

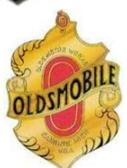
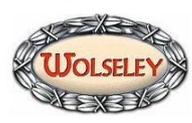
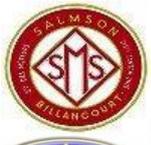
The EDWARDIAN
October 2016



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

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

As you may or may not know, last month was our annual general meeting and thanks to Rick McDonough (the nomination) and Peter Sturgess (seconded), and all for agreeing for that matter, I have been handed the baton of President.

I would now like to formally thank all the members of the outgoing committee for their past year's service and would like to thank all those staying on to help out for another year. I have seen from the outside looking in what hard work the whole committee puts in and I think I will have an even greater appreciation after my stint as President.

To that I would also like to thank the members of the new committee and I look forward to working with you for the coming year. A last but big thankyou to John and Vilay for the venue - delicious food and hospitality for our club's presentation lunch. It was a great turn out and good to see all the club's enjoying the day.

A little background on myself and the VVCC club's short history. I joined the club about 5 years ago after a talking about registering a car on the historic car registration scheme with my friend Gerard Frawley. He had told me he had the perfect little car club for me? I had the intention of coming to a few meetings and using the membership to access the vintage, veteran and historic car registration scheme. Now that was working very well for me up until I started to come to the meetings and started to meet the people involved in the club. For me, this club and its members are what a car club is meant to be and represent people getting together for a common cause to talk, restore, help, drive and promote the cars we all love. All the people I have met in this club are ready with information time or whatever it takes to help a fellow club member. I have, of recent times, not missed any meetings and was quietly thinking to myself when the notes came out about the AGM that one day I would like to give a little of my time back to the club. On the way to the AGM I walked out my door at home and said to my wife, joking, I bet I am the President when I get home. I was a little shocked at first to be nominated but after that I thought well this is what I wanted so let's get on with it.

My aim is to represent the club and its member to the best of my ability and look forward to the challenge of what lies ahead. One thing I plan to do better this year is attending club events and runs so don't be surprised to see a few new faces on club runs as I get my family out and about at the upcoming events.

I will be away for the next meeting so Chris will jump back into my chair and keep it worm for me. I am heading to Europe with my family to holiday and with that an excuse to get to drive the new Aston Martin GT12 on some of the famous autobahns I have heard so much about

I look forward to seeing as many club members as posable at this year's events and meetings

Regards,

Darrell Leemhuis



Some of the cars attending the 60th Anniversary Tour of the Veteran Car Club of Queensland in Ayr. See page 7 & 8 for more.



Editorial



I asked the question in my last Editorial “*I wonder how long it will be before BOC realise their monopoly, (ie. their years of raping us), doesn’t work anymore and that they need to meet the market to be competitive*”? Well it seems they haven’t learnt... More members have come forward since the last newsletter to say how they too, have now given BOC the flick in favour of the Bunnings bottles. But to be fair, BOC *have* changed their tune, but only very slightly. It seems they have dropped the yearly rental charge, BUT, you must get a recharge of gas in both cylinders every year – whether you need it or not. That may suit the large users of Oxy, but most of us would be lucky to use a cylinder of gas in three or four years. So it appears that BOC really haven’t met the market at all. I hope my face doesn’t show surprise when we read of BOC’s business demise in the near future.

There was an interesting Letter to the Editor in the last edition of the ‘Bush Telegraph’, the journal of the Council of Heritage Motor Clubs NSW Inc. It detailed one enthusiasts investigations into insurance and the new 60 day log book scheme that is being trialed in NSW. As I understand it, this 60 days has no limits, in that you can drive your oldie anywhere and do anything (ie personal use) on any 60 days of the year. This 60 days is in addition to the dozen or so club rally days that are typically held throughout the year. On the surface, this scheme sounds like the best thing to hit the old car movement in many a year. The letter writer has his oldie comprehensively insured with NRMA. He rang them to make sure they had no problem with the extra miles his oldie would now be doing every year under this trial. The reply wasn’t encouraging. NRMA told him that his vehicle can’t be used for anything other than hobby or recreation purposes (ie club runs): that it can’t be used for the sorts of things that you’d use your modern for (which is really what the 60 day trial allows) as these are personal use miles, not hobby/recreation miles. In fact they stated that if he had an accident in his oldie on anything but a hobby run, then they would most likely disallow the claim. Their reasoning is that their low premiums have been based on hobby use only, not on everyday use. I can see their point of view in the matter. So the lesson is – for those of our members partaking in this scheme, check with your insurance company before you next sally forth, or should that be rally forth.

Also in the same conversation the letter writer had with NRMA they mentioned a new 10 day limit of rallying in a month, even though there is nothing in his policy written to this effect. Now some of our more adventurous members regularly drive their old cars to distant state rallies. These rallies are often of a weeks duration, and when adding a leisurely drive to and from, you can see how it would be easy to exceed 10 days out in your oldie in the one month. A similar thing occurs when attending two interstate rallies that follow one another. In fact the writer replied to NRMA that this has occurred to him several times already and asked how he’d get on when doing it again in the future. The reply was that he’d have to tell NRMA well in advance and they’d in turn have to ask their underwriters, and that their answer would depend upon things like the how long the insured had been a policy holder and his claims history etc. So again, you’d better check the small print of your policy.

I see in other newsletters that more and more clubs are going the electronic route with their newsletters. In fact some are not even providing hard copies to those of their members who are yet to enter the digital world (they ask other members to print one out for their non-digital colleagues). I must admit I prefer a hard copy to read in my hands, (as opposed to reading it on a screen) but that’s easy to fix, I just print it out. While I know some members have been less enthusiastic about the move to an emailed newsletter there can be no doubt it has its advantages. A case in point: 24 hours after I sent our last newsletter out, Ian Irwin received an email from a lady in western NSW who’d just read her husband’s copy of the Edwardian (I have no idea of what route it took to get to them) – and saw his article on the Hispano Suiza that was still fanging around in the ‘30’s. It turns out the owner of the Hisso was her Uncle. In fact she had already sent our newsletter on to her cousin (daughter of the Hisso owner) who has more photos and details of the car. Ian has been in contact with both ladies and the result of this is another article in the offing. It just goes to show, an electronic newsletter does have its advantages. Not only is it reaching a far greater audience, it is also gets there, dare I say, at the speed of light.

As for other things in this edition of the Edwardian; some more interesting snippets from our club's archives, including a story of car hunting 50 years ago. With Armistice Day coming up next month I've reproduced an item on a veteran car with a definite WW1 twist – in fact you could say this car started the whole fracas in Europe (well what happened in it anyway)!

Till next time

Happy Restoring

Rick



From the Archives

Let's look at what was going in the Club 50 years ago.

Sept. 1966 –

Runs –

- Tour and BBQ to include part of the lake road and terminate at Telopea park.

General –

- Letter to editor from Frank Hack, Sec of Qld club inviting us to attend the Geoge Gilltrap memorial rally, to start in Brisbane and end at the Gilltraps museum. 22 and 23 Oct. (Ed note -Frank only passed away in 2015)
- A ladies auxiliary has been formed and 20 club ladies gathered at 'Madam Presidents home'... "A lot of yacking was done". Next gathering for the ladies is to be a bowls evening in Sept.
- Rules covering veteran rego in the ACT printed – (ED - much the same as today).
- A comment overheard at last meeting that "if they broadcast our club meetings live on the ABC they would leave the Parliament for dead".
- Heard that a veteran International buggy from Batemans Bay area has now gone to the Gilltraps museum.



Oct. 1966 –

Runs –

- Oct run -show cars at Goodwin home for old people some of whom will be transported to the stop-over for lunch.
- Wattle festival Cootamundra, Aug 27 - Jim Bolton got the hard luck trophy after starting to drive the Higginson Talbot to Coota. Disaster struck just out of Bowning with the snapping of a rear axle shaft. The veterans were the last in the procession and the crowd enjoyed them. Cars were garaged overnight at the garage of Maslings. Mr Masling showed the club his recent early Studebaker acquisition. Members also viewed Ken Watson's veteran Jarrott. The next day there were some expensive sounding noises coming from Errol Rumpf's Hupp.
- Ladies bowls day was poorly attended with only 5 ladies turning up

General –

- Oct. meeting was the last to be held in the Hut at Riverside, as of next meeting we will meet at the Methodist Memorial centre (next to Hotel Wellington) on the 3rd Weds of each month.

OUTBACK HUNT.

Having often heard it remarked that the area west of Ivanhoe should be good territory for veteran hunting I decided to go and have a look. After picking up my travelling companion at Hillston we headed for Trida, first stop was at old "Wee Elwah" homestead where a little hunting around produced some Wolsley bits. These were promptly loaded into the back of the wagon. It was here I had the opportunity of buying a B Ford 2 seater, going order but rough condition, only £100!! Continuing on from here we made a couple of stops at stations before reaching Trida and managed to unearth a couple of rusty lamps on one dump. A stop was made for lunch at Ivanhoe and to top up with petrol. Next leg of the trip was to "Beilpajah" siding where we turned off to make a cross-country run to Manfred station, it was poor after this that we discovered our first veteran, all 15 or so ton of it, a Fowler traction engine and the biggest I have seen. It is claimed to be one of three which were the largest to ever come to Australia, its length being about 21 ft., height to top of funnel approx. 15 ft., and drive wheel diameter around 8 feet. This engine is fairly remotely situated but even so it had been spotted by a Sydney man and reported to a museum who are making enquiries regarding it.

Our next stop now was to be "Manfred" station, this station we had been told had once used "T" Fords for all boundary work, over 30 of them. I feel the number was much exaggerated, but to cut the story short we were not to find anything at "Manfred", the manager being most emphatic that there was nothing in our line on the dump. The day was now drawing to a close so the final run of something over 100 miles back to Hillston was made nonstop. To sum up the 300 mile run did not yield much, the only other car parts seen I could not identify but were probably veteran (bare chassis and remains of motor). There was a tag attached with the

.../10

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OUTBACK HUNT. (cont).

words "Racine Manufacturing Co.", any ideas? From what we were told the scrapmen have covered the area fairly well and one station manager said that we would be unlikely to find this side of "Pooncarie". Anyone for a Pooncarie trip?

MAURIE MCKENZIE.

Club Presentation Day – 21 Aug.

Fairly overcast skies and the odd passing shower met us for our club presentation day out at Casa de Cadona. While most of our members met at the container village at West Acton, I proceeded straight to the Cadona ponderosa, via the southern route.

Upon arriving I don't know what was more overwhelming; the four large steel sheds further down the hill from the house (each one bigger than the average suburban block), or the new shed attached to the house which, quite apart from housing three pieces of gorgeous Italian motoring exotica, was of such a standard that one could live in it *very* comfortably, or the wonderful display of delicacies that Vilay had prepared for us!

A few club oldies then started rolling in as well as many members in moderns. Soon the Robinsons arrived with the club BBQ trailer in tow. Complementing our club's numbers on the day was a flock of Ferraris and huddle of early Holdens. This helped make it a very successful day.

Soon enough the locusts descended on Vilay's sausage rolls and slices and a little later the BBQs were then fired up. More comradeship ensued before we had our trophy presentation. Unfortunately many of the recipients were away on the day, so only three were actually presented. John kindly ran a lucky door prize (three in fact). I'm sure the Ferrari and Holden clubs must be questioning the running as all three prizes went to V&V members.

There was over 100 years difference between the oldest and newest cars there on the day...chalk and cheese when you compare any of our club cars to any one of the Ferraris, but it didn't matter as our love of cars is the common bond that links us all. Events such as this help us mingle with members of other clubs and gain an understanding of the other, and that's a good thing.

I'd like to make mention of the Robinsons who with typical efficiency set up the trailer, conducted much of the cooking, cleaned it and packed it all up again and towed it home, when I'm sure they would have preferred to come in an oldie.

In wrapping up I think we'd all agree that the hospitality shown by John and Vilay was outstanding and more than generous. We didn't want for anything. Thank you both for your time and considerable efforts on the day.

Rick



Is that a chamber pot you're holding John?



A veritable smorgasboard of exotic cars...oh, and some Italian cars turned up too!



Incentive trophy winner
Geoff Nicholas



Motor Skills trophy winner - Don Doering



Frank and Beat Lockley Memorial Trophy winner –
Alex Sturgess

Some of our trophy winners – lots of smiles all round!



**60th Anniversary Tour of the Veteran Car Club of Queensland
The Burdekin District Tour 11-16 July 2016**

The Burdekin Tour based in Ayr, North Queensland, was the 4th in a series of 5 tours to celebrate the 60th Anniversary of the Veteran Car Club of Queensland.

In Ayr, 100km south of Townsville, 33 cars assembled for a great week of motoring on quiet country roads among the sugar cane, cattle, vegetable and fruit growing farms. Tom and Jan Callow generously loaned us their 1910 Renault for the rally which performed faultlessly as all Renault do.

Monday was book-in day and welcome BBQ at Les and Christine Wassmuth's home where we enjoyed a great meal and caught up with many friends.

Tuesday's tour was to Claredale for lunch at Burdekin Branch of the Vietnam Veterans, The Vietnam Vets took over a disused Scout Camp and have set it up as a Men's Shed where Vets can come and spend time with their friends. The Vets cooked a great lunch. The road to Claredale followed the Burdekin River here we stopped to look at an irrigation pump and passed many farms. On the return journey we stopped at a farm that grew and packed honey dew and rock melons, the process was automated but also employed a number of backpackers to process about 500 tonnes a day for 6 months of the year. Today runs was 125 kms.

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Wednesday's tour was to Brandon, a small town north of Ayr on the Bruce Highway. The morning run was out towards the coast and Rita Island where Tom Callow explained why they constructed pumping stations to balance the water table to prevent the irrigation water becoming saline. We returned to Ayr for morning tea and then onto the Brandon Pub for lunch. After lunch the Burdekin Machinery Preservation Society opened their museum and gave a very interesting talk on some of the unique machine they have which included a 1920 Marshall 2 cylinder tractor that weighted 9.5 tonne and developed about 16hp. They were used for hauling wool and other freight but where no better than traction engines and bogged just as easy. They also have a 1916 Mogul 8-16hp tractor, a 1914 Fielding Gas Engine. There are at least 40 tractors, engines, steam engine in the museum. Their latest project is an 8 cylinder stationary engine with a 12 bore which they plan to have completed by 2017. They also have a fully equipped machine shop where they do all own machining. Today's run was 95kms.

Thursday's run was to Giru International Hotel about half way to Townsville. Up until today the weather has been great with 28 degree days, today a cold change came through with the threat of showers. The morning run included a visit to the Wilmar - Pioneer Sugar Mill where an excellent presentation was given on the how sugar is processed and the different products that are produced from sugar cane. Following morning tea we drove more farming country to Giru for lunch with the occasional shower but managed to stay dry. Following lunch we headed home to try and beat the rain via the same route we came. Most people got home before the heavy rain settled in. Today's run was 114kms.

Friday's run was to Tom and Jan Callows Museum called the Toy Box and then onto Groper Creek for lunch at the Boat Club. Due to the rain, which was still falling, it was decided to cancel the run for veteran cars today and the Tour entrants were invited to the Toy Box for morning tea and an inspection of Tom and Jan's collection of everything old. Tom has a fully restored 1910 4 cylinder Marshall Tractor which was started. The starting procedure is complex and requires 2 people to start with the aid of an electric starter motor. They must have been difficult to start when they were new.

Saturday's run included a 2 hour public display in Ayr where the entrants enjoyed coffee and scones before a run to Groper's Creek Boat Club for another excellent BBQ. Groper's Creek is near the coast and a very popular fishing spot. Because of the rain the Creek was dirty and no fish were being caught. Today was a short run of 40 kms. Saturday night was the final dinner at the Queens Hotel in Ayr where speeches were few and big thanks was expressed by all for the great work that Les and Christine Wassmuth, Dave and Fay Martin and Tom and Jan Callow put into organising a great tour.

Rob Woolley



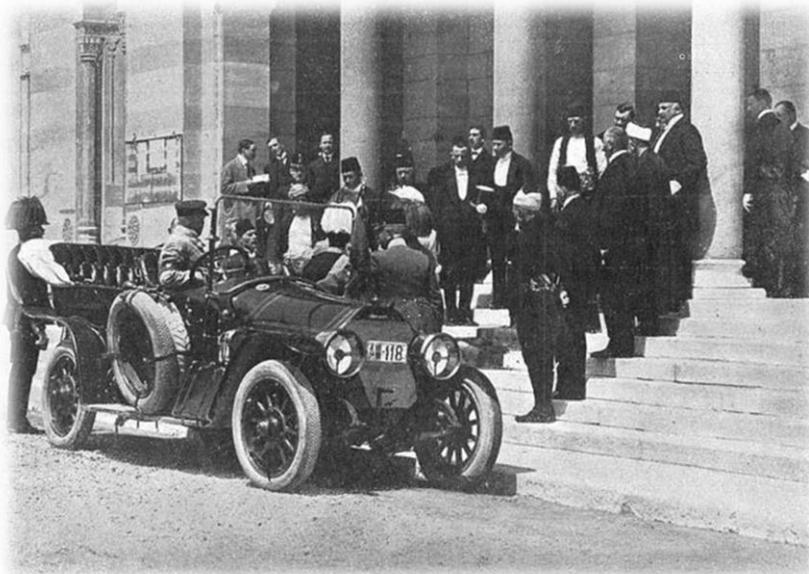
The strange coincidence around Franz Ferdinand's number plate



On Sunday, 28 June 1914, at approximately 10:45 am, Franz Ferdinand and his wife were killed in Sarajevo, the capital of the Austro-Hungarian province of Bosnia and Herzegovina, by Gavrilo Princip, 19 at the time, a member of Young Bosnia and one of a group of assassins organised and armed by the Black Hand. The event led to a chain of events that eventually triggered WWI

Earlier in the day, the couple had been attacked by Nedeljko Čabrinović, who had thrown a grenade at their car. However, the bomb detonated behind them, hurting the occupants in the following car. On arriving at the Governor's residence, Franz angrily shouted, "So this is how you welcome your guests — with bombs?!"

After a short rest at the Governor's residence, the royal couple insisted on seeing all those who had been injured by the bomb at the local hospital. However, no one told the drivers that the itinerary had been changed. When the error was discovered, the drivers had to turn around. As the cars backed down the street and onto a side street, the



line of cars stalled. At this same time, Princip was sitting at a cafe across the street. He instantly seized his opportunity and walked across the street and shot the royal couple. He first shot Sophie in the abdomen and then shot Franz Ferdinand in the neck. Franz leaned over his crying wife. He was still alive when witnesses arrived to render aid. Princip's weapon was the pocket-sized FN Model 1910 pistol chambered for the .380 ACP cartridge provided him by Serbian Army Colonel and Black Hand member Dragutin Dimitrijević. The archduke's

Above - You can clearly see the number plate here. A detailed account of the shooting can be found in 'Sarajevo' by Joachim Remak.

aides attempted to undo his coat but realized they needed scissors to cut it

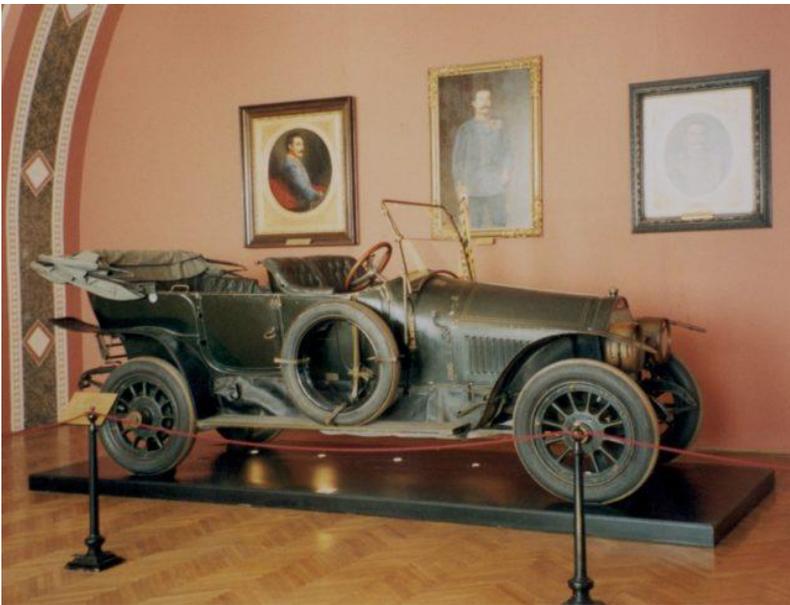
open.

As the car was reversing (to go back to the Governor's residence because the entourage thought the Imperial couple were unhurt), a thin streak of blood shot from the Archduke's mouth onto Count Harrach's right cheek (he was standing on the car's running board). Harrach drew out a handkerchief to still the gushing blood. The Duchess, seeing this, called: "For Heaven's sake! What happened to you?" and sank from her seat, her face falling between her husband's knees.

Harrach and Potoriek ... thought she had fainted ... only her husband seemed to have an instinct for what was happening. Turning to his wife despite the bullet in his neck, Franz Ferdinand pleaded: "*Sopherl! Sopherl! Sterbe nicht! Bleibe am Leben für unsere Kinder!* – Sophie dear! Don't die! Stay alive for our children!" Having said this, he seemed to sag down himself. His plumed hat ... fell off; many of its green feathers were found all over the car floor. Count Harrach seized the Archduke by the uniform collar to hold him up. He asked "*Leiden Eure Kaiserliche Hoheit sehr?* – Is Your Imperial Highness suffering very badly?" "*Es ist nichts.* – It is nothing." said the Archduke in a weak but audible voice. He seemed to be losing consciousness during his last few minutes, but, his voice growing steadily weaker, he repeated the phrase perhaps six or seven times more.

A rattle began to issue from his throat, which subsided as the car drew in front of the Konak bersibin (Town Hall). Despite several doctors' efforts, the Archduke died shortly after being carried into the building while his beloved wife was almost certainly dead from internal bleeding before the motorcade reached the Konak.

The assassinations, along with the arms race, nationalism, imperialism, militarism, and the alliance system all contributed to the origins of World War I, which began a month after Franz Ferdinand's death, with Austria-Hungary's declaration of war against Serbia. The assassination of Ferdinand is considered the most immediate cause of World War I.



Above - The 1911 Gräf & Stift Bois de Boulogne automobile in which Archduke Ferdinand and his wife were assassinated. It is now displayed in the Museum of Military History in Vienna.

Franz Ferdinand's number plate was the cause of a strange coincidence. The Archduke's number plate read: A 111 118, a series that can be read as, Armistice 11 November '18. This tiny piece of history went completely unremarked on for the best part of a century, until a British visitor named Brian Presland called at the Heeresgeschichtliches Museum. It was Presland who seems to have first drawn the staff's attention to the remarkable detail contained in the Gräf und Stift's number plate, which reads – as can be seen in the old photo and the current image – AIII 118. That number, Presland pointed out, is capable of a quite astonishing interpretation. It can be taken to read A (for Armistice) 11-11-18 – which means that the death car has always carried with it a prediction, not of the dreadful day of Sarajevo, that in a real sense marked the beginning of the

First World War, but of 11 November 1918: Armistice Day, the day that the war ended.

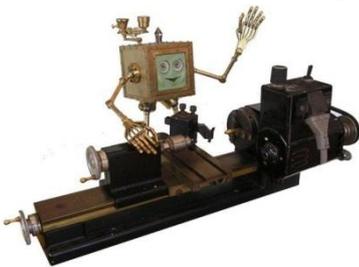
This coincidence is so incredible that initially it was suspected that it might be a hoax – that perhaps the Gräf und Stift had been fitted with the plate retrospectively. A couple of things suggest that this is not the case, however. First, the pregnant meaning of the initial ‘A’ applies only in English – the German for ‘armistice’ is ‘Waffenstillstand,’ a satisfyingly Teutonic-sounding mouthful that literally translates as ‘arms standstill’. And Austria-Hungary did not surrender on the same day as its German allies anyway – it had been knocked out of the war a week earlier, on 4 November 1918. So the number plate is a little bit less spooky in its native country, and – so far as I can make it out – it also contains not five number ‘1’s but three capital ‘T’s and two numbers. Perhaps, then, it’s not quite so perplexing that the museum director buttonholed by Brian Presland freely admitted that he had worked in the place for 20 years without spotting the plate’s significance.



Franz Ferdinand, ca. 1914. Franz Ferdinand is interred with his wife Sophie in Artstetten Castle, Austria.



Technical Page



Wire Wheels; Part 2

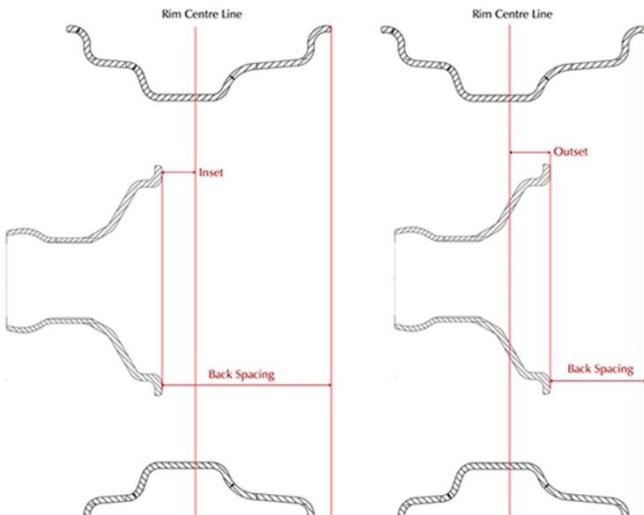
During the restoration of our cars and bikes, we may want to tackle respoking a wheel ourselves. Truing wire wheels is logical and doesn't require tremendous skill. It does, however, require an understanding of what you are doing. The tools that you will need to true wire wheels are spokes and nipples, a spoke spanner, a dial gauge and a fixture to hold the wheel while spinning to check for true is a great help. The best style of spoke spanner is the long thin single-size type, but the multi-size style is more common. The key here is that a regular spanner head doesn't really fit in between the spokes. Spoke spanners are thicker to engage the nipples over a wider area. The nipples are small, but require a lot of torque, so a regular spanner just won't do. A fixture to hold the wheel while spinning to check for true can be made from a spare hub mounted on a stand.

All wire wheels have two length spokes. Long spokes radiate out from the hub at the point nearest where the knock-off, or nut, attaches, and short ones that radiate out from the wide part of the hub nearest the brake drum. The two different length spokes each serve a different function. The short spokes control the roundness of the wheel, while the long spokes control the lateral runout of the wheel. Another way of describing what the long spokes do is to say that the long spokes can cause the wheel to wobble if they are not set right.

REBUILDING SPOKE/WIRE WHEELS

STEP 1

For reference always take a few pictures of an assembled wheel before dismantling. One aspect of wheels that is vitally important but gets little mention is offset or dish—how far in or out the hub is in relation to the rim. Before you disassemble your wheel, try to capture this dimension. Getting it wrong can result in fouling mudguards or bump stops.



In 9 out of 10 cases the nipples are corroded and rusted onto the threaded end of the spoke, making them difficult to loosen and undo. The quickest and easiest way is to use an angle grinder with a metal cutting disk and simply cut through the spokes. The first few that you cut through will make a snapping sound as they are cut. The reason being they are under tension. The spoke head angle and nipple prevent the pieces from shooting out, so just a snapping sound will be heard. Don't worry, but wear protective glasses for this procedure.



Just push the old spokes out of the hub over a rubbish bin.



STEP 2

Remove the pieces of spokes from the wheel rim and hub. If the rim has a few small dings (no major buckling) these can be corrected using a hammer and dolly (this is just for small irregularities in the rim edge) if the rim is out of round with some large dings and dents, you will be better off by obtaining a new one.

STEP 3

Since a wire wheel is a precision object and is strung with equal and taut settings, in respoking one, be sure to use only new spokes and nipples. Don't take a chance on old or rusted ones as the super fine threads can pull right off on tightening the nipples.



STEP 4

The secret to building wheels is to look carefully at the rim. Those holes will dictate where every spoke goes. The finished wheel will have a spoke in each hole coming out the centre of the hole and heading the way that raised mound points.

Sometimes spokes break at the head in the hub flange so to be safe, order spokes with a thicker head portion. These are called 'Butted' spokes. The spoke is the same diameter as the originals except at the hub end.



With the wheel on the ground put the hub down with the flange against the ground and the valve stem hole up. Now insert your short spokes into the outer row of holes in the flange. Turn them all the same direction as in one of your other wheels... you will be

building all of them the same. This first row of spokes want to go a specific direction. Then just finger tighten the nipples loosely onto the spokes by inserting them into the rim, trying to keep them tightened as evenly as possible.

Now, screw down the nipples only just snug until about the same amount of spoke shows in each nipple. Use the valve stem hole as a starting point and snug up the first set of inner and outer spokes. Use an alternating and opposing pattern of tightening. Next do the pair exactly opposite the first. Then, it's back and forth to a pair next to the first, and so on, rotating the wheel always in the same direction while tightening.

STEP 5

The wheel must now be set up in a jig on the bench. A jig can consist of a hub rotating on a spindle. A much easier way is to mount the wheel to the rear hub of a car. Make sure the axle and hub are not bent, of course. If a front hub were to be used, (while still on the car) there might be too much play in the bearings to allow proper truing.



If you make a stand be sure to set it to a comfortable height so you don't get a sore back while building the wheels! This also protects the primer paint from being marred while lacing it up.



Next flip the wheel over to get at the flange. The centre of the hub makes a nice holder for spokes.



Here the second row is completed, note the second row uses the inner holes on the hub flange. The second row goes in the opposite direction of the first.



Now we switch to the longer spokes. For the third row of spokes you use the lower holes on the small end of the hub. Be sure to run the spokes in the same direction as the first row used. You will need to use every other available hole in the rim. Note that the remaining holes are angled like the holes for the flange spokes, but this angle is very subtle.



The fourth row goes in just like the third. The spokes go in the opposite direction and use the topmost holes in the hub. All holes should now be full and the wheel should look beautiful.

Truing a spoke/wire wheel is a tedious job and requires time and patience. Before truing, take a look at the offset (dish) and see if you got close. If not, uniformly tighten the inner or outer spokes (loosening the opposite) as needed to move the hub in or out.

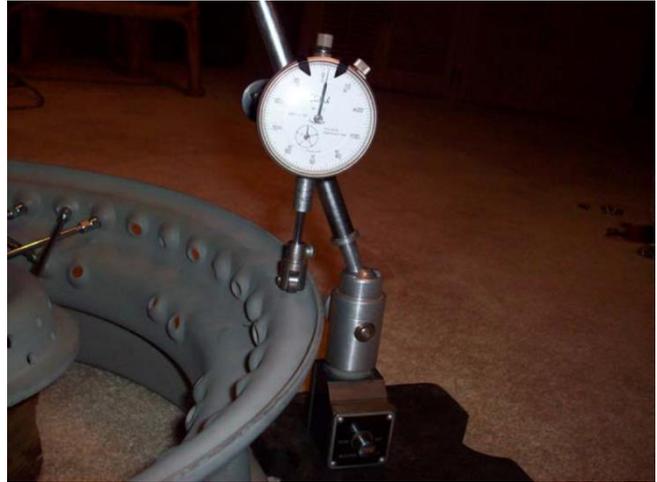
We always true radially first as this is the hardest, and has the greatest impact on the ride. Use a jig that has a stub axle and splined hub permanently mounted. A correct fitting Spoke Spanner and Dial Indicator are also necessary requirements as well as a red and green marking pen.

The first step is to affix the magnetic base Dial Indicator so that it is steady and stable. Next, adjust the positioning rods/arms so that the Dial Indicator input shaft reads off the tyre bead area and is in constant contact with this part of the rim.

Don't try to set the pointer to the outside edge (where the balance weights go.) If there is any damage to that part of the wheel, and there often is, using it as the reference point will only further frustrate you

Adjust the dial to show zero at the highest out of round area. I use a red marker to mark the high out of round area (usually 6 – 8 inches or a span of 10 – 12 short spokes). Similarly use the green marker for the low out of round area.

Now you are ready for some preliminary adjusting. Pick out a high out of round area and gradually tighten up 10 - 12 short spokes turning the wheel to the next high out of round area and repeat the procedure. As you gradually tighten up the short spokes you will notice that the out of round area that you are working on will shift to another position around the wheel. It takes patience, and you will find yourself chasing the out of round area's for a while, but just keep marking and gradually tightening, take care not to tighten the spokes too much.



When the out of round is within a 140 – 160 thousandths range, STOP and reposition the dial indicator to read off the face side of the tyre bead area. Repeat the tightening/marking procedure for the long spokes. Again you will find yourself chasing the lateral run out area as the longer spokes are gradually tightened up. When you are within a similar range as the out of round – STOP – reposition the dial indicator and go back to adjusting the short spokes, using the same procedure as before. When the out of round is within the 35 – 50 thousandths range switch over to tightening the long spokes again, once again try to match the lateral run out range to that of the out of round range. When both axis are somewhat similar and spokes are beginning to tighten up, you will have to change the tightening sequence and just work on pairs of short and long spokes over a smaller span constantly monitoring out of round and lateral run out. Finally when out of round and lateral run out are within a 20 thousandths range, check all spokes to ensure they are reasonably tight. You should have no loose spokes at this stage.

Proceed now to the final tightening. Begin as before with the first pair of inner and outer spokes and continue around until all are tight and the runouts are within tolerances. Don't overtighten them or they will snap. Recheck your work by tapping each spoke while listening for similarity of ring, correcting all deficiencies. All spokes of the same length should have the same ring. A pitch higher than the rest indicates too tight. A dull sound is too loose. Proper torque is about 30 to 40 inch pounds, or 3 to 4 foot pounds. If you wish to use an anti-seize compound, such as Lock-tite, you must consider that the torque specs will change to some degree, so a combination of 'feel' and the right sound of each spoke will be the factors in obtaining the proper adjustment. Re-check your radial and run-out to make sure you didn't mess it up.

When the wheel is true and the spokes are snug, look at the nipples on the inside of the wheel (the part normally covered by the tube) and make sure that your new spokes don't protrude through the nipples. They could pop your tube. If they protrude through the nipple, grind them down flush. After painting, put a rust band or double wrap of duct tape over the nipples on the inside of the wheel to protect your tube.



You probably don't want to hear this, but after the wheel / wheels have been mounted and run on the car for approx 200 miles, spokes should be checked for looseness and rims should be checked for trueness.

Once properly done, by you or a professional, your wheels will carry your bike or car down the road, tracking as though it had been seeking, and finally found it.

- For each wheel there is only one way it will go together correctly.
- If everything goes together very easily and looks good then you did it right.
- If there is a wee bit of difficulty in any part of the assembly, you are doing something wrong, you may not know just what it is so you will have to investigate.
- Truing can be very easy or hard. One website says don't use a dial indicator or you will go crazy. With a dial gauge you can easily get down to .010" accuracy, but the wheels look and work fine at .040" accuracy. You can do .040" much faster than .010".



With a couple of local swap meets, and the Bendigo swap, almost upon us, (ie. the unmissable chance to stock up on Tupperware, Gnomes and pot plants etc.) I thought the below piece might be in order. Although humorous in nature, having been both a punter and a site holder over the years, the below is actually quite accurate. It was submitted by Ian, who in turn gleaned it from a copy of the VSCC (UK) Bulletin. I have made slight alterations to it to give it a more Aussie flavour.

Murphy's Law of Swap Meets

Punters

1. A desired item purchased at one site will be found cheaper at the next but one site.
2. A desired item not purchased immediately will not be found elsewhere and on return will have been sold.
3. Items purchased on the site holder's verification will later prove to be the wrong size, model or year.
4. The slicker the site display, the higher the prices.
5. Useful objects are usually found at the bottom of old cardboard boxes.
6. Most worthwhile items will have been traded among site holders themselves, before opening time.
7. Items purchased will represent 17% of any original shopping list and exceed the budget by 222%.
8. Change for a ten dollar bill for items costing less than two dollars will be given in 10, 20 and 50c coins.
9. Sites are always unattended or minded by a wife when a vital purchase is at hand who says "No, I don't know the price - he went viewing an hour ago".
10. Objects transported home for friends will be filthy, rusty, or leak oil.

Site Holders

1. Objects displayed will always be cheaper on adjacent sites.
2. Objects repeatedly requested at one event will, if stocked, be ignored at the next.
3. Objects sold early will reappear on other sites at a higher price.
4. Objects scrutinised by punters will display defects hitherto unknown by the site holder.
5. The cash value realised for any surplus objects will never exceed their original purchase price.

6. Punters show little interest in items neatly displayed, but pay well for junk in old cardboard boxes.
7. No four consecutive punters will have less than a ten dollar bill for \$1 items.
8. The potentially lucrative customer will call briefly, when you have nipped off.
9. Helpers disappear twenty minutes after the site is open and reappear at lunch time and after pack-up.
10. Stock left over will be items that are rusty, dirty and will leak oil on the homeward journey.
11. Books and magazines will be treated as a free read on the site, in a lending library manner, by non-purchasers, clients, friends and visitors.



Trophy History and Recipients for '16-'17

WHEELER-REES SHIELD

This trophy was presented to the club by Des and Cath Rees in appreciation of the use of veteran cars for a family wedding. The trophy is awarded for the best restoration of a Veteran Vehicle. If no such vehicle is eligible, the trophy may be awarded to the best re-restored vehicle or to a member who has significantly assisted a fellow member with restoration. This year's awardee is: Bill DeGraff 1910 Hupmobile

MURDOCH McDONALD TROPHY

This trophy was presented to the club by our late foundation member, Murdoch McDonald and his wife Aileen. The trophy is awarded to the club member who has attended the most club outings in a veteran or vintage vehicle. This year's awardee is: Wayne Young, 1930 Ford

INCENTIVE TROPHY

This trophy is awarded to the club member who has attended the most outings in a post vintage/modern vehicle. This year's awardee is: Geoff Nicholas.

EDWARDIAN TROPHY

This trophy was donated by club members Rob and Beth Woolley and is awarded to the member, couple or family who are judged to be most appropriately dressed in Period Costume at the club's Edwardian event. Not run this year.

PETER ERIC DOERING MEMORIAL SHIELD

This trophy was donated by the Doering family in memory of their son and our fellow member, Peter. This trophy is awarded to the best restoration of a Vintage Vehicle. This year's awardee is: Nick Nowak, 1925 Armstrong Siddeley

MOTOR SKILLS TROPHY

This trophy was presented to the club by members Ian Irwin and Barry Roberts, and is awarded to the winner of the motor skills day. At this annual event, the driver has to display skills in manoeuvring the vehicle and other feats of daring (in a controlled environment of course!) This year's awardee is: Don Doering, 1923 Hupmobile

FRANK AND BEAT LOCKLEY MEMORIAL TROPHY

This trophy was presented by the Capital Seven Car Club in memory of members Frank and Beat Lockley who were killed in a modern car accident. The trophy is awarded to the member who has given outstanding service to the club over the past year. This year's awardee is: Alex Sturgess

GRAHAM BENNEDICK SHIELD

This trophy was presented by Club member Graham Bennedick and is awarded to the member that has driven the furthest distance throughout the year in their Veteran car. This year's awardee is: Ted and Marg Clifton, 1915 Ford

VINTAGE TOURING TROPHY

This trophy was presented by Club members Peter and Chris Templer, now living in SA, and is awarded to the member that has driven the furthest distance throughout the year in their Vintage car. This year's awardee is: Wayne Young, 1930 Ford

An Unexpected Surprise

Thursday 29th September 2016

I think a lot of you know my 1912 Overland was first owned by Ernest Charles Day. Mr Day owned the car from mid-1912 to his death, aged 57, on 9th January 1915. Prior to his death he was the Inspector General of Police NSW and was in command of 2600 men throughout the State.

About a month before the 29th September 2016 I was contacted by the NSW Police and asked if I would like to join in the procession of current and historic Police vehicles escorting Touch Stones to the National Police Memorial in Kings Park by Lake Burley Griffin. Carol and I jumped at the chance to be part of such an important ceremony. The procession was to leave Queanbeyan at 9am.

The weather was terrible but we decided to go anyway. I wasn't too comfy driving to Queanbeyan, especially on the Monaro Highway, at morning peak hour, in pouring rain, however everything went smoothly. We arrived early and talked to many Police from all over the country and had a good look at the historic Police vehicles. The vehicles included:

- 1981 & 1984 BMW motor bikes and a 1984 Kawasaki motor bike
- 1978 Land Cruiser rescue truck
- 1983 F-100 Paddy Wagon and a 1977 F-100 general duties truck
- 1974 XB Falcon pursuit car,
- 1975 XB Falcon jet black nightwireless car,
- two 1985 VK Holden Commodore highway patrol cars,
- 1975 Dodge Charger highway patrol car,
- 1984 Torana XU1 STP vehicle,
- two 1971 Ford GT XY Falcon patrol cars,
- two 1978 XC Falcon patrol cars
- and finally our 1912 Overland.



A number of the cars had come out of various museums for the day, mainly from NSW and Victoria. One or two of the Police driving them had actually used them as patrol cars in times gone by.

A bonus for me was that I met a Policeman from Sydney who has both the original tunic and sword that belonged to Mr Day. I am hoping to obtain photos of both of these items to add to my records about the car.

The actual procession was exciting. I have never run so many red lights and I don't think I'll ever have such an escort again. Motor bikes, flashing lights and the occasional siren the whole way. At Kings Park the Touch Stones were fixed to the Memorial Wall, by Police from all over Australia, in a very solemn ceremony to remember Police who had lost their lives in the line of duty. Carol and I (and the car) were soaked through and we left soon after the Touch Stones were placed on the wall. There was a National Service and wreath laying that evening.

A great pity the weather was so wild but it turned out to be an extremely successful day.

Cheers Nick



The Edwardian - October 2016

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

17th August 2016

Meeting Opened: 7:36pm

Attendance: Members: 19 Apologies: 3

Minutes of Last Meeting: Accepted moved by Chris Hogan Seconded: Peter Sturgess

Correspondence In:

Received various club emails sent to all members

Received various club magazines

Received various magazines.

Bills: Nil

Correspondence Out:

Sympathy card sent to the Hogan Family, Get well card to Joyce Couch, and a Happy 50th Anniversary to Nick and Carol Nowak.

Secretary's report accepted - Moved: Chris Hogan, Seconded Tony Watson

TREASURERS REPORT:

Club Members to be reimbursed, the Liberian has the Edwardians to be bound costing to be provided.

\$90.50 for the trophy engraving

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

EDITORS REPORT: Nil

MEMBERSHIP SECRETARY:

58 Financial Members

EVENTS REPORT:

John Cadona holding the Presentation Lunch this coming Sunday 21st to meet at the West Acton at 9am and to follow out to Johns that will be signed posted BYO meat everything else will be provided.

July runs to Nick and Carol Nowak was a great success with a great turn out of members.

September run, nothing planned as of yet.

October: BBQ to thank the Goulburn car club more info to come.

LIBRARIANS REPORT:

Edwardian is ready to be bound, tapes and photos from the 40th celebrations of the car club trying to get them onto dvd's and to make more copies.

REGISTRARS REPORT: Nil

ACT COUNCIL MOTOR CLUB: Nil

DATING OFFICER'S REPORT: Nil

GENERAL BUSINESS:

- 1) Chris will be away for the Chevy car rally
- 2) Wheels next years look to be at the same location as this years
- 3) Club members will be meeting to talk about the interest in holding a Pre 31 to be held in Canberra more info to come. It may be on the same time at the Wodonga rally.
- 4) Ian Irwin discussed about his article in the Edwardian. Further detail will be provided in future Edwardian.
- 5) Alex provided supper

Meeting Closed: 7:53pm

MINUTES OF THE ANNUAL GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 17 AUGUST 2016

Copies of the minutes from the 2015 AGM were published in the August edition of the Club newsletter. Moved: Chris Hogan that these minutes were a true and accurate record of that meeting. Seconded: Rick McDonough

Going out speech from the President:

Thank you for coming tonight for the annual general meeting

Yet again we have come to the end of another club year. The Club can hold its head high after the National Veteran Tour in November 2015.

This was a well-planned and excited event run by the Tour Committee with in our Club

I really do want to thank the outgoing committee for their work this year Rick with the Magazine Carol with the memberships, John for his work as treasure and all the others that do little thing not always seen however keeping thing going

However I have to thank my ever reliable Secretary Alex for all her work this year given Alex moved to the coast she has done an outstanding job and showed true commitment thank you to Pete your back up.

This year we have run on a smaller committee, without an events director this has meant more work for me and a fair amount of juggling of commitments it worked some of the time other times not so well

This position is critical to the ongoing strength and growth of our Club and I will ask all to give consideration to ether taking this job on or getting a committee together to arrange outing

On a membership front we have lost a few more members than we pick up. This is an area of the Club we all need to be looking at and encouraging family and friends to join us on outing and enjoy Veteran and Vintage motoring in the hope of growing the club membership base

As I stand down after my two years I would like to thank you all for your support and encouragement I have enjoyed my time as your President and I look forward to many more miles of Veteran and Vintage motoring with you. Chris Hogan.

PRESIDENT'S REPORT

Correspondence Out:

- Sympathy card to John & Vilay re the passing away of Vilay's mother.
- Email to Ian Berg VCC (Vic) thanking him for the Veteran Vehicle Safe Driving brochures.

Secretary's report accepted - Moved: Bill Atkinson. Seconded: Carol Nowak.

TREASURERS REPORT

Account balances tabled and recorded.

Accounts for Payment

Arthur J Gallagher – Club Insurance renewal- Policy with the Federation of Historic Motoring Clubs Inc. Fee - \$576-40 (Secretary to send out cheque and Club information as required).

Account from Horseless Carriage Club of America – US \$55. Secretary to pay by Visa and Club to refund amount.

Treasurer sent cheque for \$100 to Prostate Council in lieu of Auditors fee.

Treasurers Report accepted – Moved: John Cadona. Seconded: Darrell Leemhuis.

EDITORS REPORT

Rick McDonough - nil to report but he would like any articles or items of interest from members.

MEMBERSHIP SECRETARY'S REPORT

Carol Nowak advised that the Club had 58 fully paid up members. Carol emailed out the Member & Vehicle Register for 2016/17 today.

DATING REPORT

No dating officers at the meeting.

EVENTS REPORT

Nick informed the Club about the proposed BBQ lunch at Kingsley & Cynthia Southwell's "Brooklands" on Sunday 23rd October 2016. The BBQ will be put on **paid for by the Club to all Club members and the Goulburn Motor Club** as a thank you to the Goulburn Club for its assistance with signage and road directions during the 2015 National Veteran Vehicle Tour. Lunch will be paid for out of the small rally profit. Nick said that times and lunch details would be finalized at a meeting of the Rally Committee on Monday 3rd October and that members would be advised within the next day or two after the meeting. Member numbers will be required for catering purposes and a good turnout of members and their cars would be appreciated.

Gerard advised that the National "T" Ford rally in the Gippsland area commences this coming weekend and that several Club members were attending the week-long rally.

Nick went through the Events planned for the next 12 months and which members were running an event. There are still several gaps to be filled. Rick asked Nick if he could send him, the Events details to date, for inclusion in the next Edwardian.

Nick also mentioned the Yass Classic Car Show on Sat. 5th Nov. and the Taralga Machinery weekend Sat/Sun. 19th & 20th Nov. Taralga would like to see several Club cars on the Saturday. Contact Nick if interested for a contact name and number.

LIBRARIANS REPORT

Roy Bendall said that all was well with the Library. There are a number of "old" magazines in the library that Roy will work out how to dispose of.

REGISTRARS REPORT

No Registrars present at the meeting but Rick said that Bob McGuire had recently renewed rego. for 3 vehicles.

GENERAL BUSINESS

1 – Nick reminded members that if they are using their vehicles (on Club plates) for non-Club events to let him know so that details can be entered in the Day Book.

2 – Nick distributed the Veteran Car Club of Australia brochure "The Importance of Safe Driving" for veteran vehicles to members.

3 – Our guest Peter Wright introduced himself. Peter has recently acquired his Grandfather's '27 Chev Tourer in original condition. The car came from near Uralla and was last driven in the early 1960's. It is now at Peter's place behind Tharwa. He is keen to get the car back on the road. An Application Form was given to Peter and completed at the meeting. Peter's application was put to members. He was voted in unanimously, the fee paid and Peter is now a member. Darrell welcomed Peter into the Club.

4 – John Cadona gave the Secretary a letter of offer in respect of the photo copy machine. Tenders close at the end of September and the offer will not be discussed until after that date.

MEETING ACTIVITY

No Activity this evening.

Meeting Closed: 8-21pm

FOR SALE

1925 Chev Superior K Roadster for sale. It is in perfect condition and is garaged at Callala Bay.

If you are interested in purchasing this vehicle, please contact Bob Leffler by email leffler@bigpond.net.au or mobile 0418 221 679.



FOR SALE

1917 T Model Ford, exceptionally good functionality. Always garaged and rarely allowed to even get dusty, low kms with only 150 kms since full rebuild. This UNIQUE Ford Model T is soon going to be 100 years old. Priced to sell quickly at \$18,000, sale is due to ill health. No reasonable offer refused. The car comes with a full 12 volt conversion and is accident free. Contact Ollie's son Steven on 0408 664 561.



1922 Fiat 501 Tourer with additional spare parts. Restored some years ago. The car and the owner were in the film 'Break a Day' filmed in Maldon Victoria. The car is in good condition, with some attention needed to the upholstery only. The hood is very good and it has 4 very new Firestone tyres 30" x 3 1/2' beaded edge and there are 6 rims. The paint work is good and the car has had full registration and has indicators etc fitted. The body was built by Autocar Industries Pty Ltd. Price \$15 000 ONO for the car and spares. Contact Mrs M Sainsbury Phone (03) 5472 1044 email address chopinmelody@bigpond.com



1925 Willys Overland Model 91

Very original motorcar in very good condition. Leather upholstery, side curtains, carpets. Full history available. I am the third owner of this vehicle. Reason for sale, relocation out of Canberra to be near to family. Car located in Canberra . Price : \$ 17,000 ONO, Contact Trevor Couch 02 6230 340

The Club Calendar

Oct 19	Club meeting and AGM
Oct 23	Club Run - lunch with the Goulburn club
Nov 16	Club meeting
Nov 20	Club Run – Anzac Parade tour
Dec 11	Breakfast Run
Dec 21	Club Run - Christmas Dinner

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

Oct 30 – Nov 4, 2016	National Veteran Rally, Ulverstone, Tas.
Sep 24 – 30, 2017	National Veteran Rally, Clare, South Australia, Peter Templer 0417 081 502

VVCCA – ACT - EVENTS SCHEDULE
September 2016 to August 2017

At the recent AGM the Club failed to elect an Events Director. Instead, we are asking members to volunteer to organise an event over the next twelve months. A number of members have already indicated that they are prepared to help out as per the attached “events schedule”.

At the moment we’re looking for someone to organise a January run. Surely there are members who were unable to attend the AGM who feel that they could fill in that blank space in the table on the next page? When you think about it, with something like 58 members, and only about ten or eleven events a year needing to be organised, we *shouldn’t* have too much trouble. In fact, if everyone contributed with just one event, then we could have the next 5 years of club runs covered! Another way to put that is that if everyone organised just one event, then you wouldn’t have to organise another one for five years!

Monthly runs are important to give us a chance to both use our old cars and to socialise. Please give this your attention.

Members who have volunteered to organise a Club run please keep the following things in mind:

- normally runs/outings are held on the Sunday following the monthly meeting (ie after the third Wednesday in each month),
- to notify the Secretary 3 or 4 weeks prior to the event so that it can be included in the Edwardian or emailed/posted to members,
- that the organiser will be required to arrange for directions, photos etc. and finally,
- prepare a report for the magazine to be sent to the Editor.

<u>Month</u>	<u>Member to Organise</u>
23 rd October 2016	2015 National Rally Committee Run (Chris)

The Edwardian - October 2016

20 November 2016	Rick McDonough
11 December 2016 (breakfast run)	Chris & Simone Hogan
21 st December 2016 (dinner in lieu of meeting)	Nick & Carol Nowak
January 2017	Club BBQ at Rob & Beth's
22 January 2017 (afternoon run)	???????
February 2017	Bob Courtney & Geoff Nicholas
March 2017 (Wheels, Sunday 15 th)	Darrell & Peter Leemhuis
April 2017	Glen & David Robinson
May 2017 (Aus. Motoring Heritage Day - 14 th ?)	John Cadona
June 2017	Greg & Mary Spackman
July 2017	Gerard & Marie Frawley
August 2017	Don & Beverley Doering?

Some other runs and Swaps

- Parkes Swap Meet – Sat. 15th Oct.
- Crookwell Swap Meet – Sunday 23rd Oct. This clashes with our FREE CLUB BBQ at Kingsley's for the Goulburn Car Club.
- Yass Classic Car Show – Sat. 5th Nov.
- Canberra Swap Meet – Sunday 6th Nov.
- Bendigo Swap Meet – Sat. & Sun. 12th & 13th Nov.
- Queanbeyan Swap Meet – Sat. 19th Nov.
- Taralga Machinery Weekend – Cars wanted Sat. 19th Nov. (another clash with the Qbyn. Swap)
- Terribly British Day – Sunday 4th Dec.

Check out the above dates on Google just to make sure they are still correct/happening.

EVENTS DETAILS

Sunday 23rd October 2016 - Club BBQ

As I mentioned at the September meeting our Club has one last job to finalise the National Veteran Vehicle Tour held in Goulburn last year.

The Goulburn Car Club assisted us at the rally by putting out and picking up the rally signage plus providing considerable help with directing traffic. They worked tirelessly for the week and the help provided was invaluable in making the event a resounding success. Apart from fuel costs the Goulburn Club wouldn't accept any financial compensation for their assistance.

Financially the Tour was successful and we managed to make a small profit. The Rally Committee got together and it was decided that we would put on a BBQ lunch and dessert at no cost to both Goulburn and Canberra members.

Chris has arranged with Kingsley and Cynthia that we hold the BBQ at their "Brooklands" property via Hall on Sunday 23rd Oct. This is the perfect location for a large get together.

Details:

- 1- We are advised that 25 Goulburn Club members will attend and that a large number of them will be bringing their old cars.
- 2- Lunch at Kingsley and Cynthia's will commence from 11am.
- 3- It is suggested that our members, and their cars, meet at café Injoy at Gold Creek at 10am for a coffee before heading to Brooklands.

- 4- Dave and Glenn will bring along the Club BBQ trailer.
- 5- Tea & coffee will be provided with lunch. BYO other drinks.

What to bring:

- 1- Please bring along plates, cutlery, cups and chairs.
- 2- Your old car/bike.

We are hoping to make this a major Club event and if you could bring out your vintage or veteran vehicle it would be appreciated.

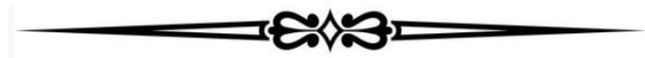
As the Club is providing lunch for a large number of people it is important that we accurately plan the food. If you are coming would you **please let either Carol or me know by the 16th Oct.** We can be contacted in the following way-

Home Phone – 6282 4090

Carol's Mobile – 0484 585 340. Nick's Mobile – 0428 486 614.

Email: nowakn@netspeed.com.au

Finally there may be several members who haven't been to Brooklands before. If you would like a map/directions I can easily provide one. I will also have a few maps to hand out at Café Injoy at Gold Creek. It is about 10 kms from Gold Creek to Brooklands. The Rally Committee hopes to see a lot of you on the 23rd Oct.



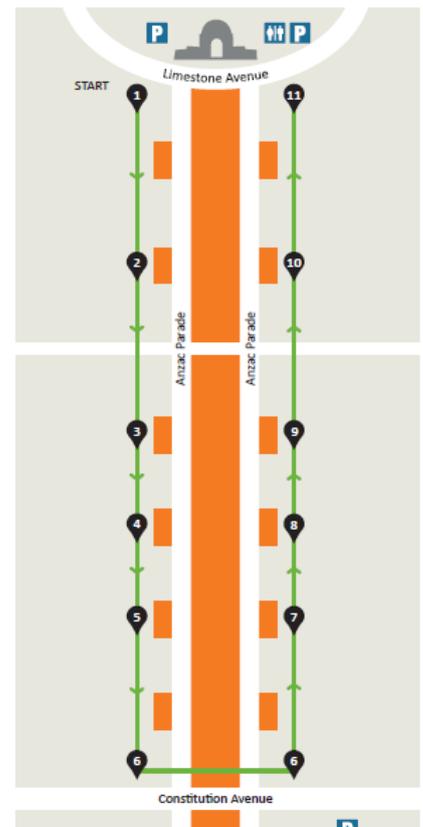
Sunday 20th November 2016 – A guided tour of Anzac Parade

How much do you know about the monuments and memorials along Anzac Parade? For instance, which of the memorials was built first, and in what year? Which one has a time capsule buried beneath it and which one has actual soil from Anzac Cove under its dedication plaque? In fact what important milestone was Anzac Parade actually finished in time for? The answers to these questions will all be revealed when you come along to our November run. Learn a little about this great city we live in. We will assemble in the War Memorial car park (more or less behind Poppy's café off Treloar Cres. – it's the 'P' in the upper right of the diagram at right). You can time your arrival to partake of morning tea at the café if you wish. We have secured an expert guide for our club and we will **depart the war memorial at 11am sharp**. The tour takes a leisurely 1½ hours and the terrain is easy. There are also seats along the route. After that we will motor down to Black Mountain peninsular where we can have a BYO picnic lunch.



Sunday December 11 - Club Christmas Breakfast

Start at 9:00 Fadden Pines Bugden Ave Fadden , BYO everything. More information at the November Club Meeting or contact Chris Hogan simandchris@optusnet.com.au or 0402 745 587



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