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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 3<sup>rd</sup> WEDNESDAY OF THE MONTH AT 7.30PM.

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

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

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

## President's Report

Welcome to February Edwardian, Christmas has come and gone and can you believe it January has raced by in but a blink of the eyes.

First and foremost in my mind is the bad news delivered to the club at our Christmas party about Nick Nowak's health. I know for a fact the whole club is praying for you and Carol and are willing to do anything we can to help. The two of you have provided so much work and support to this club, well before my time, and I hope this continues well into the future.

On a brighter note the Club Christmas party was my first club outing with my whole family, and what a great night for all the family it was. It is without a doubt an honour to be the president of a club that is has so much depth of knowledge and is inclusive of all members as displayed on the night. It was a great night had by all especially my wife, who is sceptical of all things cars.

In this busy time, I don't think I have had one week without catching up and chatting with people about cars in some shape or form. From old cars to new cars, Summernats and even Bathurst 12 where my dad was racing with Aston Martin. Cars and the people I have met from cars is taking me on a journey all over the world and speaking of that I will have some pictures and a little story on my Aston Martin trip in the next Edwardian.

I'm excited to attend as many events as I can this year and look forward to hosting an event on my property as well, see you all at next Wednesday club meeting at 7:30pm

Regards,

Darrell Leemhuis



## Caption time!

Yes folks, here is a couple of photos screaming for your comedic input. Thanks to Doreen Ahearn, the winner will receive one ton of T Ford parts, courtesy of husband John. Second prize is two tons.... Please email me your side-splitting winner, to either photo (or both), to be in the running for these fabulous prizes. (And thanks to Mick for posing his pre-historic Humber)



Photo 1



Photo 2



## Editorial



One of the things that makes being an Editor worthwhile is the feedback you get and responses to some of the articles. I'm delighted in this edition to have some responses to December's 'From the Archives' section. We are fortunate that we still have a small number of members in the club from those early years. Their recollections, on pages 5 & 6, add a few more leaves on the club's family tree.

On a more sombre note, some of our members are doing it a little tough at the moment. Our very best thoughts and wishes go to Lyn Nicholas, Nick Nowak and Trevor Couch. Tony has kindly stepped into the Secretary role until Nick is well enough to return. Thanks Tony. Many would also be aware that Barry Boyce, that inveterate Buick collector, passed away a few weeks ago. While not a member of our club, many of our members have known Barry well for upwards of 50 years. No matter how much cheek you gave him, you got it back in spades!

I've written before what a talented collection of brains and abilities we've got currently, and had in the past, in our club. A case in point – I had to remove some star pickets recently, but didn't have the proper removal tool to do it. On mentioning this to Geoff Nicho., he told of a trick using a pair of bolt cutters (no, not cutting them off at ground level!) and a fulcrum and it worked perfectly. But here's something I only just found out about star pickets...the device you use to install them, you know, the piece of pipe with an end cap and handles welded to the side that you slide over said picket to drive it in, well, it was invented by one of our very early members, Jim Bolton, when he was working with the CSIRO! Now you'll be able to floor your opponents at the next trivia night you go to!

Great news that we can now renew our old car regos on line. The requirement for the form signed by a registrar is still there, and rightly so, but at least they will accept an electronic version of it. It has always been a hassle for me to register my oldies because the ACT Govt., in their wisdom, has no shop front in the city – as unbelievable as that sounds. I always had to knock off early from work and get to the Tuggers shop front before it closed, or alternatively, go there first thing in the morning and get to work late. Anyway, good to see all that nonsense is now a thing of the past. See page 12 for details on how it all works.

News Flash! Hot off the press today (and of course another bureaucratic item). The NSW Minister for Roads, Maritime and Freight has announced that **"Learner, P1 and P2 drivers can only drive a vehicle that has a seatbelt fitted to the driver's seat."** Realising the impact this will have on youngsters in our movement, the CHMC, of which our club is affiliated, sought an exemption for historic vehicles. The well written letter from the CHMC President pointed out, amongst other things, *"The inability of L or P plate drivers to operate a large percentage of the heritage vehicles within Council's member clubs from November 2017 denies them the opportunity to participate in an activity which is wholesome, well supervised and controlled, and important to the preservation of Australia's motoring heritage."* The official response, dated 2 Feb., read in part, *"I appreciate the reasons that prompted you to write. However, I am advised your request is not consistent with current priorities in road safety. Sadly, younger drivers and their passengers continue to be over-represented in crash statistics. The seatbelt restrictions applying to provisional licence holders are an important measure to protect them and their families."* Believing that the response was unsatisfactory, that it indicated a lack of appreciation of heritage motoring, CHMC Committee members are taking the matter up directly with various MPs. Watch this space as they say.

A mate on mine's wife had her driver's test the other day. She got 8 out of 10. The other 2 blokes jumped clear.

Till next time

Happy Restoring

Rick

## From the Archives

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

Jan. 1967 –

### General –

- Club trailer could be hired for \$1, custodian was Eddie Abrahams.
- An interesting story of local car find by a young Ian Irwin (Ed note - reproduced below and on the following pages. Note his reference to "My Fiancee couldn't believe it was worth a second look". Poor Ida – she's been saying that repeatedly for the last 50 years! How about a follow up story Ian?)



Feb. 1967 –

### General –

- Editorial comment that no matter where you go within a 100 miles of Canberra you will hear 'Oh a chap Southwell was out here a few days back'.
- Eddie Abraham on his recent holidays found some interesting bits and pieces including a Fiat powered T Ford and was unfortunate in missing out on a veteran Chevrolet that was driven on to a float and taken to Sydney a few weeks previously.
- Congrats to Les and Mary Robinson on the birth of their son. (Ed – this is of course Ian Robinson, who joined our club a few months ago and is now custodian of the '12 Ford tourer – happy 50<sup>th</sup> Ian!)

FOUND : One Spyker. Veteran. On the Doorstep.

"There's a chap in Queanbeyan with a Spyker," they used to tell me, "only trouble is he hasn't enough of it."

Having been hot on the trail of a few veterans that "last week", I had settled on a 1917 Model T. I still hoped some day to find the real brass.

Personal commitments and accommodation seemed to suggest that the time was not yet right to begin, so months of search and gathering came to an end, and the goods, box and dice were passed on to a fellow-club member.

As time passed I began to regret this sale. I was a veteran "crank" to my friends, and it seemed a lonely feeling without interest. I decided I would begin again, and this time it would be brass.

Something, I'll never know what, something told me to "look into" the Queanbeyan Spyker. Surely there must be more than an engine, was the thought in my mind.

On Sunday 16th October, 1966, only five weeks ago, I again drove up the drive to enquire about the Spyker. My approach was heralded by a chorus of a dozen dogs in harness.

"Yes, the motor was still there, under the tree," I mused.

My fiancée couldn't believe it was worth a second look.



"The Edwardian"

January, 1967.  
Page 3.

In conversation with the owner, I learnt that the motor had been used during the war on a sawbench. After deliberation, I learnt that, "the diff's up there, complete, with one complete wheel and one rim", and "where's that Spyker gearbox? Oh, yes, it's in the shed over there".

Inspection followed, engine serial numbers were taken together with relevant details.

"You can have her if you can find a chassis to build her on, for the chassis has gone ages ago. It was dumped during the war."

With the great encouragement I had received, I was about to head for home, when a hand waved me down - "The back springs are in the grass down there past the old shed."

Once again, and I fingered through a scrapbook I began when I was thirteen and I found the clipping I wanted.

From a Sydney Morning Herald of April 1957. "1905 Veteran Car Again" - "A solicitor has found one of Australia's rarest vintage cars gathering dust in a farmer's shed at Coonabarabran. The solicitor is Mr. Lionel Erratt of Gunnedah."

Contact was established, and revealed that his was a 1904 'mine' was to be the fifth oldest.

This detail then in hand, I decided to renew investigations on a chassis, I had seen in a creek a year or so before, being used as an erosion check. On arrival at the property late in the morning I met the owner farwelling a team of contractors who had built a farm driveway over the creek only 4 hours before, burying the chassis under tons of soil.

"You've got an hour to dig 'er up again, mate," the contractor advised, "and she'll take a couple of bloody hours."

Still uncertain of its identity, I had to agree, and I'd have to wait a couple of weeks because the machinery had all been taken back to town for another job. The flash floods of thursday 10th November did the trick! The chassis was exposed!

At 3.30 a.m. phone call the next day called me to save it from going away with the floods. The flood was still up, and to cross the creek one had to balance precariously upon debris piled against a fence spanning the creek. The creek crossed, there she lay, half in mud, half in water.

A serial number on the nearside dumb iron corresponding to the engine number would be conclusive proof. Mud was frantically cleared away from the vital spot, and, a chance in a million, there was that serial number.

Cont.

"The Edwardian"

January, 1967

Page 4.

Slightly the worse for wear, but still in fine shape chassis was edged across the creek. (Wet feet this time!)

For the price of a couple of lottery tickets, the chassis motor, transmission and several minor parts await the inspection of the club dating committee.

At the risk of prejudicing official dating, I would date the vehicle as definitely no later than 1906, most likely earlier.

The prefix 15 represents H.P. rating, and remaining numbers the component part numbers. Motor 15001, chassis 15045.

At last I've found the brass, but without the brass, bodywork, front-end and steering.

Seen any Spyker radiators lately?

Ian Irwin.

**ED – My thanks to Andrew Robinson and Ian Irwin, who have each gone to some trouble to come up with photos and anecdotes arising from our last lot of Archives.**

### **In December's 'From the Archives'**

In the last edition there was mention of the Club attending the Griffith Jubilee procession. Particular mention was made of how popular a young David Robinson was in a miniature FIAT. Thanks to Andrew Robinson, I now have a photo of just how cute his Dad, David, was (the intervening years haven't been so kind though!). While I don't want to take attention away from David's cute factor, is that a Jensen Interceptor parked at extreme left and possibly an E-type beside it? Also note what appears to be the nose of an XK120 just near Les's right hand sidelight.

But back to Canberra's male version of Shirley Temple... The mini Fiat was a product of the undisputed craftsmanship of Les Robinson. Les is one of the few tradesman worthy of the title 'Panel Beater'. Les had just finished restoring his 1914 Fiat Zero and made the mini one for his kids. It was actually steered by David, but propelled by Les, pushing from behind. You can make out the solid rod joining the two in the photo. It gave the appearance of the little car towing the bigger one. This worked fine...as long as David steered in a straight line. David tells the story of said Griffith procession when he was actually 'leading' the old cars in the show. They were immediately following the horse drawn parade. Trouble is, horses tend to leave behind a permanent record of their passing (no pun intended). A six year old David didn't think much of getting his wheels dirty in such dreadful examples of poor hygiene, so started steering the mini all over the place in order to avoid the steaming piles...leaving Dad Les no choice but to have to follow him on his zig-zag path to avoid a jack-knife!



PS – the mini Fiat is still in the Robinson's possession. Wouldn't it be great to see it out again?

PPS – The accompanying photo was actually taken at the 1966 Sydney motor show. After the display Les was deservedly presented with the concourse de elegance trophy.

PPSS – I can't resist this one...this photo proves that a Robinson can actually drive something other than a T Ford...even if it was 50 years ago!

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And in response to December's archive snippet - *"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."* I challenged Ian to a follow up article, and true to form, he accepted.

**The Essex Super Six** that was mentioned in the Archives section of the last issue of *The Edwardian* was a car that reputedly had a long Canberra history before I bought it at some time in 1966. Unfortunately I know very little about the car prior to my purchase.

I came to Canberra to teach in 1961, and had seen this car occasionally in Civic Centre. Civic was a much quieter part of the world then than it is today. I resided at the notorious Reid House for a while, and drove an FB Holden

Special in those days, and on a Friday afternoon and evening would meet with other teachers and dine in an establishment in Garema Place. This Essex occasionally parked in the same area. I learned that it belonged to someone from Mount Stromlo, but beyond this I had only seen it driving around London Circuit one afternoon, and was amused that someone had painted the tyres with elliptical whitewalls, which gave an hilarious impression of the mobile car.



I had been looking for a closed car for a short while, and when this came up in a classified advertisement in *The Canberra Times* I thought it might have been worth a look. By this time, the whitewalls painted on the tyres had reverted to the more conventional shape.

I purchased the car for about \$50 if I recall correctly, and drove it home to Griffith where I was living at the time. It was a 1928 Essex Super Six, a cheaper and smaller car than the Hudson Super Six made by the same firm. It was a four door sedan, with tons of room in the back and was on full registration in those days (ACT 62.772), as there was no concessional registration for vintage cars until later in 1969.

Somewhat contrary to the vivid description of the car being black and daffodil, it was essentially black, with yellow wheels and a yellow stripe along the belt mouldings. The black body paint was the original colour, and someone had added yellow to the wheels, which no doubt like GT stripes, made it go faster! It was very original internally and mechanically, and got along reasonably well. Mick Guy, another Club member of the era, owned a lovely Hudson Super Six Brougham, a maroon and black car which he had magnificently restored. Mick also lived in Griffith, and happened to have a spare carport beside his garage, and when he kindly offered to store the car at his place, I accepted enthusiastically. I recall advertising in the 'Edwardian' at the time for a Handbook. I was very kindly sent one gratis, by a doctor on the NSW Central Coast, whose parents owned a similar car which they bought new in 1928.



A rather youthful Mr Irwin reposing in his new acquisition.

Ida and I were married in March 1967, not very long after my purchase of the Essex, and later that year we decided to buy a house, so the Essex had to go. It was sold to someone in Canberra, but I cannot recall who it was. The car was only with us for some 18 months or so. It never failed to start, but did have the usual Autovac issues creating fuel flow problems. The new owner was encouraged to join the Veteran Car Club (this being before the Canberra Antique and Classic Car Club was formed) but did not do so, and I lost contact with the car and its owner. It could perhaps still be in the area.

Some fifteen years ago, I attended a rally where there was a neat green Essex of the identical model. The owner had bought the car not long before, but did not know much about its history other than it came "from the Canberra area." There are not too many of these cars around, so it is possible that this was the old Stromlo car, beautifully restored at last.

Ian Irwin.





## December's Club Christmas Brekky run

T'was the night before the Christmas Car Club run, and all through the Hogan house could be heard the sound of pancake batter being made!

At 9am Sunday 11 December at Fadden Pines was the time and place for the 2016 Veteran and Vintage Car Club Christmas Breakfast of Pancakes and maple syrup on the menu. The Robinson's once again brought with them the BBQ trailer (many thanks for this) and we had prepared the pancake batter. Dave and Glenn set about cooking up the pancakes and doing an outstanding job.

I ducked out to give Alex Sturgess a hand with her new Swift to bring it down for her first Club outing (there's a whole other story for another day). The carpark filled up with Veteran and Vintage cars, it was a fantastic sight to see and breakfast was enjoyed by all under the shade of the trees.

Chris Hogan

In attendance were;

Mal, Alex, Adelaide & Mable Smith - Oakland  
Tony & Trudy Watson - Dodge  
John Cadona & Vilay - Chev  
Rob and Beth Woolley - Renault  
Rick and Shirley McDonough - Fiat  
Ted and Margret Clifton - T Ford  
Roy Bendall - T Ford  
Alex Sturgess - Swift  
John Madden - Buick  
Saman Samaraweera - modern  
Peter and Denise Sturgess - modern  
Nick and Carol Nowak - Overland  
Ross and Kate and Kids Nerdal - Sunbeam  
Wayne Young - A Ford  
Davie, Deirdre, Andrew and Glenn Robinson -modern  
Gerard and Maree Frawley - modern  
Ian and Ida Irwin - modern  
Jeff and Lynn Nicholas - modern  
John and Doreen Ahearn - modern  
Greg and Mary Spackman - modern  
Chris, Simone, Nicholas, Madeline & Cameron Hogan - modern



Like bees to a honey pot!

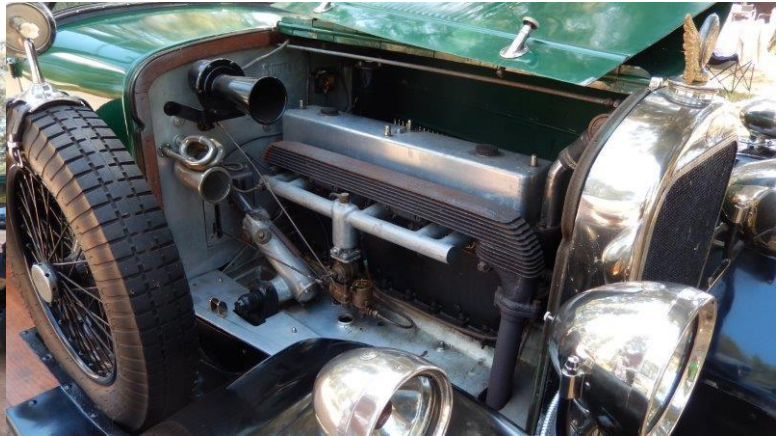


## The Edwardian - February 2017

And open bonnets were contagious it seems!



We now know why the Nowak Overland runs as sweetly as it does.



Now *that's* a motor!



Left - Alex is concentrating on mastering her new Swift, but Chris seems fairly relaxed! It was wonderful to see Alex and veteran on their first run with the club.



**Cars are nice, but it's all about the members and solving the problems of the world.**



Attending the Terribly British Car Display on 4 December were the Irwin's in the Rolls. Mick Beltrame's 1925 Humber is in the background.

1404's current registration plate is used when the car is on the road, and removed to reveal a replica of the car's historic UK plate AA19, for display. This was the car's plate when first registered in 1910. Photo courtesy of Martin Bennet



### A Tale of Seven Tubes

Sometimes, life takes a turn and goes out of its way to give you and your old car a hard time. This is one of those stories.

In preparation for my daughter's wedding in May 2015, I decided to replace the really old but functional tubes in the Humber's tyres. I ordered 5 new Universal tubes from Antique Tyres in January 2015 at their recommendation, and I had them fitted to all wheels at \$15 a hit so that I could rely on them rather than the mixed assortment of working tubes the car was already wearing. It was a successful wedding drive, in all respects. There were no flat tyres, and no other problems with the car.



I did a few more drives through 2015, but suffered a flat tyre after an event in December 2015. It was the failure of the vulcanised valve stem patch that caused the leak. I thought little of it, ordered another tube from Antique Tyres, and received not one, but two tubes in the box. I had questioned the failure at the time, but nothing indicated that there was a wider tube problem. Another \$15 strip-and-fit and the Humber was mobile again.

I hardly used the car through the early months of 2016. My first drive was really the 'Brooklands' event with the Goulburn club in October. No problems, but the day after the drive the Humber had another flat tyre. This was

another one from the first batch that had also failed with a leak from faulty vulcanising of the valve stem patch. Bugger. I had one spare tube left, but also contacted Antique Tyres to see what was going on. The last spare tube was fitted while we swapped emails.



A lengthy email exchange had them admitting that there had been a problem with those

particular tubes, so they offered to send me a replacement batch of 5 new tubes of a different type at no cost. Great, but I was still out of pocket for 7 strip-and-fits already, and had another 5 to do when the new tubes arrived. Ok, so I tried to get them to throw in an extra tube. No dice. They would replace the original 5 and that's it. I could have gone the hard-arse way and cited Australian Consumer Law, defective products, seller responsibilities, and so on, but I decided to let it go.

The 5 new tubes are an unknown quantity. I hope they work. I also ordered 5 new tyres, so there should be no excuse why shouldn't work this time. What about the last spare tube that I had fitted after 'Brooklands'? It lasted 24 hours in the shed and had the exact same failure! I also have another tube with a very slow leak, and can only surmise that it also has a slight leak from the vulcanised valve stem patch. That makes it 4 out of 7.

The Humber is now sitting in the shed, wheels off, waiting for the tyres to arrive and a new round of strip-and-fits to take place. I'm not angry with Antique Tyres, but I am disappointed at their lack of acceptance that Australian Consumer Law goes well beyond a simple replacement of a known defective product. This is critical link between



the car and the road. What if they had been road failures and the tyres had been destroyed? What if a rapid deflation caused the car to run off the road, or into another vehicle?

In many respects Antique Tyres did the right thing. I'll live with some small out-of-pocket expenses because they are generally good people to deal with. But the lesson is there. Sometimes, a simple thing can generate a whole lot of hurt in time, effort, expense and missed events. I guess that's something we all suffer with our old cars at various times. Stay safe, and ditch any Universal tubes that came from Antique Tyres in 2015!

Mick Beltrame  
Humber 12/25 Tourer



An interesting email was received recently from Dave Rogers, Registrar of the Council of ACT Motor Clubs Inc. In it he mentioned a couple of interesting (but typical) things he faced in 2016, in trying to ensure the integrity of the CRS system in the ACT is maintained.

### ADVICE OF REGISTRATION NUMBER PLATES.

The Council By Laws require you to keep an up to date register of all the vehicles in your club which have CRS plates. Unfortunately, some members obviously do not tell you of the plate number when a vehicle is registered or sold and consequently, I cannot update the Council register when the updated details are not forwarded to me. In the recent annual returns, some clubs submitted lists that had the **same unknown plates from 2015**, which suggests your club must get the message out to members of the need to inform **you** of changes and the register kept up to date. A reminder through magazines or websites/newsletters etc, should help or by simply asking the question at club meetings. I would be grateful if you would keep an eye on this requirement.

### MODIFICATION AFTER CRS COMPLIANCE INSPECTION

At Marques in the Park recently, I picked up three vehicles that had been modified by the owners **AFTER** they had been recently inspected for CRS compliance and subsequent new registrations (also none of whom had advised the club of their new plate numbers either). All involved the fitment of non-compliant wheels and tyres and one had been lowered. The agreed policy on CRS compliance is known to you all and is covered in detail in the Council By Laws. For some reason these members decided it was OK to fit modern wheel sets (one owner said, "they are only **SHOW WHEELS**"!!!) after inspection and not inform the club registrar. While a 1964 EH Holden may look jazzy with 20 inch chrome rims from 2016 and low profile tyres, that is for the street machines **NOT** the CRS.

I would ask that you impress on ALL members that when a vehicle has been inspected for CRS compliance, **IT MUST REMAIN IN THAT CONFIGURATION** unless re-inspected by yourself or your inspectors and cleared for compliance again. To save any problems, members should be encouraged to discuss and changes with you **BEFORE** they embark on changes. Could save embarrassment and dollars!

### NSW TRIAL MODIFIED HISTORIC SYSTEM

Following on from the NSW 60 Day trial, which is apparently working well, the NSW Government has announced that it will be also introducing a parallel scheme for modified historic vehicles on 19 December 2016. At this stage, no definitive details are available and nothing will be on their website until 19 December and they have specifically requested that the RMS **NOT** be contacted for details as these will be available in time. I passed the press release a week or so ago for your review.

### ALL MAKE MISTAKES

A sharp-eyed member recently noticed two vehicles (a 1963 Holden Ute and a 1970 Torana) which were sporting VINTAGE CRS plates. I checked the details and the RTA had incorrectly issued Vintage rather than Historic plates. The matter was fixed promptly when brought to their attention. So we are all liable to make errors now and then.

## **ON LINE REGISTRATION RENEWAL PROCESS FOR ACT CRS PLATED VEHICLES**

1. The rego renewal papers will be sent to the vehicle owner in the usual way. These will contain advice that the vehicle rego can be renewed on line following inspection. **IT WILL ALSO CONTAIN A CLIENT REFERENCE NUMBER IN THE VEHICLES DETAILS BOX UP THE TOP RIGHT. THE OWNER WILL HAVE TO INPUT THIS NUMBER TO COMMENCE THE ON LINE RENEWAL.**
2. The vehicle owner is to have the inspection completed by the club registrar (or compliance inspector for larger clubs) producing their;
  - a, Current Club Membership Card ( indicating financial membership); and
  - b, Vehicle Log book for registrar's check;
3. The Registrar is to complete the inspection and ensure compliance with age, modification status and mileage checks with logbook. If satisfied, sign the normal 'Application for Concessional Registration of a Motor Vehicle' form. The form must be stamped with the Council stamp and the club number inserted.
4. The owner (or registrar, by mutual agreement) is to then either fax the form to **6207 7120** or scan the form and email to [lara@act.gov.au](mailto:lara@act.gov.au). This action will be the trigger for initiating the on line process. When received, the form will be processed by the RTA staff within 1 business day. After this, the rego can be renewed on line. As normal, you will be given the choice of CTP insurers during the process.
5. Where an owner attempts to renew on line and the concessional registration has not been recorded, an error message will be displayed advising them to submit the concessional registration form and to contact their club registrar.
6. Allow a few days for the RTA to action the form and then go on line at [www.act.gov.au/accessCBR](http://www.act.gov.au/accessCBR) and complete your rego renewal.

**SHOULD YOU HAVE ANY PROBLEMS OR QUESTIONS ON THE PROCESS, PLEASE CALL THE LICENCE AND REGISTRATION TEAM ON 6207 7063 OR ACCESS CANBERRA ON 132281.**



### **Shedded Bliss**

I gleaned the below story only a couple of months ago, but this wonderful find actually dates from 2013. Just goes to show...they're still out there! - Rick

Rudolf Valentino drove one. Mussolini and the Royals in Monaco swanned around in them, as did the Aga Khan. They were 'the Italian Bugatti'. More posh than the magnificent Hispano Suiza, favoured by bankers and industrialists. The second highest selling luxury car in the USA, behind only Rolls Royce. I describe an Isotta Fraschini Tipo 8 from the early 1920s, found sitting forlorn and covered in pigeon droppings in a collapsing shed in outer suburban Melbourne.

Powered by a straight-eight, a massive nugget of an engine throwing 100bhp (74.5kW) from 5.9 litres, an Isotta was for the most indulgent of millionaires. Imported to Australia without coachwork, your typical tycoon would commission local fabricators to complete the vehicle to individual specifications. Altogether, it is thought about 20 arrived in Australia. Globally, only a handful of them survive.



One day, there will be no more barn finds. Sooner or later the last ever gem will be found and whisked away to be pimped and preened to concours glory. But for now there seems to be plenty of astonishing secrets to unearth – sometimes right under your nose.

Frank Tozer bought this Isotta in the early 1960s with the firm intention of restoring it himself. No one knows what he planned, except Frank, and sadly dementia has seized control and he can no longer tell us. Here is what we have pieced together.

Fifty years on from his purchase, I get an email out of the blue from Frank's partner Joan. She needs help. She has "an old car in the shed" that has to be sold. She is being offered conflicting advice and does not know to whom to listen.

I reply and ask what sort of car we are talking about and what condition is it in? She sends me some gloomy photos and says it is an Isotta Fraschini Tipo 8. I fall off my chair.

The property has been auctioned, settlement is approaching and the car too must be sold. The proceeds are needed to provide for Frank's care. Joan wants to see Frank's pride and joy go to someone local, who will finish what Frank started and get the Isotta back on the road. Frank was good at taking things apart – his shed and surrounds

prove that. But putting things back together was another trick altogether, and one that eluded Frank until it was too late. May that be a lesson to us all.

We exchange several emails, eventually a phone call. She knows it is worth a bit, but is not sure how much. Someone has quoted her \$8000. An overseas dealer is offering \$30,000. Someone from South America has been consulted and says it ought to be worth \$100,000 – but they are not offering to actually pay that sum.

I have zero experience of the marque. I am not Robinson Crusoe in that regard; after all, an internet search finds none for sale in the entire world. There have only been three sold in recent years anywhere. Locally, the only recent sale is an incomplete car auctioned in Queensland for \$65,000. A more desirable and rebuilt Tipo 8A sold in the USA for US\$350,000. Then my breath is taken away – a coupé with an original coachbuilt body, immaculately restored, sold last year in Europe for nearly a million dollars!

Intrigued, I pay Joan and Frank's car a visit. Only once in my life will I stumble on an orphaned Isotta Fraschini! The house is perched atop Mt Dandenong in outer suburban Melbourne. It is only accessible down a long, narrow, winding unpaved private road. There is not even a driveway through to the rotting shed.

Joan greets me with a cup of tea and an air of confusion and desperation. Inside, in dim light, I see "the old car" – the carcass of a very rare and desirable beast, encased in decades of grime.



The chassis is totally rust free, straight and complete with all running gear. The drivetrain is in place, as are all the major components. Sadly, the instruments were nicked a few years back.

The entire shed is groaning in machinery, tools and flotsam and jetsam. Another room is devoted to old computers and electronics. What was one bloke's toy room for decades is now rotting before my eyes. How the car got into the shed in the first place is a total mystery.

We stare at the bare bones of this once thundering device, and I pass on to Joan the results of my research, explain how the auction houses and their commission systems work, how the old car market is a bit of a lottery and how no-one will be able to even appraise this project while it is so inaccessible. A helicopter with a sling seems the only way to get it out!

As we chat, surrounded by a three-phase lathe, a mill, endless hand tools, thousands of tins and boxes of rivets, nails and washers and the detritus of a lifetime's tinkering, I see some metal rods poking through the rotted timber boards of the ceiling. Joan volunteers she has no idea what is in the roof space, never having had any reason to explore that obscure part of her partner's shed.



I get a ladder, climb outside onto the roof and peer through an opening into the attic. I cannot believe what I see – a body tub, four guards, a scuttle panel, bonnet, windscreen pillars, seats and more. Eureka! But there is no way into this space, nor any way to get anything out! To make matters worse, the home has just been sold, so we cannot simply rip off some worn-out weatherboards.

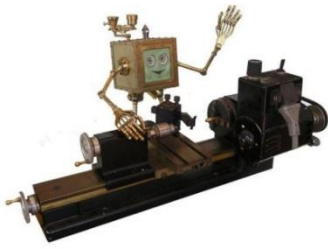
I did not bring any tools, but Joan goes searching and finds a circular saw. Still in my work clobber, I climb a wobbling stepladder and cut a square access hatch out of the flaking, disintegrating ceiling. Shimmying up I crawl into the roof space and inspect the treasure. It is all there.

About a month later, I return with Brian Tanti (who restores cars for Lindsay Fox amongst others) and a crack team of volunteers he has assembled including Glen Olsen (E-Type Jaguar Restorer), Steve Mahoney and Ian de Saville from Melbourne Towing. Eight of us take all day carefully extracting the Isotta and getting it onto a flatbed tow truck. The body parts are gingerly carried across the rotten ceiling and over the tin roof to safety. The cylinder head, rocker cover, sump and manifold are all located, and we spend hours sifting through the detritus in the shed to make sure we do not leave any Isotta exotica behind.

As we push, shove, grunt and groan, Glen falls in love with the Isotta. He is looking for a challenge, a showpiece for his skills beyond the world class E-Types he is renowned for. He talks through the project with Joan and eventually a deal is done. The auction houses miss out, but Joan is saved the anxiety, the stress and the commercial risk. She seems comforted to meet the team finishing the work Frank started more than 50 years ago.







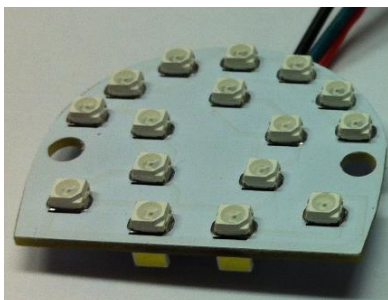
## Technical Page

Shirl's '33 Austin 10 is afflicted with that great blight on just about all early English motor cars – Lucas electrics. While some may see Lucas electrics as the original anti-theft device, it does not inspire one when your three position Lucas light switch is labelled Dim, Flicker and Off!



When I restored the car, I put two taillights on it, (at left) rather than the more correct solitary unit. I reasoned this departure from originality was warranted under the banner of safety. The trouble with many vintage taillights is that there's usually only one of them and even then the lens area is often physically quite small in relation to the size of the vehicle, thus they are hard for following traffic to see. Modern drivers are used to much larger expanses of brightly lit red, often mounted up high that wrap around the corner of the vehicle. This made me wonder if there was a non-

intrusive way of improving the visibility of Shirl's rear end, or I mean her Austin's rear end.



Lightboards are a circuit board on which a number of surface mounted diodes (SMD's) are attached. SMD's are LEDs, but emit a brighter more intense light than a standard LED.

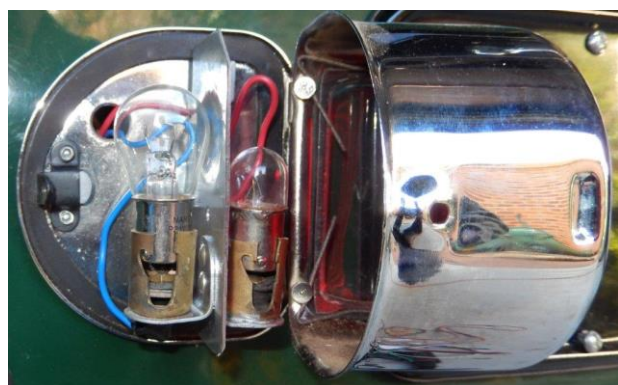
About 18 months ago I became aware of a small family business in the UK, owned by a vintage car enthusiast, making LED 'Lightboards' that were specifically tailored to a range of vintage car and bike tail lights. (<http://www.dynamoregulatorconversions.com/>) These boards are a replacement for the standard incandescent bulbs and holders. Being LED they would draw a fraction of the power of the incandescents, but more importantly, are a lot brighter than the originals (especially in direct sunlight). LEDs switch on rapidly (faster than incandescents), even when cold, and this is a particular advantage for certain applications such as vehicle brake lights. Any aid to being more visible is a good thing, so I lashed out and bought a couple. I reasoned that this was an area where modern technology can be used and hidden completely to upgrade an item and make it perform better.

I have no idea how LEDs work. I looked it up on Dr Google, but it was all far too complex for me, but I can tell you they don't use a filament, have very long life, produce hardly any heat, and emit far more light per unit of electrical power than incandescent bulbs. Regarding their current draw, the following is of interest. The Austin's taillight used a 5w bulb for the taillight/ number plate and a separate 21w bulb for the brake. A 6v 5w filament bulb uses 0.85 amps (nearly 1 amp) whereas the equivalent 6v 5w LED lightboard uses 0.025 amps... that's one fortieth of the draw! A 6v 21w filament bulb uses 3.5 amps whereas the equivalent 6v 21w LED lightboard uses 0.17 amps....one twentieth the draw. So these lightboards use far less current than the equivalent filament bulb and light intensity is far superior. From these figures it's not hard to see how the current saved gives your charging system a much easier time. If you replaced all your bulbs with Lightboards and/or LED bulbs you'll get;

1. Brighter headlamps even with 6v systems
2. Brighter side, tail and stop lights so others can see you
3. No discharge at speed with all your lights on, so a properly charged battery
4. Your charging system is no longer working flat out and struggling to cope



Below is part of the range of boards they make with red, white or amber SMDs. Boards are available in 6v or 12v, + and - earth. There is a board available to convert virtually any veteran or vintage taillight.



The original bulb set up. There is a divider separating the two bulbs so one doesn't shine into its neighbours space.

Car electrics have never been my strong point so the lightboards sat on my bench for 12 months before I got around to fitting them. One of the considerations in fitting them was that nothing I did was irreversible if I wanted to return to the original filament bulb set-up. While there was nothing particularly difficult in fabricating some bracketry to install the lightboards within the existing light casings, I did have all sorts of frustrations getting them to work. I hasten to add this was not to do with the quality of the boards themselves, but entirely to do with the fact that LED's are somewhat sensitive to good earthing and having other filament bulbs in the same circuit. The taillights on the Austin are insulated from the body, so I needed to run separate earths for each light.

In order to get a 'before' and 'after' comparison, I converted one taillight only. I wanted to make sure the taillight with the light board was going to be better than its original mate two feet away, thus wanted to see them in operation side by side. This is where the frustrations started. Over the next three weekends I had variations of the 'new' taillight working, but not the brake light, then vice versa. Sometimes neither the brake or taillight would work, but the two white LED's that shine across the number plate worked fine. Many hours spent on my back with a multi-meter in hand and undoing and redoing earths were to no avail. All this time the remaining original 80+ year old filament taillight sat serenely two feet away, observing all this nonsense with its neighbour and behaved itself beautifully. Removing the whole taillight from the car and testing it on a separate battery on the bench resulted in all LEDs working perfectly! It's time like these you wish you collected stamps and not old cars. I was seriously thinking of abandoning the whole upgrade and reinstalling the filament bulb set-up.



The bulbs now replaced with the lightboard. There are 36 red SMD's on this one. They all shine with one intensity for the taillight function, and go brighter still when the brake is applied. Not visible here are two white LEDs mounted at the rear of the board that stand off the board at 90° so they can shine across the number plate.

After reinstalling the modified light back on the car for one last head scratching marathon I had an accidental epiphany. While cursing the intermittent nature of the new lightboard, I removed the two incandescent bulbs from the remaining original light. This resulted in the, now solitary, taillight with lightboard working perfectly! This is when I found out that LED's can fight against filament bulbs on the same circuit – something to do with the huge difference in draw I suppose. You have to treat LED bulbs like small children - Whatever you give one you must give exactly the same to the rest or there'll be conflict! What a relief to have finally worked the problem out.

The second taillight was then converted and all is well with the world. I think you'll agree by the accompanying photos below that there is a marked difference between old and new.



The original LH taillight. Note that only a slim section of red glass is illuminated (the 'D' glass area to the left illuminates when brakes are on). You can just make out a sliver of yellow light coming out the RHS to shine across the number plate.



The RH taillight now converted. Because the board performs both light and brake functions (ie all 36 SMDs come on together, but with different intensities) there is no need for an internal divider thus it can utilise the full expanse of the red glass lens.



A slightly different angle of the RH light. You can see just how bright the two white leds are that shine across the number plate.

I'm very satisfied with the result, but the really exciting thing is the wider application for these lightboards. You could customise any taillight with them. Think of our brass veteran tail lamps. You could easily install a lightboard in one, but not need a bulky battery and charging system to support it. With such little draw a small 6v or 12v battery will power them all week long. What a safety improvement a veteran car with bright brake lights, (in fact any brake lights!) would be. It would even make being caught out in failing light not quite so traumatic.

So in summing up – I have seen the light! Hallelujah Brothers and Sisters!

Rick

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**MINUTES OF MEETING**  
**VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)**  
18 January 2017

**Meeting Opened:** 7.30pm.

**Attendance:** 10 Members, 7 Apologies.

**MINUTES OF LAST MEETING:**

Accepted – Moved: Geoff Nicholas Seconded: Gerard Frawley.

**SECRETARY'S REPORT:**

Tony has taken on the role of Acting Secretary in Nick's absence.

Correspondence In:

- 20-12-16 – Information about changes to concessional registration for ACT and NSW received from the Registrar (Dave Rogers) of ACT Council of Motor Clubs.
- 12 -12 16 – Letter from the Council of Heritage Motor Clubs who are concerned that Council information is either incorrectly interpreted or poorly communicated to Club members. It was decided that this letter did not require circulation to all members.
- Several emails, re numbers, from the Ainslie Football Club re Club dinner on 21 December.
- Council of Heritage Motor Clubs – promotional opportunity during the National Trust's Australian Heritage Festival 18 April- 21 May 2017 (Acting Secretary will approach the Trust for advice).

# The Edwardian - February 2017

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## Correspondence Out:

- Letter to Fuji Xerox advising that the photocopier has been sold to Fyshwick Builders Supplies P/L.
- Card to Trevor and Joyce Couch wishing Trevor a rapid recovery from his recent illness and good luck with their move to Mt Riverview.
- Beth Woolley has updated the Club's ABN.
- Get well card to Peter Sturgess.
- 22-12-16 – New registration rules sent to all Club members.

Secretary's report accepted - Moved: Geoff Nicholas: Seconded: Rick McDonough.

## TREASURER'S REPORT

No report in the absence of the Treasurer.

## EDITOR'S REPORT

Rick reported that the next newsletter is in preparation.

## MEMBERSHIP SECRETARY'S REPORT

No report in the absence of the Membership Secretary.

## DATING OFFICER'S REPORT

No report in the absence of the Dating Officer.

## EVENTS REPORT

The next event is a run on Sunday 19 February organized by Geoff and Bob. The run will commence at 10.00am at the Spanish Club in Narrabundah and end with a BYO barbeque at Bob's house in Hughes. About 25 kilometers of mainly flat running and a coffee stop will be involved.

## LIBRARIAN'S REPORT

Roy reported that the Club's set of *The Automobile* is now nearly complete – only Volume 6 No 8 now missing. Recent copies have been sent for binding. The meeting discussed disposal of surplus copies of *The Vintage Ford*.

## REGISTRARS' REPORT

The meeting discussed the relative merits of the current NSW 90 day registration scheme.

## GENERAL BUSINESS

1. Geoff indicated that he would help John with obtaining a final meter reading on the photocopier.

## MEETING ACTIVITY

Nil.

**Meeting Closed:** 8.00pm



## The Club Calendar

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)
Apr 19	Club meeting

## 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

<b>Mar 12</b>	<b>Shannons Wheels 2017</b>   Treasury Car Park, Barton Hosted by the <b>BMW</b> Car Club on behalf of CACTMC.
<b>Apr 2</b>	<a href="#">Auto Italia Canberra</a>   Lawns of Old Parliament House

### The National Calendar

Sep 24-30, 2017	National Veteran Vehicle Rally, Clare Valley, South Australia.
Mar 19-24, 2018	National 1&2 cyl Veteran Vehicle Rally, Deloraine and surrounding region, Tasmania.
Sep ?, 2018	National Veteran Vehicle Rally, proposed to be held in Forbes area, NSW.
?, 2019	National Veteran Vehicle Rally, Bundaberg, Queensland

### 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>
<del>23<sup>rd</sup> October 2016</del>	<del>2015 National Rally Committee Run (Chris)</del>
<del>November 2016</del>	<del>Rick McDonough</del>
<del>December 2016 (breakfast run)</del>	<del>Chris &amp; Simone Hogan</del>
<del>21<sup>st</sup> December 2016 (dinner in lieu of meeting)</del>	<del>Nick &amp; Carol Nowak</del>
<del>January 2017</del>	<del>Club BBQ at Rob &amp; Beth's</del>
<del>January 2017 (afternoon run?)</del>	
February 2017	Bob Courtney & Geoff Nicholas
March 2017	Darrell & Peter Leemhuis
April 2017	Glen & David Robinson
May 2017 (Aus. Motoring Heritage Day - 14 <sup>th</sup> ?)	John Cadona
June 2017	Greg & Mary Spackman
July 2017	Gerard & Marie Frawley
August 2017	Don & Beverley Doering

### EVENTS DETAILS

#### **Sunday 19<sup>th</sup> February.**

The run on Sunday 19 February is at 10am for a 10.30 start from the Spanish Club car park located at Narupai Place, Narrabundah which is off Jerrabomberra Avenue and behind the Best Western Plus Garden City Hotel. The run is about 26 Kms with a coffee break scheduled in the middle. There are a few traffic lights and minimal hills. It will end up in Garran for a lunch time sausage sizzle and salad. A route sheet will be handed out on the day at the Spanish Club.



Wagga Wagga Veteran and Vintage Motor Club Inc  
www.wvvvmcinc.wordpress.com  
**2017 June Rally Program**

**FRIDAY 9 JUNE**

4:00PM - 7:00PM  
Clubrooms open for "Check-In"  
at the corner of Docker & Morgan streets  
*Light snack available for entrants*

**SATURDAY 10 JUNE**

8:30AM - 9:30AM  
9:45AM  
12:00 Noon  
3:00PM Approx  
Saturday Evening - Entrants to make own arrangements

Clubrooms Check In - Open, including morning tea.  
Depart for Saturday Run.  
Lunch at Lockhart.  
Afternoon Tea.

**SUNDAY 11 JUNE**

9:00AM  
9:30AM  
12:30PM - 3:30PM  
6:30PM  
7:00PM

Assemble at Clubrooms.  
Depart for Morning Run and  
Traditional Soup Stop.  
BBQ Lunch at Downside. Judging & Display.  
Pre-dinner Drinks at the Rules Club Wagga Wagga,  
Corner Fernleigh & Glenfield Roads, Glenfield Park.  
Presentation Dinner including entertainment and awards.  
*Theme for night is "anything 60's"*

**MONDAY 12 JUNE**

8:00AM - 9:45AM Free breakfast at Clubrooms.

Courtesy Bus available for Sunday dinner - fare by donation - book at Check in

**AWARDS [Entrant Opinion Voting]**

1. Best Veteran Motorcycle (pre 31 December 1918)
2. Best Vintage Motorcycle (1919 to 31 December 1930)
3. Best Post Vintage Motorcycle (1931 to 31 December 1949)
4. Best Fifties Motorcycle (1950 to 31 December 1959)
5. Best Sixties Motorcycle (1960 to 31 December 1969)
6. Best Seventies Motorcycle (1970 to 31 December 1979)
7. Best Post Seventies Motorcycle (1981 to 31 December 1987)
8. Best Veteran Car (pre 31 December 1918)
9. Best Vintage Car (1919 to 31 December 1930)
10. Best Post Vintage Car (1931 to 31 December 1949)
11. Best Fifties Car (1950 to 31 December 1959)
12. Best Sixties Car (1960 to 31 December 1969)
13. Best Seventies Car (1970 to 31 December 1979)
14. Best Post Seventies Car (1980 to 31 December 1987)
15. Best Commercial Vehicle (Pre 31 December 1949)
16. Best Commercial Vehicle (1950 to 31 December 1987)
17. Best in Rally (Motorcycle, Car or Commercial)



Wagga Wagga Veteran & Vintage Motor Club Inc  
www.wvvvmcinc.wordpress.com

# Invitation

## 50<sup>th</sup> Annual June Rally

QUEEN'S BIRTHDAY LONG WEEKEND 9TH TO 12TH JUNE 2017

WELCOME EVENING ON 9TH, FAREWELL BREAKFAST ON 12TH

Eligible Vehicles: Veteran, Vintage, Post Vintage and Classic Cars, Commercial and Motorcycles manufactured prior to 31<sup>st</sup> December 1987



Dear Motoring Enthusiasts

We invite motoring enthusiasts to attend our 50<sup>th</sup> Annual June Rally. To help us celebrate this anniversary, we especially encourage those with veteran and vintage vehicles to attend, like we enjoyed in our Club's earlier years. These earlier vehicles will complement our usual range of entries. This will help make this event a very special one to remember. There will be short and long runs to cater for the differing vehicle capabilities.

Our Rally is renowned for its activities, entertainment and good food at reasonable prices. We are planning to make this another great rally for your enjoyment. We look forward to renewing friendships and meeting new folk to help us enjoy this weekend.

Please note that unlike previous years, there are no organised activities planned for Saturday evening. This will allow entrants to make their own arrangements on the night and possibly explore the many dining and entertainment options available in Wagga Wagga.

A good range of motel and caravan park accommodation is available in our city - see attached details. We suggest you book your requirements early.

If you require further details or an Entry Form,

please contact me on 0407 145 525

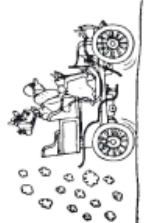
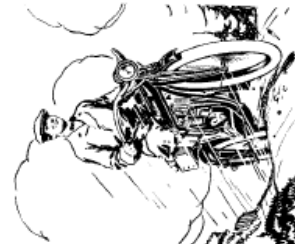
or visit our WEB site:

[www.wvvvmcinc.wordpress.com](http://www.wvvvmcinc.wordpress.com)

(or Google search [www.wvvvmc](http://www.wvvvmc)).

**Ray Harrison**

Rally Director





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