



# *The Edwardian*



*Veteran and Vintage Car Club of the ACT*  
*December 2015*



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

### 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



Hi all,

Wow this year is now all but done and the National Veteran Tour has been run, and what an outstanding job the rally committee has done at representing us and our club at a National level. A large amount of time, effort and commitment went into running a rally away from home. So thank you Rob and Beth, Nick and Carol, Dave and Deidre, Don and Bev and Roger for an outstanding tour.

I also need to thank our Friends in the Veteran and Vintage Car Club in Goulburn for helping us out in a big way by doing a lot of the back of house jobs. They marshalled cars, putting out and picking up rally signs each day, this was invaluable assistance.

And now it is Christmas, Simone and I would like to wish you and your family a safe and happy Christmas and we look forward to seeing you out on a Club run in the New Year. I asked my son, Cameron (5), what things would you like Santa to bring for you? He stopped for a minute and thought, Chevy Bits..... because they are FREE!! I hope Santa is good to him and you

Chris

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### WANTED:

Over the years I have heard some extraordinary stories of how exceptionally easy it was to obtain a driver's licence many years ago. I tried on the web recently to find stories of this kind, but had very little luck.

I'm interested in hearing your story of how you, your parent / grandparent / got a driving licence. Maybe an old friend has told of how he /she managed to get a licence.

I believe that this history will be lost if we don't record some of the known cases. Names and precise locations aren't necessary, but generalised locations, like "in far western NSW in 1922" would be of interest. If you have a story that tells of the ease of obtaining a driver's licence in distant and more trusting days, I'd appreciate hearing from you.

Issues of who taught the person, where and when will be revealing. Who did the testing? What was involved? By today's standards, in the vintage years and earlier, testing was ridiculously lax and simple in many cases. If you have a story, please contact me. Circumstances may be published in the VVCCA ACT journal, The Edwardian, but no names or other identifying details will be published without written permission.

Ian Irwin, [newkeadymore@beagle.com.au](mailto:newkeadymore@beagle.com.au) or 0413 582 687.



"I WISH YOU PEOPLE WOULD MAKE UP YOUR MINDS!  
THE JUDGE TOOK AWAY MY LICENSE AND NOW  
YOU WANT TO SEE IT!!!"



### Editorial



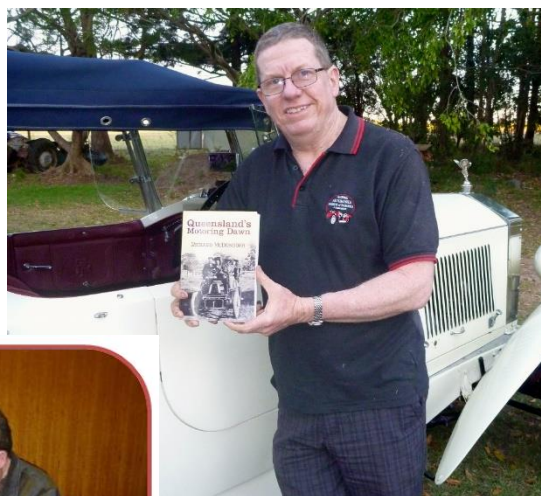
We've finished the club year off with a spate of swap meets. The Canberra swap coincided with the start of the National Rally in Goulburn. Having fairly low expectations of the former I opted for the latter. Speaking to one who did go to the swap it looks like my expectations would have been more than met. My informant reckoned it was the smallest swap yet, with most of the grass area sites outside the shed empty. It was only a few years ago that if you didn't get there early then you'd miss out on getting a site, but now it is not so. The other local swap was Queanbeyan, but I missed this too, although reluctantly. I did drive past it in the early morning on my way to the coast and it looked to have a good number of sites and customers. I did manage to go to Bendigo though. I wasn't going to go, but my good mate from Bundy, John Handley, needed to get his '09 Darracq down to Vic. for a rally happening soon after the swap (the car was already in Goulburn). He had no spare tow vehicle so I volunteered to take it down there for him. It was a good excuse to go and catch up with all the usual suspects, and Bendigo swap never disappoints.

As many would know, I have written a book on early motoring in Queensland. This has seen me pretty busy since its release. I had the official launch at the club rooms of the Veteran car club of Queensland in mid Oct. This club went out of their way to make it a success with working bees prior to ensure the rooms and grounds were in good nick for the big day, and also baking goodies for the morning tea. A wonderful roll-up of old cars and members in period costume topped the day off beautifully. I can't thank that club enough. Sales have been going well with orders coming in from New Zealand and the UK. It's amazing how word gets out.



Above - The club had very thoughtfully made a special cake in honour of the event. Here I am cutting it in partnership with the Hon. Terri Butler, Federal Member for Griffith. Ms Butler very graciously agreed to officiate on the day.

*Photos courtesy of Pam Guthrie.*



Here I am posing with the book and leaning on a magnificent 20hp Rolls Royce. The owner of the car, Terry Lewis of Bundaberg, was one of the first people to buy a copy.



I was kept quite busy signing people's copies.

All the best for the Chrissy break and New Year.

Rick

### Marques in the Park 2015 – Another outing with ‘Reg’ the Humber

This was an event that suited me because it was reasonably close to home. It enabled me to take some easy back-roads to get to the park instead of annoying the heck out of the speedy Sunday road users on the busy main roads. It was only fifteen kilometres each way and enabled me to arrive refreshed instead of worn out from the effort and worry of driving the old car at its comfortable cruise speed of about 50 kph, particularly as I let my mate Rob drive it again. He was the driver I commandeered for my Daughter's wedding back in May. Reg is a difficult car to drive. Perhaps that's just me, or perhaps it's a combination of worn out parts and old technology. I just don't find it easy and often wonder what it would have been like fresh out of the factory. My suspicion is that it might not have been much better when new! Rob has a similar opinion and seemed to be a bit rusty on the gear changes as well.

I arrived at the park early as it's my usual desire to avoid queues, close-quarter dodgem traffic and crowded parking positions. The big steering wheel is there for a reason, but even it doesn't give much leverage on soft grass which makes Reg difficult to manoeuvre in tight spaces. I had the roof up for this event but kept the windows down and the screen glass flipped open to get the cool morning air flowing through the car to dilute of the smell of oil, petrol and leather-dressing! The Humber is quite well ventilated, but the front air scoops are placed so that they collect air from the engine cover vents. It gives you some heat in winter, but nothing other than warm engine fumes in summer. Excess fuel and hot oil make a heady cocktail.

We took our place amongst the other early arrivals and set up the display table, information books and other signage. Then it was time to rest and relax and watch the rest of the display vehicles arrive. As Peter Sellers said in his great movie 'Being There', "I like to watch". It was clear that the show-and-tell would be a good one given the huge range of vehicles pouring into the park. The vintage class was well-represented but very scattered. There was supposed to be a degree of formal organisation to the display zones, but many people just parked with friends if they felt like it. The growing crowds also indicated that the day would be successful for the food and drink stalls, as well as for the local toilets! Needless to say, the old cars were just as big a hit with the crowd as the newer hot rods and exotics were, so it was a worthwhile effort to be there.

For the most part, the onlookers were well-behaved. Perhaps the 'Marques' crowd is more tuned into the car world and have more respect for the cars and the owners than lesser-informed crowds such as those who attend the GG Open Day. The vast majority asked before touching, and kids were kept under good control as far as I was concerned. With the fear of accidental damage allayed, it meant the display work could be concentrated on providing answers to well-couched questions rather than suggesting that children be sent back to the coal mines for attempting to climb over the fragile Perspex windows or invading engine covers.



For me, it was a good day out and I got to showcase the Humber again. It's a rare car in Australia and it's interesting to see people's reactions to it. Many know about the Humber Snipe, Hawk and Vogue, but few had any idea that there even was a Humber Marque long before Rootes Group. For many, the discovery that Rootes Group was literally a grouping of old Marques like Humber, Hillman and Sunbeam comes as a complete surprise. It was nice to be able to represent the VVCC (ACT) in a small way and I look forward to the next event.

Cheers, Mick B.

### Part 2 of the fascinating history of Neil Hamilton's Thames.

# The *Thames* Car

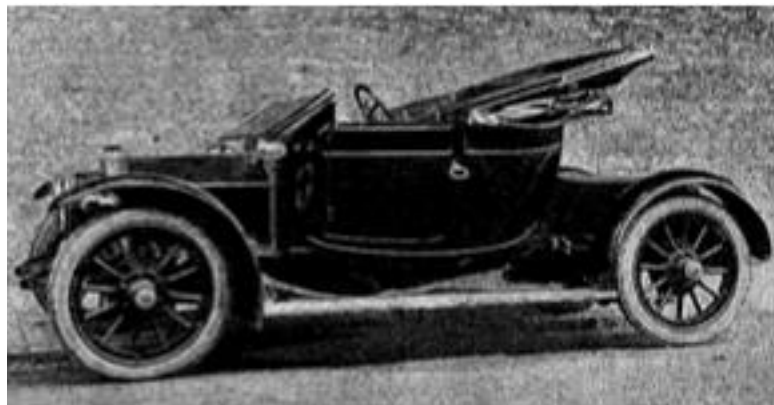
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Cont'd from October edition.....After this burst of public acclaim, Thames seems to have tried to fill all the market niches with a range of models. What is completely unknown is the number of cars produced, however. I do know that at least 2 cars, and possibly (hopefully!) 3, were imported into Australia in 1911. These were definitely two 15.9hp models, and (legend has it) a 45, 50, or 60hp model.

The importer was Hubert I. Clements, motor engineer, of Rushcutters Bay in Sydney. Hubert was an amazing man, and my grandfather's best friend. He made a complete car in 1906, and marketed his own motorcycle in 1910, but is most famous for developing the first commercial anaesthesia apparatus, and the laboratory centrifuge that made blood banks possible. He also imported premium makes such as Duesenberg, Minerva, and Thames. He passed away in 1969.

The two 15.9hp models were sold to farmers (I assume quite wealthy ones!), a Mr. Cooke from the Gunning or Gundagai region, and a Mr. Norton. The trail then goes cold until 1929, when my grandfather received a letter (which I have) from Hubert explaining that Mr Cooke wished to sell his Thames due to advancing age. My grandfather immediately purchased it for \$20 pounds (which is about \$1400 in today's money, if my calculations are correct). Around the same time Mr Norton was contacted, only to discover that the car had been scrapped, the engine having been put into a boat. The only remains of his car were recovered: the differential, and one half shaft (which I have).

Of the mythical 'Big Car' (the 45, 50, or 60hp), nothing has ever been heard. It would be a truly wonderful find, and I am most interested to find out anything more and if possible recover it (if indeed it ever existed). If you know of it languishing in a shed, please let me know!

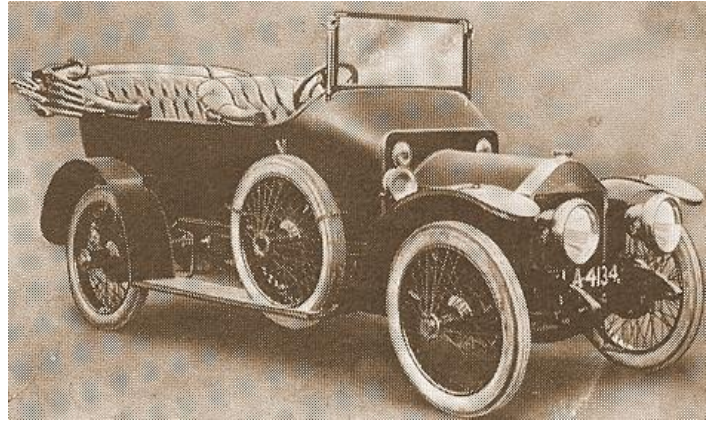


**1911 Thames 15.9hp, roadster body by Hill and Boll of Yeovil.**

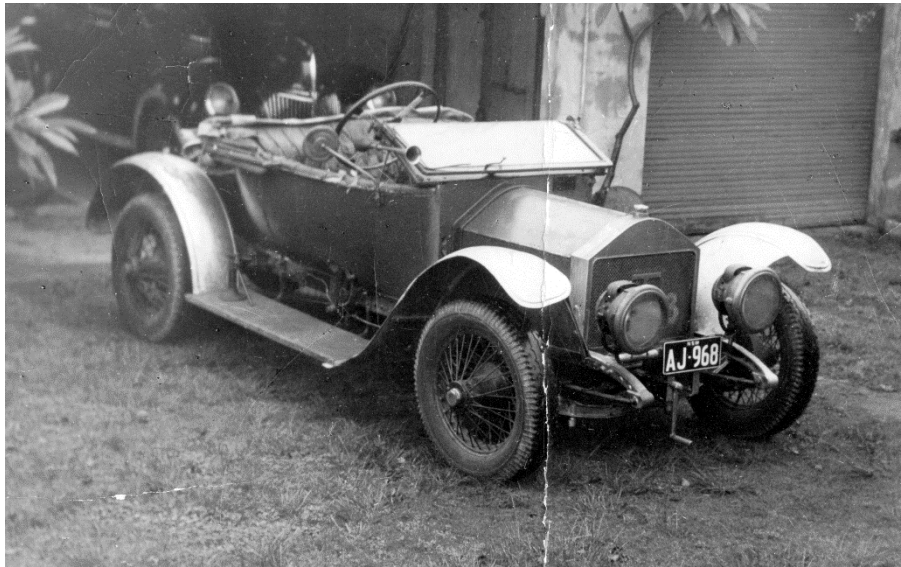
"No chassis of medium power at the recent Olympia Exhibition attracted more attention or deserved keener attention than the 15.9hp Thames" led the Autocar of 11th February, 1911. There seems little doubt that at least the engineering journalists loved the car, with coverage in all the leading journals of the time. How that translated into sales I have no idea. My chassis is number 697, but whether this means anything rational is anybody's guess. If Thames had produced 697 cars by 1911 I would have thought at least a few more would have survived.

The chassis is of conventional ladder form with 6 substantial cross members, looking more vintage than veteran. The springs are long semi-elliptical, with quite interesting features. The front springs have elongated eyes at the front end, and are free to slide on hardened rollers on the shackle pin through the chassis. The rears are suspended on shackles in the normal fashion. Apparently the chassis was made in 2 lengths, 8ft 9inches, and 9ft 6 inches. Mine is the former. The track is 4ft 4 inches, and the wheels should be 815 x 105 beaded edge, on Rudge Whitworth centres with 8 large internal splines and rotating, ratcheted, locking rings. These quick detach wheels were apparently quite a feature. The hubs themselves have 3 large (enormous) ball races, including a massive double row thrust bearing.

The front axle is located by two long radius / torque rods attached to the chassis rails beneath the driver, and at the other end to forged bosses on the axle. Why are these necessary? Because the car has four wheel brakes of the most advanced internally expanding shoe design, and these arms prevent wind up of the fully floating springs. Among other nice touches, the brake expander cone passes through the centre of the king pin, ensuring that no unexpected retardation can occur over bumps or turning corners. The brake linings are replaceable cast iron so they squeal like a banshee, but work extremely well.



1910 15.9hp Thames with tourer body of unknown provenance. It is unusual as it is the only photo of a 15.9 with a scuttle.



*My 1911 Thames 15.9hp, circa 1950.* This is one of the only photos showing the hood, which parted company with the car shortly afterwards



Another view,

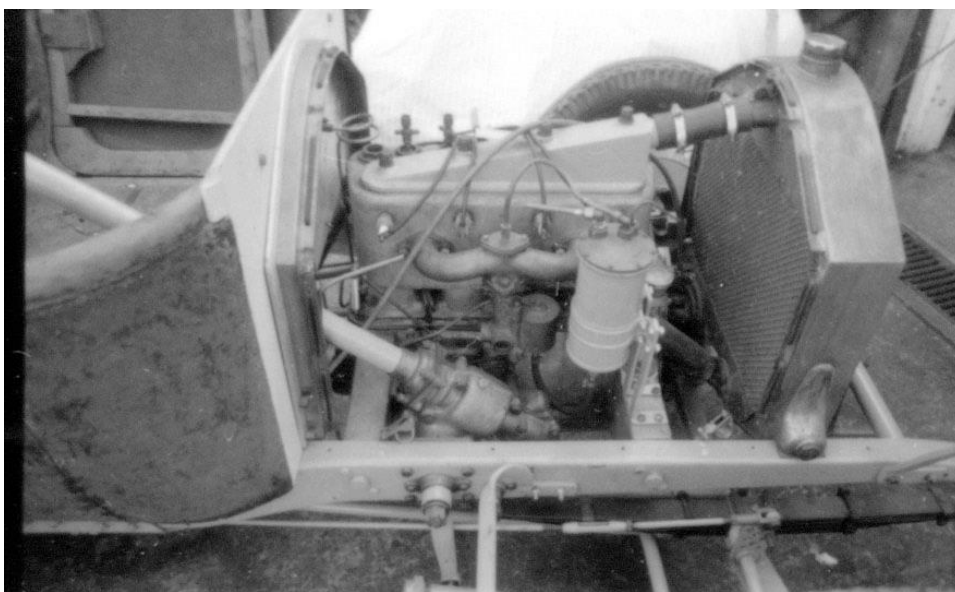
The engine is a four cylinder monobloc side valve engine of 80mm bore x 120mm stroke, about 2.4 litres. The valves and exhaust manifold are on the left side, while the carburettor is on the right, with the inlet manifold bolted onto the block, the mixture passing through two channels cast between the cylinders. While the block is cast iron, the 2 piece crankcase is alloy. The engine is mounted rigidly in the chassis, forming an extra cross member.

The crankshaft is machined from a forging of chrome vanadium steel, has five main bearings, and is drilled for pressure lubrication (as are the con rods) at 5 lbs per sq.in. The engine has a quickly removable oil pump driven from the camshaft. The big ends also splash in special troughs, just in case the pump fails or the oil line clogs.

### *The engine*

Two spark plugs are fitted per cylinder, one on the offside, one on the nearside. At present a Bosch two spark magneto is fitted, but it is possible to fit a magneto and coil setup for easier starting.

The clutch is a metal to metal cone system with a separate clutch brake, very effective if sudden to take up (in my very limited experience, anyway). The gearbox is four speed, with a right hand lever inside the body running in a fore-aft slot rather than a gate. The rear end of the gearbox casting attaches to a heavy cross member, and encloses the torque tube ball joint. The size of the balls in the gearbox races are impressive: some are 25mm in diameter!



Camshaft pressurises the tank, forcing petrol up the pipe to the carburettor. Unfortunately this little pump is the only thing missing from my car, so a vintage-era Autovac has been fitted.



The original registration was 4523. Note the huge steering wheel, from a prewar bus, necessary to lighten the steering once the small 18 inch wheels were fitted.

Cooling is thermosyphon, with a large water jacket ensuring no heat build up around the valves. The nickel silver radiator (with a large "T" mounted in the centre of the core in case you forget you what brand it is - and no, folks, it's not a Ford!) is mounted on spherical reunions attached to the chassis, placing no stress is on the core if there is twisting.

An interesting aside is the means of petrol delivery from the large rear-mounted tank. A small air pump driven off the rear of the

Steering is via worm and worm wheel, with (again) large thrust bearings above the worm. The steering wheel hand controls have small bevel gears inside the steering box, attached to levers for actuating the throttle and ignition. The original steering wheel (not shown in the photos) has been refitted.



Lighting is via two huge acetylene Bleriot headlamps (converted to electric when the dynastarter was fitted), and two oil carriage lamps mounted on the dash.

The history of my car since 1929 is documented only by registration certificates (first registered by my grandfather on 1st February 1929) and receipts for many and various parts. However I do know that the car was lent to Hubert Clement's son in the late 1930s. He looked after it until the late 1940s. During that time he cut down the wheels to 18 inch well-based rims (beaded edge tyres being unobtainable), fitted a dynastarter (by

The pointy end. Note the front wheel brakes, and the dynastarter below the radiator. The big "T" is diagnostic!

cutting a section out of the bottom of the radiator!) and made several other minor changes which gave the car a slightly racy, hot rod look.

When my father recovered the car he rebuilt the engine and chassis, and used it at least occasionally during his university days. There is an apocryphal trip from Sydney to Albury during a beer strike to pick up kegs for an engineering students' "event", and a famous "breakdown" in George St while other students (pretending to be Public Works Dept workers) dug a hole in the road as part of university celebrations.

As is so often the case, the Thames was consigned to the back of the garage during his marriage and professional years, and only saw the light of day again during my university years. Together we stripped the chassis and mechanicals, and rebuilt everything. Surprisingly little wear was evident anywhere, a testament to both the design and earlier maintenance regimes.

I drove the car up and down the drive a few times but we ran out of time to restore the coachwork. This is two seater roadster in style, of unknown provenance, but seems likely to be English. The panels are steel. Everything is original and in remarkably good condition for its age, although one running board and the dash / firewall have been replaced at some stage. The wings are complete but rusted and will likely need to be replaced.

Unfortunately I disappeared to Western Australia on graduation, and later to other parts. Only recently have I found the time (!) to get back to my cars.

So at last the restoration has begun. I am about to have the wheels restored to 815 x 105 size, and hopefully work will begin on the body before the end of the year. My dream of having the Thames running will come true in the not too distant future, returning a truly thoroughbred motor car to its real home: the road.

Neil Hamilton

For those interested in period articles about Thames cars, see: The Autocar, February 11<sup>th</sup>, 1911, p186-189  
The Car, no 459, March 8, 1911, p105-107, The Automobile Engineer, February 1911, p 256-260  
More recent articles include: The Old Car 1988, The Automobile, January 2014



Wednesday started with morning tea at the Tour headquarters before the run to Gunning for lunch. The country roads west of the Hume Highway took us through forests, bush and farms climbing the Culleran Range before descending into Gunning for lunch. Gunning is a small town bypassed by the Highway. Lunch today was provided by the Gundaroo Bush Fire Brigade who made excellent raps and had a great variety of sweets. The return journey was via the old Highway and some more delightful country roads. The distance today was 124 km.

Wednesday night a BYO BBQ was organised at the Tour headquarters, a great night was enjoyed over a steak and glass of red or 3.

Thursday we spent the day in Goulburn looking at 3 significant historic places, the entrants were divided into 3 groups to ensure that the visits could be completed in a timely manner. The places included a visit to the Goulburn Rail Heritage Centre; the Museum houses a large collection of heritage locomotives (steam and diesel), rolling stock and machinery. The Centre shows the transition of locomotive maintenance from steam to diesel.

Riversdale Homestead, owned by the National Trust, was built as a Wayside Inn in the 1830's. Riversdale served as the family home of NSW Surveyor General - Edward Twynam.

Goulburn Waterworks was built in 1885 and is the only complete operational steam powered municipal water supply in the Southern Hemisphere. We were very fortunate to be able to have the steam engine steaming on the day.

Thursday afternoon at 4.00pm a public display of vehicles was organised for Montague Street near Belmore Park. A highlight of the display was the gas-light parade with a circuit of 3 blocks of the main street. Oil side-lamps and acetylene headlamps (and few electrics) were fired up and a procession of cars led with a front and rear escort of police cars with lights flashing. We had some heavy rain about 7.00pm but did not stop the locals coming to see the gas light parade. By 8.00pm the rain had stopped and about 60 cars and bikes took part in the parade with at least 1,000 people enjoying the sights and sounds of the veterans.

Friday run started with morning tea at Tour headquarters, the run to Tarago was only 34 kms passing Wakefield Park Motorsport Complex and Lake Bathurst. Lunch was served in the Community Hall by the Progress Association. The return run was out past the Woodlawn Mine Bioreactor, this is where a lot of Sydney's garbage is treated, and then via back roads to Goulburn, this was a short run to allow those who wanted to load their car ready for the journey home, to do so.

Friday night the presentation dinner was held at the Goulburn Workers Club where a 3 course meal was enjoyed. Trophies were awarded to the following:

Entrants choice – most desirable car – 1911 Stoewer 131 – John Stanley

- Most desirable motorcycle – 1909 Triumph – Geoff Nicholas
- Best period costume – Bill and Robyn Betts

On Saturday a pancake breakfast was cooked by Bill and Robyn Betts to farewell the entrants on their trips home.

I would like to especially mention John Stefanish, NRMA patrol man, who provided exceptional service to a number of our entrants. John was a pleasure to work with and I will be nominating him for Patrolman of the year.

I would like to thank the committee for their support and great work they did in organising the Goulburn Tour it was a privilege to Chair the committee. I would also like to thank the Club for its support. Finally I would like to thank our sponsors without their support it would have not been possible to subsidise the cost of meals and provide many extras for our entrants. Our sponsors were Shannons, Goulburn Mulwaree Council, Goulburn Workers Club, John McGrath Auto Group, NRMA, Century Batteries, Fyshwick Building Supplies, FSW, Wurth and The Original Lamp Shop, Braidwood.

Assorted photos of National Veteran Rally, Goulburn



The Photos on the next two pages were taken by Darryl Fernance for the Goulburn Post newspaper





## Terribly British Day 2015

**H**ow refreshing it was to attend an event that had nothing but British machinery invited. I was looking forward to stepping over the oil leaks and scatterings of rust from the older cars to view the amazing variety of famous and sometimes infamous Marques that were produced during the height of the mighty British Empire. These were cars sent all-over the world to the distant shores of the colonies. Many of the cars were relatively new, while others were pristine restorations spanning the modern era. Some were original condition survivors, and some were rebuilds from trailer loads of scrap found at the back of a farm or old landfill site. All were British, and I expected the food vans would be full of cucumber and watercress sandwiches and warm beer.

**U**nfortunately, there was no beer in sight and the food left a lot to be desired unless you liked either cremated or luke-warm sausage sandwiches, sometimes both at once. The sausages were not British pork either, which was a great disappointment. Maybe I missed the right stand. However, I wasn't there for the food, but for the cars. The reality is that there are a great many rare or unusual British cars hiding in garages all-over Canberra and the surrounding region. My Humber is one of those cars, and I was there to enjoy the day representing the VVCC (ACT) and to hopefully add something equally unusual to the gathering of British Marques being displayed. E-Types, MGBs and old Minis are so common!

**M**any of the car owners ignored the assembly plan for placement of like-Marques, or mixed clubs, or even broad categories of vehicles. I ended up with the Humber parked between Ross' mighty Sunbeam and Peter's Bean. We were in the 'mixed-others' display area, but had the company of a couple of Tigers and the Morgan club nearby, so it was an interesting mix. It's difficult when you have one of the less common breeds that don't have the numbers to form your own groupings. At least it was nice to be amongst other VVCC members. The Tiger owners were a friendly lot and there was a lot of interest from the crowd in my preserved specimen of an original Humber through the morning. The Editor of the Sydney-based Humber club asked for my details for their club magazine, so that was duly sent for inclusion in their club magazine. There are very few early Humbers surviving in Australia and he was unaware of my car.

**B**y the time lunch came the crowds had swelled markedly but it was getting hot. I was sure that the previous British Days I had attended didn't draw as many people as this one had. The steady flow of well-behaved on-lookers kept owners busy, and it was sometimes hard to attend to multiple questions from an eclectic group of interested people when a group came by and had questions. I had considered leaving before lunch if the crowds were down, but the stream of incoming people continued into the late morning so I stayed a little bit longer than planned and departed after lunch, hoping that the growing heat of the day wouldn't be a problem for the Humber's cooling system on the way home. I had a wander around the displays for a look at the other exhibits whenever the attention in my own car died away. There is something about British cars that commands attention.

**E**vents like this can sometimes be good and sometimes be bad. This was a good one for me. The crowd was appreciative of the display cars, showed respect for the work done in getting cars to attend, and tended not to prod and probe the car without seeking approval. I had the roof up due to the dust and heat and must drop the top at one of these displays at some stage. It will save the wear-and-tear on the door handles and hinges as people seek a better look at the Auster rear screen. A lot of people were very impressed that the Humber has an Auster rear screen as this was generally only fitted to high-end vehicles. The heat got the better of me, so just after lunch I packed up the display material, turned the fuel tap on, started the engine and weaved my way out of the site and headed home. The Sunbeam had already left, and the Bean would be close behind me, so I didn't feel too bad leaving early along with many other owners and their cars.



**R**eturning home is always a relief, especially when the old Humber engine actually starts and runs and the car drives all the way back to its garage. As I've often stated, the Humber is somewhat fragile and this was the last run it was going to undertake prior to a proposed lengthy Christmas lay-up for some long-awaited repairs to wiring, radiator and fuel system that I've promised it for some time. We made it home just fine, reflecting on a great day out and another opportunity to show the car and represent the Club, albeit within the bounds of the British Empire and all things English only. I'll attend this one again next year, if we have a park to go to.

Cheers, Mick.

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**MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)**  
**October 2015**

Meeting Opened: 7:32pm

Attendance: Members: 22 Apologies:1

Minutes of Last Meeting: August and September Meetings Accepted moved by Chris Hogan Seconded: John Cadona

**Correspondence In:**

Horseless Carriage Magazine Renewal to be paid via the Horseless Carriage Website.

Fuji Xerox Bill

Crookwell Potato Car Festival, Held on Saturday 5<sup>th</sup> of March 2016, Each entry receives 2x free wristbands into the festival.

Entry form can be emailed if anyone is interested

The Veteran Car Club of Australia Queensland Celebrating 60 years in 2016 will be holding four club rallies with a rally badge to be given to each entrant. Rallies Details:

Rally 1: 6<sup>th</sup> -11<sup>th</sup> of March 2016. Dalby.

Rally 2: 22<sup>nd</sup> – 27<sup>th</sup> of May 2016. Yamba NSW.

Rally 3: 3<sup>rd</sup> - 8<sup>th</sup> of July 2016. Mackay.

Rally 4: 18<sup>th</sup> - 23<sup>rd</sup> of September 2016. Stanthorpe.

Council of Heritage Motor Clubs NSW, 2015 half yearly Meeting: Saturday 24 October 2015, Location: Moresby Rooms Orange Ex service Club. Meeting Details: Registration from 9:30. Meeting starts at 10am. Kathy and Bruce Booby attending on Club's behalf.

Terribly British Day Sunday 6<sup>th</sup> of December 2015 - NEW LOCATION. At the original location at Weston Park, just past the Yarralumla Nursery.

Received various magazines.

**Correspondence Out: Nil**

Secretary's report accepted - Moved: Chris Hogan, Seconded: Rob Woolley.

**TREASURERS REPORT:**

Accounts recently paid:

Fuji Xerox Bill for moving the photocopy machine.

Received two tax invoices one from Fuji Xerox and the Horseless Carriage Magazine renewal

Treasurers Report accepted – Moved: Chris Hogan, Seconded: Peter Sturgess

**EDITORS REPORT:** Nil

**MEMBERSHIP SECRETARY:** Nil

**EVENTS REPORT:** Numbers are required for Christmas lunch. Please RSVP to Don Doering: [doering.watson@bigpond.com](mailto:doering.watson@bigpond.com)

Nov 22 club run Tharwa to Cotter.

Dec 13 Sunday Christmas run more details to follow.

**LIBRARIANS REPORT:**

Quote from Elite Book Binder Company \$55 (7 volumes to be done) Total: \$385.00

Treasurer approved request, Carol Nowak accepted.

**REGISTRARS REPORT:**

After the 16<sup>th</sup> Rob Woolley will be out of action due to surgery

**RALLY REPORT:**

Approx. 119 entries

2 motorcycles.

45 different makes of cars, largest group of cars are the model T Fords.

**ACT COUNCIL MOTOR CLUB:** Nil

**DATING OFFICER'S REPORT:** Nil

**GENERAL BUSINESS:**

1. Ted Clifton and John Ahearn attended a T Ford Rally, 3 days 100 km each way with no petrol stops. No signs on the road but had a lead

# The Edwardian - October 2015

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car which worked well, printed directions provided and the lead car would pull over and put a flag up if it was an important turn. Was a good drive about 30 cars.

2. Carol and Nick Nowak would like to offer their time for the event in February.

3. 5x450x18 Tyres for sale talk to Neil Hamilton.

## MEETING ACTIVITY:

Rick's Book launch and videos

Geoff's demonstration of a gas light from a motorbike

Meeting Closed: 8:06pm

## **MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) November 2015**

Meeting Opened: 7:32pm

Attendance: Members: 17 Apologies: 6

Minutes of Last Meeting: October Meetings Accepted moved by Chris Hogan

Seconded: John Cadona

## Correspondence In:

Statement from Fuji Xerox (pending cheque to be signed)

Letter for the Incorporated Association Extract ACT received

Received various magazines

## Correspondence Out:

2 get well cards to Ian Irwin and Rob Woolley

1 sympathy card to John and Lynne Prentice

Invoice sent to Shannons - shall be paid within the month

Secretary's report accepted - Moved: Chris Hogan, Seconded: John Cadona.

## TREASURERS REPORT:

Tax invoice for Fuji signed cheque to be sent

Accounts recently paid: horseless carriage paid waiting for them to process payment

Treasurers Report accepted – Moved: Chris Hogan, Seconded: Rick McDonough

## EDITORS REPORT:

Reports from the rally are being compiled

## MEMBERSHIP SECRETARY: Nil

## EVENTS REPORT:

Nov 22 Club run to the Cotter meet at 9:30am Tharwa for morning tea and end up at the Cotter for lunch.

Dec 13 Sunday Christmas run more details to follow. Starting from 8:30am Yerrabi Pond Wunderlich Street Amaroo Gungahlin **BYO EVERYTHING**

Dec 16th (Wednesday) Numbers are required for Christmas Dinner at the YMCA Bush Capital

Lodge. \$35 per head. Please RSVP to Don Doering on: [doering.watson@bigpond.com](mailto:doering.watson@bigpond.com)

February car run to be organised by Nick and Carol

LIBRARIANS REPORT: 6 sets have been binded and are ready to collect next week

REGISTRARS REPORT: 2 cars registered since last meeting

## RALLY REPORT:

Was a great success. Everyone enjoyed the trip even though it rained for most of the event, a report will come in the next Edwardian.

## ACT COUNCIL MOTOR CLUB:

2016 Wheels event might be cancelled due to expensive running cost. Further information at the next council meeting.

## DATING OFFICER'S REPORT: Nil

## GENERAL BUSINESS:

1. Cars for sale: 1915 Model T roadster in Original condition. Club plates \$22500.00

1967 MG MIDGET 1275cc Full Rego great condition \$12500.00

Clyno Engine and Gear Box, Buick Vintage Truck/Ute - phone Ken Fleming

(02) 48438122 for more details.

## MEETING ACTIVITY: Nil

Meeting Closed: 8:00pm

## **The Club Calendar**

Dec 16	Christmas Dinner - see details next page
Jan 17, 2016	BBQ at the Woolleys'

# The Edwardian - October 2015

Jan 20, 2016	Club meeting
Jan 24	Club Run TBA

## RETREADS

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

## The National Calendar

April 3-9, 2016	National 1&2 Cylinder Rally – Traralgon, Vic.
Oct 31 – Nov 4, 2016	National Veteran Rally, Ulverstone, Tas. – see entry form this edition

<u>National All Veterans</u>			<u>National 1 &amp; 2 Cylinder</u>		
<u>Run Year</u>	<u>State</u>	<u>Date &amp; Place</u>	<u>Run Year</u>	<u>State</u>	<u>Date &amp; Place</u>
2015	ACT	Goulburn 1-6 Nov			
2016	Tas	Ulverstone, Oct 31-Nov 4	2016	Vic	Traralgon Apr 3-9
2017	SA	Clare 24 - 30 Sep			
2018	NSW	Forbes	2018	Tas	

## EVENTS DETAILS

### Wednesday December 16 – Club Christmas Dinner

As we have a vacancy for events director, I decided to make a tentative booking for the Christmas function on the 16. December this year. Carol and Nick also made enquiries at another venue and both proposals were presented to the September meeting and voted on. Overwhelming support was given to the proposal from the Chef at the YMCA Bush Capital Lodge. Subsequently Beverley and I held a meeting with Chef Michael to finalise details and to firm up the booking.

Details are: Time 6.30 for 7pm BYOG. Water and a Glass will be on the table, as will be bread rolls. Gluten free bread rolls can be provided if pre ordered by the cut off date, Friday December 11.

Entrée will be a trio of seafood 2 prawns, 2 Oysters and smoked salmon or Avocado vinegarett for everyone choosing this alternative by the cut off date.

The main course will be alternately served roast pork loin and vegetables or roast turkey and vegetables. A vegetarian meal of lentil loaf will be available if ordered by the cut off date.

Desert will be alternately served profiteroles or fruit salad.

All three courses will be served at table and coffee or tea is available buffet style. The function room is wheelchair accessible via a ramp. The cost will be \$35 per person and \$10 for members children under 12 years of age.

A chicken schnitzel meal can be provided for children, if pre ordered by December 11.

All enquiries or bookings to Don please. (0409440267 or [doering.watson@bigpond.com](mailto:doering.watson@bigpond.com))

### Sunday 17 January 2016 – BBQ at the Woolley's

Once again Rob and Beth are kindly hosting our January BBQ, the evening will start at 5pm. Please bring your own drinks, meat and chair and a salad to share. See you there at 51 Mileham St, Macgregor.

# Entry form for Queensland Progressive Rallies in 2016.

1 Entry Form for all 4 rallies

please circle the rallies you are interested in attending.

**March/Dalby**    **May/Yamba NSW**    **July/Mackay**    **September/Stanthorpe**

Closing date 31<sup>st</sup> January 2016

Entrant's Name Driver ..... Surname ..... First Name .....

Navigator's Name ..... Surname ..... First Name .....

Extra Passengers ..... Surname ..... First Name .....

Extra Passengers ..... Surname ..... First Name .....

If passengers are children under the age of 10 please highlight their name and show age

Entrant's Address ..... Post code .....

Entrant's Phone No. .... Mobile .....

Email .....

Vehicle No. 1 Make ..... Year ..... Registration .....

Vehicle No. 2 Make ..... Year ..... Registration .....

Rally Entry Fee (\$1.00 for every year) ..... \$60.00

A Special Commemorative Rally Plaque will be given to each entrant – unfortunately due to the cost, you will only receive 1 plaque, no matter how many rallies you attend, but you must attend at least 1 rally.

Bank details are: for Direct Deposit to BSB 124001 Account Number 21577447 giving your Name and Town /Suburb.

Mailing address - VECN(Q) 2016 Progressive Rallies, 1376 Old Cleveland Road Carindale 4152

Declaration – I hereby declare that I/we are entering this event in the knowledge that the Veteran Car Club of Australia (Qld) Inc, and the organisers of the rally will in no way be held responsible for the loss or damage to my vehicle(s), parts or accessories, or personal effects or monies. I /we, the entrant(s), on behalf of all those persons listed on this entry form, waive the right of action at law against the Veteran Car Club of Australia (Qld) Inc, or the organisers of the event. I certify that the above is an authentic historic vehicle as determined

By: ..... (Car Club)

Entrants Signature..... Date .....



Help us Celebrate by being part of our Progressive Rally Celebrations.

4 rallies for the price of 1

Commencing 2016

6<sup>th</sup> - 11<sup>th</sup> March - Dalby

22<sup>nd</sup> - 27<sup>th</sup> May - Yamba NSW

3<sup>rd</sup> - 8<sup>th</sup> July - Mackay

18<sup>th</sup> - 23<sup>rd</sup> September - Stanthorpe

We are planning to break the record for the most Veteran Vehicles at a Birthday Celebration. So invite all your friends even those from another State who have veteran cars/bikes. At this stage it will be BYO Morning Teas, and lunches unless notified, when the rallies become closer.

Dalby Rally Organisers: Wally & Bev Lanagan 07 4662 2736  
Yamba Rally Organisers: Ross & Rhonda Guthrie 07 5536 2717-0417 737 773  
Mackay Rally Organisers: Russell & Susan Niess 0457 772 088  
Stanthorpe Rally Organisers: Russell & Susan Massey 0411 550 088



## For Sale/Wanted

### FOR SALE

1. 1911 Cadillac engine, dismantled, cleaned and mostly complete but absent all the accessories. No apparent cracks in block, crank-case or cylinders. Includes copper jackets

2. Two tool boxes for running boards, brass or teens era and in good condition. Contact me for details

Contact Ian Berg, Email; [bergathol@gmail.com](mailto:bergathol@gmail.com), or Phone 0419364427 for more information.

### FOR SALE

Five 4.50 x 18 inch tyres, unused. Lucas brand (NZ manufacture). Appear as new condition.

These tyres have been fitted to a vehicle under restoration for about 15 years, mainly on axle stands, on a dark garage. Now unnecessary as larger wheels are fitted.

Reasonable offers considered.

Contact Neil Hamilton, 0428 042 214 or [ntmhamilton@gmail.com](mailto:ntmhamilton@gmail.com)

### FOR SALE

Clyno Engine and gear box complete in shed was running saw bench

Veteran Dodge parts some body some mechanical parts

Buick Vintage Truck/Ute

Ken Fleming 02 48438122

### FOR SALE

1920 Maxwell car instruction book (2nd edition, November 1919), reasonable condition, cover intact, well illustrated, 62pp plus cover \$25.00 (plus postage \$3.50) Contact Geoff [vannevar@inet.net.au](mailto:vannevar@inet.net.au)

### FOR SALE

1928 Model A Ford Special Coupe, in excellent condition and on club rego. The A is in exceptionally good original Condition. It is a coupe with a dicky Seat and called "Special Coupe" It has never been modified in any way, it is still 6 Volt and has the orange steering wheel , which means it was built before Oct 1928 Contact Don 0438 911 299

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