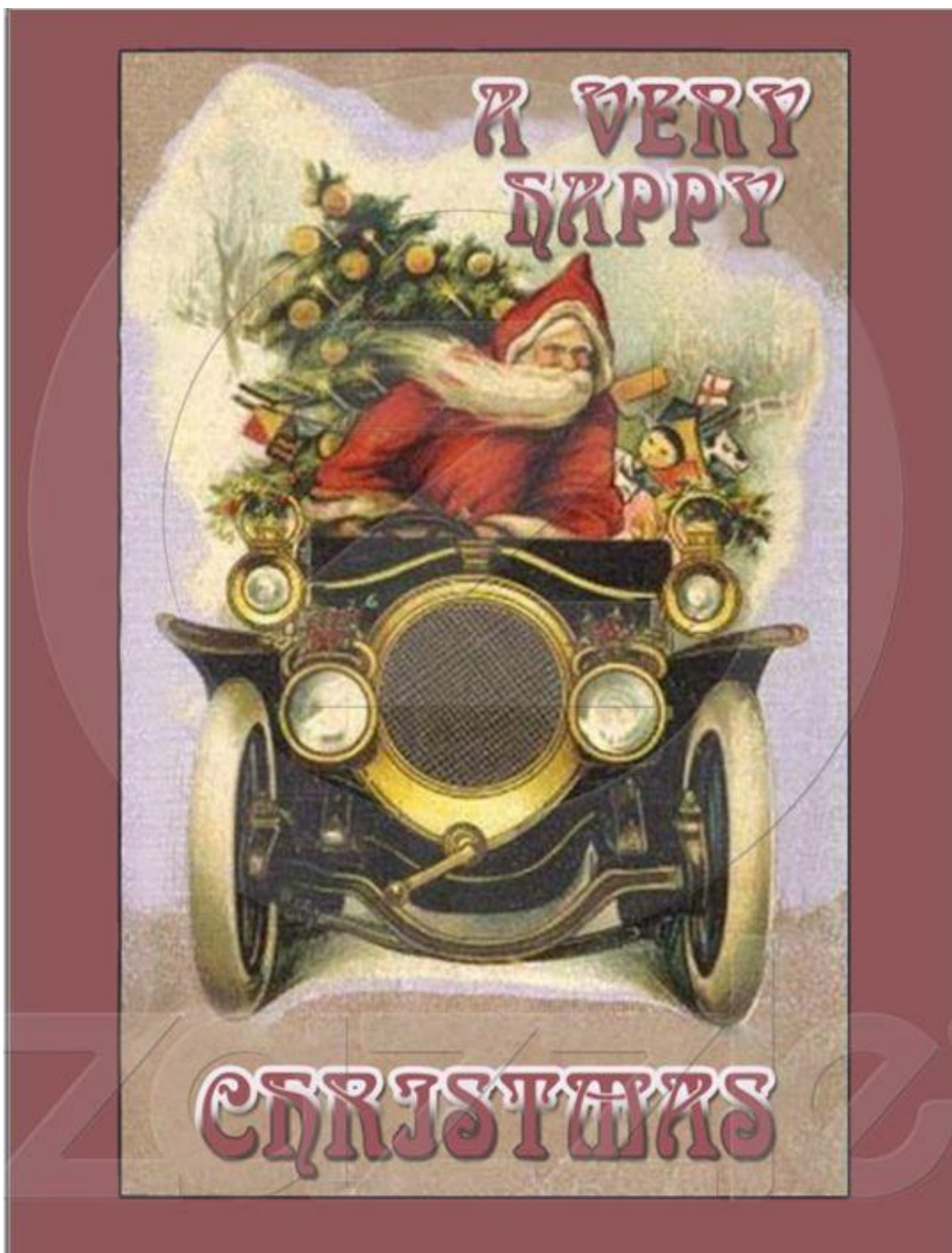




# *The Edwardian*



*Veteran and Vintage Car Club of the ACT*  
*December 2013*



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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

Welcome to the Christmas edition of The Edwardian.

The last 2 months have been very busy with the National T Ford Rally in the Barossa, the Canberra, Queanbeyan and Bendigo Swap meetings and the 50<sup>th</sup> birthday celebrations of our Club. The birthday celebrations were a great success. The celebrations started on Saturday afternoon with a visit to the Hall School Museum which saw the biggest collection of Veteran and Vintage Cars and Bikes by our Club members that I have ever seen. The dinner on Saturday night at the Hellenic Club was a great night, the food was very good and a great opportunity to catch up with friends. Some early footage of Club events was shown thanks to Mathew Spackman compiling some of his grandfather, John Cherry's, early movies. The Sunday run to Gunning was a good opportunity to give our vehicles a longer run with morning tea at Murrumbateman, lunch at the Gunning Hotel and return trip home via Gundaroo.

I would especially like to thank Ian for compiling the history of the Club, the committee for arranging a great weekend of activities and for Rick compiling a special photographic edition of The Edwardian that included many of the people and vehicles that took part in the birthday celebrations.

There are a number of events that have been organised for December and January, see coming events for details. The January meeting will be held on the Sunday 19 January at the Woolley's, of great concern at the moment is that the Club has no events coordinator for 2014. Nick sent out a questionnaire recently asking members what they would like to do on Club runs, how far they would like to travel, and special places that we may wish to visit. To date only 6 members have replied can you please give some thought to the questionnaire and return it to Nick ASAP.

We would like to wish you all a very happy Christmas and a wonderful 2014.

Rob

**More photos from the National T Rally. See story page 16-17.**



A line up of the Robinson's T's with the Frawley tourer amongst them.

Above right – Henry's version of a limo.

Right – The Southwell truck.





### Editorial



The spoked wheel has turned a year. This edition marks the anniversary of when our club commenced an electronic newsletter. The first one I sent out was Dec. 2012. From the feedback I get it seems that it is well received. I know our Club coffers are certainly in a far better shape now that we have managed the costs of our newsletter more efficiently.

What a rush of Swaps we've had in the last month. The Canberra Swap at the start of Nov., The Bendigo swap two weeks later, and the Queanbeyan swap the weekend following that! I managed to do all three. Despite this veritable plethora of swapping,...'I'm not happy Jan!'.... The cause of this unhappiness is my old hobby horse 'the Claytons Swap Meet', you know 'The Swap meet you're supposed to be having when it's not really a swap meet'. While Bendigo was very good (as usual), our own Canberra Swap was typical of this malaise. Amongst the numerous stalls that had absolutely **nothing** to do with our car and bike hobby there was one bloke who just sold fabric 'table runners'! And to go from the ridiculous to the even more ridiculous....one site was selling live chickens, turkeys and ducks! What more convincing evidence than this is it going to take for the organisers of this event to realise their swap meet has deteriorated into a Sunday flea market? Because it's been this way for so long now I think it's fair to say that it no longer attracts the sorts of customers a swap meet should. This was evidenced by the number of old car people I know of who didn't attend. Nowadays the majority of the public who come through the gate aren't bike and car enthusiasts, but passers-by hoping to grab a cheap piece of crockery....and as an added bonus, a chicken for that night's roast! Are the organisers so intent on just making money they'll forego any quality criteria? Trouble is while they've dropped the ball on quality, they're not even getting quantity. Once again there were plenty of unused sites both indoors and out. Perhaps it's on its last legs. Perhaps online 'swapping' is the way of the future. A shame really. Online trading doesn't really have the same social atmosphere. Oh...and speaking of social atmosphere .....to the anonymous wife of a member who surreptitiously placed an ice cream scoop and some obscene gawdy Christmas trinket on my stand of old car parts, *when I wasn't looking*..... "Not happy Carol'!!! Still had I have had a stand full of ice cream scoops and Christmas trinkets no doubt I would have sold them all!

With all this celebration of our 50<sup>th</sup> this year, ever wondered where our hobby, on a world wide scale, all began? Well wonder no more. See page 12 for some interesting tit-bits on the subject. Our series of articles by Peter Jones on woodworking for our old cars continues. My thanks, as always, to those who've contributed to this month's newsletter.

Well, it's that time of year. As my wife likes to remind me, "Anyone who believes that men are the equal of women has never seen a man trying to wrap a Christmas present". She's a cruel woman, but from our home to yours, we wish you all the best this festive season and hope you have a happy and safe Christmas and a very Happy New Year too. May all our restorations make rapid progress in 2014!

Oh....one more thing.....One of our thoughtful members asked that I forward the message at the top of the next page to prepare you for Christmas.

Till next year

Rick







Please drink responsibly – sit down so you don't spill any!



### General Club Stuff



Left - The Irwins and McDonalds gave the Ghost (that has been in long term storage with Ian) a run to the Gundaroo Charity Day in mid Oct. It is pictured here amongst other vehicles of the RR Club and the Queanbeyan Car club. Apart from some minor tyre trouble on the way home the car went beautifully.

Right - The Club had its usual site at the Canberra Swap. This year it featured Mal Smith's Oakland. Thanks Mal....it attracted many admirers.

Many Club promotional handbooks were taken by passers-by. The club banner is up on the wall behind, while Bob McGuire and Geoff Nicholas sit under it awaiting customers at their stall.



At the recent Terribly British day a very flash car transporter turned up to deliver an exhibit. Turn to page 15 to see what it contained.

## ANNUAL CHEV 4 TOUR

Griffith was our base for the Tour from Sunday September 29 to Saturday October 5. After an early start, we arrived at the Kidman Motel not long after lunch time.

Monday started at the Tourist Centre for the local media to take photos etc. We made the local TV news and 3 issues of the local paper. The day was spent around Griffith visiting the Hermit's Cave, the Lookout and the Pioneer Museum.

Tuesday-on our way to the McWilliams Hanwood Winery, we ran into a heavy downpour with the veteran guys getting quite wet. Doug McWilliams, a fifth generation McWilliams and managing director, gave us a guided tour of the Winery with wine tasting following. After lunch we visited a fruit salad farm.

Wednesday we headed off to Whitton for a conducted tour of the new Cotton Gin which was massive. Lunch was at the Whitton Museum and back to the motel after a round trip of about 120 kms. It rained again that night.



Nicholas and Madeline Hogan enjoying some open air 'roadster-ing'.



Thursday was cold and windy for the drive to Barellan to view the Giant Tennis Racquet in honour of Yvonne Goolagong. Lunch was at a local's farm after which we had a look at his collection of vehicles and tractors.

Friday was a sunny day to visit a local orange packing shed. Lunch was at Lake Wyangan followed by visiting 2 local member's car collections. Back to the motel to load the vehicles ready for the early

departures in the morning. The Farewell Dinner was Italian Style at the motel's Restaurant.

Saturday saw final farewells and the end of another great week of vintage motoring with a wonderful group of people.

Entrants travelled from Bundaberg, Melbourne, country Victoria, Canberra, Sydney and country New South Wales. There were 18 vehicles comprising tourers, coaches, roadsters and utes. With 35 adults and 4 children, it was the right number to mix with everyone.

Club entrants were Simone, Chris, Nicholas, Madeline and Cameron, Kathy and Bruce and Greg Hepburn (CACMC) all driving 1928 Chevs.

Kathy Booby



## Classic car so old owner has no idea what make or model it is could sell for £160,000 at auction

The top speed is 35mph, there are hundreds of thousands of miles on the clock, and the body is so old it is not clear what make it actually is. But this rusty runabout - which has been in the family of its current lady owner since 1908 - looks set to fetch £160,000 when it is sold at auction.

It may sound like the patter of a seasoned salesman, but this mystery car is still taken to the local shops once a week by its owner, who fires the car up by winding a crank handle. There are no surviving documents to confirm what the make and model of the car are - and the original owner is long dead. But the vehicle has been in constant use for the past 110 years, with a full MOT and service history, and according to auction house Bonhams 'still goes like a dream'. Experts believe the primitive car may be a hybrid of a British Regal engine and a chassis and axle from a French manufacturers.



This rusty runabout - which has been in the family of its current 'careful lady owner' since 1908 - looks set to fetch £160,000 when it is sold at auction



The vehicle has been in constant use for the past 105 years, with a full MOT and service history, and according to auction house Bonhams 'still goes like a dream'

erable. 'But it still comes with a v5 document, hand written notes on how to start it, and it has been MOTd every year.'

It is believed the motor was originally owned by the editor of The Times newspaper in 1903 and was regularly driven from London to Dover. Dr Dudley Bernhardt then bought it in June 1908 for 36 pounds and later handed it down to his son, who was photographed in it when he was a young boy. Mr Bernhardt junior drove it at car rallies, including the famous London to Brighton run. Mr Hubbard said: 'It has always been drivable, from 1903 right up to now, it has been used every year and has never been off the road. 'Its current owner retired to the Isle of Man about 10 years ago and took the

Despite its dubious origin the vehicle has been well looked after and in good working order, with a top speed of 35mph. Rob Hubbard, of auctioneers Bonhams, said: 'This car has been in the same ownership since 1908 but we really can't say for sure what the car is, which is awkward. 'What can be said with conviction is that the car retains its original engine made by Regal, which was a small manufacturer in the UK of engines and motorcars. 'Regal often bought European made kits, assembled them and sold them as Regals. 'In the 1950s the Veteran Car Club of Great Britain identified the chassis and axle as being a Lacoste et Battmann which we believe this car to be. 'The car retains its original chassis, engine, body and upholstery and comes from exceptional long term family ownership. 'I would say there are a few hundred thousand miles on the clock. If you consider it has been in constant use for 110 years - even if it drove 5,000 miles a year, it would still be consid-



The mystery motor dates back to 1903 but there are no surviving documents to confirm what the make and model of it are and the man who first bought it is long dead.



car with her. 'She still uses it to drive to the local shops and back. 'But she hasn't got any siblings or other family to pass it on to and think it is about time to sell it.' The car is being sold by Bonhams on November 1.



c.1910

© BNPS.CO.UK

It is believed the motor was originally owned by the editor of The Times newspaper and was regularly driven from London to Dover. He sold it to Dr Dudley Bernhardt in June 1908 for 36 pounds and it has remained in the family since. It was later handed down to his son, pictured above right here as a young boy.

**Ed. Note – The above auction has now been and gone. The car achieved a price of £77,660 (AU\$ 130,893). It was purchased by UK enthusiast and collector, Andrew Howe-Davies. Andrew attended our 1&2 cyl rally back in March in a Renault he'd purchased on a previous visit to Australia.**

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### National Trust Centenary of Canberra Rally 19-20 Oct.

Close to 400 cars participated in this rally. Three of our members participated, The Nowaks, Mal Smith and ourselves, in fact it was this rally that made me extract the digit and get Shirly's Austin finished and registered a few weeks ago. As to be expected, the majority of the cars were post-war, but there were some very nice old cars too. Nick and Carol had the oldest car by far with their Overland.



Above – A very blue Chrysler

Left - A lovely vintage Alvis from Queensland complete with its original British built roadster body – the only such model in the Southern hemisphere.





Left, above & below left – 1927 Salmson. Check out the passenger. The driver reckoned he was perfect in that he never said a word, but wasn't much help for navigating! The above shot shows why he was a bit 'wooden'. Below left shows the twin o'head cam that propels this rocket to 150 kmh plus!

Below – A '23 Gray from SA with a pretty sensible sign on the back. This car has many parts in it from the collection of parts once belonging to a former member of our club, Harvey Gray.



Left – Chrysler 70, Above – Oakland Coach, Below left – A very pretty '32 Chevvy and below – A Bullnose Morris.





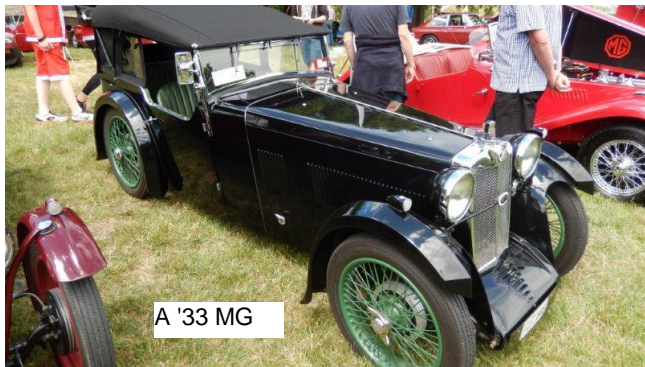


Above - The rear of the Alvis & the Salmson, Right – A Curvy '35 MG rear end. Below left – A '29 Senior Dodge and below right, Chief Minister Katy Gallagher waves us off for the parade down Northbourne Ave. on the Sunday.



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Cont'd from page 15 .....More snaps of the TBD.



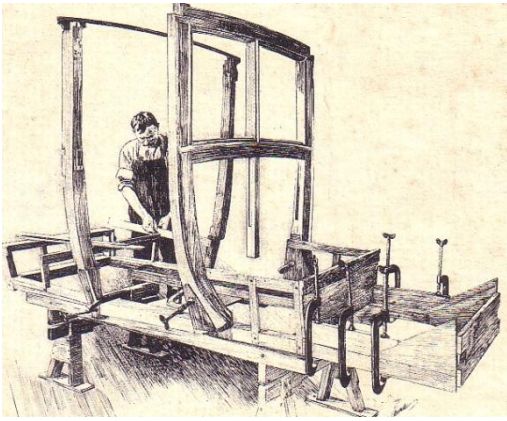
Above and below - the Fraser Nash. Interesting to note two oil gauges at far right.



Early 30's Alvis with the Nerdal Sunbeam alongside







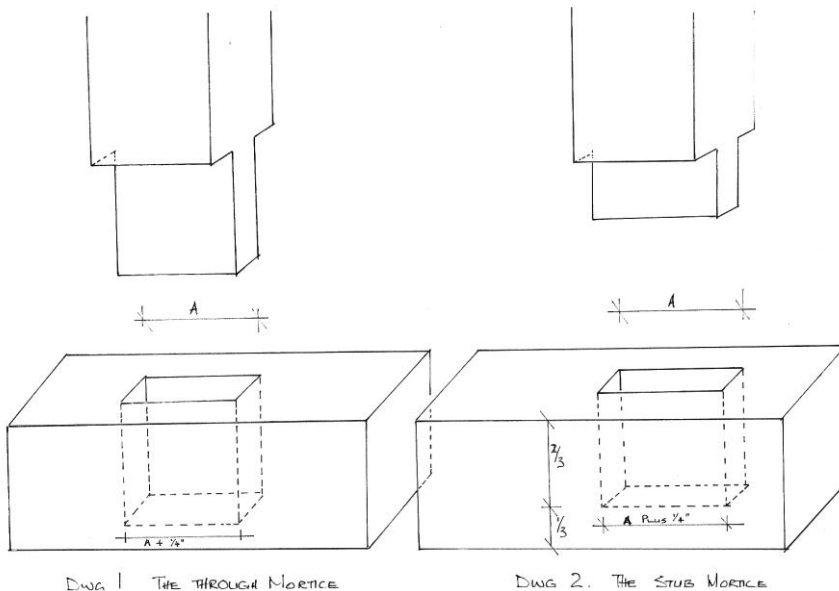
## Technical Page

Notes from a Coachbuilders Workshop.

By Peter Rhys-Davies.

### *Timber Joints in Coachbuilding,* Part Two.

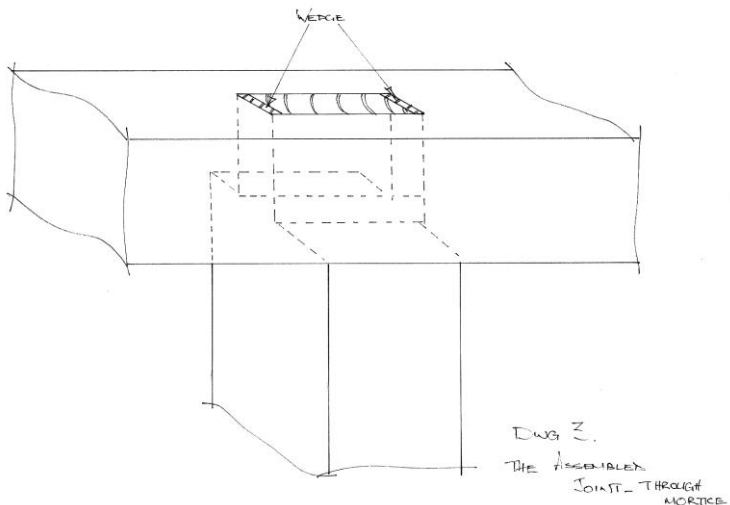
#### The Mortice and Tenon Joint.



DWG 1 THE THROUGH MORTICE

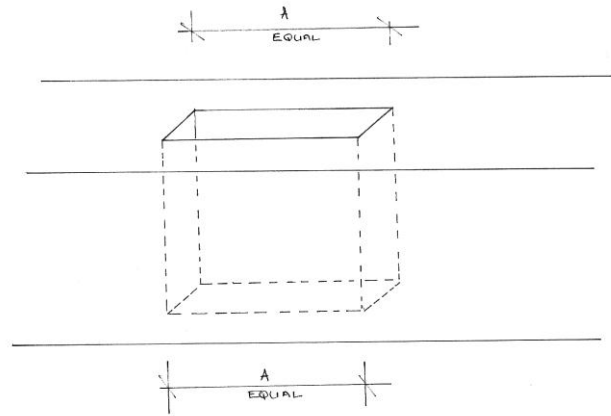
DWG 2 THE STUB MORTICE

but is equally a little more complicated when curved timbers are used. However, the coach builder does have one advantage.

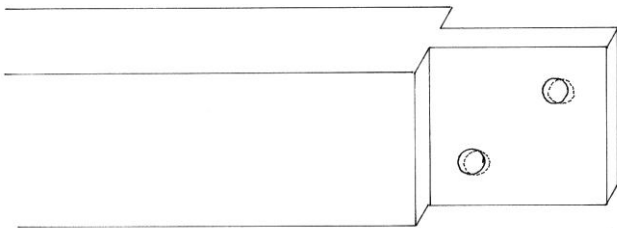


In cabinet making both types of tenon are usually held in position using both glue and wedges, as shown in Dia 3. Properly done these joints will last a lifetime – but see Dia. 4 for the wrong method! Coach builders will also use both glue and wedges, of course, but can also use dowels to both make the joint secure and also help to pull the shoulders together. Here it is a question of careful preparation.

Dia. 5 shows how to offset the hole in the tenon to actually pull the joint up firmly. When this method of dowelling is used it is most important to chamfer one end of the dowel, so that when it is tapped in the 'pointed' end will locate into the hole in the tenon, gradually pulling the shoulders up firmly.



DWG 4. AN INCORRECT MORTISE. THE LOWER SIZE 'A' SHOULD BE AS TOP 'A' PLUS 1/4".



DWG 5. OFFSET DOWEL HOLES.

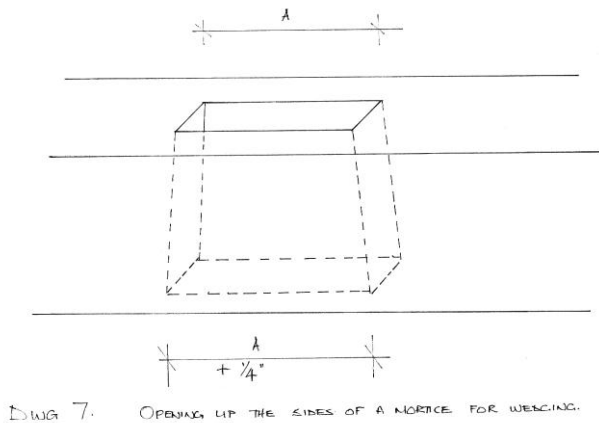
Note that dowels can normally only be used with through tenons. Because of the shortened length of the stub tenon it is not usually practical to fit dowels on these joints. Properly made, though, stub tenons can be easily as strong as the 'though' type – but can seldom be taken apart without destroying the timber.

With a through tenon the actual tenon itself is normally left slightly long, to be trimmed off neatly later when the glue has set. But it is the angle and shape of the shoulders and tenon which are critical, a detail often quite hard to pre-determine – so be prepared to use a trial piece of soft Pine as a pattern. Take a horizontal rail being fastened to a vertical post as a typical example – see Dia. 3.

But why would you want to use a mortise and tenon joint in this situation, when a simple lap joint could easily be utilized? Broadly speaking, simply because it is a better and stronger joint, and if properly made, is far less likely to move under stress, or work loose. To a certain degree the decision can also come down to a question revolving around the rarity and value of the vehicle, as an added factor. It is rather difficult to see the value in paying, say, upwards of \$5,000 for a new coach built bodywork for a motor car which may have an absolute value of perhaps around \$6-7, 000; but which would be perfectly valid for, say, a Rolls or similar worth in excess of maybe \$480-500, 000. For the home built body, though, whether it is for a basic everyday or a rare highly collectible car, there is the unquestionable feeling when completed that you have created a near masterpiece, which is almost impossible to put a real value on.

However, with Dia. 3, unless I had sufficient original timberwork in good enough condition to provide precise angles and dimensions, I would almost always fabricate a trial piece from cheap Pine, adjusting until the fit was perfect, then make a final piece using that as a template. In the long run, this method is well worth the extra time and trouble. Very often, with a joint of this nature it can be difficult, if not impossible, to get a cramp on the job to pull the joint up tightly. In this case, using a couple of dowels with offset holes as earlier explained, will help to firmly pull the shoulders up making a rigid joint. Even using dowels, though, I would always fit wedges for additional security. There can be quite a bit of movement in these old cars, so a 'belt & braces' policy is usually very good insurance.

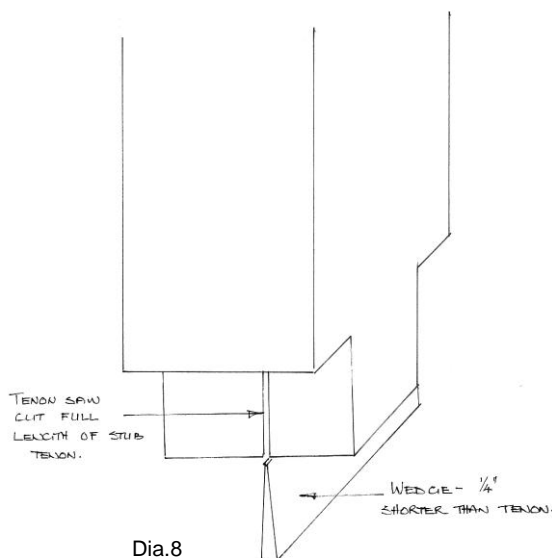




After marking the mortice, drill out the waste using a 'spade' bit. Then clean out the remainder with a chisel, so the hole is both square and clean, before adjusting the sides as in Dia 7 to allow for the wedges. As the whole strength of this joint lies in the fact that the 'outside' face of the hole is larger than the 'inside' it is most important that the tenon is not eased on the sides to make room for the wedges. The tenon portion is then cut using a tenon saw (which is where the name comes from). To help create a tight joint many will cut the tenon portion slightly oversize, then carefully ease the thickness until it fits neatly.

Using the correct size spade bit drill the two holes for the dowels in the mortice section *before* fitting the tenon. Push the tenon into the mortice as hard as possible, then mark the dowel position on the tenon using the spade bit. This will put a 'point' in the tenon. Take the joint apart and carefully drill the dowel hole(s) in the tenon slightly towards the shoulder – as in Dia 5. Now when the dowels are driven in they will pull the shoulders hard up against the mortice.

The technique for fabricating a 'stub' tenon is very similar, though with some additional requirements. It is primarily a very neat way of making an 'invisible' joint, but does require the ability to be cramped up tightly using, say, a sash cramp or similar. So while it does have some limitations, it is still an important method of jointing. The bottom portion of the mortice does need to be flat and smooth, with the tenon about 1/16" shorter, as shown in Dia.2. As with a normal mortice and tenon, it is still very important that the ends of the mortice are cut neatly and also that the tenon is a tight, neat fit. The technique to fix these joints, though, is relatively simple.



Firstly a saw cut is made in the tenon, as in Dia.8, while a wedge is made the length of which must be slightly shorter than the length of the tenon. To assemble, place waterproof glue in the mortice and on the shoulders, and also the wedge. Place the wedge gently into the saw cut and insert the whole into the mortice. As the joint is slowly pulled together the wedge will be forced up into the tenon, spreading it sideways, creating a very strong joint. The cramp should be left in position until the glued has dried. For extra security it may be possible to either fit a small dowel or perhaps a couple of screws. Once assembled in this way the joint cannot be taken apart, so do make sure everything is perfect before assembling.

For anyone who has not made one of these joints before, or is not sure of the best way to approach to whole business, I would strongly recommend practicing several times with some sections of scrap Pine, until you are confident that a first class job can be achieved. It is certainly not easy or simple, at first, but after twenty or thirty years or so it should become pretty simple! Once achieved, though, there is considerable satisfaction in seeing a tight, firm joint, knowing it will last for at least several years.

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### An excerpt for the 'The Shell book of firsts', Patrick Robertson, 1974.

A copy of this excellent book, put out by the Shell oil company nearly forty years ago, was lent to me recently by Robert 'Italian Motoring' McGuire. Amongst the 4000 odd 'firsts' of all descriptions, it lists the following concerning veteran motoring.

Veteran motoring as an organised activity stemmed from a letter written by H.E. Rendall to an English motor-cycling magazine in 1910. He suggested that motorcycles built c1900, which were then being sold off for £1 or £2, should be preserved for posterity. The following year some members of the North West London Motor Cycling Club took up the idea by founding an 'Old Tanks Club', limiting themselves to a capital outlay of £7 for the purchase of suitably antique machines. A number of light-hearted racing events were held in an atmosphere of levity that characterised the early veteran motoring movement. The 'Old Tanks' did not remain alone in the field for long, the Streatham Motor Cycling Club organising a veteran run to Brighton in 1914, for motor cycles over ten years old.

The first Veteran car rally was held at Munich on 12 July 1925, in celebration of the Allgemeine Schnaufferklub. The historical Automobil-Korso included the oldest petrol driven car in the world, a three wheeled Benz of 1886, driven by the 81 year-old Karl Benz himself. Also in attendance, driving or riding in vehicles a little younger, were Karl Opel, Emil Stoewer, Auguste Horch, Heinrich Kleyer and other pioneers of the German motor industry.

In Great Britain, in a quite different spirit (the reverence was totally lacking), the *Daily Sketch* organised an Old Cars Competition on 13<sup>th</sup> October, 1927, from the paper's offices in Gray's Inn Road to Olympia. There were 43 starters, and the first prize of £100 went to John Bryce, driver of a Panhard claimed to date from 1893. "As each old vehicle made its appearance it was a signal for cheers and roars of laughter", the *Daily Sketch* reported the following day. "Gay umbrellas and Victorian fashions were paraded in several of the cars".



It was on this occasion that the *Daily Sketch* adopted the unfortunate sobriquet 'Old Cocks', which veteran motorists have been attempting to exorcise ever since. The Olympia rally was followed by the first of the annual Brighton runs, also sponsored by the *Daily Sketch*, which was held on 12 November 1927. Out of an entry of 51, only 10 cars failed to arrive at Brighton within the time limit. Unlike the Brighton run today, the event was competitive. Once again the winner was John Bryce from Lanark, who announced to reporters afterwards

that he had driven his 1893 Panhard over 9,000 miles in the previous two and a half years.

The first Veteran Car Club was founded in 1930, at the instigation of Capt. J.H. Wylie, "to whom", it was said, "the vulgarity of comic costumes, etc. was little less than nauseating". His primary intention was



to form an association that could take over the management of the Brighton run from the Daily Sketch, and conduct it on more dignified lines. In the event the RAC agreed to take over the sponsorship of the Run, but Capt. Wylie and S.C.H Davis, the like-minded Sports Editor of the *Autocar*, decided to continue with the idea of forming a club for participants. Accordingly a meeting was held at Brighton on 23 November 1930, following that year's run, and the Veteran car Club of Great Britain formally established.

Ed. Note – After reading the above I did a bit of research on the oldest car which won the 1927 run – only to find it was not in fact the oldest car. The '1893 Panhard' owned by John Bryce was in fact an 1899 Clement Panhard. This was not some trick by Mr Bryce but a genuine mistake. At that time there was no Veteran Car Club to officially date these cars. And what became of this '1893/1899' Panhard I hear you ask? A little more research revealed the below. See how bent in the middle it is? Looks like a fat person must have sat in it at some stage – which gels with the fact it spent 68 years in the USA!



### 1899

- Reg: V 46                      - Location: United Kingdom  
- Chassis No.: 210           - Engine No.: 210

This car 'won' the 1927 London to Brighton driven by John Bryce. In 1935 it was exported from Britain to the US, but in 2003 the car was sold and returned to the UK after unsuccessfully going to auction at Christie's in New York with an asking price of \$50,000 - \$70,000. It is currently being restored, watch out for it on London to Brighton run.

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### Nov. 24<sup>th</sup> Club Run – Pine Island

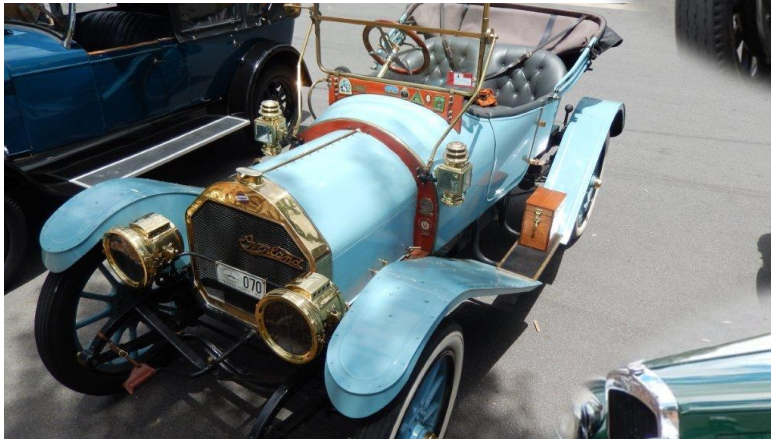
A generally overcast day with a forecast of possible showers may have deterred some, nevertheless a small but enthusiastic group gathered at Coolomon Court at 10-30am for a coffee and chat before heading to Pine Island for a picnic lunch. After an hour or so at the latter place, enjoying each other's company and good conversation, dark clouds soon loomed and a few spots started falling. With brass to protect and cars with their hoods down, this was a sign to disperse and head home.

Attendees – Nick & Carol N, Peter S, Roy B, Geoff & Lyn N, Bob McG, Don D, Rick & Shirley McD.

Rick







Above – Participants at Pine Island



## Terribly British Day 1 Dec 2013

Whilst not an official Club run, the TBD did see a large contingent of our club attend with their vehicles. The below, (and on page 8), depicts some of those machines and other interesting early vehicles on display.



Above - This is what that flash truck disgorged!  
Above right – Ian looking very relaxed, or is it relief?



Above and right.- The earliest Morris sports known. A 1925 14/28 Bullnose 'Super Sports', thought to have once been used by Cecil Kimber himself. Note the vent scoops in front of the interesting windscreen as well as the louvers on the side.



Above Left - Bob McGuire's '57 AJS 600cc.

Above – Bob Courtney fanging around the grounds in his V twin Matchless powered '33 Morgan.

Left – 30's Fraser Nash



### **Lizzie Convene in 20-13** **11<sup>th</sup> National T Ford Rally - Barossa Valley – South Australia**

The 11<sup>th</sup> National T Ford Rally was held in the Barossa Valley from the 29 September to 5 October 2013. There were 155 entries with the oldest being a 1910 model. There was a great variety of body styles which included vans, wagons, utilities, trucks, speedsters, tourers, doctor coupes, centre doors, tudors, four doors, turtle decks and more.

The rally was attended by the following Club members, David, Deidre, Mark plus friend Sam and Glen Robinson, Gerard and Marie Frawley, Kingsley and Cynthia Southwell and Rob and Beth Woolley driving David's 1915 Turtle Deck. Glen drove Les' 1912 T. The runs were located in the Barossa and Clare Valleys which have many historic towns, wineries and places to visit.

Check in was Sunday where registration and insurance papers had to be presented before you received your rally packs and bags which included a small polystyrene esky, traveller mugs and 2 pears. The Sunday evening welcome function was held in Chateau Tanunda where the activities for the week were explained and supper was served.

Monday 30 September, all runs started from the RSL oval in Tanunda where we were given the daily newsletter and information pack on the towns that we were visiting that day. The run took us to Nuriootpa, Angaston, Swan Reach, Sedan, Keyneton and Eden Valley where a great morning tea was enjoyed in the local hall. The roads were undulating and the scenery spectacular. From morning tea we drove through Springton, Mount Pleasant, Williamstown to Lyndoch and McGuigan Winery for some wine tasting and lunch. There are some very old stately buildings at McGuigans which included the winery and shops. The weather today was very windy and with the threat of rains we returned to the caravan park after lunch. Today run was great and we drove about 100 kms.

Tuesday 31 September, today was an early start at 7.45am as the run today was about 230kms. Overnight we had rain and very strong wind gusts with the forecast maximum temperature of 14 degrees. We decided to put the hoods down to prevent damage from the wind and to help driving in the very high winds. The morning run took us through Greenock, Truro, and Eudunda for a great morning tea in the local hall. Eudunda is a rich farming area where a lot of German farmers settled, it has an excellent museum which included the history of the people, the shops and industry. Eudunda had a farm machinery manufacturing business in the 1900's that employed 35 people at its peak. From Eudunda we travelled to Sevenhill Church and Winery in the Clare Valley passing through Saddleworth, Leasingham, Watervale and Penwortham all famous for their Riesling wines. Sevenhill was established by the Jesuit's order in 1851 and today they are the largest makers of communion wine in Australia. Following lunch we had a tour of the winery and Church. The return run took us along a great dirt country road for 5 kms before returning to the bitumen. Due to high winds in the morning the fuel consumption was higher than expected and I ran out of petrol on a steep hill about 2 km from the bowser. A lady came out with some petrol and we were soon on the road again. We returned through Auburn, Rhynie, Tarlee, Kapunda, Greenock and Nuriootpa.

Wednesday 1 September, breakfast was available followed by a gymkhana, where each Club could nominate 2 entrants. Ladies could attend cooking demonstrations by Maggie Beer while others visited the Angaston Blacksmith Shop and Machinery Museum. It rained all day so most entrants left their cars covered up for the day and used their modern vehicles. Wednesday evening entrants were invited to a



social evening at an Ariel and Chevrolet Museum. There were at least 50 Ariel motorcycles and 20 Chevs on display with most of them being either Veteran or vintage including a 1917 V8 Chev.

Thursday 2 September, today's run was to the Birdwood Museum with plenty of time to inspect the very large collection of bikes and cars. Another great run through the Barossa Valley covering about 100kms.

Friday 3 September, a short run today of 60kms to Kapunda. In 1838 Francis Dutton found the highest grade copper in the world in Kapunda which made the town very wealthy, there are many sandstone buildings and it is an interesting place to visit. Peter and Chris Templer joined us for the day. With a short run we had plenty of time to load the cars ready for an early start home on Saturday. The presentation dinner on Friday night was held at Chateau Tanunda which was a fitting finish to a great week of T Ford motoring.

The VVCC ACT was well represented and a great time was had by all. The next T Ford rally will be held in West Gippsland in the spring of 2016.

Rob Woolley

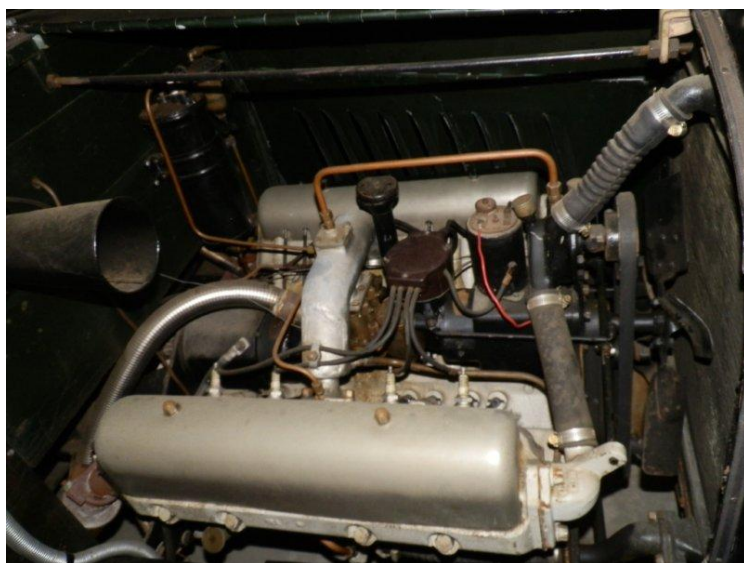


Above left - The gang, including our SA members, Peter & Chris Templer at far left.

Above - Early Ariel bike and scooter

Below - Very rare 1917 V8 Chevy.

Below left - The power plant.





## Club Xmas party 8 Dec. - A glorious day with a tumultuous start!

Frantic phone calls by Nick and Rob to as many members as possible was how the day started. Word had reached Nick only an hour or so before the due start that our planned venue of Black Mountain Peninsular was closed for some Triathlon event. Thanks to their considerable efforts we all met at the hastily arranged alternate venue; Weston Park, beside the mini –train area. It proved to be a great substitute with a lovely view of the lake. When pulling up in the Rugby it was a delight to be met with a cheerful “the kettle’s just boiled” from David Robinson - and many thanks to the Robinsons for bringing the club BBQ trailer. I’m sure they would have liked to attend in an oldie rather than tow it. It was a convivial morning amongst much pleasant company. As pictures tell a thousand words.....and it’s all about the people, I have deliberately left out any car shots in the following. Rick



Wayne :- “Honest Dave - it was *this* big!”







OK, I weakened. Here are two car shots. My excuse is that I like the cockpit of Wayne's Sopwith, I mean Salmson, and this was the first outing for John's rare Mazda trike. Fair dinkum Doreen's game to ride in that!

## The Club Calendar

Dec 18 (Weds)	Club Xmas dinner - Southern Cross Club in Jamieson
Jan 19	BBQ at the Woolleys
Feb 19	Club meeting

## 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

**18<sup>th</sup> December (Wednesday)** - Club dinner in lieu of meeting at the Canberra Southern Cross Club at Jamieson at 7pm. The Club is located at the corner of Catchpole & Bowman Streets, Macquarie. People order what they want from the bistro but we need to know numbers for tables. Please let me know if you are coming along and haven't already notified me.

**19<sup>th</sup> January 2014 (Sunday)** – BBQ at the Woolleys (51 Mileham Street McGregor) starting at 6pm. BYO meat and grog plus a salad to share. Once again please bring along chairs. A brief Club meeting will be held during the course of the evening.

## Important Notice

**Currently we have no Events Director. This is a vital role to the purpose of our Club. Please consider stepping up and having a go.**

Job Description - Events Director ,

Arrange monthly runs which are usually held on the Sundays (towards the end of the month) following Club meetings.

Certain events are held each year and do not require much work. For example "Shannons Wheels"

As a rule the Events Director tries to keep a balance with Northside/Southside events

Runs can visit members garages, lunches at cafes or picnic/BBQ's

The runs are usually easy to organise and from time to time you may have to hand out instructions/directions.

Previous Events Directors are always willing to assist.

Arranging events can be very rewarding.

## For Sale/Wanted

MOTORING LIBRARY FOR SALE. My collection of around 400 motoring books is offered for sale to fund my emigration rather than my old age. Almost all books were bought new by me and are in mint condition. Please email me at [blindsay@chariot.net.au](mailto:blindsay@chariot.net.au) for a free copy of the inventory. BRUCE LINDSAY (03) 6352 4246/0402 541 550.

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VAUXHALL 14/40 Circa 1926/7

A dismantled car consisting of chassis, engine, Drive shaft, gearbox front springs and axle, rear springs and axle, body panels minus timber work, bulkhead ,radiator , bonnet ,wheels, lamps some gauges fuel tanks , Also spares of all mechanical parts listed ie two of everything Original factory chassis plate also present . Will need complete restoration but very little missing. Some new parts, valves and pistons. Asking \$8,500 for this quality English car. Contact Nicky Bailey 0406 641 291.

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## The Edwardian - December 2013

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Model T Ford 1923/4 - Australian bodied, on wire wheels, Californian style hood with full side screens, converted to distributor ignition and has balanced crank shaft. Needs a weekends work to get running again. Some spares with the car \$16,500 ONO. Contact Nicky Bailey 0406 641 291

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I am selling my 1927 Chev. Asking price is \$13,000 ono. It is on club license and is very much a reluctant sale, but do need the money. Erik & Sharon Olsen, North Beach 6020, [ensol-sen@inet.net.au](mailto:ensol-sen@inet.net.au) Home 08 9243 0870 Mobile (Erik) 0407 086008

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1925 Rolls Royce Silver Ghost and 1914 Studebaker Model SC. Marianne Brockwell passed away unexpectedly a couple of months ago. She and her late husband Maurice had a substantial collection of vehicles, some of which are being offered for sale. The contact person is their mechanic who will pass on requests etc to Mrs Brockwell's daughter who is acting as executor to the estate. Contact Kevin Cochrane 0402 675 673 for details.

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### Odd Lamps:

Square nearside Dependence oil and electric, P&H nearside side and tail, will swap for Riemann drivers side lamp to match the one shown, about 270mm to chimney, 315mm to top of bale. Or will buy your matching lamps or sell mine.



### Renault 1908 Type X1B Torpedo (14/20HP)

This powerful, magnificent and incredibly rare veteran has been completely restored during thirty years of ownership is now for sale. It is offered well below value to a discerning and caring veteran enthusiast. This machine is so rare that the Société D'Histoire Du Group Renault, Billancourt, France informs me that the vast Renault collection does not include an example. Four forward gears plus reverse, with powerful brakes and dashing looks this machine is sure to provide satisfaction, yours for \$36,000. Contact Roger Cross, 08 8892 2712, [rc.jmc@bigpond.com](mailto:rc.jmc@bigpond.com) (South Australia) for further information and pictures. Dated by Renault themselves and by the VCCSA.



Set of four 25 inch straight side Artillery wheels in excellent condition. These are cast aluminium replacements formerly fitted to a Cadillac. They cost me \$2,000. No longer required, I am offering these for \$1,600. Noel Adams 0754 28 09 41 [noeldpe@optusnet.com.au](mailto:noeldpe@optusnet.com.au)



# The Edwardian - December 2013

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## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) - 16 OCTOBER 2013

**Meeting Opened:** 7-30pm

**Attendance:** 23 Members Apologies 1

### Minutes of Last Meeting:

Accepted. Moved: Rick McDonough, Seconded: Geoff Nicholas

### Correspondence In:

- Letter from Council of Heritage Motor Clubs NSW re "Insurances for Heritage Motor Clubs"
- Letter from the Office of Regulatory Services pointing out that the Club sent in the incorrect fee with the Annual Return (\$36's instead of \$37's)
- Letter from Wendy Muddell replying to our queries about the exporting of vehicles out of Aus. (table doc's for petition)
- Further email from Council of Heritage Motor Clubs re insurance.
- Receipt from ACT Govt. for lodgement of annual return.
- Letter from ACT Govt. acknowledging that the Club had lodged details of the new Committee in accordance with the Incorporations Act.
- Subscription due for "The Automobile". Twelve issues eighty pounds (\$134.40), twenty four issues one hundred & forty pounds (\$235.52). Discussed in the Treasurer's Report.
- Account from Fuji - \$56.69.
- Invitation to Tuggeranong Festival Sat. 23<sup>rd</sup> November 2013
- Various magazines
- Several fees
- Subscription due for Horseless Carriage Club of America. \$55's US (Aus \$57.75).
- Thank you letter and receipt from ACT Prostate Cancer Assoc. for \$200 donation.

### Correspondence Out:

- Letter/email to Wendy Muddell re Insurances for Heritage Motor Clubs – Council of Heritage Motor Clubs NSW Inc.
- Letter to Office of Regulatory Services with new cheque for \$37's with the Annual Return required by the Associations Incorporation Act.
- Letter to Wendy Muddell re exporting of Australian vehicles overseas. Club members to decide whether or not they wish to sign a petition.
- Letter to Wendy Muddell, Council of Heritage Motor Clubs re our Club's TCIS Insurance. TCIS less than Council proposed insurance policy.

Secretary's report accepted - Moved: Nick Nowak, Seconded: Carol Nowak

### TREASURERS REPORT

Balances: Tabled and attached to records.

### Accounts for Payment

-Geoff Nicholas - \$69-10 (stamps, postage etc.)  
-Ian Irwin - \$1098 (ACME Publishing cost for 50<sup>th</sup> Anniversary book)  
-Fuji - \$56-69 (printer running costs)  
-Authority granted to pay bills for the 50<sup>th</sup> Anniversary weekend. Includes Hellenic Club, Murrumbateman Hall hire, Telegraph Hotel lunch in Gunning and any afternoon/morning tea costs.  
-Secretary to pay subscription fees for "The Automobile" magazine for two years (one hundred & forty pounds,UK) and Horseless Carriage Club of America (\$55's USA). Secretary to use personal Visa. Refund from Club when paid.

Gerard Frawley finishes as Treasurer and John Cadona takes over as new Treasurer from November 2013.

Treasurers Report accepted – Moved: Gerard Frawley, Seconded: Dave Robinson

### EDITORS REPORT

Nil to report. Rob thanked Rick for another great magazine.

### EVENTS REPORT

The Club does not currently have an Events Director. Nick Nowak has arranged events to the end of 2013:-

-Sunday 23<sup>rd</sup> Nov – Run commencing at McDonalds car park Coolamon Court for coffee followed by a run to Pine Island for a picnic lunch.  
-Sunday 8<sup>th</sup> Dec – Car Club breakfast at Black Mountain Peninsular using Club BBQ trailer.  
-Wednesday 18<sup>th</sup> Dec – Club dinner at Canberra Southern Cross Club, Jamieson in Belconnen in lieu of usual meeting (Rob & Nick to check it out and book).



# The Edwardian - December 2013

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## LIBRARIANS REPORT

Nil to report

## REGISTRARS REPORT

Rob Woolley has renewed registration for quite a few Club vehicles.

## GENERAL BUSINESS

1. Gerard Frawley (Treasurer) advised that the Club is required to provide St George Bank with 3 authorised signatures to operate the Club Account. These will be President, Treasurer & Secretary. Gerard will attend to this matter.

2. Chris Hogan gave a brief run down about the 50<sup>th</sup> Anniversary weekend. He said that everything is now organized and should run smoothly. Chris emphasized that entrants should ensure that they are on time for the Hall School/Museum on Saturday afternoon and more importantly be on time for the Sunday start from Federation Square at 10am. Tables of 8 at the Hellenic Club – no formal seating arrangements. Rob mentioned that the printing of the book was neatly covered by the Chief Minister's grant.

3. Chris gave a brief report about the recent Vintage Chev rally in Griffith. Said that it was a lot of fun. Next year it will be held in Orange.

4. Rob talked briefly about the Shepparton Nat. Veteran rally. Cold and wet but well organized.

5. Dave Robinson spoke briefly about the Model "T" rally. Another wet, cold and windy rally. He said that it was a great rally and that they visited some very nice places. The wind damaged several car tops. The next "T" rally in 2016 will be held in Moe, Gippsland, Vic.

6. Geoff Nicholas reported on the recent Vet. Motor Cycle rally in Parkes. Great weather and great runs. Approx. 170 bikes attended and there were several day runs of over 100 klms.

7. Rob mentioned that the Club desperately needs an Events Director. A general discussion about events and how to run them followed and several suggestions were made. It was agreed that the Committee would send out an email asking members for suggestions as to how the Club should proceed in this matter. Rick suggested that we might consider a roster of members for events. Wal said we had poor turn-outs at events last year and we need to find out why. Ian referred to past events which were successful and also said that he would be prepared to organize an overnight run to the Motorlife Museum at Kembla Grange.

8. Rob said that he has 6 people who have volunteered to assist with the organization of the 2015 Nat. Vet. rally. He will arrange a get together shortly.

9. Activities Officer. The Club doesn't currently have an Activities Officer. Is anyone prepared to take this job on? As an alternative any member with an idea can contact either Rob or Nick. For the November meeting Bob McDonald has arranged for Peter Brewer from "Century Batteries" to speak to the Club. Should be a particularly interesting talk. Discounts are available for Club members buying batteries from Century Batteries.

10. The Committee will get together soon to discuss changes to the Club Constitution recommended at an earlier meeting.

11. Rick said not to forget the Canberra swap on 3 November. Mal Smith's Oakland will be on display.

12. Ian has a band saw (vgc) for sale (\$200). Sold at the meeting. He also has a bench circular saw for sale.

13. Bill de Graaf advised that the solar cars, that recently drove across Australia, would be on display at the Dutch Embassy this Friday (18<sup>th</sup> Oct).

14. John Cadona advised that the Australian Ferrari Club rally was in Canberra this weekend. Cars can be seen at the Canberra Southern Cross Yacht Club next Monday (21<sup>st</sup> Oct).

MEETING ACTIVITY – Nil this month

Meeting Closed – 8-15pm

## MINUTES OF MEETING

### VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) - 20 NOVEMBER 2013

**Meeting Opened:** 7-30 pm (by President Rob Woolley)

**Attendance:** 19 Members: 3 Guests (Mathew Spackman, Peter Brewer & Rob's friend from Qld. - Ian Mylrea) : 4 Apologies

# The Edwardian - December 2013

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## Minutes of Last Meeting:

Accepted Moved: Geoff Nicholas    Seconded: Rick McDonough

## Correspondence In:

- Notification re Qbyn. Swap
- Various Club magazines
- Vet Car Club Aus. (16 Sept 2013)– Veteran Rally Calendar to 2034
- Council Calendar of events – From Bob McDonald dated 31 Oct 2013
- Card from Ruth Jackson congratulating the Club on its 50<sup>th</sup> Anniversary
- Information from VCCA – NSW re Goulburn Mash Ramble rally 31 Jan to 4 Feb. 2014
- Information from VCCA – Vic re Cobram 1 & 2 Cyl rally 13 to 16 March 2014
- Statement from Fuji Xerox (31-10-13) for photo copier – nil due.
- Letter from Century Yuasa (Batteries) 4-11-13 re rising battery costs. Change in Aus. Dollar.
- Council of Heritage Motor Clubs – NSW (4-11-13) re reprint of “Comfort Pack” throughout NSW/ACT. Do we wish to put forward names of any Club member who may be able to help other club members passing through Canberra who have (car/bike) trouble?
- Emails from Alan Aston and Evan Quarmby. They will not be renewing membership.
- Letter re the Queanbeyan Swap
- Email from Bob McDonald confirming a guest speaker for this Wednesday evening (Gary Hinds or Peter Brewer from Century Yuasa Batteries)
- Several fees received
- Several ideas from members regarding Club runs.
- Letter from Jervis Bay Wild about boat trips at Jervis Bay – “Port Venture”.
- Details from Scott Harris re an open garden in Bungendore (“Werriwa”) on Sunday 24<sup>th</sup> Nov. Scott thought it might be a nice run.
- Correspondence from Wayne Aberdeen Secretary for the Veteran movement in Aus. Email re approach to Dept. of the Environment’s invitation for input to an “Australian Heritage Strategy”.

## Correspondence Out:

- Get well cards to Beth and Denise
- Letter & book to Chief Minister – 50<sup>th</sup> Anniversary book.
- Letters & books to former members who ordered a book.
- Club email to members about events & runs – questionnaire.
- Letter & Invoice to Shannons welcoming Steve Farmer as the new Business Development Manager and seeking the payment of \$100’s for the ad. in the Edwardian.
- Emails & letters sent regarding late payment of Club fees.

Secretary’s report accepted - Moved: Carol Nowak, Seconded: John Madden

## TREASURERS REPORT

### Balances:

Tabled and attached to records.

**Accounts for Payment:** “Horseless Carriage” \$59-82 to Nick Nowak, “The Automobile” \$246-30 to Nick Nowak. Rick presented an account for \$34 for the two Club sites at the recent Canberra Swap.

Treasurers Report accepted – Moved: Nick Nowak,    Seconded: John Madden

## EDITORS REPORT

Rick advised that a photographic report of the Club’s 50<sup>th</sup> Anniversary was nearly completed. It will be sent to all members plus former members that attended for the weekend.

## EVENTS REPORT

No Events Director but Nick reported the following:

-Next Saturday (23<sup>rd</sup> Nov) Queanbeyan Swap

-Next Sunday (24<sup>th</sup> Nov) Club run starting at McDonalds car park at Coolamon Court 10am for coffee followed by a picnic at Pine Island.

-Sunday 8<sup>th</sup> December Club BBQ Breakfast 9-30am Black Mountain Peninsular. BYO everything. Club trailer will be there.

-Club Xmas Dinner (7pm) at Southern Cross Club, Jamieson. Numbers required.

-Sunday 19<sup>th</sup> January 2014. BBQ at Rob & Beths’. Email to be sent out at later date.

## LIBRARIANS REPORT

Wal had nil to report. Ian was absent. Nick gave the Librarian a folder that included all the recent paperwork for the Clubs 50<sup>th</sup> Anniversary celebrations. Rob said that he had been given a folder of Canberra Times newspaper cuttings collected by Ron Page, formerly from Canberra, that Club members may find interesting.

## REGISTRARS REPORT

Rob was the only Registrar present. Rob said that business was brisk and that he had signed the Club registration form for quite a few members. Rob also gave a brief talk about the importance of paying Club fees on time so as to not jeopardize car registration or insurance claims.



## GENERAL BUSINESS

1. The Club made welcome two new members: Mathew Spackman – Mathew drives a 1913 Model “T” and Peter Leemhuis who has acquired a 1923 Packard.
2. Rick thanked Mal for showing his Oakland on the Club sites at the Canberra Swap. The car attracted a lot of attention and hopefully it might help to gain new members. Rick handed out quite a few pamphlets about the Club.
3. John Cadona brought in two nice bottles of wine and everyone received a ticket for a draw. The lucky winners were John Madden (drawn by Carol) and Wal Hick (drawn by Mal). Thank you John.
4. Carol mentioned that Ted turned 80 today. Happy Birthday Ted.
5. Rob welcomed Peter Brewer from Century Batteries who is our “after meeting” guest speaker for tonight.

## MEETING ACTIVITY

Bob McDonald introduced Peter Brewer to give us a talk about Century Batteries.

Peter is an agent for Century Yuasa Batteries Pty. Ltd. and gave both an interesting talk and answered a number of members’ questions.

Several things caught our attention:

- Century Batteries distribute approx. 40,000 batteries per year to the Canberra region. People can also take batteries to their shop for recycling.
- Action Buses are quite a big purchaser of Century batteries.
- Century will give Club members a handsome discount when purchasing batteries on production of the Club membership card.
- Century Batteries do not provide batteries for phones or computers.
- Batteries are important items for the good running of our vehicles and Peter emphasized the importance of talking to a professional. He said that Century batteries are top quality.
- Peter’s business partner is Gary Hinds.
- Century Yuasa Batteries P/L is located at Unit 4, 41 to 45 Tennant Street, Fyshwick, ACT 2609 (next to Buttercup Bakery). Phone contact – 6280 4163. Email: [Canberra@cyb.com.au](mailto:Canberra@cyb.com.au) .

Rob thanked Peter for a very informative talk and said that Peter could expect a visit from a number of members.

Meeting Closed

8-35pm







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