



The Edwardian



Veteran and Vintage Car Club of the ACT

December 2016



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

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

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

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





Editorial



As our club year draws to a close, so too does the year close for many school kids. That of course also means requests to take kids to their formals. I have done several over the years. To be honest, on some of those occasions I would have preferred to be doing something else, but nevertheless obliged where I could. Back in September a message was sent out to our members, on behalf of a fellow member, seeking a veteran or a vintage car for his nephew to attend his formal (being held in September). Unfortunately there were no takers – result, a disappointed young bloke. I can understand why there were no takers though. It was a late call for help in the first place, and September is pre-daylight savings time, so it's dark at around 5.30. Not too many of our cars are well equipped for mixing it with traffic after dark. I didn't think too much of the incident at the time, but it was suggested to me afterwards that perhaps the movement, and our club specifically, had missed an opportunity to gain a convert. This young fella specifically wanted to experience a pre '30 car, not a Mustang, or a hot Holden as the rest of his mates wanted. This observation now makes me look at these requests in a different light. When a youngster requests our assistance it is very likely because they *like* the old cars and *want* to experience a ride in one. With the common cry of 'how do we attract young people to the movement' well then perhaps this is one area we can materially assist. I know I'll continue doing my bit. Will you?

At the last AGM we couldn't find anyone willing to be Events Director....yet we have 60 members?... so we are trialing a system where a different member arranges a monthly run. This has worked very well so far, but it would be good if someone would offer to liaise with those members who are organising an event and ensure that all Club members are aware of the event well in advance and send out information as to where and when etc. When you read the minutes of our November meeting you'll note a reference that a request was made for someone to do exactly that – to co-ordinate events. Not a single person volunteered (did I mention we have 60 members?) At the moment that job's fallen, by default, to the Secretary, but that's not fair. *Ask not what your club can do for you, but what you can do for your club.*

Recent weekends have been spent productively in my shed. With too many projects on the go (always fatal), I have concentrated on a slight mod to Shiril's Austin. Like most Pommy cars of its time, it suffers under the yoke of Lucas electrics. You may know the Lucas motto: "Get home before dark." To this end I have upgraded the tail lights to LED lightboards. Typically, the conversion didn't go easily with the little Pommy horror fighting me every step of the way... as old cars tend to do (which is why in my next life I will collect stamps instead of old crocks). The difference between the old tail lights and new is very marked. On my first outing since the mod, the Anzac Parade run, I was grateful I had done it. I got caught in a storm and visibility was poor with all the other traffic around me having their lights on. It was reassuring to know that when I turned *my* lights on that following traffic would now actually see me. I'll do a write up on the conversion, and LEDs in general, in the near future.

We have two great stories on club cars in this newsletter; both rare cars in their own right. One is a current club car, while the other was in our club over 50 years ago, and we don't know what's become of it. Perhaps you can shed some light on its fate?

Enjoy the festive season and I'll see you in 2017.

Happy Restoring

Rick



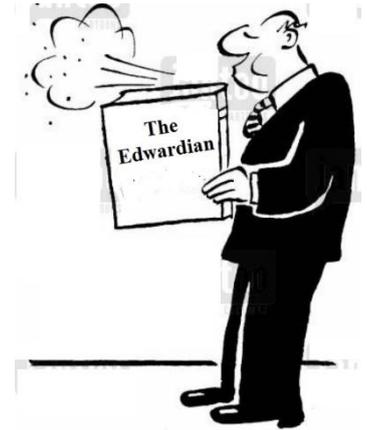
From the Archives

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

Nov. 1966 –

Runs –

- Festival of snows Cooma - 12 Talbot – R.Higginson, 12 FN R Jackson, 12 Siddeley-Deasy - C.Mules, 12 T Ford M.McDonald, 26 Hudson M.Guy, 26 T Ford H.Brown and 29 A Ford Roy Wheeler. All left from Narrabundah for Cooma. All went well for the weekend.
- Restoration run. 13 members had lunch by the lake on a most unpleasant day weather wise. 1st stop was Errol Rumpf's to see his Hupp and other bits. Stop 2 was at Armin Hirzel's to see the Minerva and Ford T, from there to Bob Jackson's to see progress on his Buick, Bob Higginson was next to see his Studebaker, then a dash through rain to Bert Jacksons to see the Rover and Triumph., last port of call was Allan Higginson for afternoon tea. Finished at 5pm.



General –

- Nov. was the first meeting in the new club rooms at the Methodist Memorial centre (next to Hotel Wellington).
- Errol Rumpf did a write up of the Griffith Jubilee procession, he and Les Robinson, with his Fiat attended, as well as Les's miniature Fiat. Club member Jim Hewitt's Diatto was popular as was a very young Dave Robinson in the mini Fiat. (ED NOTE - Errol also mentioned the number of vintage cars on display at the railway station including "a very original 25 Humber". This would be the one belonging to our member Mick Beltrame, but owned by Mick's Dad at the time – see a great Humber story from Mick in this edition).

Dec. 1966 –

Runs –

- Christmas party - pony rides for the kids proved so popular that they had to double the hiring time. Ollie Walker did the honours as Santa clause, handing out gifts. There was musical chairs, treasure hunts, pony rides, swings and films.

General –

- The club participated in the 'Save the children fund garden party held at the NZ High Commission.
- A report that "*the Canberra tech looks familiar to Henry's production line.*"
- A recent advert in a local publication saw Ian Irwin add a black and daffodil 1928 Essex to his collection. The car was seen regularly on Canberra's roads and was in quite sound order. It was reported it would undergo a restoration and be returned to more subdued colours. (ED – Can I suggest an article for our next newsletter Ian?)
- List of veteran parts as known by Jim Boulton - "*Sizaire-Naudin engine driving a chaff cutter in the Cooma district. One International buggy front axle, a boiler for an old steam car, a hand book for a Holsman buggy, 5 Flints in a farm yard in Young. Engine for an Argo car in Gundagai, SCAT front axle under a trailer at Batlow, 1922 Austin Brindabella Hills, Vet Overland chassis Collector and a Star diff housing - could be very early.*"



A SPRINGTIME VACATION.

The only way to go veteran hunting in comfort and a clear conscience is to take the family in a caravan and brainwash them into thinking they are on a touring holiday. Last September I did this and almost got away with it.

I started by calling on the original owner of my Studebaker on a property north of Dubbo. He had written to say he had dug out many small items and we had a happy morning spreading them out on the floor of the shearing. We had all the woodwork for the back of the car, the str plates, the cogs and cables for the speedo drive, also the toolbox.

From him I took down the whole history of the car. It has never been re-bored, has had one set of rings, the bearings are original, as are the side curtains but the hood was renewed in the late twenties. The wiring is original but it has had a new clutch thrust race. It has always been to the name of "Sarah Jane" and will now continue to do so.

By the time I left him I had all the bits and pieces he had my everlasting thanks for his methodical ways.

Actually we were headed for the Warrumbungle National Park and on the way we had to pass through the small town of Tooraweenah. A veteran car man doesn't just drive through a town. HE DRIVES AROUND IT AND does a search and finds a criss-cross pattern of the streets, driving by braille on his eyes rolling frantically around each backyard and vic lot. At Tooraweenah it paid off. It was the young bloke who spotted it. Stop, turn around, have a look from the fence, get permission at the house, then the excitement as we approach. Will it be just another old Tourer of the look, it has wooden felloe wheels Dad. Yes and it must have had beaded edge tyres. Heres the bonnet in the grass. an incomplete Overland of about 1916 and I hope it will

SPRINGTIME VACATION (cont.)

be of use to the Overland owner in Sydney I later wrote to.

Then on to the Warrumbungles for the two days of walking around the mountains. It was a washout. Nothing there but wildflowers and kangaroos. Not a hint of a veteran, and even a junk heap to scratch about in. However it stored up so much goodwill that we were allowed to stop and check all the way home. I found that putting the young bloke up on a fence post with field glasses saved a lot of time.

At Gilgandra I took delivery of my pair of Lucas King of the Road Gas Lamps. We drooled over them, reverently wrapped them in bedding and stowed them in the near side of the caravan so they would not be hurt if we were sideswiped. Here I met another veteran car man. His name is Jack Burrell and he belongs to a thriving club based at Dubbo. Jack has many veteran bits and pieces including a 1913 Fiat 12/15 for which he needs a set of wheels. He also had a Lucas tail lamp which I greatly coveted. We talked cars for some hours and did some horse trading. I now have the tail lamp and he has some more model

Driving home, happy with my good fortune, I felt sorry for the bloke who spends their weekends and holidays with makeshift hobbies like golf, fishing and sailing. Many seemed to be resigned to it and even appear to enjoy it. I suppose it takes

R.W. Wheeler.

Sunday 23rd October 2016 Goulburn & Canberra Car Club BBQ

Today's BBQ was quite special in that we invited the Veteran and Vintage Car Club of Goulburn to join us as a thank you for their week long assistance at last year's National Veteran Vehicle Tour held in Goulburn. Without Goulburn's help with signage, directions and much more we would have struggled to have had such a great week. The BBQ was held at Kingsley and Cynthia's "Brooklands" property which is the perfect venue for a large group. Brooklands is also an ideal location for an event like this as you cannot hear or see anything to remind you that you are near Canberra and yet it is really pretty close. Once again we were extremely lucky with the weather. A fine sunny day and no chance of rain.



About 18 Goulburn Car Club members made the trip to Canberra, all of them in lovely early cars dating from the 30's to the 60's. Unfortunately I forgot to write down all the car makes that attended. Both Clubs met at Gold Creek at 10am and it gave us plenty of time for a coffee and chat before heading off to Brooklands at 11am. We got to Kingsley and Cynthia's at 11-20am. By this time several of our Club members were setting up the Club trailer and tables. A lot of time was spent looking at all the cars and there was a lot of interest in looking through Kingsley's shed. Definitely a lot to look at. Kingsley's collection of tractor seats is quite spectacular. As I mentioned earlier the weather was great and everyone sat in the garden area.

Lunch consisted of BBQ sausages, a really good steak, salads, potatoes and bread. This was followed by three or four cakes for dessert. Nobody went short, in fact there was a small amount of tucker left over which was distributed amongst several members. Also I think the Robinson's chooks were going to enjoy a potato and salad treat later that afternoon.



After lunch Chris officially thanked the Goulburn members on behalf of our Club for their assistance at the rally and Goulburn President, Tony Alessi, responded by saying how much they enjoyed helping us out.



The two Club's get on extremely well and I heard the comment more than once that maybe we should try to get together more often. Certainly something to think about.

The BBQ was initially arranged by Chris and Simone and providing the food, cooking, serving etc. was shared by Dave & Glenn, Rob & Beth, Chris & Simone, John & Vilay and Carol & myself. Several other members helped with the clean-up.

In total 61 club members enjoyed lunch. This included

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7 children. It was particularly nice to see our two latest members Peter and Saman attend with their partner/wife and Saman's two daughters. I personally think this was one of our best Club events.

I won't list everyone but our own members who came in their old cars were: Mal, Adelaide & Mabel – Oakland, Chris, Simone, Nicholas, Madeline & Cameron - Chev, Mick – Humber, John & Doreen – "T" Ford, Wayne & Silvia – "A" Ford, Tony & Trudy – Dodge, Nick & John Prentice – Overland.

Finally a most important thankyou to Cynthia and Kingsley for allowing our Club, to once again, visit their lovely property and enjoy the fantastic facilities. Quite a few of our Goulburn friends were "blown" away with the train carriage and all the interesting odds and ends in it.

Cheers Nick





Preamble to the story on the following page

I located the following story in a 1968 issue of the VSCC (UK) journal, which I thought would be of interest to members. The story relates to a 1925 Majola car that was at one time owned by one of our club founders, Life Member, Alan Higginson.

I have endeavoured to find out more about this car. I recall it in the Higginson garage in Banner Street, O'Connor in the mid-'sixties, but did not ever take a photo of it myself. I don't know if anyone did. The body was rough at the time, but Alan was focussed on the mechanical restoration. With the passage of time we have lost the chance to ask some of our other early members of their recollections of this vehicle. Fortunately however, I have been able to speak at some length with Bob Higginson, a younger brother of Alan.

When I mentioned my interest in seeking some background to this car, Bob was very enthusiastic and helpful. He recalled the car as the "Majola St Denis" and that he had driven it up and down Banner Street on several occasions and back into the garage. He said it was poorly geared, and was slow to take off from scratch. The seats were staggered, and the smaller left seat was set back in the manner of the mechanic's seat of a typical circuit racing car. Bob had only vague recollections of where it might have come from, but recalled that there had been talk at the time that the car was at some time used at Sydney's Maroubra Speedway.

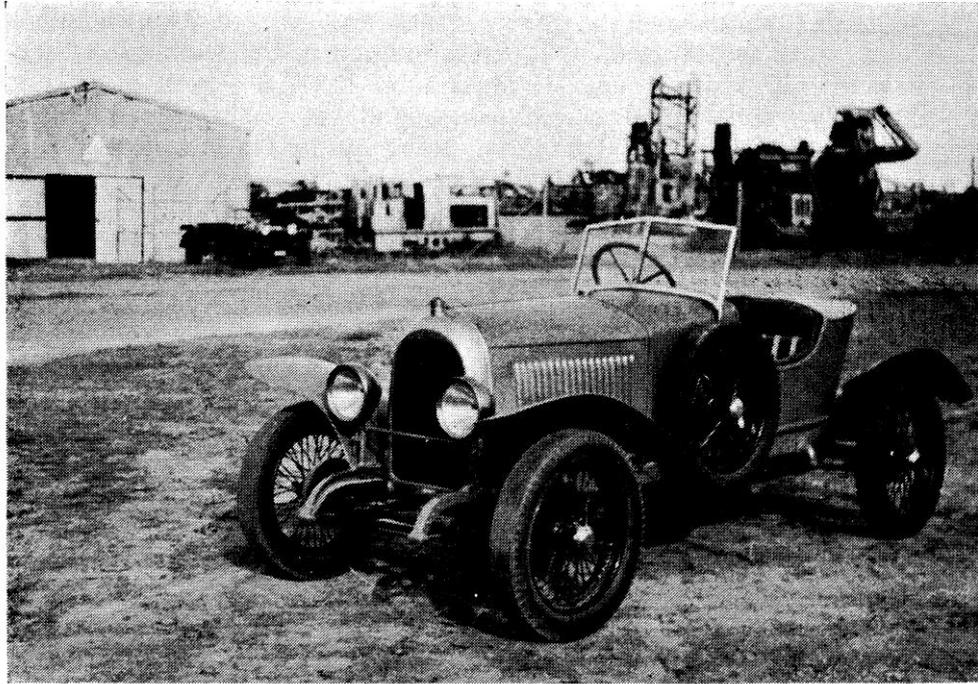
I have asked a few others whom I thought may have had recollections, including Martin McCarthy, and while he recalled the car, he did not know of its origins. Both Bob and Martin recalled it as being a boat-tailed car, as I did, and Bob recalled that it had been sold to Bill Guy who enthused about the marque, with its European heritage, and Bob thinks that Bill was probably excited about the car's possibilities.

I have tried to find more about the car's years with and beyond the ownership of Bill Guy, but so far have drawn a blank.

Meanwhile, enjoy the story as related, and allow a little for memory lapses in regard to precisely when Bill Guy acquired the car. If anything more emerges in time, we will include that in a future edition. It would be wonderful to know just what happened to this little rare gem.

Ian Irwin.

THE MAJOLA



When our member D. S. Guy, of Canberra, Australia, sent us photographs of his beautiful little French 1925 1390 c.c. Majola, I immediately rushed to my library (all right, bookcase) to find out what I could about the marque.

The most rewarding source was Kent Karlake's ever-intriguing book "Racing Voiturettes" which, like all the best motoring books, is now out of print. Here is what he has to say about the Majolas entered for the 1920 Coupe des Voiturettes race at Le Mans.

"Of the newcomers, the chief surprise with regard to Majola, who entered four cars to be driven by Rost, Muraour, Carteau and Leduc, was that he had not appeared before. The engines of these cars had two inclined overhead valves per cylinder, operated through rockers by an overhead camshaft driven by a silent chain tensioned by a jockey sprocket. But the remarkable thing about this design is that it had been established by M. Majola, in collaboration with his eminent engineer, M. Doutre, as long ago as 1908. They rank, therefore, among creators of the overhead camshaft engine, as contemporaries of Sabatier, of Bayard-Clément fame, and Ettore Bugatti himself. The Type A Majola, which was in production at least from 1911, had a bore and stroke of 65 x 100 mm, which looks almost as if the designer had the Coupe des Voiturettes in mind, in the days of the 65 mm bore limit. By 1914, when it was finally decided to enter for the race, the stroke of the standard engine had been increased to 105 mm, which gave a capacity of 1,390 c.c., and in 1919 '*La Vie Automobile*' had been moved to enthusiasm by

‘the delicious little racing car . . . which was built in 1914 for a race that the war prevented, and which has been running ever since, without anybody ever having to touch any part of its mechanism. Fitted with the same 65 x 106 mm. engine as the standard 10 h.p., it does 130 k.p.h. (over 80 m.p.h.) on the flat—you read quite correctly—*one hundred and thirty*, and yet is sufficiently flexible to cross Paris from West to East, going by the Gare St. Lazare . . .’ Evidently the Majolas were a factor to be reckoned with.”

The race, it may be remembered, was dominated by the 16-valve Type 13 Bugatti team, who occupied the first three places after the start, but until nearly half-distance they were “more or less closely pursued” (Karlsruhe’s own words) by the Bignans and Majolas. Alas, Karlsruhe goes on to say :

“Before very long, however, a series of disasters overtook the Majolas, Carteau, Leduc and Muraour going out one after the other with engine trouble of the serious sort which is apt to overtake small high-speed engines when driven too hard. After the lengthy preparation that these cars had received, and the satisfactory performance that the model had given over the years, this was particularly disappointing, and the French technical press was inclined to ascribe it to internecine strife among the drivers. Against this, however, must be set the fact that the aviator Rost, who from the start seems to have been the fastest of the team, was able to keep his car going.”

Fate struck at the impressive Bugatti team four laps from the end when de Vizcaya, who was in second place, came into the pits with a broken connecting rod, and Ettore Bugatti very quick-wittedly began to unscrew the radiator cap to ensure the car’s disqualification for outside help, thus covering up its mechanical failure. As an interesting aside, Karlsruhe said it was reported on good authority at the time that the mechanic of Friderich’s winning Bugatti was only approximately 12 years old. He says there was no equal certainty with regard to the age of de Vizcaya’s mechanic, though we have since learned from Hugh Conway’s “Bugatti” book that de Vizcaya’s man, E. Mischall by name, was, in fact, 16 or 17 years old.

The third Bugatti, driven by Braccoli, had difficulty restarting after a plug change, and eventually finished fifth. The result of the race was: Friderich (Bugatti) first in 4 hours 27 minutes 46 seconds, having averaged 57.6 m.p.h. for the 256½ miles race, Nougé on a Bignan second in 4 hours 47 minutes 17 seconds, followed by his team-mate Delaunay just over a minute behind, with Rost on the Majola fourth, though Karlsruhe does not give Rost’s time.

According to Conway, the power output of Friderich’s 16-valve o.h.c. 65.64 x 100 mm. 1358 c.c. Bugatti was quoted as 29.5 b.h.p. at 2,750 r.p.m. and Karlsruhe seems to agree with this. The Bignan had a 61 x 119 mm. (1388 c.c.) 4-cylinder engine with two inclined side valves per cylinder in a T head with, of course, side camshafts. With two plugs per cylinder and a 5.5 : 1 compression ratio, Karlsruhe’s sources quote the power output as higher than the Bugatti’s, 35 b.h.p. at 3,000 r.p.m. However, John Bolster in his fascinating book “French

Vintage Cars” is a little more pessimistic, giving 27 b.h.p. at 3,000 r.p.m.

Although the Bignans had the advantage of front wheel brakes, everyone seems to be agreed that their road holding was terrible (they had cantilever rear springs), and they lost a lot to the Bugattis on this account.

Unfortunately, nobody said anything about the power output of the Majolas, nor how they held the road, but it is interesting to point out that the Bignans were a new post-war design, whereas both the Bugattis and Majolas were of pre-war origin.

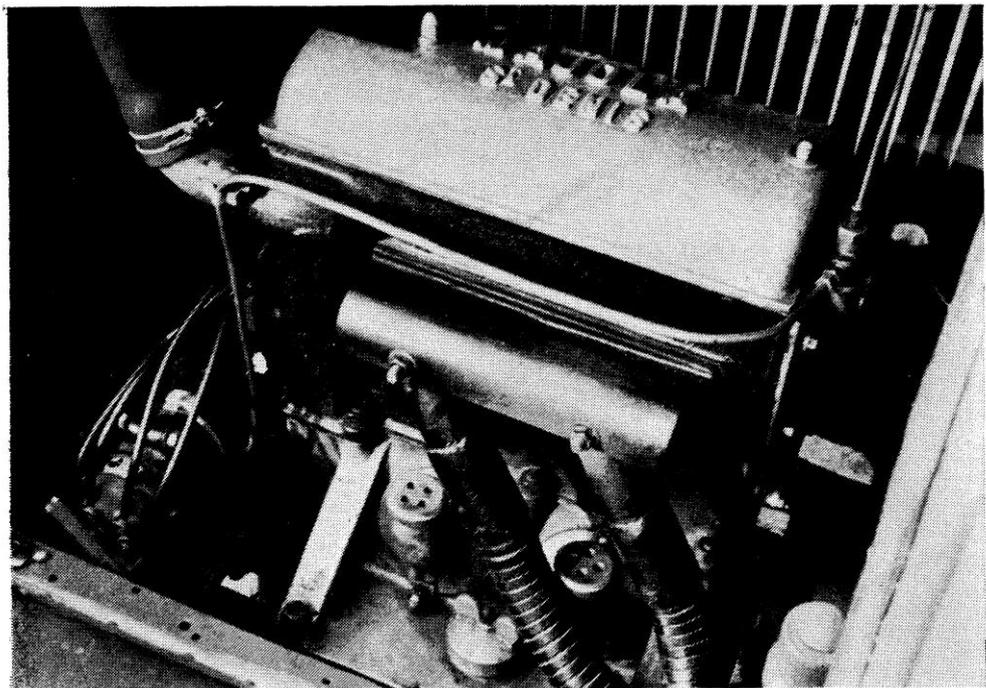
Of the 1921 Coupe des Voiturettes race, also held at Le Mans, Karslake says :

“Two of the Majolas were entered, but perhaps because of the the criticism levelled at the 1920 drivers, they were now handled by Duval and Follot.”

Later he says :

“The Majola drivers, however, determined, perhaps, not to be accused of internecine strife, were very slow . . .”

In fact, they do not appear to have finished the race. There is a good photograph of Follott’s car in Taso Mathieson’s book “A Pictorial Survey of Racing Cars, 1919-1939”, a book that is full of pictures of out-of-the-ordinary racing cars, as well as all the well-known ones.



In “French Vintage Cars” Bolster tells us that the Majolas were made in Saint Denis (Seine), and according to Doyle the firm was established in 1911. The 65 x 105 mm 1390 c.c. engine as used in the Le Mans cars, says Bolster (or was it 65 x 106 mm. 1410 c.c. at Le Mans, as per Karslake and Mathieson?) was fitted to the standard cars for several years, together with a multi-plate clutch and four-speed gearbox.

There was also a smaller 62 x 90 mm. 1088 c.c. engine in a similar chassis. About 1926 a small air-cooled four-cylinder 1091 c.c. car was made, in open two-seater form, one of the cheapest cars on the market. Bolster ends his section on the Majola by saying that soon after this the firm was absorbed by Georges Irat.

Bill Guy, who comes from Red Hill, Australian Capital Territory, and also owns a Lancia Lambda, sent me the following notes on his Majola after I had written to him for further information on it, and had asked him how driving it compared with the Lambda. He bought the Majola in 1961 in Canberra from a Mr. Alan Higginson, a collector of Veterans, and this is what he has to say about it :

When I first saw the car it had a non-original, but possibly contemporary, body made of galvanised sheet steel which was rebuilt in plywood. When I acquired the car the plywood body was beginning to show signs of cracking, and in the absence of any knowledge of what the body should look like, sooner than attempt another rebuild, the plywood body was saturated in glue, covered with canvas and then leatherette in the nearest colour to French racing blue, this part of the restoration being carried out by my wife Margaret.

The car came with quite a few spare parts, namely : motor fitted for dual ignition, flywheel, gearbox (4 speed, and twice the size of the 4 speed box in the car), radiator, differential and back axle. The radiator on the car was square in shape, the spare one being rounded, and a knowledgeable Lancia owner in Sydney informed me that all Majolas with 4 lobe camshafts should have round radiators, the square radiator appearing on the later 8 lobe camshaft model. As both my motors have 4 lobe camshafts, I have since fitted the round radiator, which has brought the bonnet line down an inch and given a better side elevation to the car.

My Lancia friend in Sydney was able to inform me of another Majola in Sydney, which I have since seen, and which is in a state requiring full restoration. This car has a similar motor, round radiator, 3 speed gearbox and an aluminium beetle-back type body, which again looked contemporary but was possibly not original. I believe this car has now changed hands and is being restored. In the last two or three months I have heard of another Majola in Melbourne disguised as a utility truck and I have yet to follow this lead.

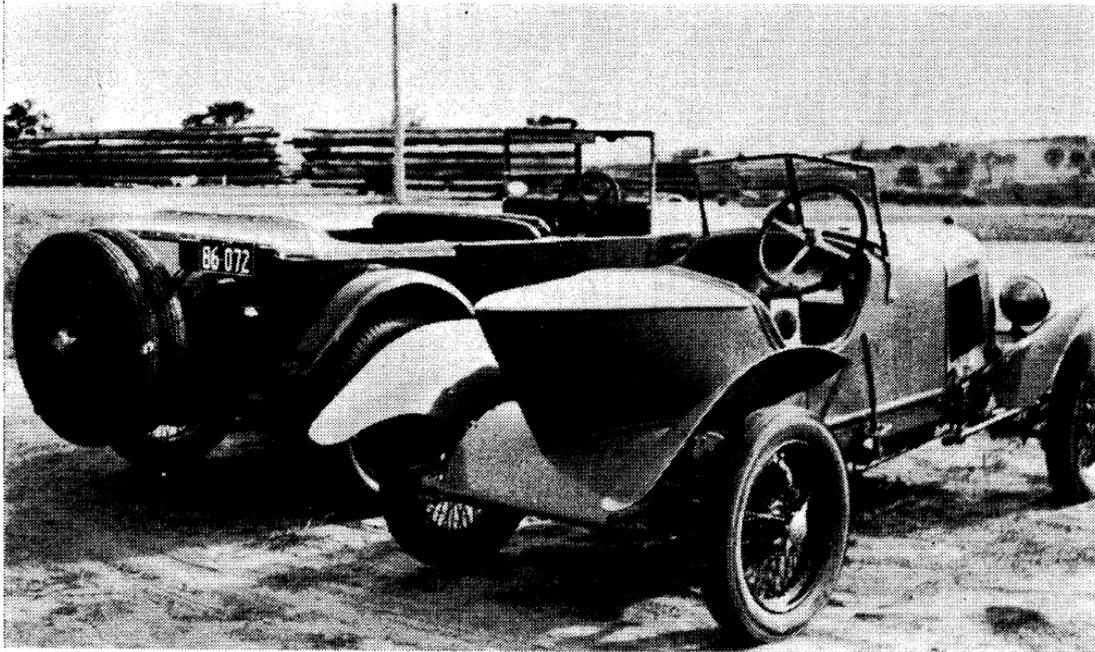
The wheels shown on my car are straight from an M.G. TC, but I have the original b.e. wheels which are in very good condition and which will be replaced on the car as one of the last acts of restoration, due to the expense in obtaining beaded edge tyres in Australia.

The car is quite fun to drive, being very high geared, the gearbox being almost as easy to change up and down as the present-day VW. Less than one turn of the steering wheel takes the car from lock to lock, and below 15-20 m.p.h. quite a large effort is needed on the steering wheel to turn the wheels at all. The car is quite fast and I can believe the top speed of 130 k.p.h. which you quote.

I find it difficult to compare the Lancia and the Majola as for five years the Lancia was my only means of transport and I still regularly use it in the cut and thrust of modern traffic, which is something I would

not care to do in the Majola. I think the Majola would have the edge on the Lancia in top speed, although I am sure one would feel much safer in the Lancia at top speed rather than the Majola.

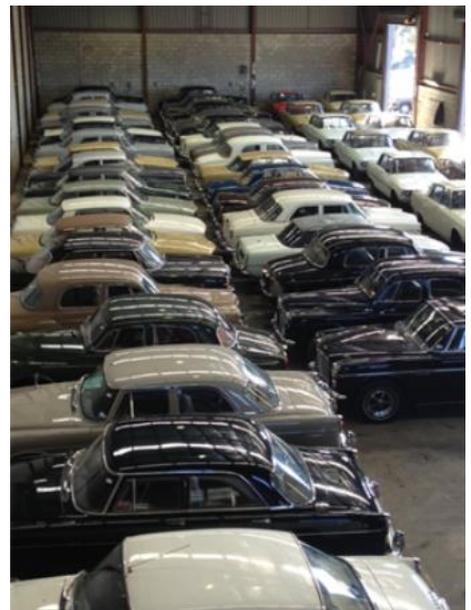
PETER HULL.



A local auction

Nothing veteran or vintage, but worth a mention due to its uniqueness.

In early November I saw a brief reference in the CACMC newsletter for a no-reserve car auction to be held in Queanbeyan on the evening of the 18th and 19th of November. Turning up at 5pm on the 18th, that reference did not prepare me for the sheer size of what was on offer; one man's collection - 160 cars! I personally had no idea this collection existed. Speaking to some of our members after the auction it seems quite a few knew of it, but most didn't realise the size of it. Of the 160 cars on offer that night, 157 were post-war Rovers!.....which is another way of saying there were only three cars on offer that you'd be tempted to bid on - these being two Cadillacs of 1935 and 1939, and a lovely '38 Buick. As to the late owner of all this metal, Vincent John Flynn, it is said that he collected the Rovers because his mother had one, and it was a car the Queen drove. Flynn never married and died in May this year aged 80. The cars were stored in his three huge industrial sheds in Queanbeyan, themselves worth a lot of money. Flynn's source of income was substantial as his mother was an Adams,...an heiress to the Tattersalls fortune. Flynn was a scholar of Indian history. He established an active private charitable trust directed to the relief of poverty and education of disadvantaged persons in India. Proceeds of the auction will go to the trust. But back to the auction.



The above shows about 1/4 of the Rovers on offer on the night!

Lot 1 was a beautifully original 1935 V8 Cadillac limo (right), complete with a glass partition to separate the occupants from the lowly chauffeur. This had belonged to the Adams family from new, so was effectively a one owner car. Being the first lot I thought I had a chance, banking on everyone being shy I reasoned I'd bring it home for a steal. When bidding opened, not a single hand went up so my cunning plan was working, until an internet bid came in at \$40,000. One more internet bid of \$41,000 saw it sold to some mystery buyer. Oh well, at least it meant I didn't have to think of some way to tell Shirly that I'd bought another car.



Lot 2 was the '39 Caddy (left). Again a lovely car, and apparently purchased not long before Flynn died. I remember this car from when we held the 1&2 cyl rally in 1998. One of the entrants from NSW, Bill Spraggon, owned it and used it to tow his 1910 AG Renault to Canberra. This was sold for about \$17,000 I think. Lot 3 (right) was the '38 Buick. A nice looking car and fully restored. This went for about \$15,000.



From there it was a procession of Rovers. What amazed me was that every single one was drivable and in fact each was driven in one end of the shed and then out the other as people bid on them. Think about that for a moment....157 new batteries, 157 tanks with at least some amount of fuel, 157 sets of tyres etc. I was really only curious to see what lots 1,2 & 3 would go for, but I attended this auction with a long time mate who, in a moment of mental weakness, thought he'd bid on lot 80, a '69 Rover P5B. His cunning plan was to nab it for no more than \$200. Thus I had to sit through 77 of the most uninspiring pieces of Pommy junk being driven past. Lot 80 eventually came up and was knocked down for \$4,400, 22 times above my mate's limit. At least it meant we could go home and have some tea, as we left the remaining 77 Rovers to be fought over by those still there.

I was talking to a bloke there on the night who had in fact been the full time mechanic Flynn employed to keep these cars driveable. He said that each one of the 157 Rovers was registered for 3 months of every year. At that rate I reckon Flynn must have been getting invites to the end of year Road User Services Christmas parties – he surely funded them! He also told me that only a couple of weeks before the auction, they crushed a further 57 Rovers which were considered unsaleable due to being stripped of most of their parts. One Rover purchaser on the night was heard to say he'd sold Flynn his Rover a couple of years ago for \$10,000, and he bought it back on the night for \$2,000. By the time I left, some of the early 70's cars were going for \$100 each. And I later heard cars were eventually going for as little as \$20! As my mate said, I should have bought one just for the battery and then left it parked out in the street with a sign on it 'Please steal me'.

Part 2 of the auction was on the 19th with a few more cars on offer, but mainly pallet after pallet of Rover spares. Cars of note were some very good original cars - Buicks of 1938, a straight eight Oldsmobile of about the same year and a 1936 V8 Caddy that was a bit shabby.



A six wheel equipped Buick in very good original order. It sold for \$3500.



I think this Buick went for about \$4000. Another original car, or may have been an older restoration.



This time a very original Oldsmobile straight eight. Also went for about \$4000 I think.



This was an excellent buy. A '36 V8 Caddy. It went for \$400. The grille was mint and worth that alone. Not immediately obvious in this photo is the intricate bonnet mascot which was also in mint condition and probably also worth the purchase price on its own.

The spares were unbelievable. Flynn must have bought every Rover spare ever available over the last 40 years. There were pallets of seats, whole shelf units of interior timber trim. Big steel crates at least 1m³ in volume full of grilles, or glove box lids, or interior carpets. One lot contained 20 or more assorted bumper bars. I can see a restorer wanting one of each of these items, but what do you do with the other 79 grilles, or 149 glove box lids, or 20 sets of carpet or bumpers that you'd end up with? One bloke complained to me that he was after a transmission, but didn't really want the twenty, yes twenty, Rover engines he'd have to also take that were part of the lot.

As you may have gathered, I'm no lover of Rovers of the 50's, 60's and 70's. In fact I thought a worth while ending for these cars would have been turning them into an artificial reef off Batemans Bay somewhere. When first seeing all the above it was immediately obvious that Flynn was an eccentric. The contents of those sheds was beyond normal. Nevertheless it was a shame to see so many pallets of perfectly good spares, some NOS, not even getting a bid of \$10. I assume these will end up at the tip. I just hope that the obsessive 'money no object' nature of Flynn's hoarding didn't deprive 'normal' Rover restorers of the parts they needed for their cars over the years.

Rick

Post script - The night following the auction an ABC news item about Flynn, and some unpleasant allegations about him, appeared. You can read more about that at <http://www.abc.net.au/news/2016-11-19/dead-tattersalls-heir-suspected-of-being-serial-paedophile-/8039704>

Do you know who built your car?

A quick glance at most of our cars will readily find a badge, emblem or ornament that is easily recognised as representing a particular make of car. Whether named or symbolised, the maker's mark leaves no doubt as to 'who' made your car. Take that one step further, and you could ask who the people were that made it. Who was the person that operated the machine that pressed the chassis, gathered the hides and cut the leather, poured the molten liquid that cast the engine or simply bolted on the wheels before it was rolled out of the factory. For most of those events, we have no idea beyond knowing it left a particular factory on a particular day and somehow ended up in Australia.



Humber Factory 1923

Humber 10178 is a little different. I got to know who built my car. Not in its entirety, but in part, and that's something few other owners can lay claim to for a car that's now 91 years old. It doesn't make the Humber special, but it adds immensely to its history. How it came about is a story in itself, and this is that story. It all started when I took charge of the car and commenced my research into something that was, and still is, an enigma that was passed from father to son in 1995.

I knew very little about the Humber beyond the vague family history under its wheels since the early sixties when I was old enough to understand the difference between a car and a wheelbarrow. As is often the case, I never thought to quiz my father, uncle or the long-time mechanic and family friend who worked for the business about the car and its history from when it was obtained in the fifties. It was just there, sitting in the corner of the dealership showroom or getting a wash for the annual trade show or town parade. Who built it was something no

one knew or cared about. Neither did I care really. It simply wasn't important. I owned a car, but its history was confined to what was known, not all the unknowns.

The Humber clubs in Australia at the time seemed to cater for the 'newer' Snipes, Hawks and Vogues of the forties, fifties and sixties rather than the pre-Rootes Group era of 'proper' Humbers when Humber was a unique marque that stood alone. As a result, and for something to do, I looked further afield for club membership and information about the older car. I eventually joined the Humber Register in the United Kingdom. At the time, I wasn't aware that it was the 'bible' for all things early Humber, including the original factory sales records. The photos I sent them confirmed the date of the car as a 1925 and not a 1924 as my father had always thought. This was based on the Humber Register dating cars from the date they were recorded in the Humber Factory sales record, a copy of the relevant page being sent to me. The car was unknown to the Register, and it was a surprise to have a Tourer still surviving in a harsh country like Australia.

The Humber Register magazine is a good one, and I relished reading about other cars of my vintage, and even of my same model. There are a handful of 1925 cars in England, and almost two dozen of the model surviving from a four year sales period. It was through the Register that I discovered the 12/25 Tourer was only an official model year for 1925 and 1926, but some pre-production and show cars were also sold in 1924. The remaining left-over cars were sold in 1927, so it was a car that had a 4 year life. This was all to become important a couple of months later when a particular club magazine arrived (by airmail) containing an article about a long-time honorary member of the Register.

Mr Reg Watkin was a young lad when he commenced work at the Humber Factory in Coventry. At the time of the article, he was into his nineties and was still attending Humber Register functions as an honoured guest, and was still providing a raft of technical information about the old Humbers. In the article, Reg mentioned that he was a coach-builder/trimmer at the Humber factory when he started there, and that he still had a few assorted trim spares in his garden shed at home. Little things, like turn-buttons used to hold the Tourer hood in place along the rear of the car. That sparked my interest. I had two damaged turn-buttons on my car. My brain slowly ticked over.

As politely as I could, I wrote to Reg via the Register and asked if he could spare a pair of turn-buttons for my car. I provided a bit of history and some photos, and even offered to pay him if postage was a problem. Email wasn't an option, so I sat back and waited, wondering if I would hear anything back from the old gentleman who once worked for Humber as a trimmer. In due course, I received a lovely letter from Reg, complete with two turn-buttons and a welcome that was amazing. My letter was the first letter he had ever received from overseas! How amazing. He was delighted to make my acquaintance and happy to help me with the car in any way possible.



A young Reg - Deputy Chief Warden

I learned a lot about Reg in the following years. His frail wife of many years (Rita) was still with him, and he had spent his whole working life with Humber in Coventry. Reg had only spent a small number of years on the Humber assembly floor in the coach-room before becoming a factory Fire Warden. He was still a Fire Warden during the infamous Coventry Blitz of WW2. He survived that to eventually become Chief Fire Warden for the huge Humber complex, eventually retiring to a peaceful life in the area. Reg was a true gentleman and I loved reading about the interesting things he had seen in his life and the honours he had been bestowed with.

We exchanged small gifts, but Reg always had the upper-hand as he sent my young daughters hand-carved wooden cigar boxes or really old English coins or other trinkets from tea-towels to scarves to amuse them. He collected embroidered Air Force patches, so I sent him a number from my RAAF days and he was thrilled to have them. We exchanged letters about the passing of my father and then the passing of his wife, Rita. We enjoyed a wonderful long-distance relationship over several years, and many questions about the Humber sitting in my shed were answered with simple drawings or material samples.



An older Reg in Chief Fire Warden uniform

It was during our correspondence exchanges (all by hand-written letter on his part) that it dawned on me that he might have been in the factory when Humber 10178 was built. The car had a 1925 sale date. Construction would have started in late 1924. When did Reg start at Humber as a teenager? It all came together with some simple questions and comprehensive answers. Reg was working as a trimmer in the coach-building section of the Humber factory at the time Humber 10178 was manufactured and assembled. Holidays were few and far between in those days, and Christmas of 1924 was only a short break of a few days. Reg said he rarely took ill or missed work. He could say, without any shadow of doubt, that he would have had a hand in fitting out Humber 10178 at the time it was built over Christmas 1924 and into 1925. He worked on every individual car that came down the line at that time, regardless of the model or body-type (Tourer, Saloon or Coupe). The connection was made.

There it was. It had taken a while to recognise the link and even Reg hadn't looked at the old cars he was advising on in that way. Amazingly, I had been writing to one of the many people who had actually built our car. It was no longer just a 1925 12/25 h.p. Tourer built by Humber. It was a 1925 Humber 12/25 h.p. Tourer built by a number of people, one of whom was Mr Reginald Watkin from Coventry. Reg had left his mark on our car and was as excited at the discovery as I was. I thought it fitting that I ask for his permission to name our car 'REG' in his honour. It's an old British tradition, and it seemed fitting given the relationship we had discovered. Reg was thrilled with that, and even though we never met in person I got to know him as a true English Gentleman.

I had the good fortune to continue my correspondence with Reg for several more years. He passed away in 2002 aged 96. Importantly, I know he was one of the many people who had a personal interest in building Humber 10178, and that's a very exciting thought. Reg said that as a very young boy he used to watch rickety wood, wire and fabric aeroplanes make the first tentative flights into the skies around Coventry. He saw Frank Whittle's experimental jet aircraft operating at an airfield not far from his home at the start of WW2. This was the dawn of the jet age that we now take for granted. Reg had a love of aircraft and my RAAF career certainly helped the friendship. As a result, I know a lot about the man who built Humber 10178. Reg was a man with a story, and much of that story is now a part of Humber 10178's history in Australia.

Do you know who built your car? I know who built mine and it was way back in 1924 and decades before I was born. I have so many more questions for Reg that will have to go unanswered. It was a great discovery at the time, and a privilege to correspond with Reg who was still pretty damn sharp into his nineties. Thank you old friend. It was an honour.



Reg with a Humber

We'll meet again, don't know where, don't know when...

After many years on their lovely property at Bywong, Trevor and Joyce Couch have now left our locale for the Blue Mountains to be closer to family. We will all remember them fondly and the many good times we've enjoyed together. They certainly won't be forgotten, in fact they have left a little of their automotive history with us. The 1912 Swift is now owned by Alex Sturgess, and their '82 Fiat x19 has been bought by a bloke suffering a mid-life crisis (as Carol Nowak so rudely puts it). The Overland (behind them in the photo) is still for sale if you're interested. We all wish Trevor and Joyce well in their new home.

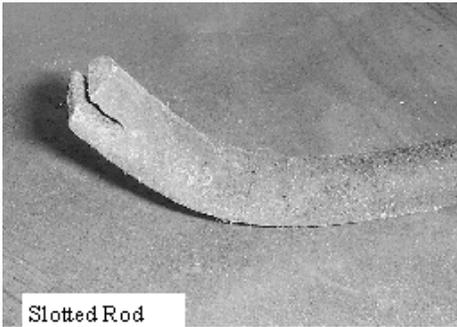


JOIN US FOR A CHRISTMAS CELEBRATION

***** YOUR URGENT ATTENTION PLEASE *****

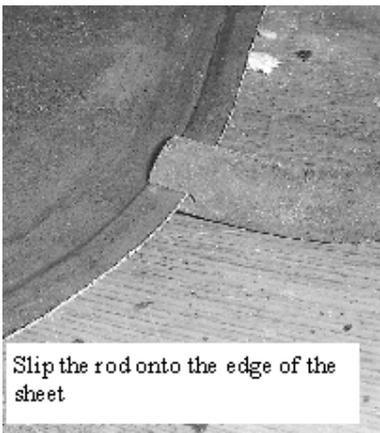
Wednesday 21st December – Christmas dinner. Nick & Carol have reserved tables for 45 people at the Ainslie Football Club in Ainslie for 7pm. This dinner is an annual event held instead of our regular Club meeting. The Ainslie Footy Club has recently been renovated and looks rather attractive. We have booked a Club, rather than a restaurant, as it allows members to order whatever food and drinks they wish. It is much easier for us than trying to sort out a menu and prices etc. **CAROL AND NICK WILL REQUIRE NUMBERS SO PLEASE ADVISE THEM AS EARLY AS POSSIBLE.** Contacts: 6282 4090 (home), 0484 585 340 (Carol's mobile) or email to nowakn@netspeed.com.au

Forming a Sheet Metal Flange

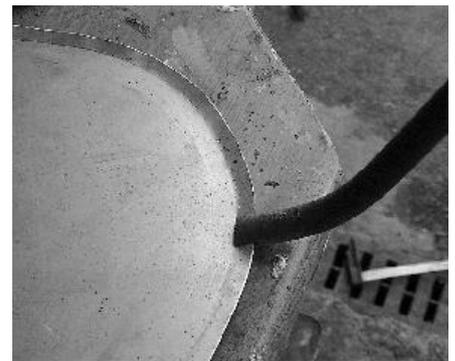


In days gone by when most bodywork was done by skilled 'Tinsmiths' with no modern machinery, many methods of working existed which have largely been forgotten now, this is possibly one of them

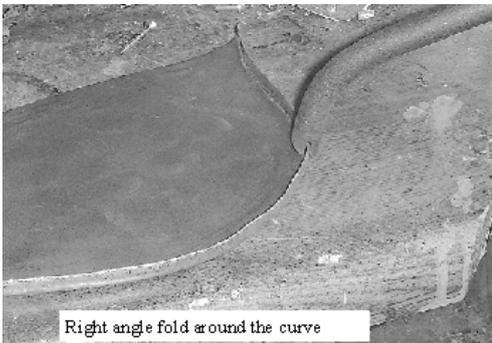
The only tool you need is a length of 1/2" steel rod, about 6" or so long. In the end of this rod a slot is cut the depth of which is the same as the depth of the flange you wish to create. The slot, best cut using two hacksaw blades, side by side in the hacksaw, down the length of the rod. (As shown in the picture). My rod had a bend in it for a particular purpose, you can leave your rod straight or bend it to suit your self.



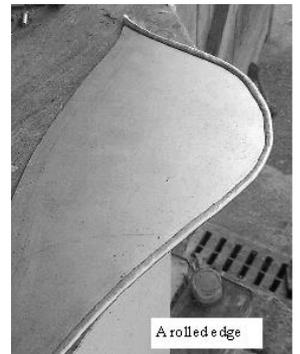
Having cut your metal to size, clean up the edge that you wish to form (you should always clean up the edges of cut sheet, it is safer that way !) and slide the slotted rod onto the edge of the sheet where you wish to form the flange. Start at one end.



Lift the free end of the rod a little and the flange will begin to form, Do not lift too much, particularly if you are going around a fairly tight curve. Move the rod slightly further around the edge, overlapping the previous position and lift again the same amount. Repeat this process until you reach the end of the flange.



Now you go back to the beginning and do it all over again. As you lift the edge the metal is either stretched (an inside curve) or compressed (an outside curve) so if the radius is fairly tight then you need to lift the rod a very small amount and repeat the whole process several time.



Always work your way along the whole length of the edge before repeating the process and increasing the bend. Eventually you will have a flange which is at right angles to the sheet of steel and closely follows the curve of the edge, just like magic! Patience is all that is required. In my case I proceeded to roll the edge by taking the flange past the right angle by continuing the bending (I had relieved the back edge of my tool.) and then folded down the edge using a hammer. It took me a little over 10 minutes to create two panels.

New members recently joined

Peter Wright. Peter has an original 1927 Chev.

Saman Samaraweera. Saman has a 1926 Studebaker Roadster Big Six.

Neil Ladbrook. Neil has a 1929 Willy's Overland Whippet

Ian Robinson. Ian has a 1912 T Ford

Scott Magner. Scott has a 1929 Chevrolet Tourer

Welcome all.

Club run 20 Nov. Guided Tour of Anzac Parade



The sun was well and truly up and blazing for this club run. A top of 32 was forecast with storms for later in the afternoon. Being the organiser of this run it gave me a good excuse to get the little Austin 10 out of the shed after, and I'm ashamed to admit this, three years of not turning a wheel.

Our guide, Phil, was a little late so we waited in the shade of the amphitheatre at the Hellenic Memorial, our gathering point. Over the course of the next hour or so we learnt some very interesting things about the few memorials we looked at. For instance, did you know that the Hellenic and the Attaturk memorials aren't officially part of the Parades memorials, even though they're at the very top near the war memorial? I won't rehash it all here, but I think this run showed the advantage of having someone like Phil take us through them. His knowledge of the Services was apparent (being ex Navy) and he was able to give us the background to, and explain the design elements in, each memorial. This level of detail was way and above what you can get from a self-guided walk. I know I'll never look at those memorials the same again, now I know what's gone into them. It was only due to the need for lunch that we called a halt to the tour, but we all agreed, we'd like to do a part 2 early next year some time and look at the remaining memorials we didn't get to. I'll certainly tee up Phil again.

We then headed to Black Mountain peninsular where a great shady spot for a picnic lunch was quickly found and the problems of the world solved amongst friends. Storm clouds could be seen building on the horizon so it seemed the forecast thunder storms might soon be upon us. A quick pack up was in order and we all headed our separate ways. I'm afraid I didn't make it home unscathed though. About three kms from home the heavens opened up in a big way. It absolutely pelted down. It's times like these you wish your old car had a hood and wind up windows, but hey, topless motoring in such conditions builds character and just means you're tougher than the rest. I might add that Shirl was following us in her Suzuki when this happened and instead of getting sympathy, she reckons she laughed her head off to see me and my mate futilely huddling in behind the windscreen!



I think it was a great day, but one of the highlights for me was the number of young kids we had along for the day...all out enjoying a day in Mum and Dad's old car. That's what it's all about.

Rick

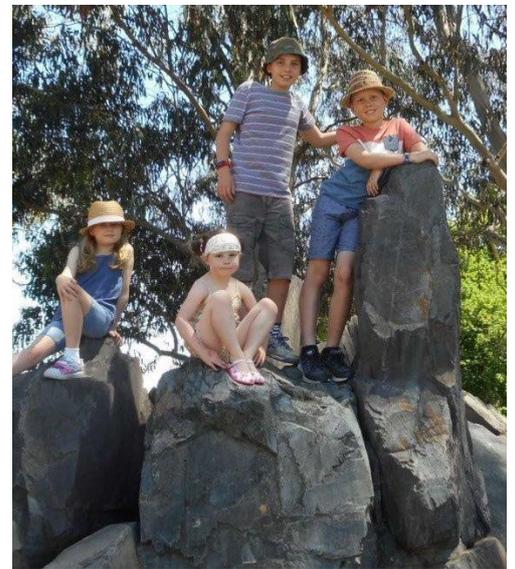
Attendees – in oldies - Roy Bendall T Ford, Rick McD & Bruce Kreymborg – Austin 10, Rob & Beth Woolley – Renault, Darrell Leemhuis (Brodie and Bridget) – 37 Ford, Mal & Alex Smith (Adelaide and Mabel) – Oakland, Chris & Simone Hogan (Nicholas, Madeline and Cameron) – Chevy. Neil & Robbie Ladbrook (Jade and Saphira) – Whippet.



In modern - Nick & Carol Nowak, Don Doering, Gerard Frawley



Alex being made to sit out in the elements! Nice work Mal!



Ladbrook, Leemhuis, Hogan and Smith kids. How wonderful it was to see the current generation of club juniors out enjoying the day.



...And some of the older kids looked they were enjoying themselves too...



A shady spot with good company - what a way to end the day



MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)
Wednesday 19th October 2016

Meeting Opened: 7-30pm. President Darrell Leemhuis is overseas at present and Vice President Chris Hogan chaired the meeting.

Attendance: 18 Members: 8 Apologies: 1 Guest

Minutes of Last Meeting:

Accepted Moved: Gerard Frawley. Seconded: Rob Woolley.

Correspondence In:

- Various magazines.
- AGM/General minutes 15th Sept. – Council of ACT Motor Clubs.
- 10 Oct. 2016. Letter & insurance certificates from Arthur J Gallagher.
- 30 Sept. 2016 Invoice from Fuji Xerox for photo copies.
- 20 Sept. 2016 Offer to purchase Club photocopier from Fyshwick Builders Suppliers P/L
- Receipt from Horseless Carriage magazine for \$73-81 (US \$55-00).

Correspondence Out:

- Email regarding lunch for Goulburn Car Club members for help during last year's National Veteran Vehicle Tour.
- Payment of \$73.81 (US \$55) for 12 months Horseless Carriage magazine.
- Letter and Invoice advising Fyshwick Builders Suppliers that they were the successful tenderer for the Club photocopier.
- Letter and invoice to Shannons for the ad in The Edwardian for a further 12 months.

Secretary's report accepted - Moved: Nick Nowak. Seconded: Peter Sturgess.

TREASURERS REPORT

Balances tabled at meeting.

Accounts for Payment

The Edwardian - December 2016

Fee for Horseless Carriage magazine \$73-81(US-\$55). Refund to Nick Nowak who paid by card.

Fuji Xerox - \$8-31 photo copying.

Refund to Beth Woolley (Public Officer). Paid too much to ACT Regulatory Services Office. The Club is required to notify this Office of the new Committee members each year. \$41 was refunded.

The Treasurer also advised that the Prostate Cancer Society payed in last years and the previous year's cheques (\$200-00). The Club donates \$100-00 to the Society each year in lieu of paying the Club Auditor a fee. Each cheque was for \$100-00.

Treasurers Report accepted – Moved: Carol Nowak. Seconded: Rob Woolley

EDITORS REPORT

Rick had nil to report.

MEMBERSHIP SECRETARY'S REPORT

Carol informed the meeting that the Club had 59 paid up members. Carol also mentioned that all members now had the current "Member & Vehicle Register".

DATING REPORT

Ian Irwin advised that the Dating Committee were progressing with the dating of Rob Woolley's Renault and De Dion. Greg Spackman is currently carrying out the necessary research.

EVENTS REPORT

- Nick advised that he had a total of 60 people coming to the post Goulburn Tour BBQ this coming Sunday (23rd October) at Kingsley & Cynthia Southwell's property (Brooklands). This includes 25 Goulburn Car Club members. Several members, at the meeting, indicated that they would come along as well.

- Rick advised that the November Club event was organized. Meet at the War Memorial at 11am on Sunday 20th Nov. for a 1 ½ hour guided tour of Anzac Parade followed by a BYO lunch at Black Mt. Peninsular picnic area. Rick will confirm details nearer the time.

- Chris is arranging the annual December Club BBQ breakfast at Fadden Pines on Sunday 11th Dec.

- Nick & Carol are arranging the Xmas dinner in lieu of the regular meeting on Wed. evening the 21st Dec. John Cadona suggested that the Ainslie Football Club eating area had been upgraded and might be a nice place to go. Nick & Carol will follow up.

LIBRARIANS REPORT

Roy Bendall was unable to attend tonight. Assistant Librarian Greg Spackman said that he had received several magazines that will eventually require binding.

REGISTRARS REPORT

Only Registrar at the meeting was Rob Woolley. Rob has recently re-registered quite a few cars and bikes.

GENERAL BUSINESS

- Chris presented Nick with the "Peter Doering Memorial Shield" for the best Vintage restoration 2016/2017.

- Rick informed members that he knew of 5 members who have recently switched from BOC Gas to Core Gas/Bunnings. These members have switched as they feel that they get a better deal through Bunnings.

- Trevor Couch informed the meeting that he and Joyce are leaving the Bywong/Canberra region to move to the lower Blue Mountains to be nearer family. Trevor and Joyce have lived at Bywong for the past 25 years. They have thoroughly enjoyed their time in the Club and thanked members for their help and friendliness over the past years. Chris thanked Trevor and Joyce for their participation in the Club (Trevor was Editor for a number of years) and said that they would be very much missed by members and wished them good luck. Trevor has sold the Veteran Swift and the Vintage Overland is for sale.

- Peter Sturgess informed the Club that Alex Sturgess is now the proud owner of Trevor's Swift.

- John Cadona has visited and spoke briefly about the new car museum at Gosford.

- Gerard and Rob spoke about the recent Model T Ford rally at Warringal Vic. There were some day runs of over 200 klms and plenty of hills. The rally was a success even though it rained most days. Members attending were Gerard, Rob, Kingsley Southwell and Dave & Glen Robinson. The next "T" rally will be held in Maryborough Qld.

- Chris recently attended the Chev Four rally in Shepparton Vic. 25 Chev's attended including 1 Veteran. Mainly 1926, 27 & 28 models. Wet but a great rally.

- Mal Smith recently attended the Oakland rally in Ballarat, Vic. Again wet weather but a good rally. Mal mentioned that the rally visited a very nice private car museum.

- Our guest tonight Saman Samaraweera informed the meeting that he was a potential member and that he owned a 1926, 6 cylinder, Studebaker roadster. Some work is required but the car should be up and running in the quite near future. Saman works with Greg. An application for membership form was filled in and put to a vote. All members were in favour of Saman becoming a member. Saman is now a member. Congratulations and welcome Saman.

- Ian mentioned that well known Tasmanian Vet. car enthusiast Francis Ransley was quite ill at the moment. The Club Secretary will send Francis a card wishing him a speedy recovery.

- Also NSW member Malcolm Johns is gravely ill. Malcolm was selected for the Lord Montagu Trophy last year.

MEETING ACTIVITY

The Edwardian - December 2016

No after meeting activity was arranged for this evening.

Meeting Closed: 8-20pm



MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 16th November 2016

Meeting Opened: 7-40 pm

President Darrell Leemhuis was unable to attend tonight's meeting and Chris Hogan stood in for Darrell.

Attendance: 20 Members: 9 Apologies.

Minutes of Last Meeting:

Accepted Moved: Peter Sturgess, Seconded: Geoff Nicholas.

Correspondence In:

- Various magazines and brochures
- Incorporated Association Extract – ACT from ACT Government. Includes details of the new Committee.
- Email from Ainslie Football Club confirming table space for Club dinner on Wed. 21st Dec.
- Email from Kathy Booby saying that she represented our Club as well as the Goulburn Club at the CHMC half yearly meeting held at Parkes on Saturday 29th Oct. 2016.
- 21st Oct 2016 – Letter from Suncorp advising that the annual fee of \$100 has been paid into our Bank for the Shannons ad. in the Edwardian.
- Letter from ACT Govt. that our Club's ABN is out of date (the Club doesn't have an ABN).
- Email to Rob Woolley from Hamish McDonald – Assoc. of Vet Car Clubs Aust. – seeking nominations for the 2017 Montagu Trophy and Club support for a special award plaque to be presented to Francis (& Elayne) Ransley for his 25 years custodianship of FIVA responsibilities on behalf of the AVCCA. The plaque to be paid for by the AVCCA.
- Invoice from Fuji for \$8-31 – Paid.
- Letter from Fuji – New system for support services starting 1st Dec. 2016.

Correspondence Out:

- Get well card to Francis Ransley in Tasmania.
- Email to Ainslie Football Club re dinner on Wed 21st Dec.
- Get well card to Doreen Ahearn.

Secretary's report accepted - Moved: Nick Nowak, Seconded: Gerard Frawley.

TREASURERS REPORT

Operating account balance – tabled & recorded

Accounts for Payment

Ian Irwin purchased 10 "Automobile" magazines (missing from the Club collection) from Tom Bryant in Goulburn at \$8 per copy. Ian to be refunded \$80.

Treasurers Report accepted – Moved: Rob Woolley: Seconded Roy Bendall.

EDITORS REPORT

Editor Rick McDonough said that everything is going smoothly and that he had nothing to report this month.

MEMBERSHIP SECRETARY

Carol Nowak reported that the Club has 60 paid up members. She also said that she was about to order a number of "name badges" for members and to put in an order soon if any other members required a badge. The price per badge is around about \$9.

DATING OFFICER

Ian Irwin informed the meeting that he has three cars currently being dated – Rob's Renault and De Dion and Bob Courtney's BSA. The BSA is quite a challenge.

EVENTS REPORT

The Club does not have an official Events Director however the following items were mentioned in respect of future events:

1 – Rick reminded members about Sunday's Anzac Parade tour (20th Nov.) and the following picnic lunch. The tour of the Anzac memorial will still go ahead if there is light rain. The start time for the tour is 11am sharp at the Hellenic Memorial nearest to the War Memorial.

The Edwardian - December 2016

2 – Chris Hogan reminded members about the Club breakfast at Fadden Pines on Sunday 11th Dec. starting at 9am. Chris & Simone will be cooking pancakes. Chris asked for a show of hands for numbers and received a good response. He will send out an email to confirm numbers nearer the date.

3 – Nick also reminded members about the Christmas dinner at the Ainslie Football Club on Wednesday 21st Dec. in lieu of the Club meeting. Nick has booked tables for 46 people and he will require numbers in early December. He will send out an email to all Club members nearer the time.

4 – The January Club BBQ will be held at Rob and Beth Woolley's on Sunday 15th January 2017. Rob's address, start time and what to bring etc. will be sent out nearer the date.

5 – Nick mentioned that the Club requires someone to co-ordinate events as he felt it is unfair to expect him to handle events on top of the Secretary's job. He asked if someone would volunteer to help. Duties would consist of: keeping a list of members who are organizing an event, ensuring that all Club members are aware of the event well in advance, send out information as to where and when, ensure that a report is done including photos for the magazine and keep a list of members and vehicles attending events so that a Committee decision can be made for the presentation of Trophies at the end of the Club year. Contact Nick if any member can assist.

LIBRARIANS REPORT

With the extra Automobile magazines that Ian purchased, the Club may be able to proceed with further binding of magazines shortly. Roy Bendall had nothing further to add.

REGISTRARS REPORT

Rob Woolley has carried out the paperwork for several re-registrations.

Rob has also received a query from the ACT Car Council for information regarding 5 Club registrations. It appears that the query relates to recent new vehicles and the Council does not have details of the new registration numbers. Rob will sort this matter out.

Peter Sturges mentioned that Alex recently registered the Veteran Swift and that she was required to pay stamp duty on the value of the car as the car was already restored and being re-registered. It would appear that stamp duty is only waived when a vehicle has been restored and it is the first registration after a usually lengthy restoration. Many members were not aware of this rule and thought that stamp duty was waived whenever a veteran or vintage vehicle was registered. Rob Woolley will clarify the RTA rules and report back to the Club.

GENERAL BUSINESS

Nick mentioned that he received a letter from ACT Government saying that the Club's ABN was out of date. The Club does not have an ABN. Nick will notify the writer.

Nick has received several letters from Fuji Xerox which he passed on to John Cadona as the new owner (Fyshwick Builder's Supplies P/L) of the Club photocopier. John advised that his Company has now paid for the photocopier. Nick will advise Fuji Xerox that the Club has sold the machine and provide them with the buyer's details.

Rob Woolley informed the Club that he had received an email from the Assoc. of Vet. Car Clubs Aust. (AVCCA - Hamish McDonald) seeking agreement from all associated veteran car clubs to award a "one off" special award (plaque) to Francis Ransley. After 25 years Francis has relinquished his custodianship of FIVA responsibilities for issuing veteran vehicle passports for Australian vehicles travelling to rallies overseas. The Club supported the issuing of a plaque. Rob will look after this matter.

The AVCCA has also requested that Veteran car clubs throughout Australia give consideration to the 2017 Montagu Trophy being issued to Francis and Elayne Ransley in recognition of their contribution to the Australian Veteran car movement. Again Rob will look after this matter.

Rob mentioned that at the recent AVCCA AGM the matter of the future of 100 year badges was raised. The Australian Veteran car movement seeks an indication as to whether or not Veteran Car club members throughout Australia support the continued issuing of 100 year badges for Vintage vehicles after the Veteran vehicle period expires on 31st December 1918. Should the issue of badges continue on to Vintage vehicles? Members within our own Club support the continuation of 100 year badges subject to Vintage cars being officially dated.

Rick asked whether or not our Club will be required to organize the Pre '31 Rally in 2018? Chris Hogan explained that this rally will be held in Orange in 2017, Young 2018 and again in Orange in 2019. No decisions have been made, by the Pre '31 organizers in respect of 2020.

John Ahearn thanked the Club for its "get well" card to Doreen after her recent operation.

Chris Hogan advised the Club that a normal Club meeting will be held on 18th January 2017.

Chris mentioned a clearance sale near Goulburn to be held on 27th Nov. Quite a few vintage/veteran parts for sale. Contact Chris for address/time etc.

Rick mentioned that the auction of Flynn's Rovers was on this coming weekend at Queanbeyan.

MEETING ACTIVITY - No activity tonight.

Meeting Closed: 8-25pm.

Minutes of Special Meeting

Veteran and Vintage Car Club of Australia (ACT)

Date: Sunday 20 November 2016

Time: 11am

Location: Corner of Anzac Parade and Limestone Avenue, Reid

At the commencement of the monthly Club run Vice President Chris Hogan opened an impromptu meeting of the Veteran and Vintage Car Club of Australia (ACT) to deal with an application for membership for Scott Magner who has a restored 1929 Chevrolet Tourer.

The application for membership was moved by Chris Hogan and seconded by Rick McDonough.

All members present were in favour.

Scott was welcomed into the Club

Meeting closed at 11:10am



The Club Calendar

Dec 21 Weds night	Club Xmas dinner (in lieu of monthly meeting)
Jan 15 Sunday evening	BBQ at the Woolley's.
Jan 18	Club meeting
Jan 22	Club Run (no member has yet volunteered)
Feb 15	Club meeting
Feb 19	Club Run (Bob Courtney & Geoff Nicholas organising)
Mar 15	Club meeting
Mar 19	Club Run (Darrell & Peter Leemhuis organising)

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

Calendar of events for the Council of ACT Motor Clubs

Mar 12	Shannons Wheels 2017 Treasury Car Park, Barton Hosted by the BMW Car Club on behalf of CACTMC.
Apr 2	Auto Italia Canberra Lawns of Old Parliament House

The National Calendar

Sep 24-30, 2017	National Veteran Vehicle Rally, Clare Valley, South Australia.
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National Veteran Vehicle Rally, Clare Valley, South Australia. The Expression of Interest Form is available on the web site <http://vccsa.org.au/events-2/National-Veteran-Vehicle-Rally-Clare-2017>

The Edwardian - December 2016

Coordinated by the Sporting Car Club of SA and the Veteran Car Club of SA, the 2017 rally will be based in the regional township of Clare, the focus of the Valley's rich blend of attractions and activities, including vineyards and wineries as well as regional mining and pastoral commerce.

Contact Peter Templer 0417 081 502.

Do not miss this wonderful opportunity – register your interest now!

OTHER FORTHCOMING NATIONAL RALLIES

All Veteran	1 & 2 Cylinder
2018 NSW -Based in the Forbes region and presently proposed for September. Basic route and layout organised. Entry forms/expression of interest being created. Aim is to go more electronic, but snail mail also will be supported.	2018 TAS. Deloraine area - 50klm west of Launceston in order to keep out of the city area. Accommodation is spread out.
2019 QLD - Bundaberg To be confirmed, probably September	2020 QLD
2020 VIC. - Bendigo area in November. It is planned, at this stage, to follow the Australian Historic Motoring Federation National Rally for Veteran, Vintage and Classic Cars (possibly 1,000 vehicles), which will be held the week after the Bendigo National Swap Meet.	2022 NSW

Also to note - The Horseless Carriage Club of America (HCCA) South-East Australia Region will be holding an International Veteran Tour in Bathurst NSW from 30th August to 6th September 2019. This event could potentially involve 200 pre-1916 vehicles, many coming out from the USA.

VVCCA – ACT - EVENTS SCHEDULE September 2016 to August 2017

At the recent AGM the Club failed to elect an Events Director. Instead, a number of members have indicated that they are prepared to help out as per the attached "events schedule".

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,

<u>Month</u>	<u>Member to Organise</u>
23 rd October 2016	2015 National Rally Committee Run (Chris)
November 2016	Rick McDonough
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
January 2017 (afternoon run?)	

February 2017	Bob Courtney & Geoff Nicholas
March 2017	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

EVENTS DETAILS

Wednesday 21st December – Christmas dinner – see main notice on page 16

Sunday 15 January 2017 – BBQ at the Woolley's

Once again Rob and Beth are kindly hosting a January BBQ. The evening will start at 5.30pm. Please bring your own drinks, meat and chair and a salad to share. See you there at 51 Mileham St, Macgregor.

Sunday 22 January – club run to be organised. Details will be distributed when known.



FOR SALE & WANTEDS

FREE TO A GOOD HOME

Set of 4 Dunlop vintage tyres size 500-20. Also includes another Olympic tyre same size. Obviously, these suit a 20" wheel rim. They are off my 1925 Humber. They are very old and very hard, and are no longer suitable for road use. The tyres are effectively 'new' as far as tread goes, but are for static use only. If you have a car that is a display vehicle and not driven any distance, then these are ideal. Contact MICK by email at mixr666@gmail.com

For Sale - 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 the Blue Mountains. Price : \$ 17,000 ONO, Contact Trevor Couch 0431 942 718



FOR SALE

De Dion Bouton, 6HP single cylinder, Model Y, 3 speed, 2 seater, VCCA (NSW) dated 1904, but is a 1905 model. In good restored condition. Price \$55,000



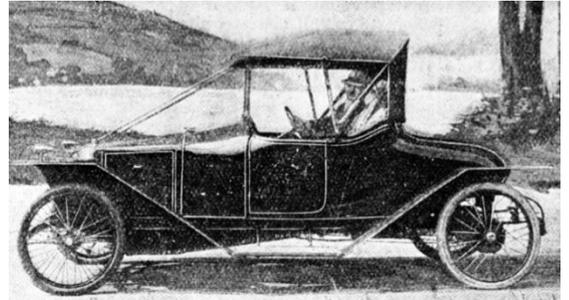
Contact:

Andrew McDougall, Melbourne,
Ph. 03 9486 4221, 0427 220 249,
Email: amfi@dunollie.com.au

.....
For Sale –1909 Model A Maxwell. Price \$40,000.
Telephone 0418 347 216, 9776 5611 or email graelyn48@bigpond.com.

For Sale circa 1912 Marlborough 8/10 HP roadster If you want a big powerful veteran car that will storm hills with ease and allow you to be a hoon, read no further. If you want a small interesting light 4 cylinder (about 1100cc 3speed and reverse gearbox) veteran that you can drive in local rallies and tow interstate on a single axle trailer for rallies, this is a suitable car. Not quite a cyclecar, but a more refined light car. The Marlborough was an Anglo

French car made up of Malicet and Blin components to the order of TB Andre in England and generally sold in the UK and colonies. The car is believed to have been originally sold in Victoria and it was initially picked up and restored by Jim King in the 1950s. It changed ownership and continued to be used in Victorian rallies right up until the late 1970s when it came to SA. This detailed history is set out in a scrapbook which goes with the car. There is also a rumour that this car may have belonged to Dame Nellie Melba however that remains unproven. This rumour may have come from a photo of a very similar Marlborough roadster parked outside her cottage. Enquiries to the owner Peter von Czarnecki on 08 8362 3145



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.



WANTED - 1 x BUFFALO WIRE WHEEL TO TAKE A 30 X 3.5 tyre as per photos. Contact Ian Voysey 0432454942 coxseyim@gmail.com



Orange District Antique Motor Club Inc.



Autumn Tour 2017 5th, 6th, 7th May Entry Form



Eligible Vehicles – Manufactured Pre 1931

Registration will be accepted from entrants at the ODAMC Club House, 11 Louie Lane, Orange (off Huntley Road) from 10:00 am, Friday, 5th May.

Entrant's Name: _____ Passenger's Name: _____

Address: _____

Phone: _____ Mobile: _____

E-mail _____ Club _____

Vehicle Make: _____ Model: _____ Year _____ Rego No. _____

Catering: Please notify details of any special dietary requirements.

Day	Details	Price per person	No. Adults	Children half price	Amount
Friday 5th	Morning Tea	Free			
Friday 5th	Lunch ODAMC Club House	\$10.00			
Friday 5th	Dinner own arrangements				
Saturday 6th	Morning Tea - Euchareena	Free			
Saturday 6th	Lunch – Manildra	\$15.00			
Saturday 6th	Presentation Dinner – Orange Ex-Services Club	\$40.00			
Sunday 7th	Breakfast ODAMC Club House From 8am	Free			
	Rally Entry				\$ 50.00
TOTAL	Entries close 21st April 2017				\$

E-mail your entry to: amos@bigpond.net.au Phone: 02 63663152 Mob: 0412 699 905 or

post it to Mr Peter Amos, 238 Forest Reefs Road, Millthorpe 2798

Payment in full is required with entry form. Direct Credit to ODAMC – BSB 062-587 a/c 28 028 733

Payment method: Tick one box Cheque Direct Credit

Please reference your surname. When posting – make cheques payable to ODAMC Inc. Acknowledgement of entry and payment will be emailed, otherwise your receipt will be issued at check in. If a receipt is required please enclose a stamp addressed envelope.

Rally Director, Peter Amos. Phone: 02 63663152 Mob: 0412 699 905

Conditions of Entry The above nominated vehicle for this event was manufactured prior to 1931 and complies with eligible requirements for Conditional Historic Registration / Full Registration. The vehicle will have current Conditional Historic / Full Registration and Comprehensive or Third Party Liability Insurance as at the dates of the Tour. I will be able to produce evidence of motor vehicle Registration and Insurance at the Event if required.

Signed: _____ Date _____

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