#### **Balances**

Tabled and attached to records.

#### **Accounts for Payment**

- Bush Council affiliation fee - \$86.00.
- Ian Irwin - book for library \$12.95.
- Rob Woolley - Cake for Meeting \$14.97

### **Other Matters**

Gerard reported on the savings incurred by publishing and distributing the club newsletter bi-monthly in electronic form. In 2011-12 the cost of printing and distributing 11 monthly editions was \$1491.35. The cost for 2012-13 to date has been \$785.22. In the light of these figures the meeting agreed that any discussion of changes to the current fee structure be held during the Annual General Meeting.

Treasurer's Report accepted - Moved: Gerard Frawley, Seconded: Carol Nowak.

### **EDITOR'S REPORT**

Rick reported that there are no problems with the newsletter distribution.

### **EVENTS REPORT**

Chris mentioned next Sunday's garage run and later events.

### **LIBRARIANS' REPORT**

Ian donated two books and a jigsaw puzzle to the club library.

### **REGISTRARS' REPORT**

Bill raised the difficulties incurred in changing incorrect information on current registration documents. The meeting accepted his concerns but agreed there was no easy solution.

### **GENERAL BUSINESS**

Rob reported progress on events to celebrate the Club's 50<sup>th</sup> anniversary. Nick indicated the strong possibility of an ACT Government grant toward the cost of publishing a club history.



# The Edwardian - August 2013

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Visitor and prospective member Daniel Fitzpatrick spoke about his Model A Ford.

Darrell L mentioned his approach to collecting cars, particularly the 1927 Dodge he has recently acquired.

Geoff advised the meeting that his De Dion is for sale.

**Meeting Closed:** 8.18pm.

## MEETING ACTIVITY

Ian read from the Club's early minutes. This reading gave a good understanding of some of the issues raised during the Club's formative years.

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### MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 17 July 2013

**Meeting Opened:** 7.30pm

The meeting was chaired by Tony in the absence of both Rob and Rick.

**Attendance:** 10 members, five apologies, one guest.

#### Minutes of Last Meeting:

Accepted - Moved: Geoff Nicholas, Seconded: John Cadona.

#### Correspondence In:

- Belconnen Community Service – request for volunteers to provide transport services for disabled persons.
- ACT Government – Office of Regulatory Services – request for annual return
- ACT Government.-. remittance advice for donation.
- Shannons – flyer for 21 July auction in Sydney.
- Fuji Xerox – statement and invoice (to accounts payable).
- Various club newsletters.

#### Correspondence Out:

Nil

Secretary's report accepted - Moved: Carol Nowak, Seconded: Scott Harris.

## TREASURER'S REPORT

### Balances

Tabled and attached to records.

### Accounts for Payment

- Fuji Xerox - \$116.83

### Other Matters

Chris sought approval for costs associated with engraving trophies – agreed.

Treasurer's Report accepted - Moved: Gerard Frawley, Seconded: Geoff Nicholas.

## EDITOR'S REPORT

Nil.

## EVENTS REPORT

Chris mentioned coming events, including the August presentation lunch for which trophies needed to be returned. He also flagged the Vintage Motor Club' (Sydney) run to Canberra on 28 September and sought interest of individuals in joining the run.

The meeting agreed that there was no interest in the Club's participation in Queanbeyan's 175<sup>th</sup> birthday events.

## LIBRARIANS' REPORT

Nil.

## REGISTRARS' REPORT

# The Edwardian - August 2013

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Nil.

## GENERAL BUSINESS

The meeting welcomed new member Daniel Fitzpatrick.

Tony reminded the meeting of the Club's commitment to hold the 2015 national veteran rally and sought interest in membership of a rally committee to arrange this event.

Nick asked that \$1000 be made available for events associated with the club's 50<sup>th</sup> anniversary. Moved; Nick Nowak, Seconded Wal Hick, accepted. He also mentioned that the ACT Government had donated \$1100 toward the cost of producing the Club's anniversary book.

The meeting thanked John Cadona for generously making his facilities available for last month's garage run.

Neil donated a number of Crossley Register magazines to the Club's library

**Meeting Closed:** 7.55pm.

## MEETING ACTIVITY

Nil.

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### MINUTES OF THE 2012 ANNUAL GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 15 AUGUST 2012

**Meeting Opened:** 8.10pm.

Rick McDonough acted as Returning Officer.

Copies of the minutes from the 2011 AGM were published in the Club's August 2012 newsletter. Moved Geoff Nicholas that these minutes were a true and accurate record of that meeting, seconded Rob Woolley.

## PRESIDENT'S REPORT

President gave a summary of the years events and thanked all those who'd served in various committee positions for their time and effort.

## TREASURER'S REPORT

I have had a busy time preparing the club's financial report for the auditor, Jeff Hobson. His report is provided for this meeting.

### *Auditor's Honorarium*

Last year's honorarium, a donation of \$100 to the Prostate Cancer Support Group, was paid by cheque. However, that cheque was not presented and the Support Group has no record of its receipt. The cheque was subsequently cancelled and I made a personal donation of the same amount. The Club's donation for this year will be \$200 in order to cover the cancelled cheque.

### *Photocopier*

The Auditor has suggested that the photocopier be carried in our books at full purchase price as it was last year. This year's running costs for the photocopier are expect to be the same as last year

### *Newsletter*

As well as newsletter-associated photocopying, the bulk of club costs related to postage, paper and labels.

### *Insurance*

This year's insurance costs will be up as a double payment was made in the 2010-11 financial year.

### *Events*

Members benefited from Club funds allocated to this year's breakfast and garage runs.

### *Subscriptions*

At the start of this meeting I am waiting for subscriptions from 26 members.

### *Shannons*

It is important that the Club recognize the support given to it by Shannons in the form of advertising, free use of meeting rooms and sponsorship of the forthcoming rally.

### *Income*



Projected income for the coming year is expected to lower than last year.

Gerard Frawley  
Treasurer

## ELECTION OF COMMITTEE

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

**President:** Rob Woolley; Nominated Chris Hogan, seconded Wal Hick. Accepted.  
**Secretary:** Tony Watson; Nominated Rob Woolley, seconded Greg Spackman. Accepted.  
**Treasurer:** Gerard Frawley; Nominated Tony Watson, seconded Don Doering. Accepted.  
**Vice President:** Rick McDonough. (*position automatically filled by previous President*).  
**Editor:** Bill Atkinson; Nominated Don Doering, seconded Bob McDonald. Accepted.  
**Events Director:** Chris Hogan; Nominated Wal Hick, seconded Ian Irwin. Accepted.  
**Events Assistant:** Wal Hick; Nominated Ian Irwin, seconded Rob Woolley. Accepted.  
**Meeting Activities:** Ian Irwin and Rick McDonough; Nominated Carol Nowak, seconded Chris Hogan. Accepted.  
**Inspection Officers:** Rob Woolley, Barry Roberts, Bob McGuire (fixed positions).  
**Registrars:** Tony Watson, Gerard Frawley, Rob Woolley, Barry Roberts and Bob McGuire (*automatically appointed - positions attached to Secretary, Treasurer and Inspection Officers*).  
**Dating Officer:** Rob Woolley; Nominated Greg Spackman, seconded Don Doering. Accepted.  
**Librarians:** Ian Irwin. Nominated Geoff Nicholas, seconded Carol Nowak. Accepted.  
Wal Hick; Nominated Geoff Nicholas, seconded Carol Nowak. Accepted  
**Public Officer:** Beth Woolley; Nominated Rob Woolley, seconded Caro Nowak. Accepted.  
**Council Delegates:** Bob McDonald; Nominated Ian Irwin. seconded Rick McDonough. Accepted.  
Rob Woolley; President (*automatic appointment*)

## GENERAL BUSINESS

### Library Purchases

The meeting discussed setting an annual budget for the Club's library. It was agreed that up to \$200 be made available for this purpose without prior approval for purchases. Moved: Geoff Nicholas, seconded: Rob Woolley.

### Membership Subscriptions

Annual Club membership subscription should remain at \$50. Moved: Gerard Frawley, seconded: Don Doering.

The question of out-of-pocket expenses incurred by committee members and possible associated subscription reductions was also discussed.

### Newsletter

In view of the high level of costs associated with the Club's newsletter the meeting agreed that the Committee, in consultation with all members, should critically examine the newsletter's current format and distribution arrangements.

### Club Registration

A cheque for \$33.00 be provided to cover for club re-registration costs. Moved: Rob Woolley, seconded Carol Nowak.

Meeting Closed:  
9.00pm

**Announcement!**

**Canberra Garage Limited**

Will be opening their new premises at Ainslie, on Monday, November 15th, 1926.

Staff of expert mechanics for all makes of Cars.

Large and up-to-date stocks of tyres, tubes, oils, and accessories.

Shell and Murex kerosene stocked in the petrol pumps.

**SALES & SERVICE STATION FOR Morris & Chrysler Cars**

Ask for a demonstration

**AINSLIE, CANBERRA. Phone 79.**

**MOTOR CAR BUYERS OF GREAT IMPORT TO YOU**

John Esmond, of Esmond's Garage, Station Hill, Queanbeyan, wishes to advise you that he has been appointed by General Motors (Australia) Pty. Ltd. as their Local Dealer for

**CHEVROLET CARS & TRUCKS, OAKLAND CARS, PONTIAC CARS, CADILLAC CARS, G.M.C. TRUCKS**

\* For the State of Victoria and Federal Territory, The distribution of the abovementioned motor vehicles direct from the manufacturers to you, the Buying Public, must obviously result to your great advantage, and I have a message of the utmost import to all interested in the motor trade.

**DO NOT FAIL TO SEE ME BEFORE PURCHASING A CAR OR TRUCK. It will mean Money in Your Pocket if You Do So.**

Ascertain all about the Nation Wide Service Scheme we are offering the *Australian Public* for the first time in *Motor History*.

**REMEMBER**—Huge production, collective buying of materials, collective research department, one huge export corporation, one policy, means lower cost and greatest value on earth to the buying public.

**INVESTIGATE G.M.C. SEE ESMOND NOW**

**J. ESMOND**

**STATION HILL QUEANBEYAN**



**AUSTRALIA'S** veteran car fraternity, dedicated, solid and select, seems certain to become even more select in future years.

Restoration often involves considerable expense and an enormous amount of time and effort, apart from the inevitable and growing shortage of unretained cars.

A fine example of cheap restoration is ACT 1911, a 1911 Hupmobile owned by Mr. Errol Rumpf, of Griffith.

Four years ago his Hupmobile was a pile of junk rusting in a farm paddock near Temora. The engine, which had cast iron pistons in cast iron cylinder bores, had rusted solid.

This week, still with the same cast iron pistons, but

with a gleaming dark blue chassis and light blue body, the car started promptly on the starting handle and chugged around the block at Griffith.

Three years' work went into the restoration.

It should be said that, even in its day, the two-speed Hupmobile was not a high-class car. It was built at a time when American car makers were desperately trying to follow the lead set by Henry Ford's Model T, usually with unfortunate results.

Says the Veteran Motor

## RESTORING A HUPMOBILE

Car Pocketbook, "All but drip-feed system type, inherent roughness of their engine to the Model T and does not inspire great confidence, but the car covered 115 miles in one day this year."

Before cranking the engine one has to turn on the drip feed, the fuel tap and the magneto ignition, flood the carburettor, retard the ignition and open the hand throttle.

When the engine fires there is a frantic rush to the close the hand throttle before something disintegrates with a three-speed box, was and to advance the spark much better and with it, the before it stalls.

The whole car quivers gently as the vialy out-of-balance crankshaft revolves and the massive cast iron piston reciprocate, and there is a rattle of straight-cut gear on crankshaft, camshaft and magnets.

"On long trips it settles down to about 22mph," Mr. Rumpf says. "If you go any faster it rattles too much."

A brass plate carrying the maker's name and the chassis number lies on the (firewall) and is stamped unequivocally. "Guaranteed For Life."

The Hupp Motor Car Company, Detroit, Michigan, U.S., now denies any knowledge of cars built before 1910. But this product, Hupmobile is an interesting designed 60 years ago and experience — driving it almost entirely original, must be even more so. The will goes.

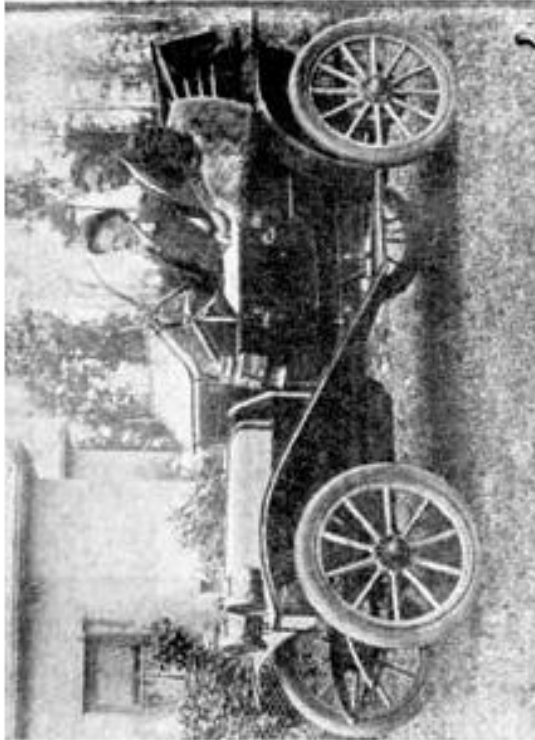
### FEATURES

Other notable Hupmobile features included incredibly direct rack and pinion steering and an oil bath multi-disc clutch.

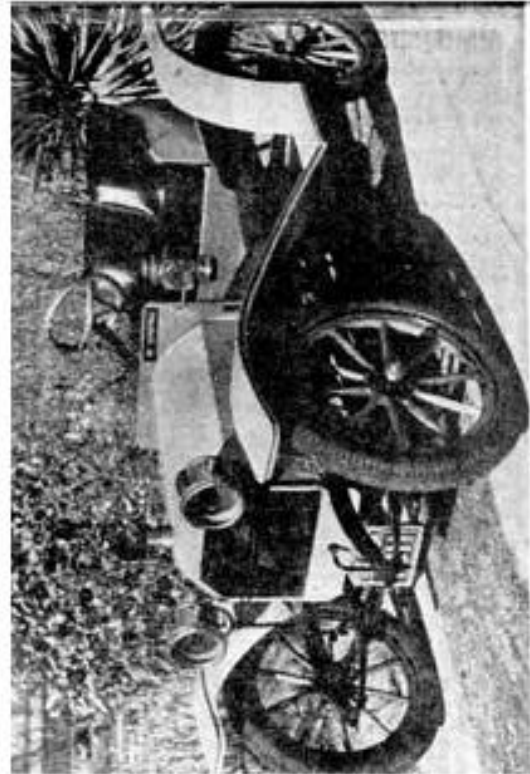
Lock-to-lock involved half a turn of the steering wheel and, due to bad design, the wheels had a vicious habit of jamming in either position.

The clutch required great finesse; it tended to slip on fast starts and would finally "bite" with a tremendous shudder.

Riding in the Rumpf Hupmobile is an interesting experience — driving it almost entirely original, must be even more so. The will goes.



The Hupmobile in 1911



The Hupmobile today.







Dear Fellow Veteran Owner,

As the 2012/13 Veteran Car motoring season draws to a close it is time to not only start work on that list of maintenance and repairs your car needs or complete that restoration but also to begin to look forward to the 2013/14 motoring season.

On behalf of the Waikato Branch of the VCC NZ, it is my pleasure to invite you to participate in the 2014 National Veteran Rally, based on Te Awamutu. Entry forms will be available no later than October 2013 and over the next few months it is intended to provide you with Rally updates by way of a Newsletter.

We have tried to capture the email or postal addresses of all Veteran owners in New Zealand but it is inevitable that we have missed some, so please share this information with fellow Veteran owners and let us know of any omissions or corrections required. Similarly if you receive this message by post it is because we cannot find an email address for you or the one we have has not worked. If you have one and are happy for us to use it for Rally communication only, please let us know as it will assist us to reduce costs.

After you have read and considered the contents of the Newsletter there are 4 specific actions we would ask you to consider:-

#### Actions

- 1) If you do not wish to receive future newsletters please let us know.
- 2) If you have received a newsletter by post and have an email address you are happy for us to use for this Rally only, please email us to let us know.
- 3) If you know of Veteran owners who have missed out on this 'mail out' or you have an address correction, please let us know.
- 4) You are encouraged to book your Te Awamutu (and Te Kuiti if participating in Optional 3 day Rally) accommodation as soon as practical.

We are looking forward to welcoming you to the National Veteran Rally in March 2014.

Yours sincerely,

Reece & Sue Burnett

Rally Director & Rally Secretary

Our contact details are: - reece.sue@orcon.net.nz

Or c/o P O Box 924, Hamilton, 3240

#### 2014 NATIONAL VETERAN RALLY

Organised by the Waikato Branch of the Vintage Car Club of NZ.

#### NEWSLETTER 1 MAY 2013

**WHERE:** Based on Te Awamutu (Te Awamutu is 30 mins by road south of Hamilton)

**WHERE WILL HQ BE?** The Rally HQ will be the Te Awamutu Sports Complex

**WHEN:** A Hub Rally will commence on **Wednesday 19 March** with Registration together with your choice of short trips to local points of interest/collections.

**Thursday 20th to Sunday 23rd** are Rally days with a final dinner and prize giving on Sunday night. (5 days in total)

**OPTIONAL TOUR:** An optional tour following the rally will commence on **Monday 24th** at Te Awamutu and end back in Te Awamutu in time for dinner on **Wednesday 26th**. (3 days)

**WILL IT SUIT MY CAR?** Separate routes for 1 & 2 cylinder vehicles, steamers and the like will be provided except on the Optional Tour. All entrants will come together at common destinations.

**WHAT WILL THE ROADS BE LIKE:** All roads to be used for the Rally are sealed and mainly secondary country roads.

**WHAT IS THE OPTIONAL TOUR?** It will be three days of more 'challenging' motoring for vehicles, drivers and passengers. It will not be particularly suited to fragile veterans (cars and/or drivers!) Yes, it will include all weather unsealed roads. Yes, some roads will have grass up the middle and there will be gates to open and close. All roads are public roads, the terrain in some places is hilly. Yes, your vehicle should be in good mechanical order with the brakes properly adjusted. Yes, there will be a comfortable bed at night and you will not have to cart your own luggage if you do not want to. The tour will travel up to 100 miles a day. The minimum number of tour entrants will be 10 and at this stage there is a maximum based on the capacity of a 20 unit motel in Te Kuiti which has been block booked for Mon and Tuesday nights. Options to accommodate more people may be possible.

**BOOKING YOUR ACCOMMODATION:** All accommodation in Te Awamutu has been block booked for the Rally. You can make your accommodation bookings anytime from now on.

**NB** If you intend to participate in the **Optional Tour** remember you will need to book somewhere to sleep on the **Wed night the 26th March** in Te Awamutu in addition to the accommodation required for the rally itself. You will **also** have to book Te Kuiti accommodation for the optional tour nights of **24th and 25th March**.

**Please make all accommodation enquires and bookings for both Te Awamutu and Te Kuiti through Claire or Lynne at the Te Awamutu i-Site.**

**Contact details are:** ta.info@xtra.co.nz or phone 07 8713259.

The block booking status will end at the time entry forms close.

**HOW DO I ENTER THE RALLY?** Entry forms will be available in September and entries will close 6 weeks prior to the start of the rally. 2

**IS THERE A REST DAY?** We recognise participation in rallies remote from where you reside can be a challenge and sometimes participants include the rally event in a holiday in or around the region hosting the rally. Similarly, it is impossible for the rally to visit all the point of interest to you in the rally area so we have made it possible for entrants to 'drop out' and rejoin the rally on Wednesday 19, Thursday 20 or Friday 21. This will help make it possible for you to visit friends, relatives, shop, rest or just see more of the local area. More detailed information/brochures/suggestions will be included in your rally pack.

Entrants will be *expected to participate* in the Rally on Saturday 22 and Sunday 23.

**I LIVE IN THE SOUTH ISLAND HOW CAN I GET MY CAR TO TE AWAMUTU?** To help with costs for those living in the South Island or lower North Island, arrangements are currently being negotiated with Toll to transport cars to and from the South Island at favourable rates. Toll Rail operates an Auto Express service between Invercargill, Riccarton Wellington and Onehunga as well as a containerised vehicle freight service from these and other centres.

Use of this service may allow some entrants to take advantage of the cheap air fares between the main centres.

The details of the Toll transportation service and associated transportation matters will be included in the next newsletter.

**ARE THERE ANY REQUIREMENTS FOR MY CAR IF I ENTER?** Please make sure the vehicle you propose to use has a current V.I.C. at the time of the Rally.

**WHEN IS THE NEXT NEWSLETTER?** The next newsletter is expected to be issued in July. Newsletter No2 will include a provisional programme.

# Your car. Your car club. Share your passion with Shannons.



## SHARE THE PASSION

That's why Shannons have Motor, Bike and Home insurance for the real enthusiast, club members just like you. Our Motor insurance policy offers all the features you want:

- Agreed value ► Choice of repairer ► Lifetime guarantee on repairs ► Multi vehicle discount
- Laid up cover ► Limited usage cover ► Club plate rates ► Pay by the month premiums

Add Shannons Home & Contents insurance and receive a **10% Multi-Policy discount** with **\$10,000 worth of Enthusiast cover** included. So call Shannons today for a quote and talk to an enthusiast just like you.

**Insurance for Motoring Enthusiasts. Call 13 46 46.**

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