



The
EDWARDIAN
April 2014



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MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 7.30PM.

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

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 April edition of the Edwardian. Our guest speaker at the February meeting was Scott McAlister, President of the ACT National Trust. Scott spoke on the role of the National Trust and advised that they do not own any properties but worked with the ACT Government to help promote historic properties in the ACT Region. Scott is looking for an opportunity where our Club could work with the National Trust for the benefit of both organisations.

The Club run this month on the 13 April, one week earlier than the normal date due to Easter falling on the 3rd Sunday, will be to the Parkwood Church, built by the Southwell Family, and the new display at the Hall Museum depicting Hall 100 years ago. Nick will send out an email with details of both runs.

The weekend away this year will be to Cowra to join with the local Club in their Pre 31 Autumn Tour, Chris Hogan will have more information on this event at the April meeting. This will be a great weekend so please support it if you can.

Beth and I attended the Cobram 1 and 2 cylinder tour and had an enjoyable 4 days motoring in Victoria and NSW, over 60 cars were entered and a great time was had by all.

Auto Italia was another very successful and well organised display; it was the best and most expensive collection of Italian cars, motorcycles and scooters I have ever seen.

The Club still needs an events co-ordinator to ensure that we have events organised for us to take our vehicles out and enjoy our hobby. If you would like more information about the role please phone me.

The 2015 National Veteran Tour committee has been busy locking in sponsorship from Shannon's Insurance and Goulburn Council. The Tour dates are from 1 to 6 November 2015. Please lock the dates into your diary for a great veteran vehicle tour.

Rob

Auto Italia 2014

Auto Italia was held on Sunday 30 March 2014 on the access roads to the lawns in front of Old Parliament House due to rain leading up to the event that stopped the cars parking on the grass.

The display of Italian cars and motor cycles was comprehensive and amazing with very good support from motoring clubs. The organisation of Auto Italia was very good with plenty of food; coffee and trade stalls available to meet the need of those attending. I estimated that there was would have been 500 – 600 cars and bikes on display. Attached are some of the cars and bikes that caught my eye. (see page 12)

Rob



Editorial



I've had some interesting comment on a couple of things from the last newsletter. One related to the ageing tyres article and, in my case, my concern about the age of the tyres on my Rugby (approx. 20 yrs.). The feedback on this was that because our vintage and veteran tyres are such large diameter, when combined with our cars relatively low speed and small mileages travelled, there is a much reduced risk of them coming to grief in the manner that the modern high speed, smaller wheel diameter cars did in the examples I provided. I also received an interesting tyre anecdote from Ivan Taylor of NZ. Many would remember that Ivan came over to our 1&2 rally last year. As a former Editor of the Veteran car club Magazine of NZ, we regularly correspond. After reading my article Ivan sent me the following concerning his 1956 Riley.

"Regards the tyre article; about 6 months ago I took the R,M out after it had been sitting in the garage for about 6 months and there was a bumpy ride so suspected a tyre problem. Went to the local Firestone agent who told me all my tyres were bugged and showed signs of tread separation. So I contacted a local specialist in vintage car tyres and ordered 4 new ones (ouch) by the time that I took the car into him, the bumping had disappeared. He looked at my tyres and asked me why the hell was I replacing them as there was nothing wrong with them, they will see you out! They were rayon and they go out of shape if not used, but once you do a short distance they warm up and resume their proper shape. All five wheels were re-balanced and away I went away a happy chappy. Cost \$40 not \$1800 This problem has not re-occurred and all is O.K. So much for the Firestone man looking for a good sale."

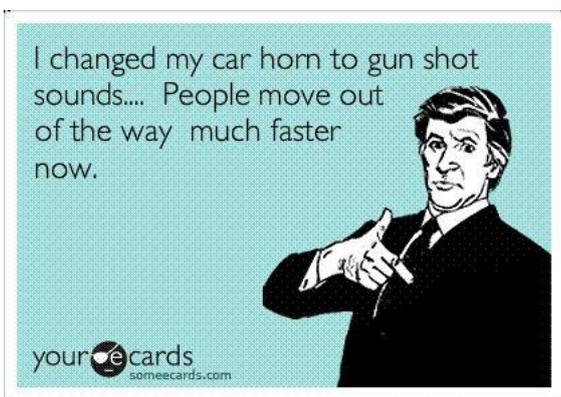
Thanks Ivan, an interesting story and lesson to be learnt here. Don't necessarily trust the first quote you get!.....which leads me nicely to another story. Back in November one of the blokes I work with scraped his car against a pillar in an underground carpark, causing some scuffing on his panel-work. He went out to Fyshwick during his lunch break and a panel beater quoted him \$3000 to replace the panel. Quite shocked with that amount he said something like "You'd better leave it with me" whereupon the panel beater said "hang-on" went and had another look at the car, came back and said "I can probably repair it for \$500". Thinking it was still a lot of money he excused himself from this panel shop and went around to another. They told him to sit in their waiting room while they went and assessed it. About ten minutes later they came back and said "fixed it". He couldn't believe it and asked what they did. They'd used cutting compound and the panel now looked as good as new. On top of that they refused payment when he offered it because it had been such a quick fix! Now this bloke is quite mobility disabled (his car is all hand controlled) and I can't help but wonder if the first crowd thought of him as a soft touch. I hope not, but doesn't it illustrate how important it is to get a second quote.

Another bit of feedback I received concerned the question of just when the first swap meet in Australia actually occurred. I had mentioned that our former Cooma based member, Frank Rodwell, and his band of helpers had started one in that Snowy Mountains town in 1969, and this was believed to be the first. One of our members who used to be a member of a veteran car club interstate tells me that he was involved (as a swapper) in a club organised swap meet in about 1964-65. He is currently trying to gather more evidence to support his recollections and in doing so has spoken to two others who were also present at the time and they confirm his memories. Apparently about twenty or more club members gathered their spare bits and pieces and met on a private rural property out of town to trade amongst themselves and the enthusiast punters coming through the gate. It sounded like it was a swap meet in its purest form, ie things weren't so much for sale as they were for swapping. It was mostly a case of, "I'll swap this 1914 Rover axle for a 1911 Belsize radiator" etc. The result of this policy was that most of the

vendors went back home with exactly the same stuff they'd taken to trade. Perhaps as a result, the exercise wasn't seen as a resounding success and wasn't repeated again for some time. Anyway, let's see if more supporting evidence turns up on this before we reveal times, names and places.

In this issue - Next time you worry about the logistics of having to tow a trailer with your pride and joy aboard, turn to page 6 to see why you've really got nothing to worry about in comparison! There are no reports on our Club's Wheels display, but thanks to Ian we have a report of a RR rally that was in our city that same weekend (and many of the cars were in fact on display at Wheels too). Part 2 of the interesting article on door hinges by Peter Jones is included, as well as write ups on the Cobram 1&2 rally and Auto Italia, both courtesy of Rob. Also see an expression of interest form for our own 2015 rally and a 2014 Kalgoorlie rally bulletin.

Rick



Don't you just love it? Proving that Rolls owners have a sense of humour, the above adorned the front of a US based Ghost. Read more about their visit to Canberra on page 13

Cotter Brunch Run - Sunday 23 February

Following requests from Club members for ½ day runs it was agreed to hold a brunch run. As no member had offered to organise the run it was decided that we would meet at the Cotter at around 8.00am for brunch.

The first car arrived at 7.50am as the sun was starting to break through, the Cotter Reserve was looking great with the lawns mowed and the barbecue's cleaned. Nine cars and 15 members arrived over the next hour and an enjoyed time was had by all with bacon and eggs being the most popular choice for breakfast.

By 11.00am we were all packed and heading for home, some went via Uriarra Crossing while others returned the way they came. The morning run with brunch proved successful and is worth repeating next year during summer.

Present - Rob and Beth Woolley – Renault, Nick and Carol Nowak – Overland, Wal and Jane Hick – T Ford, Roy Bendall – T Ford, Peter and Alex Sturgess – Bean, Don Doering – Hupmobile, John Cadona and Vilay – Ferrari, Wayne and Sandra Smith – Austin Healey, Rick McDonough – modern

The Club still urgently needs a volunteer to take on the role of coordinating Events please consider if you could take on this role?

Rob



Cotter Brunch Run.

ASIO agents? Bouncers?...or Mafia hit men?!





**2015 Shannons National All Veteran Tour
Sunday 1 – Friday 6 November 2015**



As you will see elsewhere in this edition of *The Edwardian*, the 2015 Tour Committee has released the Expression of Interest for this ACT-hosted event.

The event is being held in Goulburn between 1 and 6 November 2015, and as per other Tours hosted by our Club it will be open to all ACT Club members to enter in their Veteran and Vintage vehicles.

We have negotiated generous support from the Goulburn Mulwaree Council and its Mayor and also our major sponsor, Shannons.

It will be an event not to miss, so please put the date of the Tour in your diaries.

Over the course over the next 18 months, the Tour Committee will be keeping the Club informed of plans and events. It would be great if you could think about whether you might be able to assist the Tour Committee in the lead up to, and during the course of, the Tour.

These events are always a great platform to meet other vehicle enthusiasts, see new cars, travel new areas and maybe find that missing part you need for your restoration or collection. In addition, the club as a whole benefits from the work of the Tour Committee, so any assistance members could provide would be much appreciated both by the Committee and collectively by the Club membership.

The Tour Committee are available to provide any information on the Tour or take your interest in helping out when needed.

The main Committee members at this stage are Rob Woolley (Director), Dave Robinson, Carol and Nick Nowak, Don Doering, Chris Hogan and Roger Gottlob.

Autumn Pre 31 Tour Cowra 2nd to 4th May

This year there is going to be a Pre 1931 tour hosted by the Dinosaur Drivers Register in Cowra from the 2nd to the 4th of May.

It has been decided to endorse this as our clubs weekend away and it would be great to have as many of our club attend as possible to make this a success.

I have checked around Cowra and have come up with the Country Comfort Cowra Countryman Motel, 164 Kendal Street Cowra, Phone: 6342 3177. They have given us a great room rate of \$95 a night for a queen room.

Please book your motel and complete the entry form as soon as possible.

A brief rundown of the weekends activities are as follows:

Friday would be register from 10.30am with morning tea then BBQ lunch about 12-12.30pm, then about 1.30pm-2pm leave for a shortish run around the backblocks of Cowra ending up at the park near the Japanese Gardens about 3-3.30pm for afternoon tea. Some may want to visit gardens or head back to their motels and its do your own thing Friday night for dinner. Saturday we are going to Grenfell for morning tea then on to Iandra Castle for a picnic in the grounds and then travel back via Koorawatha to Cowra. Sunday Farwell breakfast before heading home.

If you decide to come away for a great weekend, drop me an Email or give me a call on 6259 5250

Simandchris@optusnet.com.au

Chris Hogan

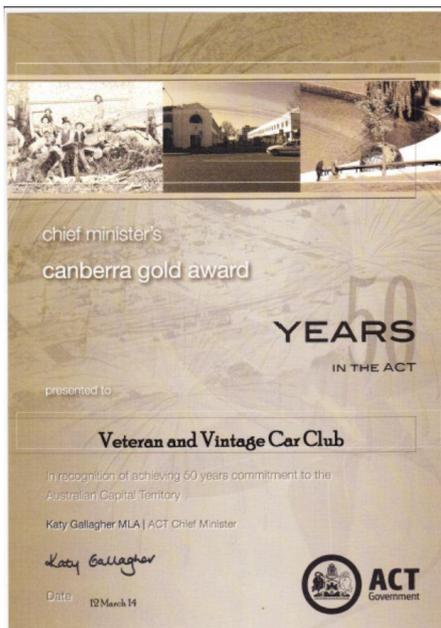


This is the biggest load to be moved in Western Australia. It weighed over 700 tons with four trucks towing and two trucks pushing. They were travelling at 4km's per hour on the gravel, reaching 6km's hour on the bitumen. The distance travelled was 230km's. They drove up to 15 hours a day taking 6 days to reach their destination. This also included becoming bogged with four front end loaders having trouble pulling it out.

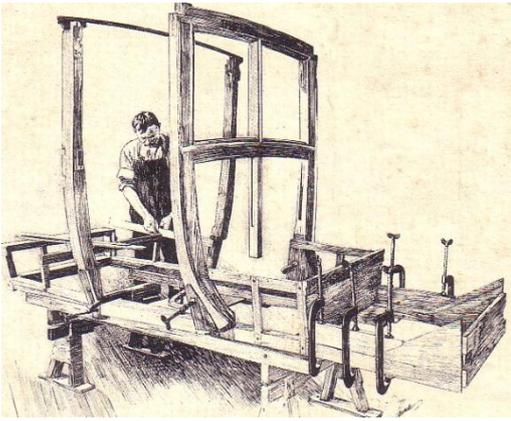


Our Club's Canberra Gold Award

On the occasion of our city's 101st birthday, our club officially received an award.. "In recognition of achieving 50 years commitment to the Australian Capital Territory". Chief Minister, Katy Gallagher, presided over the day with our club being represented by Rob & Beth and Ian & Ida. Rob received the certificate, on behalf of the Club, from MLA, Shane Rattenbury. It is also noteworthy that our very own Carol Nowak and Roy Bendall also received similar recognition for their 50 years of living in Canberra. Well done all.



From left - Ida, Ian, Carol, Rob, MLA Shane Rattenbury, Roy, Nick and Beth.



Technical Page

Notes from a Coachbuilders Workshop.

By Peter Rhys-Davies.

Door Hinges – Part 2

Having gone to considerable care and detail to properly align the door hinges, as explained last month, simply crossing fingers and hoping the screws will stay securely in place is poor practice. While using screws may well have been satisfactory when our cars were being first built, all those years ago, as with so many aspects, there are today many ways and means of improvement with a much more efficient method of fixing door hinges being just one.

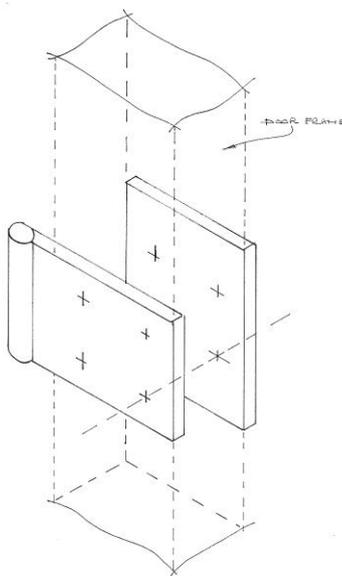


Fig.1

What you will need is a small piece of flat mild steel for each hinge, the same size, (or very close to), the width of the hinge, but about, say, an inch taller than the hinge, and about 3/16 inch thick. In any case the width of the steel plate must not exceed the width of the timber framework. See Illustration No. 1. In total there will be two pieces per hinge required – one for the door post, and the other for the door frame. Carefully file and round off all the corners and edges of the plate. Next you will need eight countersunk head set screws per hinge, each about 5/32 inch or 3/16 inch diameter, no bigger, as these will provide a head about the same size as a number 8 screw. Larger and heavier doors might well use a number 10 screw, in which case increase the diameter of the set screw to suit, probably 1/4 inch will be adequate. Although the thread of the set screw can be Imperial or Metric, a finer thread such as a BSF will be far superior to, say, BSW. The length will need to be adequate to go through the entire door post and plate, with a little to spare.

Here might be an appropriate place to suggest some basic screw and bolt materials. In my view the first and only choice would be stainless steel. No other material is as strong or durable – and for the small extra cost, stainless is well worth the money. Many timbers, such as Tassie Oak for example, have a quite acidic type of sap which attacks mild steel rather viciously, which is one of the reasons why screws can go rusty *inside* the timber. If you do choose to use plain steel screws, for whatever reason, always give them a good coating of heavy grease before putting them in. Keep in mind also that stainless steel can be polished to resemble nickel plating or chrome, and can also of course be painted to match the body colour. And they will *never* go rusty!

And while we are on the subject of screws for our cars – built before or perhaps just after the Second World War – the slot head type was the only one generally available. Certainly nothing quite destroys the look of a restored car more than the sight of a Phillips head screw! It really is quite out of keeping

with the period. Unfortunately slot head screws are somewhat difficult to find here in Australia, in mild steel, let alone stainless: but all is not lost. There are several firms in England and in the U.S.A. who still manufacture these types. It is well worth the extra bit of effort to track these down in an effort to get all the little details correct.

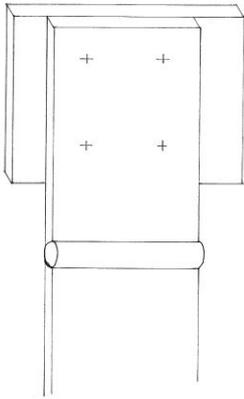


Fig.2

OK – back to our solution for loose screws. Because the position of the screw holes in each hinge may vary slightly – and they almost certainly will – the next procedure will need to be done with each separate hinge, then each will also have to be individually marked. Take a hinge and clamp to the back of it the piece of steel so that about 1/2 inch protrudes both above and below the hinge; and align the vertical edges. See Illustration No. 2. Be sure to mark the plate both for the top and inside face for future assembly. Carefully drill through the screw holes into the plate, then run a tap of the appropriate thread to suit the thread of the set screw into these holes. Now, with the hinge cramped into its correct position on the door post, carefully drill through the entire thickness of the timber, making sure the drill is both level and square. Choose a drill size which will just give a smidgen of clearance around the set

screw Repeat for all hinges on both the door posts and the door styles..

Then it should be a relatively simple matter of sliding the set screws through both the hinge and the door post, and screw them into the mild steel plate at the back, sandwiching the post. Just get them finger tight at first until all four are in position, then gradually tighten all the set screws. Again, repeat with all the remaining hinges. Then assemble the doors onto the hinges in exactly the same way, and fit the doors to the frame. Finally when everything is fully set up and you are completely satisfied everything is almost perfect, dismantle the mild steel plates, for they will need to be rustproofed and undercoated, at least. This is where the individual identification of each plate is so important. If possible, the plates should have a coat of paint as well, just for the looks. When everything has dried they can all be finally re-assembled, and when the set screws have been properly tightened you should have no further problems – though it is a good idea to check once or twice a year for tightness, as timber can shrink slightly.

Best practice would be to fix the back plates in position with two small screws in the 1/2 inch portion just above and below the hinge. This will allow the hinge to be removed, for any reason, and be easily replaced in exactly the same position, leaving the back plate firmly held in its position. This particular operation can be rather tricky with a completed car, as the inside lining usually gets in the way, but may be able to be accomplished with particular care.

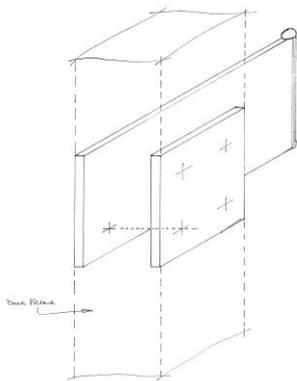


Fig.3

Another option sometimes seen is to weld a nut on the back of the plate with the appropriate thread. However it can be sometimes rather difficult to position the nut with absolute precision – but does offer the advantage of extra thread holding. In my view it is not really necessary, as a 3/16 inch plate with a fine thread should offer adequate holding power, for our purpose.

With existing motor cars the inside mild steel plate can usually only be placed up against the timber on the inside face, but if you are in the early stages of a total rebuild it is a nice idea to carefully cut the plate neatly into the back face of the timber post so that it ends up flush. See Illustration No. 3. And while the

holes for the set screws do contribute slightly to weakening the timber, it is usually negligible in comparison to the extra strength gained from the bolted up assembly.

In some cases, especially in smaller cars, it will be found that a rail or a corner block may prohibit the use of an inside backing plate. In these cases it may be possible to fabricate a part-plate – see Illustration No. 4 – where perhaps two set screws can be used together with two normal screws. This, while far from perfect, is still quite superior to screws on their own. This whole operation will take quite a while to accomplish properly, but once done will easily last the life of the car – and perhaps the owner too!

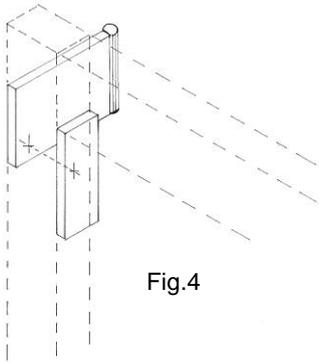


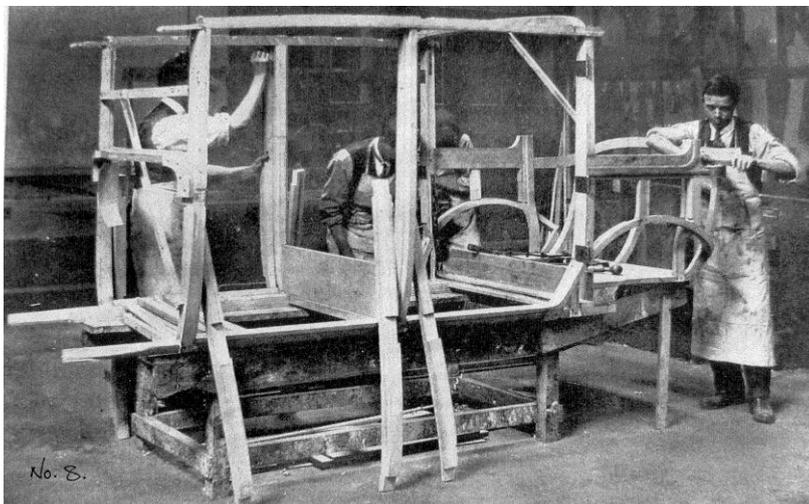
Fig.4

Finally, do make sure the removeable pins of the hinge are well lubricated, with perhaps a heavy grease, to make the movement of the hinge as smooth as possible. Where pins are fixed something like WD 40 will help. And do not forget to also lubricate the latch/lock mechanism also, while the opportunity is there.

An uncommon hinge is the concealed type, rarely found, but requiring considerable time and effort to set up properly. One is shown in Illustration No. 5, here on an Australian Six. Of necessity, the pins on these hinges are very short, needing constant lubrication if they are to work well. They are not generally available but a good machinist/engineer should be able to replicate a set from an old, worn original. It is essential when fitting this type of hinge to fit them firstly to the door post, ensuring that the face which fits onto the door is both in-line and flat, otherwise all kinds of problems will occur.



A typical workshop scene is shown below, with the vertical door posts lying up against the framework ready for initial fitting. Note the joints for the horizontal rails are all pre-cut and ready, and are the simple halving joints. Nothing complex here. Also note the door hinges are already fitted to the rear doors – the correct sequence. The hinges are never fitted to the door first. The door is then constructed to fit the opening, and the hinges. As a matter of minor interest in this photograph, the gentlemen are



all wearing collars and ties, which was the expected and required form of dress code for the period.

And there you are – a complete set of door hinges unlikely to give any serious concerns for many years.

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A club car in the public eye

The below is a scan of an article from the Canberra Times, Saturday, March 15, courtesy of Roger Gottlob. Apart from being a great story it also promoted the upcoming Wheels. This event was the car's first outing under its own steam.

The lord, his lover and the ghost of romance



FAST FACTS

Rolls Royce 1404 ("Eleanor")
1910 40/50hp Rolls-Royce (Silver Ghost model)
Dimensions: Roughly 5.3 metres long, weighs 2 to 2.5 tonnes.
Mechanical: 7.4 litre in-line six cylinder with three-speed gearbox.
Restoration cost: Impossible to calculate, but it's been in progress for 33 years.
Value: Because of the car's unique history it would be impossible to determine a true value without offering it for sale. "Ordinary" Ghosts are on the market in Britain for prices ranging from \$180,000 to \$700,000 and upwards.



ROLLER COASTER: Ian Irwin of Flynn in his 1910 Rolls-Royce Silver Ghost, above; the famous bonnet ornament, right; and a picture from the Beaulieu National Motor Museum showing Eleanor Thornton on the arm of Spirit of Ecstasy creator Charles Sykes. Main photo JEFFREY CHAN

By David Ellery

A truly romantic Rolls-Royce is to be unveiled – after a 33-year-long restoration – at Wheels on March 16. "Eleanor", a labour of love for retired ACT teacher Ian Irwin, is the Silver Ghost delivered to Lord Montagu of Beaulieu in England in December 1910.

It will take pride of place in a display of up to 25 of the iconic 40-50hp cars in Kings Park as part of the ACT's largest annual gathering of rare and classic cars, starting at 9.30am on Sunday.

Mr Irwin, now 75, has devoted more than half his life to restoring the car at the heart of the romantic, and ultimately tragic, story behind the famous Rolls-Royce "Spirit of Ecstasy" bonnet ornament.

The car's first owner, Lord Montagu (aka John Walter Edward Douglas Scott-Montagu, second Baron of Beaulieu) was truly, madly and deeply in love with his secretary, Eleanor Velasco Thornton. But the pair could not wed because she had no title or money.

ONLINE & IPAD
SEE THE VIDEO
canberratimes.com.au
The Canberra Times

Although Lord Montagu eventually tied the knot twice, he never relinquished his first love. And when Rolls-Royce chassis number 1404 was delivered to his home with fashionable Roi des Belges coachwork by Barker and Co of London, he commissioned a personalised hood ornament from the sculptor Charles Sykes.

Sykes looked no further for his inspiration than the comely Eleanor. He immortalised her in diaphanous robes and with a finger to her lips, a reference to her secret love affair. The piece was called "Whisper".

When Rolls-Royce's managing director, Claude Johnson, commissioned Sykes to create an ornament that would grace all Rolls-Royces, Eleanor was conscripted to

the service of art and motoring a second time.

This time the figure was leaning forward, arms behind her and trailing draperies not dissimilar to an angel's wings. Sykes described his creation as "the spirit of ecstasy, who has selected road travel as her supreme delight".

Johnson, who was a friend of Lord Montagu – who opened the Rolls-Royce factory when the company moved to Derby in 1906 – was the man responsible for the company's slogan "the best car in the world".

He worked with Lord Montagu on the fitting of what is claimed to be the world's first harmonic balancer, the flywheel that stops crankshafts and pistons from tearing engines to pieces, to 1404 and the pair spent a month in France testing it.

Mr Irwin is happy to point out the holes in the chassis where the suspension components were moved forward more than 100 years ago to make room for this work.

And the love story? It ended badly. Eleanor Thornton died on the night of December 30, 1915, when the SS

Persia was torpedoed by a German U-boat near Crete on her way to India. Lord Montagu, who was also aboard, survived the attack and died in 1929.

His son, the third Baron of Beaulieu, was just three at the time. He was keenly aware of the second baron's contribution to motoring and founded the famous National Motor Museum on the family estate to preserve his legacy.

Lord Montagu has been aware of the restoration project for some time, and this week congratulated Mr Irwin on his efforts.

"I am delighted to see my father's car restored to its former glory," he said. "That the car bears the Spirit of Ecstasy, which was modelled on my father's lover, Eleanor Thornton, makes it all the more poignant."

A motoring pioneer with an interest in the new, the second Baron of Beaulieu (pronounced Bewley) had neither the inclination or need to keep any vehicle for long.

Rolls-Royce 1404, named "Eleanor" by Mr Irwin a few years ago, quickly passed out of his hands.

It had five owners in 11 years between 1910 and 1921, and turned up in Melbourne owned by a James R. Hartley in 1923. Increasingly out of fashion, and ever more costly and difficult to maintain, the car fell on hard times in the 1930s.

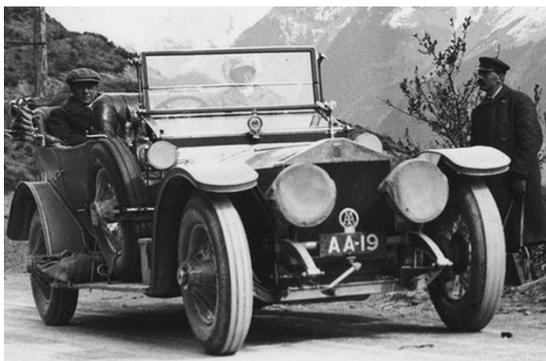
By 1938 it was on the market for £100 at Great Southern Motors in Wagga Wagga, having been traded in on a new Ford V8.

Eleanor's next owner, the equivalent of a postwar hot rodder, intended to install the Rolls-Royce mechanicals in a Packard chassis.

The war intervened, and Mr Irwin became aware of the dismembered remains of the car in 1975. It took him until 1981 to secure the major components from points around NSW, and since then he has scoured the world for the parts needed to complete the project.

His greatest coup was sourcing a Barker and Co Roi des Belges body that had originally been fitted to a 1908 car.

"The body on this car is original to the period – it's not something that has been recreated," he said.



Cobram 1 and 2 cylinder Tour 13 – 16 March 2014

Organised by Andrew and Frances McDougall - Veteran Car Club of Victoria

The Cobram tour attracted over 60 entries which included many interesting high wheelers, cars, steam cars, cycle cars and motorcycles. Cobram is approximately 100 km west of Albury/Wodonga on the Murray Valley Highway.

The Tour was based at the RACV Resort in Cobram, the Resort is the best caravan park/motel/units that we have ever stayed in, the grounds and amenities are always immaculate, the sites are large and management is friendly and helpful. The resort has a dining room which holds about 200 people and dinner was available each night in the dining room.

Thursday afternoon's run was a 22km run around Cobram to fill up with fuel and sort any minor problems and check adjustments.

Friday's run of 150kms was to Numurkah for morning tea and Nathalia for lunch, both small villages. All the runs were on back roads with good bitumen surfaces, the roads are flat so ideally suited to high wheelers and very early veterans. The return route was via more back roads but we managed to miss a turn and ended up in Strathmerton some 30kms west of Cobram. Bill and Robyn Betts were following us so we found a nice coffee and bakery shop for refreshments before returning to Cobram.

Saturday's run was to Yarrawonga for morning tea and Katamatite for lunch. Katamatite has a pub; garage, antique store and museum, all were very interesting. The run home was through the fruit growing area where we purchased some fresh fruit. The dinner was also the presentation dinner where the RACV Resort manager awarded prizes for his selection of the best car and motorcycle.

Sunday's run was to Strathmerton to visit Cactus Country for morning tea and a walk through the Cactus Garden. The Cactus collection would cover about 2 hectares and there was an amazing collection of Cacti from around the world. The return run was through rural roads back to Cobram where we loaded our vehicles to return home. The Renault faltered, but did not fail to precede, about 200 metres from the finish which was the result of a broken valve spring retainer pin. The Renault now has a new set of retainer pins and running well again.

Cobram is a great tour, thanks to the organisation of Andrew and Frances; it is always great to catch up with 1 and 2 cylinder vehicle owners from NSW, TAS, Vic and SA. Next year the Victorian 1 and 2 cylinder tour rally will be held in Warrnambool.

Rob Woolley



Auto Italia



Lancia

1923 - Al



Canberra's Spiritual Visitation

There were more than 8,000 Silver Ghosts manufactured, and in excess of 1400 survive. The Edwardian era cars were only made at Manchester (1907 and early 1908) and at Derby. Post-War production continued until 1925 at Derby, while the Springfield USA factory commenced production in 1921. Just as the 1 & 2 Cylinder fraternity within the Veteran Car movement, are a group with significant numbers that cater for those cars in special events, so the Silver Ghosts within the Rolls-Royce movement organise themselves for occasional events of their own. The 20-Ghost Club in the UK was the first Rolls-Royce club founded in the world in 1947, catering for cars made before WWII, especially Ghosts and 20 HP cars. More recently, in the 1980s, the Silver Ghost Association (SGA) was formed in America, spawned by the Rolls-Royce Owners Club of America. Both clubs have world-wide memberships, and their membership numbers have led to better services for Ghost replacement components and restorations.

The SGA hosts tours in various parts of the world, and this year, for the second time, the SGA held a rally in Australia. The first ran a circuit from Wollongong to Alice Springs and back to Sydney in 1996. This year's event was a "Tassie Tour" in February with 31 cars. Cars were drawn from the USA, Canada, England, New Zealand and Australia. Then following that tour, the group, less some who had to go home, but supplemented by other mainland Australian cars, continued through Victoria, along the Great Ocean Road and on to Warrnambool and Port Fairy before heading to Ballarat, Bendigo, Echuca, Beechworth and Thredbo to Canberra. Some 22 cars continued through to Canberra, and their arrival coincided with the 2014 Wheels Day display. As a member of both the Ghost clubs, I saw the opportunity to encourage the tour organiser, Keith Wherry from Sydney, to bring the cars to Wheels. Keith was very enthusiastic, and although the cars only arrived mid-afternoon on Saturday 15th March, on the eve of Wheels, the owners were pleased to give up much of their day on Sunday 16th March to display their cars at Kings Park. They left earlier than some other cars, to have the opportunity to see a few of the sights and attractions of Canberra and a dinner at the Australian War Memorial in the evening under the wings of "G For George". On the morning of Monday 17th March, Ida and I led the cars out of Canberra via Bungendore and Tarago and on to Goulburn on their way to Sydney. For the participants it was a cameo visit, but for Canberrans, a great opportunity to get up close and personal with their cars.

The oldest cars on the route were 1911 models, Chassis 1676 from America and 1749 from New Zealand. On the mainland route, several Australian entrants joined in, including Chassis 1492, a late 1910 Ghost. In Canberra, on the display, our 1910 car 1404 made her debut, being driven on that day for the first time. The car had not been on the road since it was dismantled in 1939. Later in the morning, another 1910 car, Chassis 1388, driven down from Sydney on the day, (and back again) made a cameo appearance at the display.

I am grateful to the Wheels organisers, and in particular Richard Jackson from the Mercedes-Benz Club, for their assistance in allocating a prime location on the edge of Lake Burley Griffin, offering wonderful photographic opportunities for our international visitors.

Ian Irwin

All photos were all taken at Rydges Hotel Canberra



An ex-Australian Ghost, now living in Arizona. Sold at auction in Qld about 2007. A rare 1915 model, Chassis 10AD. Full replica coachwork



Above and over - 1923 Springfielded (US manufactured) Silver Ghost 357HH



Above & below and below that - 1915 model Chassis 2BD. Body by Hamshaw



Rare dual head speedo with clock, by Warner on Chassis 2491 From Texas



Amy Petronis-Rand drove the entire event alone. Her 1921 Derby (UK) Ghost had a small incident and is hurting in this photo with bandage.

Right - Chassis 1676, a 1911 Ghost. Replica coachwork. Basis of a Franklin Mint model when in the UK, and when it had electric lights. This and the Hamshaw limousine owned by the same person.



Below -1922 Silver Ghost. Replica Smith and Waddington (Sydney) coachwork done in the 1970s. Recently repainted after major overhaul. Car lives in Sydney.



Chassis 2491 from Texas

The Edwardian - April 2014

MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 19 FEBRUARY 2014

Meeting Opened: 7-30pm

Attendance: 15 Members: 5 Apologies

Minutes of Last Meeting:

Accepted Moved: Geoff Nicholas: Seconded: Carol Nowak

Correspondence In:

- Letter from Benalla Cruise'n'Shine inviting our Club to join in on Sunday 26th October 2014.
- Several replies re member & vehicle update
- Various Club magazines
- Brochure from Ashmore Palms, Gold Coast offering special rates for club event.
- Details from Rob & Chris about the Cowra pre 1031 Autumn Tour. 2nd to 4th May 2014
- Shannons trailer insurance bill - \$168-03.
- Invitation to Lithgow Ironfest to exhibit cars.

Correspondence Out:

- Letter to Shannons re sponsorship for 2015 Nat. Veteran rally.
- Fuji Xerox bill paid.
- Get well card to Bill de Graaf.

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

TREASURERS REPORT

Operating account balance	Tabled
Rally Account	\$
Term Deposit	\$

Accounts for Payment:

Shannons Insurance for Club Trailer - \$168-02

Accounts Paid

Fuji Xerox account paid - \$115-60

Club running costs to Nick Nowak - \$52-25 (stamps, envelopes etc)

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

EDITORS REPORT

The Editor, Rick McDonough, was unable to attend the meeting.

President Rob said that the latest magazine was great and that the article on tyres was very informative. Rob, Ian & Gerard spoke about their experiences with tyres that have failed.

EVENTS REPORT

No Club Events Director this year. Rob reminded members about the Club run to the Cotter for breakfast/brunch this coming Sunday (23-2-14).

Rob also mentioned that in the recent survey about Club events that quite few members asked for half day runs.

Chris Hogan spoke about the "Pre '31 Autumn Dinosaur Tour" at Cowra to be held 2nd to 4th May 2014. Chris urged members to consider the run as it is reasonably close and includes all of our Club vehicles. Chris and family have already booked. Entry forms were handed out. The form was also included in the February magazine. Peter Sturgess wondered if he could borrow a car trailer. John Cadona may be able to assist Peter.

Shannons Wheels was discussed. Ian has visited the new location at Kings Park and has several reservations about access. Nick was to follow up with Richard Jackson (Mercedes Club), who is the Wheels coordinator. He will sort things out and notify Club members.

Rob gave a report about the stage reached with preparations for the 2015 Nat. Vet. Rally. All club cars (ie: Vintage) will be included in the rally as full entrants if entered. The same happens in Tasmanian veteran rallies.

In the recent Motor Bike Rally held in Canberra, members Geoff Nicholas won the best Veteran bike award and Bob Courtney won the best post war bike award. Congratulations to both Geoff & Bob.

LIBRARIANS REPORT

Ian had nothing to report this month.

REGISTRARS REPORT

Rob said that business is steady. No other Registrars present.

GENERAL BUSINESS

1. Don is running the "garage" run this year (June) and asked for ideas who to visit. Might start with morning tea somewhere, on to a garage and finish at Don & Beverley's for lunch. Gerard said that he would ask Darrell Leemhuis if it might be possible to visit their garage at their property on Sutton Road.
2. Nick wants any orders for Club badges soon.
3. Carol needs to hear from members who haven't returned Register forms for the new Member & Vehicle Register. The new Register will be prepared shortly. It will be assumed that there are no changes for those who don't notify her.
4. The Club's Chief Minister's Canberra Gold Award for being in existence for more than 50 years was discussed. Nick will follow up. Carol and Roy Bendall are also receiving awards on the 12th March.
5. Ian is preparing a book including lists of who owned cars in NSW in the early 1900's. Lists were printed each year however Ian is unable to find lists for quite a few years. If anyone has any ideas where lists might be found, especially for the period between 1911 and 1915, please contact him.
6. John Cadona has talked to the FJ Club and it looks like our Club will join the FJ's at John's property for a day out on 23 November 2014.
7. Several members have taken advantage of the talk to our Club, late last year, by Century Battery's. Good service and discounts have been received by those members. Century Battery's need to see Club membership card.
8. Rob will see if he can arrange a couple of "after meeting" talks. Geoff recommended he contact the "Old Lamp Shop" in Braidwood. This chap would be happy to come and talk to us about lamps and brass cleaning materials, lamp fuels, wicks etc. Brochure given to Rob.
9. Gerard spoke about Sir Malcolm Campbell's last land speed record breaking car and said that it started up immediately after sitting idle for the past 60 years. The startup was at the Beaulieu Museum in the UK.
10. Ian will go ahead with organizing a Club weekend away in September down to the South Coast to check out several museums. Most likely be a "modern" car run.

MEETING ACTIVITY

Nil tonight.

Meeting Closed 8-25pm

MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 19 MARCH 2014

Meeting Opened: 7.55 pm

Attendance: 13 members, two apologies, one guest

Meeting Activity

Scott McAllister, President of the ACT branch of the Australian National Trust, gave the meeting an outline of the Trust's operations. He also spoke about the recent Centennial Rally and made suggestions for our Club's visits to historic sites in the ACT and region.

Minutes of Last Meeting:

Accepted Moved Geoff Nicholas Seconded: Don Doering

Correspondence In:

- 20-2-14. Letter from the Chief Minister's Office re the Club's 2014 Chief Minister's Canberra Gold Award for being in existence for more than 50 years.
- Various club magazines.
- Invite to Shannons "Cars & Coffee" on Sat. 31st May 2014.
- Australia Post – Box renewal - \$107. Due by 31-3-14.
- Notification from Council of Heritage Motor Clubs re Annual General Meeting on Friday 18th April 2014 at Parkes Services Club.
- 5-3-14. Advice from the ACT Car Council re a display at the Yarralumla Nursery in Weston Park, organized by the Heritage Council to celebrate 100 years since it commenced providing trees and shrubs to Canberra residences.
- Email from secretary of the Council of ACT Motor Clubs informing us of their Facebook page and address.
- Statement from Xerox – receipt for previous payment. Nothing owing.
- Letter from Penrite offering support to car clubs in various ways.

The Edwardian - April 2014

Correspondence Out:

- Acceptance letter to Chief Minister’s Office re the invitation to receive the 2014 Chief Minister’s Canberra Gold award.
- Email to Shannons for extra chairs for March meeting

Secretary’s report accepted - Moved: Rick McDonough Seconded: John Cadona.

TREASURERS REPORT

Balances TBA pending handover.

Accounts for Payment

Australia Post – post office box \$107.00

Treasurers Report accepted – Moved John Cadona Seconded Geoff Nicholas.

EDITORS REPORT

Rick requested photos from *Wheels 2014* for the next newsletter.

EVENTS REPORT

The meeting discussed the upcoming Pre-1931 Tour.

LIBRARIANS REPORT

Nil

REGISTRARS REPORT

Five re-registrations were undertaken this month.

GENERAL BUSINESS

The Club’s presence at Wheels was discussed, including entry donations and the ramifications of this year’s site.

The meeting agreed that arrangements would be made for framing of the Club’s ACT Government heritage certificate

The meeting also agreed that the President should reply to Penrite, indicating interest in obtaining support from that company along the lines suggested by their recent letter.

Meeting Closed 9.00 pm.

The Club Calendar

Apr 13	Run to historic Parkwood Church to coincide with ACT Heritage week
Apr 16	Club meeting
May 2-4	Pre 31 Autumn Tour Cowra
May 18	Skills Day at Southwells to coincide with Heritage motoring day. Geoff Nicholas
May 21	Club meeting
June 18	Club meeting
June 22	Garage Run – organised by Don Doering
July 16	Club meeting
July 20	?????? – organised by ??????????????????
August 21	Club meeting
August 24	Club presentation lunch – organised by ??????????????????
September 21	Club meeting
September ??	South Coast trip – organised by Ian Irwin
October 21	Club meeting
October 19	?????? – organised by ??????????????????
November 21	Club meeting
November 23	Run to John Cadona’s home

Sunday 13 April 2014 – Heritage Week Celebrations

Meet at 10.00am at the Hall School Museum, Victoria Street, Hall, to inspect the latest display of the early days in Hall and the surrounding area. This display has just been opened to the public and will only be open for a few months. I understand morning tea will be available to purchase or you can take your own or stop at the coffee shop in Hall.

The second visit is to the Parkwood Church. The Church was built 2 years earlier than the Wattle Park Uniting Church at Hall by the same builder. The Church will be open for inspection from 12.00 and we are welcome to have a picnic lunch in the grounds.

Can you please let me know by email or phone if you will be attending: email – robethw@optusnet.com.au and phone 0409 549485. If rain is forecast please call me on Sunday morning to check if the event will proceed.

The National Calendar

May 4-9	National 1 and 2 cyl. Rally, Robe SA. – see Nick or Rob for details
October 19-24	National Veteran Rally, Kalgoorlie – Boulder – see Nick or Rob for details

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

And some upcoming events from the Council.....

Name of Event	Date	Location	Contact person	Contact details
Battle of Waterloo	16 June 2014	Rond Terrace	Barry McAdie 0415 907 614	ROCC - Renault Owners Club of Canberra

For Sale/Wanted

1910 Brush Model D Registered and now rally proven. Original car repainted in the sixties. I have cut the rust out of the guards and have sorted out the transmission. Four new tyres and tubes. A lovely thing to drive. Asking Price \$34,000. **Contact:** Alan Miller Ph: 9606 5086 Email: mrchevman@bigpond.com



Brush Kit. Aluminium engine or cast iron engine, your choice. Both in same condition will need a rebuild.

Steel radiator. Your choice of early or late brake levers and adjusters. Good rims, timber spokes will need replacing. Some spares, has correct Kingston five ball carbi. Comes with new timber chassis rails and cross-sections. 2 new timber axles and new firewall timber. Some rust hole in guards. There are other pictures on request and there will be a better explanation of the entire unit if asked for. Asking Price \$17,000. **Contact:** Alan Miller Ph: 9606 5086 Email: mrchevman@bigpond.com

1914 Trumbull (right) – restored with spares, some second hand, one and three quarter spare engines, recent new hood and side curtains, recent magneto re-wind \$27,500 ono – Ph: Carmel Gloyn (08) 9458 2400



Surplus books for sale, please contact Roger Gottlob on 6241 3169 (ah) or rogerandgillian@grapevine.com.au
It's unlikely I'll use them again, so I hope they can go to a good home or be put to good use. They are from my father's collection.

Title	Author	Published date	Condition	Price
Dykes Encyclopedia	A. L. Dyke	1928, 15 th edition	Very used	\$50
Dykes Carburettors	A. L. Dyke	1940, 6 th edition	As new	\$50
Parts Illustrations for Model F and G REO Speedwagons	REO Factory	1928	Very good	\$20
Me and the Model T	Roscoe Sheller	1988	As new	\$30
Instructions for Chevrolet Motor Cars International Series AC	Chev Factory	1929 (probably a reproduction book)	As new	\$20
Dodge Brothers Four Cylinder 128 Series Operation and Care	Dodge Factory	Unknown, but original	Very used	\$40
Dodge Brothers Motor Vehicle Book of Information	Dodge Factory	1925, 18 th edition	Very good	\$50
Vintage Cars	Coombe Books	1984	As new	\$10
Early Cars	Michael Sedgwick	1962	As new	\$10
Centenary Encyclopedia of Automobiles	Graham Macbeth	1984	As new	\$25
Veteran and Vintage Cars	Peter Roberts	1963	Good, but minor water damage	\$10
The Model T Ford Encyclopedia	Bruce McCalley	1989	As new	\$50
Riding through Time, a Century of Australian Motorcycling	Jim Scaysbrook	2005	As new	\$40

Two Benz's for Sale. -

Car 1 - 16/40 hp Benz of 1913. Benz body thought to be of Phaeton style with gearbox and body approx. 1913. Been in Victoria all its life. Includes chassis , Engine , gear box and rear axle. Badly damaged by Fire in the 1930s which badly damaged the body.

Car 2 - 16/40 hp Benz built between 1913 and 1915 sports model. ie delivered around 52 hp. Benz chassis , engine and gear box , axles , wheels ,correct instruments , lights etc ,steering box radiator and bonnet. No body.

Further details and photos contact Malcolm Noad 0408 441587 mwnoad@gmail.com



Wanted:

Steering Column complete to suit 1913 Ford Model T. **Contact:** Bob Hobson 0439031934

2014 NATIONAL VETERAN RALLY
BULLETIN No. 4
FEBRUARY 2014 Kalgoorlie-Boulder WA

The Rush is on to Register for the National Veteran Rally 2014 at Kalgoorlie-Boulder - Don't Miss It!



The Eastern Goldfields branch and the Veteran Section of the Veteran Car Club of WA have joined forces to organise the National Veteran Rally for cars and motorcycles manufactured before 1 January 1919. The Eastern Goldfields team has an exciting program of day touring to Broad Arrow, Ora Banda, Kambalda and Coolgardie. It will be an exceptional national rally from 19 to 24 October 2014. Now is the time to register. Download the registration/entry form from www.veterancarclubofwa.asn.au/2014-national-veteran-rally/. For enquiries or correspondence contact Rally Secretary John Wood:

SECRETARY: JOHN WOOD
7 Eleanore Court
Craigie WA 6025
TELEPHONE
08 9482 4165
EMAIL
WOODJH41@BIGPOND.COM



The Kalgoorlie-Boulder Motoring Festival begins on 16 October with the four day Lake Perkolli Centenary of Speed 1914-2014 for pre-World War 2 vehicles. The National Veteran Rally for pre-1919 vehicles follows from 19 to 24 October. Why not combine the two events and enjoy the attractions of the Eastern Goldfields of Western Australia? The National Veteran Rally will be run on good roads in and around Kalgoorlie-Boulder.



For the full 4 page bulletin see: www.veterancarclubofwa.asn.au/2014-national-veteran-rally/

For more information on accommodation in Kalgoorlie contact:

www.kalgoorlietourism.com/accommodation



**2015 Shannons National All Veteran Tour
Sunday 1 – Friday 6 November 2015**



Expression of Interest

The Veteran and Vintage Car Club of Australia (ACT) is pleased to announce initial details for the 2015 Shannons National All Veteran Tour to be held in **Goulburn, NSW** from Sunday 1 to Friday 6 November 2015.

The ACT Club has decided to hold this Tour in the *Canberra Region* rather than the *City of Canberra*, for a number of reasons. These include support for a regional area; wide and varied scenery; and better integration of Veterans and moderns on the road.

This is a major Veteran motoring event that will follow the high standard of Tours hosted by the Canberra club. You will not be disappointed, so please put the dates in your diaries now!

Planning has only just commenced, but we can promise the Tour will be a week of interesting and entertaining events to suit vehicles of all ages and capabilities. The week of events will start with an activity on Sunday afternoon and finish with a presentation dinner on Friday night.

The Mayor and the Goulburn Mulwaree Council are providing a significant amount of support for the Tour, including generously hosting a welcome function on the Sunday evening.

Expressions of Interest for this Tour (see below) can be sent to the Secretary/Treasurer (Roger Gottlob) at canberrarily2015@gmail.com or the address at the bottom of this flyer. Entry forms will be available early in 2015.

The Tour will be headquartered at the Goulburn Workers Arena on the Corner of Finlay and Hume Streets (the main street of Goulburn) and daily events will start from there. There is a good selection of accommodation nearby and entrants are encouraged to contact the Goulburn Visitor Information Centre on: **1800 353 646**; info@igoulburn.com; or www.igoulburn.com for advice.

Enquiries can be made to Rob Woolley (Director): robethw@optusnet.com.au or 02 6254 9485 (ah); or Roger (email above) or 02 6241 3169 (ah).

We look forward to seeing you in Goulburn in 2015.



Expression of Interest

Name	
Vehicle	
Email	
Mailing Address	
Telephone	

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