





## Office Bearers 2016-17

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**Address for Correspondence:- Hon Secretary, VVCCA ACT (Inc), PO Box 3394, Manuka ACT 2603**

**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.

**Front Cover Design - The radiator badges and scripts shown have been specifically chosen as each depicts a marque that has been represented in our Club over the years. At last count there were 108.**

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

El Presidente has been flat out like a lizard drinking, earning the necessary folding stuff to continue his hobby. I know a fair few petrol bowzers have recently made their way to Sutton Road and I reckon there must be a few more cars on the Leemhuis horizon too! Anyway I know Darrell will be raring to go at this coming Wednesday's night meetings and will second the message below.



This coming Wednesday night is not just our ordinary meeting, it is our AGM too. The inside front cover lists those who've done their bit this last 12 months, so wouldn't it be nice to see some fresh names up there. All positions are declared vacant, so please consider taking a role in the club. We're all in it because we enjoy the hobby, so it shouldn't be too much to ask that you have a go, even if it's just for 12 months. You can be assured of plenty of support.





### Editorial



A couple of recent incidents makes me think that it is only people like us that really value heritage. I see in the latest news that there is going to be a 'fire sale' of items from the Canberra Historical Railway Society. It closed its doors late last year for financial reasons. Already the working historical locos '1210' and the big Beyer-Garratt have been moved to Sydney. No 'white knights' have come forward so it appears that much Canberra railway heritage will soon be dispersed and lost to the city forever. (The Beyer-Garratt 6029 steam locomotive called City of Canberra is the largest operating steam locomotive in the Southern Hemisphere. It consumes 18 tonnes of coal and some 40,000 litres of water on average each day, costing around \$10,000 a day to operate.)

The other item that is of major concern to we heritage enthusiasts is the recent focus of Government on how it deals with asbestos – as it relates to being present in cars we import or export. Vehicles imported into Australia are now coming under scrutiny by Australian Border Force who will inspect for traces of asbestos. Importers and customs agents are concerned that vehicles have to be stripped of parts such as clutch, gaskets, exhaust and brake components that could contain asbestos or any other hazardous or suspicious materials. One classic car importer incurred costs of \$14000, which included a payment to licenced asbestos removalists and "hygienists". This is in addition to substantial damage to his 1966 Shelby GT 350, caused by the whole removal process, of some \$12000. In recent years I've seen many early 'barn find' cars get imported into Australia (mostly from the USA). With this increased hysteria about asbestos, what will happen to these cars? Will much of their originality be destroyed as they are stripped to remove clutches, seals, brakes, head and exhaust gaskets etc? Also, it will almost certainly put an end to overseas enthusiasts who want to bring an old car to Australia for a rally. Our ACT Council of car clubs has been active here. I reproduce a response to an email from them on page 4. For further information go to the following websites: <https://infrastructure.gov.au/vehicles/imports.new.aspx> and <http://www.border.gov.au/Busi/cargo-support-trade-and-goods/importing-goods/prohibited-and-restricted/asbestos#goodsthatmightcontainasbestos>

At our last meeting, much discussion was had on the very early rego plates of the then, Federal Capital Territory (FCT). For those that keep a copy of previous Edwardians, you'll see a fair bit on this subject in the April 2016 edition. In that newsletter I included a copy of an article from the Canberra Times of January 1927. For those who have deleted it, I'll include again some detail here.

A motoring ordinance was to come into effect on 1 Feb., 1927. Amongst other things, this ordinance allowed for "A scheme of distinctive number plates for different classes of vehicles...and are of different colours, according to the classification of the vehicle." The range of plates to be released was quite large, not to mention quite colourful. They were all metal plates with an enamel finish and were as follows;

- For private cars – Blue plate with FCT and figures in white.
- For public vehicles, other than omnibuses - black plate with FCT, H, and figures in yellow,
- For motor omnibuses - Yellow plate with FCT, M.O. and figures in black,
- For motor lorries – White plate with FCT, L, and figures in black (the late Roy Wheeler had one of these),
- For Commonwealth cars - White plate with FCT, C, and figures in red,
- For Commonwealth motor lorries, same as for Commonwealth cars except for the letters CL instead of C,
- For Commonwealth motor omnibuses, same as above except for the letters CO instead of C,
- Visitors plates – (these were required for interstate motorists who were staying here for more than 14 days) - Yellow plate with FCT, V and figures in red,
- Traders plate - Blue plate with FCT, D, and figures in yellow,
- For motor cycles - White plate with FCT, and figures in blue
- For motor tractors - Red plate with FCT, MT, and figures in white.

So as you can see, we surely must have had the most colourful range of plates of any Australian jurisdiction. It would be interesting to know how many examples of each has survived.

Shirl and I recently spent some time in Melbourne. We decided to go down by bus, just for a change. I enjoyed it and it is certainly no slower than driving down (plus it drops you right in the heart of the city). Being so high you get a view of the countryside that isn't available from your average low slung sedan, plus, you can often trace where the old Hume highway ran in many places. One site that was clearly part of the old highway, that has always interested me, is an old bridge between Gundagai and Tarcutta. It is at a place called Hillas Creek, and can be easily seen from the current highway (on the left if you are driving North). You would have seen it too. A couple of years ago I actually turned off the Hume and drove down some dirt track to have a closer look at it, although it now has a wire fence across each end so you can't walk across it. It would have been quite something in its day. Anyway, I recently did a little research on this bridge and have come up with something on page 7.

In the last Edwardian you'll recall I reproduced a couple of photos of an A Model that had, allegedly, been in a container for ten years and had suffered terribly because of it. As I suspected, it was rot. A Queensland reader of our newsletter wrote to me soon after seeing it to say the car was real, but the story was made up. Just goes to reaffirm the fact you can't trust those Ford blokes!

The AGM is coming up and let's hope everyone is willing to take on a role in the running of the club. If you get something out of the club it would be nice to think you would also be prepared to put something in. One spot we failed to fill last year was that of Events Director. Hopefully we won't repeat that again this year. Speaking of putting in to the club, at our last meeting it was raised that we were missing only one past volume of 'The Automobile' magazine to complete our set. Thanks to Tony Watson we now have that edition. Tony generously sourced the elusive item from the UK and has donated it to the library. Thanks Tony.

In this edition I have reproduced a wonderfully interesting story, written by Ian Irwin, on the sole surviving 30 hp Rolls Royce...which was found in Australia. It really illustrates just how many interesting cars came to Australia in the early days. The sad part is, those that still survive now live overseas. As part of our 'Archives' section (aka on this day 50 years ago) I also reproduce a story from a very keen member by the name of Ken Paton. Ken lived on a farm down Tooma way and was only 15 years old, so really was a keen young junior member. Even though he was fairly isolated he kept in touch with the club. As a matter of interest, Ken is clearly still interested in old things – have a look at the photo of him that appeared in the Albury 'Border Mail' in March this year – (see page 7).

Till next time

Happy Restoring

Rick

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### From the Archives

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

#### August 1967 –

**General** – July's run was a run to the Cotter to throw a softball around and a bat!

- August's run was to the Horse-era museum in Watson.
- Editor Ian Irwin advised he was on the trail of an early steam car in Yass, supposedly still working in town. The car was described as tiller steered with a high seat and curved dash. (*Ed – I followed the above up with Ian last week and he advised the lead was given to him by one of his students at Dickson High School. Despite several visits to Yass and talking with various locals, no steamer eventuated. Seems like it was part of a student hoax. I hope you gave the lad six of the best Ian!*)

#### September 1967 –

**General** – The 'Exploration run' suffered because it clashed with the Fairbairn RAAF air display.

- *"Murdoch McDonald presented his trophy to the club. It will be known as the Murdoch McDonald trophy."*





Ian Irwin clearly loves hunting around for old cars in Yass (see previous page). Only a couple of months ago he found this Armstrong Siddeley 'Special' parked in Yass's main street. There was nobody with it, so we don't know any more about it. While most vintage 'Specials' (recreations) are usually abominations, this one is clearly on its own. As Ian said to me.. "The quality of the workmanship is superb." Thanks for the photos Ian.



As mentioned in my Editorial, there has been a severe tightening up on asbestos being present in cars coming into our country. In late July Graham Gittins, Public Relations officer of the Council of ACT Motor Clubs, wrote to Border Force pointing out damage to vehicles caused during the inspections and that vehicles are rendered undrivable when clutch and brake pads are removed. He also asked what occurs, in terms of asbestos inspections, for vehicles brought in temporarily just to attend a one-off rally. This is the response he got.

Good morning Mr Gittins,

Australia has very strict regulations on asbestos products. An Australia-wide ban on the manufacture and use of all types of asbestos and asbestos containing material took effect on 31 December 2003. To support the domestic ban, the importation and exportation of asbestos or goods that contain asbestos (chrysotile and amphibole) to or from Australia is prohibited, unless a permission or exemption has been granted or a lawful exception applies. This applies to both personal and commercial goods, whether or not being imported temporarily.

Vehicles, including motorcycles and scooters, are considered a risk for asbestos. Recent experience has shown that there is a high risk of numerous vehicle components, such as gaskets, seals, brake pads and linings, containing asbestos.

Where it is identified by the Australian Border Force (ABF) that goods may contain asbestos upon importation into Australia, the ABF will seek assurance from the importer that the vehicles do not contain asbestos. Where assurance cannot be provided, or is not considered sufficient, the importer will be required to arrange sampling and testing through a NATA accredited laboratory to establish whether the goods contain asbestos. The costs associated with sampling and testing are borne by the importer. The examination of the vehicles for asbestos purposes would be required to be undertaken by a competent person (defined under the Commonwealth Work Health and Safety Regulations 2011), along with a qualified mechanic, in the presence of ABF examinations officers. There can be lengthy delays with this process, therefore, it is recommended that the goods be tested for asbestos prior to arriving in Australia.

If the goods are tested overseas, they must be tested by a laboratory accredited by a NATA recognised equivalent through a Mutual Recognition Arrangement (MRA) to undertake asbestos testing using Polarised Light Microscopy / Dispersion Staining method and have a valid scope of accreditation for this type of testing for

asbestos at the time the testing was undertaken. The testing must have been undertaken within 6-12 months prior to the importation of the goods and the importer must be able to demonstrate the samples tested were drawn from the actual goods being imported.

To ensure that the vehicles do not contain asbestos, the testing report will need to include the following information:

- the test method used
- the date and origin of the sample
- description of the sample (and sub-sample if applicable) including weight, size and colour
- whether fibres are detected under Polarised Light Microscopy / Dispersion Staining method (PLM/DS) at the detection limit, and if so what type of fibre
- if mineral fibres of unknown type are identified, the confirming technique used to assess asbestos content
- name of the analyst.

**Additionally**, any international testing certificates must clearly state that any level of asbestos detected is noted in the report. Be mindful that in other countries small levels of asbestos are allowable, therefore it is important that the testing report provided by an international accredited laboratory indicates that no levels (0.1% – 0.01%) of asbestos were detected. Our website provides more detail around engaging an international laboratory and includes links to NATA guides which also may assist.

The ABF will seek further assurances from importers where testing results show:

- unknown mineral fibres present, with no further clarification
- the document is not for the actual batch of goods being shipped
- where there is doubt as to the authenticity or accuracy of the document.

Removal of all risk parts prior to exporting the vehicle may also be a viable option. If this is done, documentation to certify the removal of such parts would be required to be presented at the border to provide assurance that the vehicles do not pose a risk for asbestos.

A fact sheet and a Department of Immigration and Border Protection Notice (DIBPN) has been published on the ABF website, which include some additional details around the importation of asbestos into Australia and how to ensure compliance. It also includes details about finding an accredited laboratory overseas to undertake asbestos testing if required. This information can be obtained at <http://www.border.gov.au/Busi/cargo-support-trade-and-goods/importing-goods/prohibited-and-restricted/asbestos>.

In addition to ensuring that the goods do not contain asbestos, the importers may seek to import the vehicles under a carnet or security where they are being imported for specific purposes. Further information on this process can be obtained at <http://www.border.gov.au/Busi/cargo-support-trade-and-goods/importing-goods/temporary-importations>.

Kind regards,

Trade and Goods Initiatives and Engagement  
Customs Compliance Branch | Border Management Division  
Australian Border Force



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Junior Member KEN PATON

Dad (Frank) once owned a 1909 Model "O" White steam car. He is not a veteran man, so he never even considered restoring it. He bought it in about 1950 and used to take it for a run every now and again for one or two years. However his wood fired boiler and worn out piston valve (small one) caused such a poor engine efficiency that it was too weak to drive anywhere. It was then left under the back yard tree until about 1960. I pulled it out and decided that I liked it very much and wanted to restore it. All that was missing was the boiler, burner and controls for them, (not gauges they were there) and the back body work and the lights and horn. However I was talked out of working on the White because it was beyond my ability to fix it. Arthur Lang found out about it and brought a Melbourne club member up to see it. (Warren Hicks) After a couple of visits Dad sold it to Warren Hicks for £75. I have liked old cars since then. We (Tim and I) had a Morris Cowley (26), Hupmobile (23), International trucks (28&23), International tractors (33) and an Austin 7 (28), which we learn to drive on and repair. Then the Belsize was purchased. It was advertised in the Weekly Times under a Pulitop (near Wagga) clearing sale. It said "VINTAGE BELFIZE" (that is all). It sounded interesting so we went to the sale. (Tim, Dad & myself). It wasn't a vintage car at all so we decided that I could restore it in place of the White. The Belsize is an English car, 4cyl., side valve, 3 1/2 bore x 4 1/2 approx., stroke. The clutch is a cone one and the gearbox is a forward speed one. The diff. is worm drive. The wheels are 24" x 3 1/2" Sanky's. When we looked at it at the sale it looked a bit of a wreck eg. radiator, water jacket (top of it), spark plugs, manifolds, carburetor, fan and windscreen were all in a heap on the front floor. The door (left hand from one -- only one) was hanging by a leather strap and the upholstery had rotted. The back seat and mudguards had been removed and replaced by a wooden platform which a super cart had been mounted on. The sump had a small fracture in it and the engine was completely rusted up. The magneto, priming cocks, exhaust, horn, lights, dynamo, speedo, dashboard, petrol and radiator caps, back body and hood were all missing. As we completed looking at it Arthur Lang appeared. After Dad had bought it for me (the crowd gave us a very hearty round of applause) Arthur Lang gave us a hand to load it on to our truck and offered to help me get bits for it.

After it was safely home I decided the best thing to do was to take the body off it. Then I unstuck the engine and pulled it to bits. The bores were pitted, all the pistons were cracked and all the gudgeon pins were loose. The crank-

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shaft was oval and all the bearings had been chopped out. The camshaft bearings and timing chain were worn also. The hole in the sump looked crook, too.

It took me about a year to get the pistons made. Mr. Jim Bolton was very good to me because he got the piston "blanks" in Sydney and got them turned, singed and gudgeon pinned in Canberra. I got Repco in Albury to re-hone the cylinders, to machine the con-rods, and re-bush and re-hone the bushes to gudgeon pin size also. Also they re-ground the cam-shaft and fitted new cam-shaft bearings. The crankshaft was re-ground and new bearings made. The timing chain was also re-placed. Repco failed to put the engine together so I cut my own gaskets and got another fellow to help me put it together. The engine is back in the chassis now. However the carburettor (Zenith) was short of a float and butterfly needle and float bowl top. I had to make these in the end. The magneto problem still remained unsolved. The proper sort is a Simm's 4cyl (clockwise from shaft end). I have one now but it is 1/2" too long. Maximum space is 1". I now have a BOSCH which I have just managed to get. This has been re-conditioned now. It will do until I get a Simm's. I found a veteran muffler which is not rigged up yet. When I do this and put the magy on and connect the radiator up and rig up a fuel tank and find some priming taps I should be able to take the chassis for a run. After this has been done I will start on the rear section of the body (non-existent). The part of the body that I have been here at school in the woodwork room. I renewed the wood and some metal. It is here again now. While I have been at school I have collected C.A.V. headlights, side lights, switch board (J. Bolton), Simm's dynamo, exhaust whistle (Ben Bronks Museum), and a horn which I donated to the Vauxhall fund. I have also collected a hand full of swaps. In my spare time here at school I'm studying an Automotive, Mechanical Engineering course from Stott's Technical College in Melbourne (correspondence). This will help me to improve the Belsize and to fix any future veterans! Well that is all that can be said about the Belsize.

Now for the social side of the veterans. For a start when I first got the Belsize I was taking on something much bigger than I could handle. It did not take me long to realize this. However I was scared to sell the Belsize because I thought this would be chickening out. I have lost some night sleep worrying about that, however I don't worry as much now. I would just work up my interest and then I would have to go back to school again for another term (3 months). This tends to limit my time and makes it very hard to keep my hopes up. Also because I am the only

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one this side of the black stump at home that is interested in Veterans there is no-one to share my interests with and discuss problems. Worse still some of my friends now regard me as a "queerie" and pass some extremely nasty remarks in my direction. Also I have found that my tastes have changed as I have grown up. I still have a soft spot for veterans though. Money is one of my major hold-ups, and lack of transport in the past. I now have a 1949 Ford V-8 Hot-Rod which I use as a run-about. I'm leaving school at the end of this year so I will be able to overcome my financial problems then.

However it seems as though I might succeed now, if I can get the engine going. I think that will boost my enthusiasm enough to finish the body-work off. One thing is for certain though, I just couldn't have managed to get this far without the club. I have never felt more welcome at any place, than I feel when I pay one of my 'rare' visits to the members of the club. Seeing others at work, listening to them talk and reading the Newsletters has been mainly responsible for me being able to regenerate my veteran interests. There is no doubt about it, the club is a mighty organization. I very much doubt if anyone in the club realizes just how much the club has done for me...

Thank you,

yours veteranly,  
Ken Paton.

(A note from the Editor:

Congratulations Ken on this, the first article in the series on club members and their vehicles. I was very interested to read your story of the Belsize and I am certain many others will too. Keep up the good work.)



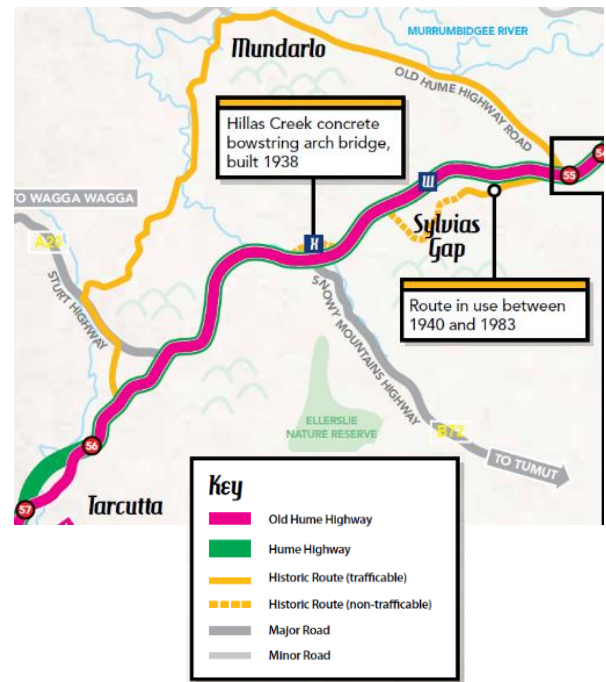


### Hillas Creek concrete bowstring arch bridge

The bridge over Hillas Creek was one of more than 1,000 bridges built by the Main Roads Board & Department of Main Roads between 1925 and 1940, a period in which engineers were adapting bridge design standards to meet the demands of improving motor vehicle performance. Bridges were being built wider and with an improved load capacity, and reinforced concrete became a favoured construction material. In the 1930s, DMR engineers Vladimir Karmalsky and Alexander 'Sandy' Britton pioneered the use of the bowstring principle in reinforced concrete. Their theories were implemented first in the Shark Creek Bridge near Maclean in 1935, and then in the Hillas Creek Bridge, built in 1938.

The Hillas Creek Bridge was constructed as part of the original Tumblong – Tarcutta deviation. In 1983 a new 11.5 kilometre deviation bypassed the Hillas Creek Bridge. Although the bridge was no longer in use by traffic, it was recognised that it held a unique place within the region and the State and should be retained. The bridge was listed on the Register of Australian Historic Bridges in 1982 and a plaque was placed on it in 1988, noting its unique design link with the bowstring arch over Shark Creek. The plaque also notes that it has become known in the wider community as 'The Little Sydney Harbour Bridge'.

While the bridge is no longer physically accessible, it is visible on the western side of the Hume Highway near the Snowy Mountains Highway interchange.



Above - early club member, Ken Paton, with his 100-year-old Jelbart Brothers tractor at the recent Leneva Easter Steam Rally event in northern Victoria. I wonder does Ken still have the Belsize that he was so enthusiastic about all those years ago?



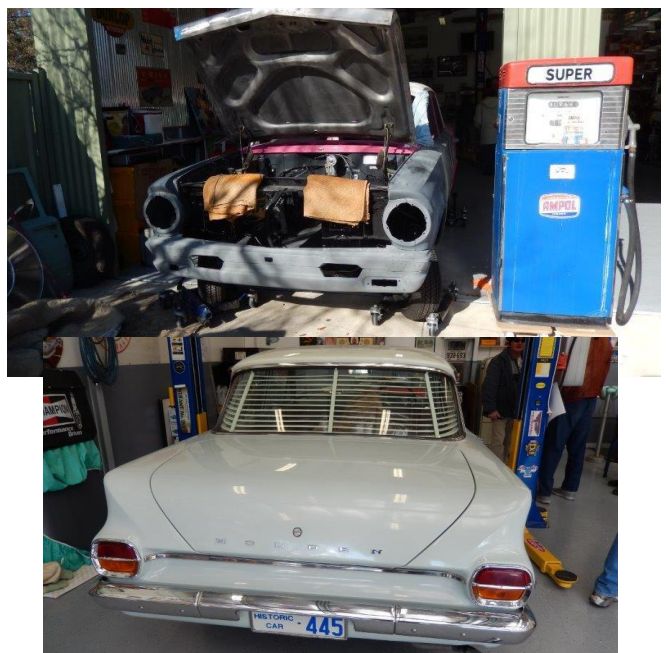
## Garage Run on Sunday 25 June

The morning was cool and sunny when we arrived at the home of Harvey Miles to view his collection of EJ and EH Holdens and his display of Holden literature and memorabilia. This was a combined run with the EJ and EH Holden Car Club. The star of Harvey's collection was his authentic EH S4 Holden which was the 65th EH S4 to come off the production line; a type made for Holden dealers to use as a race car at Bathurst. This car was taken to Bathurst and used as a backup car for parts as needed. His collection also included an original unrestored 1962 EJ Holden with 42,000 miles on the clock, an EH panel van 3-door rare factory production, an EJ Holden Premier and a 1948-50 restored period caravan. Currently under restoration is a 1963 Cadillac Pink EH Premier which was, in its day, driven by a member of the GMH executive.

Some were tempted by the sausage sizzle put on by Harvey and his mates while a few of us ventured across to the Farrside Café at Isaac Shops where we enjoyed a leisurely lunch. Thanks to Harvey for showing us his collection and for his hospitality on the day.

Attendees were: Nick and Carol – Overland, Rick and Shirley – Austin 10, Wayne and Sylvia – A Ford, Wayne and Sandra – Austin Healy. In moderns - Ian and Ida, Greg and Mary, Mal Smith, Geoff and Lyn, Rob and Beth Woolley.

### Greg and Mary Spackman







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**Rob Woolley sent me the following interesting article. Rob's Dad was an amateur radio and car enthusiast and had a 1933 Ford V8 Coupe with a radio in it. It was the first car in Nowra to have a radio.**

### History of the Car Radio

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

### WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tyre company to sell and install them in its chain of tyre stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947). In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld mobile phone. Today Motorola is one of the largest mobile phone manufacturers in the world. And it all started with the car radio

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)



The following is Reprinted with permission of Tim Dean, Editor RROCA magazine Praeclarvm, Edition 3,17.

## Last of the 37 Revisiting 26355. The Only 30 HP Survivor in the World. Ian Irwin (ACT)

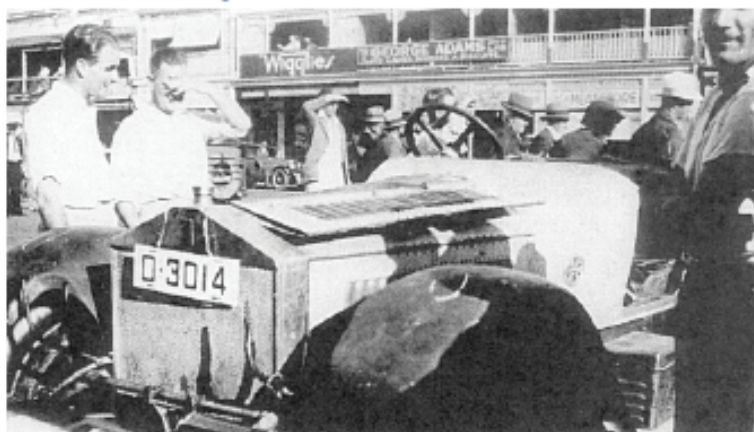
It is a very long time since there was a comprehensive report on the discovery of Chassis 26355. Additional information has come to light in the intervening years, and a new generation (or two) of members within our club will most likely never have heard anything of the remarkable recovery of this historic survivor. Ian Irwin delves into his archives to bring us into the fold.

Back in the mid-1950s, an exceptional event took place in South Australia. The discovery and exhumation of an abandoned and derelict Rolls-Royce chassis, from beneath weeds and rubble occurred on a tomato farm in the Adelaide Hills, and the news reverberated around the world. The media in all corners of the civilised world seemed to latch onto the exciting news. The news of the discovery of the remains of a 1905 model Rolls-Royce 30 HP, that had been exposed to the weather for several decades at a time when it was thought all examples of the model were extinct, was welcomed in Rolls-Royce circles everywhere. The 30 HP model Rolls-Royce was the first 6-cylinder chassis manufactured by the Company. The engine blocks were cast in pairs, the same as the 20 HP cars of the time. So three pairs of two-cylinder blocks, whereas the 6-cylinder Silver Ghosts that followed shortly after had a pair of three-cylinder blocks. It was the major missing link in the production chain of Rolls-Royce cars.

The discovery took place long before the formation of the Rolls-Royce Owners' Club. The fortunate few that were directly involved in this history-making event were all members of the Veteran Car Section of the Sporting Car Club of South Australia, with several later active in our R-R movement when it came to fruition.

RROCA members were given an account of the event in an illustrated

below: The 1905 model 30 HP participated in the 1934 and 1936 'Old Crocks Race' from Adelaide to Glenelg. Here we see the car in Moseley Square, Glenelg in 1936.  
Photo: Gavin Sandford-Morgan.



report published in the Club's small format Quarterly Journal, Praeclarvm, Vol III, No 1. An array of photographs complemented the report, but the images were small and a little indistinct leaving us hankering for more photographic detail. In recent times, copies of some of the original photographs have surfaced, and their clarity justifies for us the opportunity to re-live the event, albeit some sixty years later.

The chassis of 30 HP 26355 was laid in 1905 with the factory test of the completed chassis undertaken on 11 January 1906. It was bodied with Landulette coachwork by Hill and Boll, Coachbuilders, Yeovil, Somerset, and sold to Mrs Alice G. Tate of London and Derbyshire. It was retained by Ms Tate until early 1912.

In *The Edwardian Rolls-Royce*, (Fasal, J. & Goodman, B., 1994) we learn that 26355 became the property of Sir John Barran, MP, of Yorkshire, in 1913, but beyond this there appears to be some doubt as to subsequent ownerships until the car was known to be in Australia in 1934.

The New Zealand *Manawatu Times* of 27 January 1915, (p.8) carried the bold advertisement shown to the right. The print in many old newspapers is indistinct, which can lead to doubt, but the entire wording of this advertisement is precise, more than 100 years since it appeared.

In the pre-Great War period, it is known that there were vehicles of various makes, Rolls-Royce included, moving between Australia and New Zealand, and vice-versa, so this revelation of a 30 HP

in New Zealand introduces the possibility that the car offered in January 1915 in Palmerston North, may well have been 26355.

Until now, there has been no hint of a 30 HP Rolls-Royce ever being imported into New Zealand, and certainly none ever discovered there. Hitherto, the only 30 HP known to have emigrated to the Antipodes was 26355. The writer warns against speculation, but one cannot discount the possibility that the Palmerston North 30 HP Rolls-Royce, being a six-cylinder car, may have found

**For Sale.**

**Rolls Royce Motor Car.**

30 H.P. 7-SEATER.  
HEAD LIGHTS,  
ELECTRIC SIDE LIGHTS,  
ELECTRIC HORN,  
SET SPARES.  
SPLENDID ORDER.  
ANY TRIAL GIVEN.

**Henderson and Naylor,**  
CYCLE & MOTOR ENGINEERS,  
PALMERSTON NORTH.

above: The 1915 advertisement in the *Manawatu Times* for a 'Rolls Royce' Motor Car.  
a new home across the Tasman Sea.

By the early 1950s, it had long been known that this early car had existed in South Australia, for it participated in the 1934 and 1936 Veteran Car 'Old Crocks' runs to Glenelg. It was one of two cars misidentified as 1907 models, the other being the Barr Smith family's 1910 car Chassis 1388. At that time the 30 HP was fitted with a later tourer body and we are fortunate indeed that a photograph exists to remind us of the car's participation in these events more than 8 decades ago.

Just how and when the car came to South Australia remains unknown. But for a long time, the car had been forgotten. It had been presumed to have been destroyed, along with so many early Silver Ghost Rolls-Royce and other period cars that had come to Australia.

The story was first related in *The Veteran Car* in South Australia, the journal of the Veteran Car Section of





**above:** The abandoned chassis of 26355 lay in the open, exposed to the torment of the elements for several decades. This photo captures the sight that greeted those who came to save her.

**below:** The hand-written letter, dated 25 June 1970, which recently surfaced in South Australia showing the history Albert Beaufort Fuss added to the car by purchasing it in 1938 and placing it on his farm at Virginia in SA.

**right:** The slightly revised typed copy of the hand-written letter below.

25.6.70 Page 1

Late in 1938 or early 39. I saw an advertisement in the Adelaide "Advertiser" - Rolls Royce for sale £35.00 at a Torrensvalle address. I got in my car with one of my workmen through money to purchase said Rolls & a tow rope. 38 hours not more to start the Rolls because either the oil pump was faulty or the gears. I towed it to my father's house at Underdale. I was shopping for a gardening property at the time & being thoroughly discouraged I thought to find what I wanted I had various properties in mind but really wanted to buy the Virginia one. I was thinking but I had to get it at my price & the owner was a hard businessman. As to return the favour on me I bought the Rolls, although it with idea of putting it in 1939. I intended to put a new body on it. By the time I had pulled it to pieces I had bought the 1910 for £25. I had no time to spend on it. I brought it to my father's but I never had time to spend on it.

Page 2

There was a war on & labor was scarce. At end of war I married & got houses then was at it no time for Rolls. Robert Brander of Virginia knew I had it & suggested I sell it to him. I was thinking of Sporting Car Club, & that is what I did some time about 1956.

A.B. Fuss  
Witness J.P. [Signature]

the Sporting Car Club of South Australia. Rumours of the existence of an early Rolls-Royce were circulating amongst some of the members of the club. It was being suggested that the remains of the car lay somewhere in the Virginia district, around 15 miles north of Adelaide. It was said back then that it was Len Vigar who pursued the matter, and with the eager support of Laurie Vinall and several others, the car was eventually run to ground amidst weeds and undergrowth on a tomato farm on the main Port Wakefield Road. Gavin Sandford-Morgan likened it to 'a discovery to rival anything which Pompeii, the Valley of the Kings, or the mountains of Peru had disclosed.'

Well, we now know this not the full story.

Laurie Vinall backed off to enable Len Vigar, the principal behind 'the discovery', to negotiate the acquisition of the remains. Len then discussed the matter with Gavin who, as the owner of the 1910 model, Chassis 1425, had been the first to restore an early Rolls-Royce in Australia. These two gentlemen jointly negotiated a deal with the owner. Upon the purchase, the chassis and miscellaneous parts were soon to be removed to Len Vigar's farm at Eden Valley.

VIRGINIA, S.A.  
25th June, 1970.

VIRGINIA ROLLS ROYCE 1907

Late in 1938 or early 39. I saw an advertisement in the Adelaide "Advertiser" - Rolls Royce for sale £35.00 at Torrensvalle, South Australia.

I purchased the car and towed it to my father's property at Mellor Avenue, Underdale. At this time I was purchasing a property at Virginia to grow tomatoes, and took the Rolls Royce to Virginia with the idea of restoring it as best I could. By the time I had got it to pieces, I was committed to developing the tomato business. I also married about this time and was busier than ever.

The Rolls was packed away and forgotten. Robert Brander of Virginia knew I had it and suggested I sell it to somebody in the Veteran Car Club of South Australia, who could restore it. I eventually got in touch with Mr. Vinall about 1956 and made a deal with some members of the Veteran Car Club of South Australia.

Witness [Signature] J.P. Signed [Signature]  
[Signature] A.B. Fuss

An important hand-written letter on several scraps of paper, and dated 25 June 1970, has recently surfaced in South Australia which corroborates the understanding at the time of the purchase by the vendor. From this document, the survival of which is in itself, also miraculous, we can now confirm that one Albert Beaufort Fuss, had bought the car from the Adelaide motor firm of Autocars Limited, of Grote Street, just off Victoria Square in 1938 or 1939, for £35.

A further but yellowed and mellowed copy of this same letter, more legible in that it was typed, has accompanied the original, and is signed by A.B. Fuss and witnessed by a J.P. whose name is indecipherable. Very thoughtful and forward-thinking, in that these documents have preserved history previously unknown.

Fuss was one of three children in the Fuss family of Underdale, and his documentation of the car he had purchased was further corroborated by 96-year old Col Wagener, who recalled seeing the car offered for sale as a buckboard (local South Australian terminology for 'cut-down to a ute') offered by a Kingsley Ford, for £25 in the 1930s.

So we now know that Beaufort Fuss purchased the vehicle and towed it to his father's home in Mellor Avenue, Underdale,

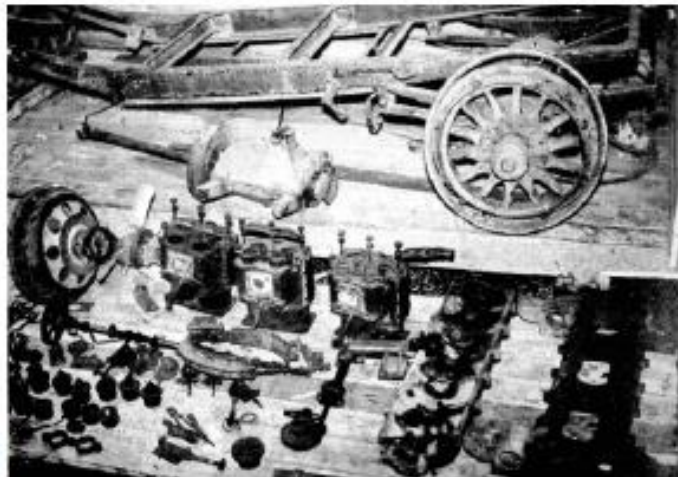




**above:** Len Vigar uses the farm tractor to carefully extract the rolling chassis from the tangle of weeds and saplings.



**above right:** Impeccably dressed for the occasion, Gavin Sandford-Morgan manipulates the chassis onto the recovery truck.



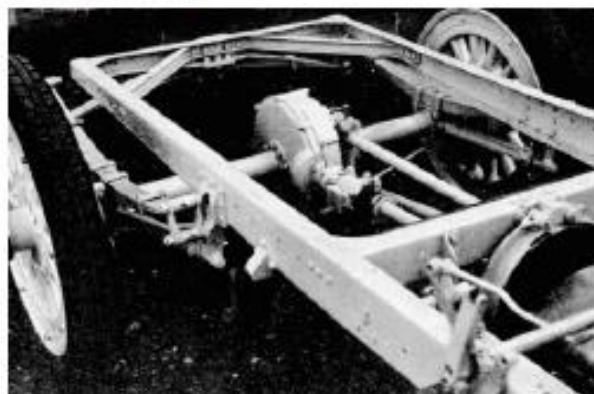
**right and below left & right:** Miscellaneous parts of the car, as un-crated on arrival in England, many of them are readily identifiable.



**below left & right:** Two views of 30 hp chassis No. 26355 left: Showing rear transverse and side spring mountings and shackle pins, dash board with trembler coil, ignition timer and distributor, and lubricator box. right: showing chassis frame bracing and attachments for rear suspension, rear-axle torque strut, thrust and braking links and the transmission-brake anchorage.



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in those pre-War years. After securing his dream block of land at Virginia, Fuss then transferred it to this block. Fuss set up his commercial tomato farm, creating it from overgrown virgin bush, spending every possible hour establishing the site to make a comfortable living. Progressively the dream to restore the car became beyond his capacity, and the car was neglected. The engine and gearbox lay in a shed on the farm, and other components were strewn about in outbuildings and in the open.

Writing of the occasion, Gavin Sandford-Morgan comments on the components of the car that were collected in 1956. 'The chassis was reasonably complete, including springs, running board brackets, and front and rear axles complete with decaying wheels. The gearbox was partially dismantled, but appeared reasonably complete except that the change mechanism was missing.'

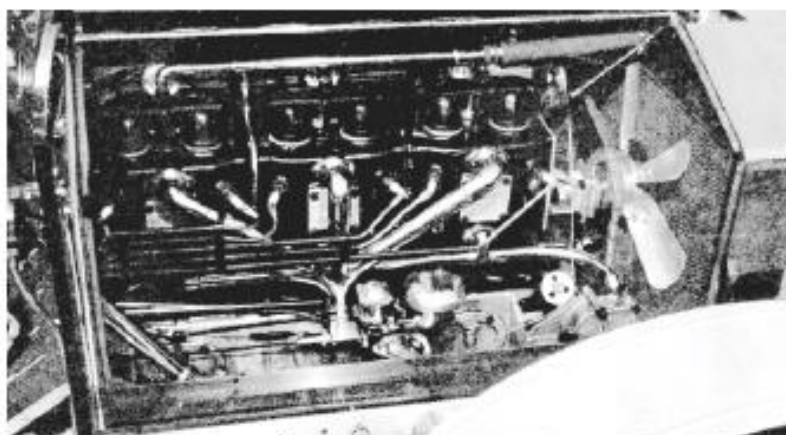
On the components that were missing, Sandford-Morgan says these included 'the radiator, the bulk-head, the entire ignition system, the carburettor, .... all water pipes, .... all controls and instruments, and the front of the timing gear housing. Missing also were parts of the steering column, the steering wheel and all controls, while the steering box was in a very advanced state of decay, the aluminium housing of the box being badly corroded.'

'The engine itself was reasonably complete, as was the clutch and most of the transmission, but many of the smaller parts were either missing or damaged beyond repair.'

In the relatively recently-surfaced letter we now have, Fuss says the existence of the car was known to locals. He says that Robert Sanders of Virginia suggested to him that he should sell the car to 'somebody in the Veteran Car Club of South Australia who could restore it.' He goes on to say that 'I eventually got in touch with Mr [Laurie] Vinall about 1956, and made a deal with some members' of the club.

So it is now known to be more of a revelation than a discovery, but in saying that, it was a very exciting revelation indeed. Of the 37 examples of the 30 HP Six-Cylinder Rolls-Royce manufactured, none until that time, were known to have survived. And no other has surfaced anywhere in the world in the intervening sixty years or so.

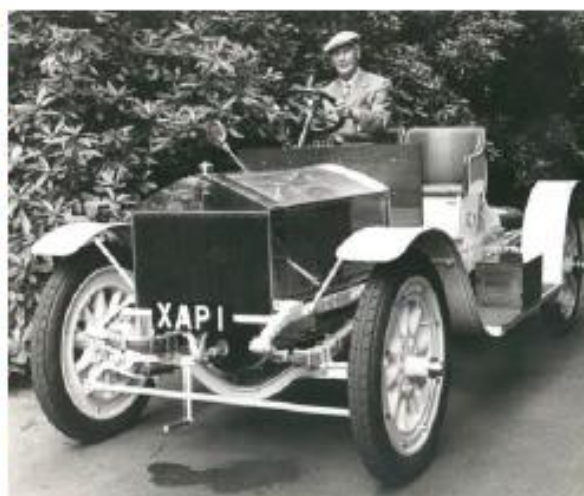
Gavin Sandford-Morgan and Laurie Vinall, (the latter having bought Len Vigar's interest in the car) decided that to do justice to the car, this could only be achieved in the UK where skills and parts were more likely, to attain the best end result. The car departed in 1958 for the UK to be restored by the renowned R-R enthusiast, Stanley Sears of Bolney, Sussex. Sears had previously restored



**above:** A contemporary photograph of the engine of a 30 hp 6-cylinder of 1906 showing the long induction system branch pipes, single jet carburettor with mushroom-type air silencer, vee leather fan-belt and the inlet rocker dome bridges.

**right:** Chassis 36355 rolls again, with restorer Stanley Sears at the wheel. (Photo: Neville Minchin, via Tom Clarke.)

**below:** 26355, the last of the 37, outside the Showrooms of P & A Wood. (Photo: submitted by Martin Bennett.)



another 1905 Rolls-Royce, the Light Twenty (20 HP) Chassis 26350.

During the shipping of the parts, the chassis frame suffered a collapse and distortion, but its years of exposure would not have done it any favours.

The chassis restoration of the 30 HP was completed in less than 3 years, with single seater coachwork constructed by Jarvis Coachworks of Edgeware Rd, London. Sears retained the car for nineteen years until cars from his extraordinary collection were offered for sale in 1977. It has had subsequent owners in Switzerland, the UK, and then

Oklahoma and Florida USA. It made another public appearance in the UK in the early 2000s, along with other early cars at the premises of P & A Wood in Dunmow, Essex. It is understood that the car has for some years now been in the hands of a UK enthusiast, and in the regular care of P & A Wood.

**Acknowledgements:** The late Gavin Sandford-Morgan (SA); Praeclarum Vol III No 1, 1967, (pp5-8); The late George Brooks, (SA); The National Motor Museum, Birdwood South Australia; Terry Parker, (SA); the late Stanley Sears, (UK); the late C.W. Morton, (UK); Martin Bennett, (ACT); Col Wagener, (SA); Tom Clarke, (UK); *Manawatu Times* of 27 January 1915.



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# The Edwardian - August 2017

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

21 June 2017

**Meeting Opened:** 7.35pm.

**Attendance:** 16 Members, 1 Apologies.

### MINUTES OF LAST MEETING:

Accepted – Moved: Rob Woolley, Seconded: Geoff Nicholas.

### SECRETARY'S REPORT:

Correspondence In:

- Invitation to the Council of Heritage Motor Clubs Annual Rally at Narrabri Easter 2018.
- Club trailer registration receipt.
- Century Batteries – notification of price increases from 1 July 2017.
- Minutes from the 2017 CHMC AGM.
- ACT Council of Motor Clubs - affiliation fees notice (\$60)
- Fee payments and membership renewal forms.
- Email from AVCCA, via Rob Woolley, re the proposal for 100year badges for Vintage Vehicles.

Correspondence Out:

- Fee notices for 2017-18.

Secretary's report accepted - Moved: Tony Watson: Seconded: Carol Nowak.

### TREASURER'S REPORT

John presented an estimate of income and expenditure for 2017/18. The meeting discussed subsidization of catering for future events, particularly the presentation lunch.

Balance reported.

Expenditure:

- ACT Council of Motor Clubs affiliation - \$60.

Treasurer's report accepted - Moved: John Cadona: Seconded: Tony Watson.

### EDITOR'S REPORT

Nil.

### MEMBERSHIP SECRETARY'S REPORT

Carol reported that 27 members are yet to pay fees. Wal Hick has advised that he will not be renewing his membership after many years. Carol to draft a thank you letter for his many years of service to the club.

### DATING OFFICER'S REPORT

Nil

### EVENTS REPORT

June event organized by Greg. July by Gerard – meet at AWM for coffee and proceed to Black Mountain Peninsula for a BYO barbeque.

### LIBRARIAN'S REPORT

Nil.

### REGISTRARS' REPORT

Rob indicated that he will be away for two months and registration requests should be directed to one of the other registrars.

### GENERAL BUSINESS

Rob provided details of AVCCA proposals for issuing 100 year badges for vintage vehicles

### MEETING ACTIVITY

Nil.

**Meeting Closed:**

8.01pm.

# The Edwardian - August 2017

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

19 July 2017

**Meeting Opened:** 7.33pm.

**Attendance:** 17 Members, six Apologies, one Guest.

### MINUTES OF LAST MEETING:

Accepted – Moved: Geoff Nicholas, Seconded: Peter Sturgess.

### SECRETARY'S REPORT:

Correspondence In:

- Council of Heritage Motor Clubs – entry forms for annual rally at Narrabri Easter 2018.
- Century Batteries – list of wholesale prices applicable from 1 July 2017.
- AVCCA – Chair arrangements for 2018.
- Ian Irwin – copy of submission to the Council of ACT Motor Clubs concerning the 90<sup>th</sup> anniversary of the 1929 Canberra Speed Trials.

Correspondence Out:

- Nil.

Secretary's report accepted - Moved: Tony Watson: Seconded: Gerald Frawley

### TREASURER'S REPORT

Balance reported.

Expenditure: Nil

Treasurer's report accepted - Moved: John Cadona: Seconded: Tony Watson..

### EDITOR'S REPORT

Rick reported that the next newsletter is due in three weeks. Any contributions will be gratefully received.

### MEMBERSHIP SECRETARY'S REPORT

Carol reported that all 60 members are now financial for the current year. An updated register of members will be produced in the next few weeks.

### DATING OFFICER'S REPORT

Two cars are currently in the process of being dated.

### EVENTS REPORT

Next events will be:

- 23 July – meet at Australian War Memorial 10.00am followed by barbeque at Black Mountain Peninsula;
- 20 August – presentation lunch at D'browse restaurant, Narrabundah;
- 24 September – possible inspection of the Carillion (to be organized by Rick).

### LIBRARIAN'S REPORT

Roy reported that the library is still missing one edition of *The Automobile*. The meeting agreed that a wanted ad for this magazine be placed in the next newsletter. Also, Tony undertook to search Ebay for a copy.

### REGISTRARS' REPORT

Nil.

### GENERAL BUSINESS

Moved John Cadona, Seconded Tony Watson, that the Club subsidize the August 2017 presentation lunch by \$10 per head – carried.

Ian spoke of his proposal to the Council of ACT Motor Clubs about recognition of the 1929 Canberra Speed Trials. He will also attend the Council's next meeting as representative of the Club as a number of important matters are to be discussed, particularly in relation to concessional registration.

Geralr reported that both Kingsley and Cynthia Southwell had been unwell. He also mentioned the Horseless Carriage Club of America rally for pre 1916 vehicles being organized in Australia for 2019 by Russell Holden.



Nick reported that Trevor Couch's health is stable.

## MEETING ACTIVITY

Nil.

Meeting Closed: 8.37pm.



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

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

### Going out speech from the President:

Thank you for coming tonight for the annual general meeting

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

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

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

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

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

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

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

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

### PRESIDENT'S REPORT

Printed in the August edition of *The Edwardian*.

### TREASURER'S REPORT

John presented his audited report of the Club's finances for 2015-2016. This report indicated that the Club is in sound financial position.

John Cadona moved that this report be accepted – Seconded Roy Bendall.

### ELECTION OF COMMITTEE

Chris declared all Committee positions vacant and asked members for nominations:

**President: Darrell Leemhuis** - Nominated: Rick McDonough: Seconded: Peter Sturgess. All in favour.

**Secretary: Nick Nowak** - Nominated: Chris Hogan: Seconded: Rick McDonough, All in favour.

**Membership Secretary: Carol Nowak** - Nominated: Don Doering: Seconded: Darrell Leemhuis. All in favour.

**Treasurer: John Cadona** - Nominated: Chris Hogan: Seconded: Tony Watson. All in favour.

**Vice President: Chris Hogan** (*position automatically filled by previous President*).

**Editor: Rick McDonough** - Nominated: Chris Hogan: Seconded: Tony Watson. All in favour.

**Events Director:** An events director was not appointed for 2016-2017.

**Meeting Activities:** Rob Woolley - Nominated: Don Doering: Seconded: Peter Sturgess. All in favour.

**Inspection Officers: Rob Woolley, Barry Roberts and Robert McGuire** (fixed positions).

**Registrars: Darrell Leemhuis, John Cadona, Rob Woolley, Barry Roberts and Robert McGuire** (*automatically appointed – positions attached to Secretary, Treasurer and Inspection Officers*).

**Dating Officers:** The current Dating Committee was appointed for three years from 2014-15.

**Librarians: Greg Spackman** - Nominated: Chris Hogan: Seconded: Tony Watson. All in favour.

**Roy Bendall** - Nominated: Chris Hogan. Seconded: Tony Watson. All in favour.

**Public Officer: Beth Woolley** - Beth was not present but had previously indicated that she was prepared to remain as the Club's Public Officer. Nominated: Chris Hogan. Seconded: Alex Sturgess. All in favour.

**Council Delegates: Rick McDonough and Darrell Leemhuis** Nominated: Chris Hogan. Seconded: Alex Sturgess. All in favour. The President is automatically appointed as a Council Delegate.

### GENERAL BUSINESS:

- In the absence of an events director for 2016-2017 the Committee will draw up an events roster of individual Club members.
- The meeting agreed to seek termination of the service contact with Fuji Xerox for our photocopier and would sell the photocopier machine to John Cadona if no other offers had been received.
- The meeting agreed that a donation of \$100.00 should be made to the Prostate Cancer Council in lieu of payment to the Auditor.
- The By-Laws to be accepted of the changes Chris Hogan moved, Tony Watson seconded all in favour.

# The Edwardian - August 2017

- Club fees to remain at the \$50

**CLOSE** <sup>11</sup><sub>SEP</sub> The Annual General Meeting closed at 8.22pm.

## The Club Calendar

Aug 16	Club meeting (and AGM)
Aug 20	Trophy presentation day (Don Doering - see below for details)
Sept 20	Club meeting
Sept 24	Club Run –needs to be organised
Oct 18	Club meeting
Oct 22	Club Run (McDonough – see below for details)

## 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

Retreads to lunch at the Gungahlin Lakes Golf Club for Friday 15<sup>th</sup> September for a bistro lunch to the Gungahlin Lakes Golf Club at noon. The Club is just off Gundaroo Drive Nichols. Bring your CRS cars along. Any inquiries to Alec McKernan on 6286 1046."

## The National Calendar

Sept. 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.
Sept. 23-28, 2018	National Veteran Vehicle Rally, proposed to be held in Forbes, NSW.
Sept. 2019	National Veteran Vehicle Rally, Bundaberg, Queensland

## VVCCA – ACT - EVENTS SCHEDULE September 2016 to August 2017

At the last 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 <sup>rd</sup> October 2016	2015 National Rally Committee Run (Chris)
November 2016	Rick McDonough
December 2016 (breakfast run)	Chris & Simone Hogan
21 <sup>st</sup> December 2016 (dinner in lieu of meeting)	Nick & Carol Nowak



# The Edwardian - August 2017

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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 <sup>th</sup> ?)	John Cadona
June 2017	Greg & Mary Spackman
July 2017	Gerard & Marie Frawley
August 2017	Don & Beverley Doering

## EVENTS DETAILS

### **Sunday August 20**

Presentation lunch. The Restaurant is booked exclusively for the car club at 12 noon for 12:30 on Sunday the 20th of August 17. The venue is 59 Boolimba Cres, (Narrabundah shops). Menu on page 22. Children's food can be provided for at \$12.50 per child and apart from water all drinks are BYO including soft drinks. Bread is also included as a starter. For the provision of wine glasses there is a small charge of \$2 p.p. We need to collect numbers attending by August 3. Anyone accepting later can email Don from August 4 until the deadline on August 16 on [doering.watson@bigpond.com](mailto:doering.watson@bigpond.com)

### **Sunday Sept 24th**

Run yet to be organised.

### **Sunday Oct 22 –**

A guided tour of the Carillion. This is more a placeholder for your diary at this stage. I had thought we could do this run in September, but will explain at the August meeting why this may not be a good idea. Anyway, this will be a very rare chance to get right up into the workings of the Carillion. A tour lasts about 40 mins. so don't miss this run. There will be a cost involved. More details will be forthcoming as we get closer to the day.



## **Wanted**

Peugeot 5CV Type 172 for restoration. Would prefer 1923-24 narrow chassis wire wheeled version. However, everything considered, including subsequent disc wheeled versions up to 1928 (Types 172BC, 172R and 172M) – see photos.

As points of identification, these cars have semi enclosed punt-type chassis, a tiny fixed head engine of either 667 or 720cc and a three speed gearbox combined with a worm final drive.

A complete and unmolested car would be ideal but again, anything considered, including basket cases and bits. I am an experienced and rather fastidious restorer who needs a new project which will fit into my ever diminishing working space. Needless to say I also have a soft spot for Peugeots, with a recently completed 203 wagon.

All leads gratefully appreciated.



Tony Watson  
(02) 62549203 any time.

## 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 nearer to family. Car located in the Blue Mountains. 111 Rusden Road, Mount Riverview, NSW 2774 Price : \$ 16,000 ONO, Contact Trevor Couch 02 47394247 or 0431942718.

**For Sale – 1927 T Ford Doctor's Coupe.**  
This car was imported into Australia in the 1970's and was changed to RHD.

Features;

- Rare RAJO roller rocker 8 valve head
- Model A Ford crank
- Ruckstell Diff.
- Many other extras, eg improved brakes
- VGC low mileage car after complete restoration.



Price - \$35,000. Contact John Ahearn,  
02 6286 4814

1930 Triumph Super 7 sports rolling chassis including all mechanical parts, Armstrong shock absorbers, wire wheels, hydraulic brakes and some spares for restoration. All parts are from the same car: Chassis: 14033, Engine: 14953, Gearbox: 14995 and rear axle: 14107. No bodywork but I can assist with photos, drawings with copies of spare parts and owners manuals. \$1,500 ono.

For sale: A steel framed work bench with a wooden top and shelf under in very good condition. Size: cm 220 long x 100 wide X 95 high. \$100.

Bob Courtney. 0417 252 878







## PRELIMINARY NOTICE

# 2018 AUTUMN TOUR

FOR VETERAN AND VINTAGE VEHICLES  
(manufactured before 1931)

4<sup>th</sup> - 6<sup>th</sup> May 2018

### OUTLINE PROGRAMME

RALLY HEADQUARTERS AT PARKES RACECOURSE

Friday 4<sup>th</sup> 150km run commences 9.30am

or

50km run commences 12.30pm

Saturday 5<sup>th</sup> 150km run commences 9.30am

Sunday 6<sup>th</sup> Farewell breakfast from 8.00am



"Where's Gumpy gone?"

**A detailed programme  
and entry form  
is expected to be available  
in November 2017**

**NOTE:** The Rally will run concurrently with the Annual ABBA Festival at Trundle. Although this is 70km from Parkes, the festival places a significant demand on accommodation in the surrounding area, including Parkes, Forbes and Peak Hill. Whilst there are many advance accommodation bookings for the ABBA Festival, there is ample accommodation available at present.

**Rally entrants are encouraged to make accommodation arrangements as soon as possible.**

**Should you wish to receive a detailed programme and entry form when it becomes available, please contact Parkes Antique Motor Club at:**

**PO Box 476 PARKES NSW 2870,**

**or**

**[parkesantiquemotorclub@gmail.com](mailto:parkesantiquemotorclub@gmail.com)**

# d'brow's

## Entrée

Soup of the day

Calamari  
Rock - salted

Tempura Prawns  
Served with watermelon, mint & spanish onion

Mushrooms  
Field and forest mushrooms with white wine  
Parsley cream

## Main Courses

Chicken Breast  
Filled with brie, prosciutto and cranberry  
Served with a white wine chive sauce

Lamb Shanks  
Braised with red wine, orange, tomatoes, and balsamic vinegar served with garlic  
mash

Eye Fillet  
Char-grilled fillet with a classic pepper cream sauce

Atlantic Salmon  
Crispy skinned, served with lemon butter and parsley sauce

## Desserts

Sticky Date Pudding  
Warm pudding with a traditional hot toffee sauce

Crème Caramel  
Rich poached caramel with a toffee crust

Tartufo  
Hard chocolate ice cream with honey, coconut nougat,  
Hazelnuts served with raspberry  
and cream

Profiteroles  
Choux pastry filled with ice cream  
topped with chocolate sauce



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