



The Edwardian



Veteran and Vintage Car Club of the ACT
December 2017



Office Bearers 2017 - 18

PRESIDENT	Darrell Leemhuis	darrell@apleemhuis.com.au	6230 3200
VICE PRESIDENT	Chris Hogan	simandchris@optusnet.com.au	6259 5250
SECRETARY	Tony Watson	twatson@grapevine.com.au	6254 9203
TREASURER	John Cadona	fbs@webone.com.au	6280 5377
EDITOR	Rick McDonough	rick@netspeed.com.au	6293 1553
MEMBERSHIP SECRETARY	Carol Nowak	nowakn@iinet.net.au	6282 4090
EVENTS DIRECTORS	Multiple Members		
MEETING ACTIVITIES	Rob Woolley	robethw@optusnet.com.au	6254 9485
INSPECTION OFFICERS	Rob Woolley Barry Roberts Robert McGuire	robethw@optusnet.com.au lawley_house@bigpond.com.au 12 Maloney St. Wanniasa 2903	6254 9485 6292 8920 6231 8087
REGISTRARS	Nick Nowak John Cadona Rob Woolley Barry Roberts Robert McGuire	nowakn@iinet.net.au fbs@webone.com.au robethw@optusnet.com.au lawley_house@bigpond.com.au 12 Maloney St. Wanniasa 2903	6282 4090 6280 5377 6254 9485 6292 8920 6231 8087
DATING COMMITTEE	Rob Woolley Ian Irwin Greg Spackman	robethw@optusnet.com.au newkeadymore@beagle.com.au mary.spackman@gmail.com	6254 9485 0413 582 687 6231 2559
LIBRARIAN/S	Greg Spackman Roy Bendall	mary.spackman@gmail.com abendall@bigpond.com.au	6231 2559 6281 6152
PUBLIC OFFICER	Beth Woolley	robethw@optusnet.com.au	6254 9485
COUNCIL DELEGATES	Darrell Leemhuis Chris Hogan	darrell@apleemhuis.com.au simandchris@optusnet.com.au	6230 3200 6259 5250

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 3rd WEDNESDAY OF THE MONTH AT 7.30PM.

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

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

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

President's Report

The Christmas festive season is now starting to ramp up from myself and the committee I hope everyone has a safe and merry Christmas and a Happy Healthy and Prosperous new year!

Thank you to all who volunteered their time to the club this year. Without everyone's help there would be no club or runs. Speaking of runs we had some varied and well attended runs throughout the year. I think the roster system is working quite well. I am excited about next year's events and am especially looking forward to my first away run to Cowra

Looking forward to catching up with everyone at the next two club outing's - this Sunday for breakfast and next Wednesday night for our Christmas dinner.

Regards,

Darrell Leemhuis



I should tell you - Rudolph is a keen Aston Martin man

CAPTION TIME

Yes folks, here is another photo that is just screaming out for some suitable wording to accompany it. No prizes for guessing what this 'thing' has been made from, but one wonders.... 'Why'? Anyway, the best effort will be awarded something suitable....like a T Ford back leg.....



DANNY WEIL - THEOLDMOTOR.COM



Editorial



I was talking to a work colleague the other day who mentioned his first part time job was with the Canberra Times about 20 years ago. He used to work most of Fri night on the Saturday edition. The Saturday paper was their biggest circulation and they used to do close to 120,000 copies. He was saying he heard from an insider recently that the Saturday sales are down to about 23,000... and declining. Apart from the loss of jobs this signifies, I think there is an even greater loss. When writing my book "*Queensland's Motoring Dawn*", the vast majority of my research was gleaned from early newspapers. These papers, held mostly in our National Library, are an invaluable source for any historian on any research matter – but what will the case be for future researchers? With the trend towards daily news websites, I wonder how one will be able to track down anything in decades to come?

Question – what do you get when you alternate 15 layers (billets) of 1075 and 15N20 steel, and forge weld them using an hydraulic press....once fused into a single block and drawn out, you then cut it into 3 pieces, restack them and weld them into a 45 layer billet.....you then repeat the process two more times so you get a 135 layer

billet? Give up? Damascus steel. One of the prettiest types of steel you'll ever see – and here's a photo to prove it. Until the recent club run to the Tharwa Valley Forge, I had no idea



such steel existed, nor for that matter that the forge business itself existed. Both were revelations and if you didn't attend, you missed a particularly enjoyable run. A write up and photos appear elsewhere.

November saw a 'swarm' of swap meets descend upon us with the 30th Canberra swap starting the month. For accuracy it should be stated that the swap has been going much longer than 30 years, with the Vintage sports car club operating it in the early years. The 30th swap bit refers to the fact that it has been run by the local veteran and vintage bike club for the last 30 years. Many would not realise that one of our Club registrars, Bob McGuire, had a pivotal role in that first bike club swap. Requiring much needed funds for a national rally the bike club was to hold that year, Bob, as then President of the bike club, and a couple of others, made the necessary arrangements for the swap to be held at Canberry Fair in Watson. The Fair was part historical village, part zoo, part theatre and part dining precinct, but it also served as the perfect site for the swap, with the bike club making a tidy profit out of their first effort. The rest, as they say, is history.

Heard some interesting stats the other day on the old car scene in Victoria. They have a 25 year rolling date, so anything up to 1992 is considered eligible for concessional rego. Recent figures released show that there are over 80,000 cars in that State so registered. That's a lot of cars being registered for approx. \$80 ea, instead of \$650 - \$850 each. One can't help but wonder if someone in the State Govt might cotton on to this and see it as a huge revenue loss to the state coffers – and then do something about it. The other aspect that makes you wonder is how many of these 'old' early 90's Falcons and Holdens are actually genuinely owned by club enthusiasts, and not people who are just joining a club to get cheap rego, and then using the vehicle as their everyday driver. If the government does decide to act, I hope genuine enthusiasts don't suffer by association.

Heard on the grapevine that the organisers of Wheels 2018 advised that a site at Yarralumla Bay could have been suitable for Wheels 18 but the ACT Government could not commit for 'six months'. The event will be held at the Queanbeyan Showgrounds on Sunday 4 March 2018 instead, with the Queanbeyan Council being very helpful in providing assistance

All the best for the coming festive season

Rick

From the Archives

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

November 1967 –

General –

- The Editorial brings to notice the rudeness of people who have private discussions while other members are trying to speak. (Ed – sometimes this is still relevant today!)
- concessional rego - club registrar, John Wilson, expressed dissatisfaction with the attitude of some members to the requirements laid down by the Registrar of motor vehicles. The registrar of motor vehicles has invited the club to submit proposals for a special series of plates for veteran cars. A committee was formed to investigate suitable possibilities.
- Oct run was to the Goodwin home to take residents to a bbq lunch at Weston Park prepared by club ladies. An unexpected guest of the day was Minister for the interior, Doug Anthony and his family. He was seen peering into and around the Deasy so someone invited him for a ride and off they went with Mac in the Deasy. Next thing was Doug Anthony driving Bob Worley's 29 Ford car with Bob as passenger, then Eddie Abrahams was seen flying off with Mrs Anthony and another lady.
- November run was to 'Woollen Wealth', Yass.
- Another November run was a gymkhana at Hall showgrounds. Veteran section Won by Les Robinson in the Fiat. Vintage section won by Jim Bruce in a Chev.
- Jim Bolton found a wooden felloed Ford axle and wheels at Crookwell during a recent expedition. Bill Southwell was disappointed when he went to Mudgee where he sought a Fiat. Martin McCarthy had shown him slides of it at the last meeting. The farmer didn't even now it had gone, appears someone pinched it.
- Les Robinson is making a rear set of mudguards for the Renault of Maurice McKenzie of Hillston.
- Jim Bolton has been able to repair the Gestetner.



LUBMAN COL PROFILE NO.3. COLLINGRIDGE.

A little over twelve months ago Col responded to a clue and located the remains of his 1913 Empire in a dump upon a property about 10 miles from his home. It was barely visible in the pile of old iron and horse-drawn vehicles about a quarter of a mile from the homestead.

The wreckers had got at it and taken just about all they could remove; fortunately the magneto and headlights had been taken off and left in a shed. Some of the motor was missing but almost everything else was intact; gearbox, diff., springs and wheels were complete, but the handbrake lever was missing.

The engine was seized, but Col was indeed fortunate to secure another engine with a radiator from an 1100 mile dash to Horsham, Victoria.

Col had never heard of the make prior to his discovery, but after writing to the United States learnt that the model '31, of which his is an example, was made in limited quantities in early 1913.

Searching around the paddocks yielded the petrol tank, the bonnet and a few bits and pieces of the body. There appears, says Col, to have been very little bodywork in its original state.

THE EDWARDIAN

OCTOBER, 1967

PAGE 4

The motor and gearbox have been gone over thoroughly and are awaiting assembly. Body restoration has been considered, and Col has taken stock of his requirements. Any person able to help with leads on Empire hand brake lever and mounting, back wheel bearings, side lights, tail light and one headlight rim, would be given a good hearing by Col.

He has a pair of veteran American gas head-lights and miscellaneous T model parts to offer in exchange.

Col is a motor bike man at heart and his pride and joy is his 1912 Triumph which, he says, he keeps in the lounge room. He also has a 1910 Triumph which he feels, although restored is not quite as good.

A 1923 Douglas is the current project and upon its completion it is "flat out" on the Empire. Let's hope he doesn't find another bike meanwhile.

On his travels he has acquired a 1922 Dodge, and a 1927 Ford T, both of which are in going order. The former vehicle participated in the recent Wattle Festival, and has been accredited a mention elsewhere in this issue.

Now for a word from Col himself --

"I went for a trip seven months ago through Wyalong, Hillston, Ivanhoe, Menindee, Broken Hill, across country to Wilcannia, then back across country to Ivanhoe, then back home through the Lake. I spent a week on this trip, but could not find anything for the Empire.

I saw some interesting vehicles though. There was one buried in sand, and after about an hour of scraping around I came to the conclusion that it was a very old Chev. 4. It was a side-valve and had an oval radiator, but too far gone to be restored.

In another place there was a 1929 Studebaker straight-eight single seater in quite good order -- a really good vintage machine.

Yet another place had seven model T's of all ages. The old chap used to buy nothing but T's -- when he bought a new one he ran the old one under a tree and left it there, but he wouldn't part with one."

The next trip Col plans to cover the Birdsville Track.

There's no doubt we have an avid veteran enthusiast in Col Collinridge.

(Script by editor, from details provided by Col.)

Many thanks for your letter Col. Yours is the last of the batch of replies received and we are awaiting others for reproduction in future issues of the magazine.

Editor.



Club Run to Tharwa Valley Forge and Cuppacumbalong 22/10/2017

In excess of 20 members participated in the Club event held on Sunday 22 October 2017.

It was a great turnout, roughly a third of our Club. Perhaps a few more 'old' cars would have been nice: something to aim for next month!?

We met at the Point Hut Crossing for morning tea prior to departing for the leisurely 12km drive to Tharwa Valley Forge where we were greeted by the owner and head teacher, Karim Haddad.

Tharwa Valley Forge is a blacksmith and bladesmithing school that makes knives and other metal-based products and teaches courses in knifemaking, forging, damascus and sharpening (see its website below for more detail). The Forge also makes custom knives to order including for the Australian Defence Forces. The Forge employs 10 staff.

The Club was 'treated' to an overview of the Forge and observed a class underway in the Grinding Workshop finishing the handles on knives that had been forged the day before.

From there we went to the Machinery Room where more information on knifemaking was shared and the forge was fired up. In addition, and of much interest to us, an 'induction' forge was demonstrated. On the way out of the workshop the Forge's computerised cutter, with the footprint of a vehicle, was demonstrated in 'test mode'.

Karim had only a few weeks prior to our visit bought the neighbouring Cuppacumbalong property. It is in need of much renovation, which is currently underway, and will accommodate the Forge school and workshop which has out grown its current premises. It was coincidental the front page of the Sunday Canberra Times was a story about Karim, Tharwa Valley Forge and Cuppacumbalong. This added to our enjoyment of the visit, particularly when we were informed our Club visit was the first event at the new and (soon to be) improved Cuppacumbalong.

At Cuppacumbalong we were shown through the historic stables (converted to accommodation) and 2 x workshops. We were also shown through the Homestead. Karim's future plans for the property were enthusiastically discussed, including events commencing with an international knife show on 3 December, where around 1,000 attendees are expected. Our tour included an informal presentation on the history of the property and the very entertaining story of 'Lizzie's 1950's Valentine's Day Escape'.

At the end of our approximate 2-hour guided tour (we were expecting around 45 minutes) we took shelter from the Sun and had lunch on the Homestead verandah overlooking the grounds and Murrumbidgee River. Some of the group walked along the river to visit the historic cemetery a few kilometres away.

Those unable to attend missed out on a really terrific event. All is not lost, however, as we may plan to go back after the works at Cuppacumbalong are finished in 12-18 months time, or even be part of another event held on the property.

Motoring-wise the day was uneventful, which is a good thing, with only a stray hat deciding to liberate itself from the cabin of Tony and Trudy's Dodge enroute to Tharwa, and some handling/teething issues on Mal's Oakland.

As an aside, if anyone is interested in undertaking a course or having something bespoke made, more information is available at <https://www.tharwavalleyforge.com/>. The Forge also provides courses to groups wanting a specific topic taught.

Roger

Attendance in **oldies** - Tony and Trudy Watson (1924 Dodge), Mal Smith (1929 Oakland), Rick and Shirley McDonough (1933 Austin), Darrell Leemhuis +2 kids (1947 Chevrolet), John Cadona (FJ ute), Wayne and Sandra Smith (Austin Healey), Peter Leemhuis (HR Holden)

Modern: Geoff Nicholas, Nick and Carol Nowak, Don Doering, Saman Samaraweera, Chris and Simone Hogan + 3 kids, Roy Bendall, Greg and Mary Spackman and Roger Gottlob



Cheers!



Who put that ##**@^ spare tyre in the way!



Enthralled onlookers at the forge.



The lovely new addition to the Smith's Oakland collection





Owner, Karim, explaining the gas fired furnace (the small cylindrical bit in the background) they now use to heat the metal, instead of the old coke fired type forge.



The amazing induction forge, that certainly amazed us anyway! By placing the steel bar in the copper coils, it got up to red heat in about three seconds! Note how localised the heat is, with Karim holding the steel with his bare hand.



A close up of the furnace.



Must keep the hordes fed!

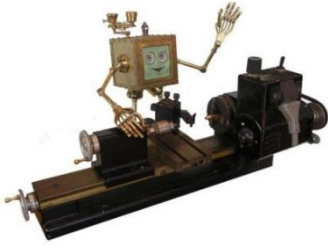


The lovely view from the Cuppacumalong verandah, where we enjoyed a peaceful lunch.



Another beautiful Damascus steel blade.





Technical Page

Ed – I got the following off an American internet site some time ago.

Sheet Metal Bending Brake

I started building a light aeroplane from plans in mid-January 2006. After several failed attempts to bend the rudder spar I ended up going to a local sheet metal shop for help. The problem with that is that its equipment is not set up for the 1/8-inch radius bend specified in the plans. I saw right away that I was going to need some type of bending brake throughout the project, so I started looking for an affordable solution. I found commercial brakes to be too expensive, and most of the plans-built brakes found on the Internet were to be either made of wood (too flimsy) or required extensive welding (I don't know how to weld).



I came up with the plan for this brake at 3 a.m. during a sleepless night. It's simple, inexpensive, and requires no welding whatsoever. I built it in a single afternoon and was bending parts the next day. It worked so well I felt I should share the plans with other homebuilders who needed a brake of their own. It's not a commercial brake costing hundreds or even thousands of dollars, so don't expect it to perform like one on the longer bends. However, it does most bends extremely well. Some bends require a little creative thinking.

Being able to bend my own parts has resulted in substantial savings on this project.



Parts List

The steel angle and square tubing can be found at most metal suppliers or recyclers. Check your yellow pages for a local supplier.

- 3 pieces of 3 x 3 x 1/4-inch angle to desired length (8 feet will bend the flaps)
- 8 feet of 1.25-inch square steel tubing for the handle
- Full length stainless steel piano hinge
- CCP-46 stainless steel cherry pop rivets to attach the hinge (60 mm spacing)
- 4 bolts 1/4 x 2 inches, 8 flat washers, and 4 stop nuts
- 2 bolts 1/4 x 3 inches, 4 flat washers, and 2 stop nuts
- 4 to 6 bolts 3/8 x 3 inches, 2 flat washers, and 1 nut for each bolt
- 1 board 1 x 4 inches by length of your table to reinforce the edge
- Countersunk wood screws to attach the board and the bottom plate to your table

Building Instructions

Start by attaching the 1 x 4 reinforcement board under the edge of your table with glue and wood screws. This will make the edge much stronger.

Attach the bottom plate over the edge of your table using countersunk wood screws. I used one size drill bit for the screw holes and a larger bit to countersink the screw heads. You don't want the heads to be above the bottom plate surface or they will scratch your sheet metal. I used only six screws for this.

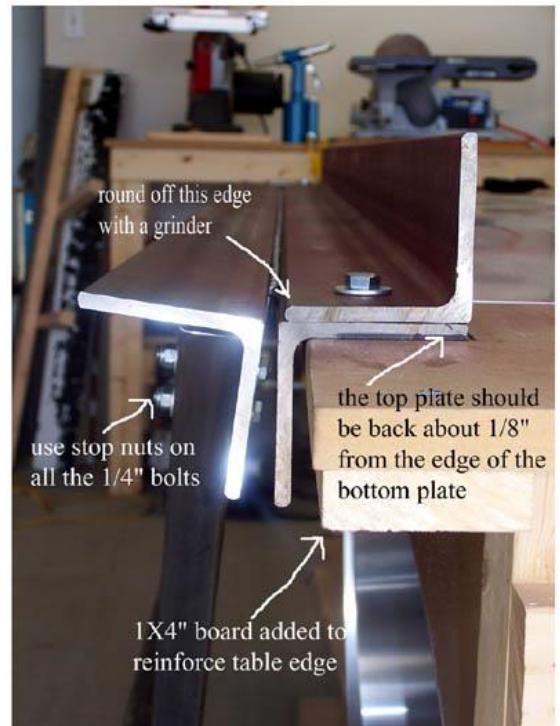
Set the top plate on top of the bottom plate and clamp in place with c-clamps. The top plate front edge should be set back about 1/8 inch from the edge of the bottom plate (see previous photo).

Drill four holes for the 3/8-inch bolts through the top and bottom plates, the table, and the 1 x 4 board. High quality sharp bits will stop the cursing! Make the two end holes about an inch and one half from the ends and the other two evenly spaced along the length of the plates.

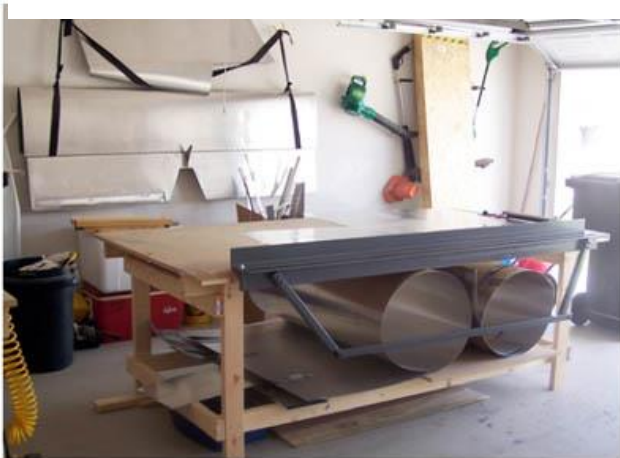
Remove the top plate and round off the front edge to achieve a nice clean radiused bend.

Find and mark the centreline of the hinge and the bend plate. Attach the hinge to the bend plate with stainless steel pop rivets using about 60 mm spacing between rivets. The top of the hinge should be just level with the top surface of the bending plate.

Remove the hinge pin and attach the other side of the hinge to the bottom plate making sure the hinge is facing the right direction. Make sure to centre it correctly so the two sides of the hinge will line up correctly. Also be sure to line up the top of the hinge with the top surface of the bottom plate.



Put the bottom plate and the bend plate together to reinsert the hinge pin. This requires two people and can be a little tricky. I found it easier to cut the pin in half and go in from either end of the hinge until the two halves meet in the middle. A little 3-in-1 oil also helped.



Cut the square tubing to make the handle. I made two 18-inch pieces for the ends and used what was left as the middle. Please see the photos for how this should look.

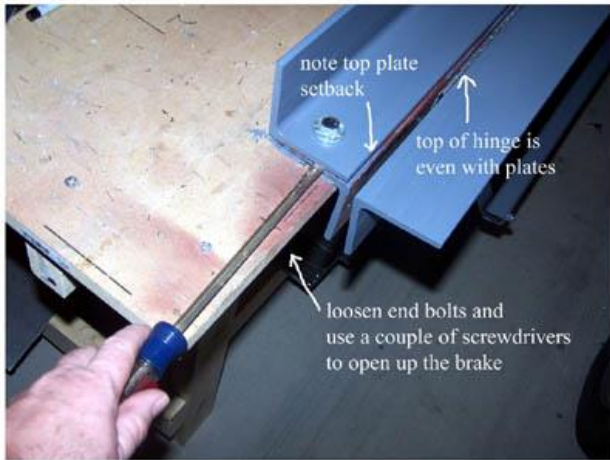
Drill the holes for the 1/4-inch bolts to attach the end pieces of the handle to the centre piece. Attach the parts using the bolts, washers, and nuts. Don't tighten them really tight just yet. The end pieces should be at about a 60-degree angle to the centre piece. This doesn't have to be exact.

Have someone help you hold the handle up against the bend plate and mark where it will go. You can clamp the two together. Drill the holes for the 1/4-inch bolts to attach the

handles to the bend plate (two at each end). Attach the handle with the 1/4-inch bolts. Tighten all the handle bolts snugly.

Insert the 3/8-inch bolts through the top plate and push them all the way through. Use one flat washer on the top, and one flat washer and nut on the bottom and hand tighten.

The number of 3/8 bolts you use will depend on the bending job. For long narrow bends such as channel flanges use all of the bolts. For parts like control surface skins, remove as many bolts as needed. I have found that with most smaller parts, I need only to hand tighten the bolts. For long flanges, tighten the bolts with a socket wrench.



To open the brake, first loosen the bolts and then insert a large screwdriver between the top and bottom plate at either end. I'm sure some bright person out there will probably come up with a more elegant way to do this.

Next insert your sheet metal lining up the bend line with the edge of the top plate. Remove the screwdrivers, tighten the bolts, and bend away.



Using a piece of angle clamped to the brake to bend past 90 degrees.



Raise the handle to make the bend

Bending Tips

When bending long parts made of 0.032 and thicker aluminium, use the following method to avoid a bowed part:

1. Cut the blank with the flanges wider than the plans specify. At least 100 mm wide will do.
2. Bend as usual.
3. Trim the flanges to specs.

If you need to bend a part past 90 degrees, bend as far as you can, then clamp a 1 x 2 board or a piece of angle to the bending plate and bend again to the desired angle.

The Bottom Line

This brake works for me, and I hope it does for you as well. Use some common sense when building and using this brake. By building it you are accepting personal responsibility for your own safety. If somehow you get injured, don't blame me. I am not some big corporation with deep pockets.



Finished aileron skins.

Tour of the Carillion

After several days of pretty ordinary weather, Sunday the 19th turned out to be an absolute beauty. With parking at such a premium it wasn't possible to park all the old cars together, but at least they were within a close walk. The shade of a willow down by the lake was a very picturesque place for everyone to gather and have a chat, drink and dine.

The first group went up spot on time, followed by two more groups. Our volunteer guides, Therese and Barbara were full of information and we all got to meet the Carillionist, Lyn. She certainly wasn't precious about the 'keyboard' (clavier actually, if you want to get technical), letting all of us have a go. Not sure all those within a 1 or 2 km radius appreciated our efforts though! Her version of Yellow Submarine was certainly more melodious than our banging away. At 12:30 Lyn started a concert proper, and we were in a prime position to enjoy it.

Centuries ago in Europe, the Carillon was primarily used to let people know the time and it would also be rung when there was impending fires, storms, wars and emergencies. Each one would be built in locations with space all around it, so the acoustics could be heard all across the city. Today, some of these European Carillons are now part of large cities, so they don't have the same acoustics they once had. Our National Carillon however, was built right on the edge of Lake Burley Griffin so its melodic bells can be heard along its length.

Now for some fun facts about our Carillon-

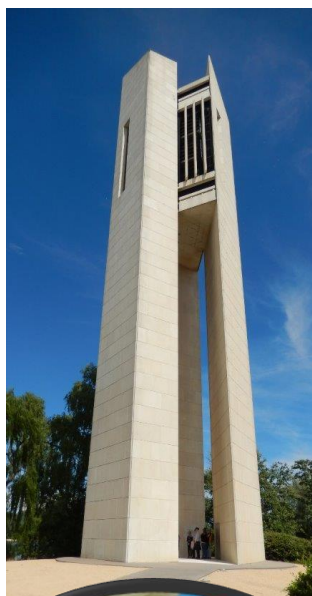
- It was a gift of the British Government to the people of Australia in celebration of the 50th anniversary of the National Capital.
- Queen Elizabeth II officially opened it on 26 April 1970
- It is 50 metres tall
- The bells are bronze and weigh from 7kg to 6 tons,
- Carillons have a minimum of 23 bells. With 55 bronze bells our Carillon is large by world standards
- A system of individual cables and wire linkages draws s/steel clappers on to the bells
- To play the heavier bells, the Carillonist steps on the pedals at their feet. The cables at the back of the clavier then travel up to the ceiling and directly ring the bells on the level above.
- The bells are carefully cast so they stay in tune for ever
- The pitch of the bells ranges chromatically through four and a half octaves.
- John Douglas Gordon, after whom the Aspen Island footbridge is now named, played the inaugural recital.
- An aperture had to be left in the centre of the floor to allow the biggest bells to be hoisted to the carillon chamber, since they were too large to pass up any of the three shafts.
- When the carillon was built, no scaffolding was used. It was built in a way that supported its own weight.
- The Perth architects "Cameron, Chisholm & Nicol" had to create a building with a small footprint at the base, due to limited space on Aspen Island and yet still be able to have a central area to lift up the 6 tonne bells up to the tower.
- For performances played on the clavier, the bells are rung on the inside of the bells, however for the Westminster chime, the automatic chime that sounds every 15 minutes, the bells are struck from the outside.

It was great to see so many kids out on the run, with plenty of tree climbing and the Nerdal girls even wetting a line in an effort to feed us all. Apart from hooking surrounding trees and getting snagged, none of us got to taste fish for lunch! As is usual on these occasions, we solved the problems of the world while relaxing in the willow's shade and enjoying each other's company. People started drifting off as the day progressed.

I think all who attended agreed it was a unique and very enjoyable and interesting event.

Rick

Attendees – in **oldies** – Roy B., Rick and Shirley, Wayne and Silvia, Ross, Kate and girls, Darrell and Bridget, the Hogan clan, Neil and Roberta and girls. In **modern** - Roger and Gillian, Bob Courtney, Greg and Mary, Geoff and Lynne, Don D.,



Even a random bubble man made an appearance.

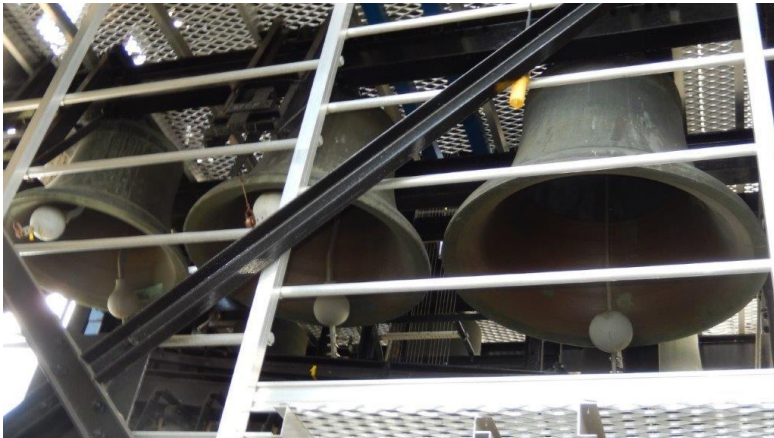




Six tonnes of beautifully cast bronze



Note the vertical cables in the background, which are attached to the clavier on the level below. When the clavier is played, the bell is struck on its inside surface.



On an upper level...another 12 or so tonnes of bells.



...and when the Westminster chimes are played every 15 minutes, they are struck on the outside.



A room with a view!

An interesting local photo

The photo below serves a couple of purposes. It is of historical interest to Canberrans as it shows the wife and children of our 10th Prime Minister, Joe Lyons, outside the Lodge. It is also of interest to those one or two blokes in our club who like collecting early/low ACT number plates (some unkind people might say they've been affected by the sun – but not me...I'd never suggest that)....so here's something just for them. ACT plates don't come much lower than this one. It shows the Commonwealth's Prime-Ministerial Humber sporting plate number '1' with the letters 'FCT' down the side. I assume that's a small coat of arms/crown separating the two. Can anyone supply a photo of an earlier car wearing the plate FCT 1? (note how big the tyres appear to be)

Photo from the book '*Enid Lyons, Leading Lady to a Nation*', by Anne Henderson. Copy of book provided to me by Ian Irwin.



Ready for a day's outing, the younger Lyons children and two cousins on the running board of the Prime Minister's car, outside the Lodge (1937). Driver Curley Tarrant waits for Mavis Lyons and the younger Enid Lyons with their charges (l to r) Carmel, Barry, Lynette, Rosemary, Peter and Janice.



National Veteran Car Tour – Clare South Australia September 2017

ACT Entrants

David and Deidre Robinson – 1915 T Ford Wagonette
Glenn Robinson and Roy Bendall – 1915 T Ford
Gerard and Maree Frawley – 1912 T Ford
Kingsley and Cynthia Southwell – 1911 Renault
Rob and Beth Woolley and Charlotte Jackson – 1905 De Dion Bouton.

The Tour was jointly organised by the Sporting Car Club of SA and The Veteran Car Club of SA in the beautiful Clare Valley. Peter Templer was the Tour Chairman and he and his committee ran an excellent Tour.

The Tour started on Sunday with a Civic Reception hosted by the Major and Council which was a great start to the week's activities.

Monday the Tour stayed around Clare with visits to the Old Police Station Museum, an excellent Museum of local history. Windy Brae for morning tea, Windy Brae was built in 1880 the home originally was the Doctors residence and the first car in Burra was a 1904 De Dion Bouton, this car has been in the Wein-Smith family since 1935, is now owned by Geoff Mitton a relative of the Wein-Smiths. Geoff's car was on display in the original garage. The next stop was at the Clare Valley Model Engineers, the members own an excellent collection of steam, electric, petrol and diesel trains, the trains ran continuously giving the entrants rides around their excellent track system. The final visit on Monday morning was to Goodes Auto Restorations who helped many entrants with mechanical repairs during the event. Following our morning in Clare we drove out to Bungaree Station, a sheep station established in 1841, for lunch, talk and inspection of the buildings and machinery used on the property since 1841.

Tuesdays tour was to Kadina a distance of 220kms. The tour was on quite country roads with little traffic, the roads were undulating with a few hills to challenge the 1 and 2 cylinder cars. The first stop was at Snowtown for morning tea and then onto Kadina for lunch and visit to the excellent Farm Shed Museum. The Museum included Matta House, built in 1863 for the Manager of the Matta Mine. The Kadina story, and an excellent collection of stationary engines, farm machinery, lighting plants a large Ruston Hornsby Engine with generator. We spent 2 hours in the museum and could have spent a lot more if time was available. The return journey was via Snowtown to Clare a long drive but worth it. Today we travelled with Kevin and Joyce in their 1915 Buick as I considered it too far for the De Dion.

Wednesdays tour was to Balaklava and Martindale Hall a distance of 120kms. The run to Balaklava High School was similar to Tuesday's run with the morning tea stop and display on the Balaklava High School Oval. Morning tea included 6 pieces of slice, biscuits and cake. The drive to Martindale Hall was challenging with many long hills which we managed in the De Dion. Martindale Hall was built in 1879-80 a beautiful Georgian sandstone mansion, the property included polo ground, a racecourse, boating lake and cricket pitch which hosted an English 11 team. Martindale Hall is in excellent original condition. From Martindale Hall to Clare there were more steep hills and the De Dion failed to proceed due to a leaking water tank using 5 litres every 5kms and a steep hill about 10km from Clare. Wednesday night was the gas light parade in the main street of Clare, it was great to see the cars that had acetylene light burning.

Thursdays tour was to Anlaby House, 137 km return. Anlaby House was built in 1904 and has a magnificent 10-acre garden which originally employed 14 gardeners to care for and maintain the gardens. Tours of the house and garden were available, Beth and Charlotte rode with David and Deidre in the Model T and had an enjoyable day. I stayed in Clare and tried to get the water tank repaired without success.

Fridays run was to Burra where a farmer first found copper in 1845. Burra was a wealthy town during the peak of the copper mining and many beautiful buildings have been restored as part of the preservation of the town. We had 2 hours to visit many of the buildings and antique shops before lunch at the town oval. Friday was very windy and presented a challenge to most of the vehicles battling strong head and side winds. The Woolley's travelled in the luxury of the T Ford wagonette being fully enclosed we were warm and cosy with great company.

Friday night the final dinner was in the Clare Town Hall which was well organised. A number of awards were presented and Charlotte won "The Best Young Entrant" for dressing in period costume every day.

Rob and Beth Woolley



The Robinson fleet



Kingsley by gaslight



The Woolley De Dion with a suitable back-drop



Charlotte making sure there was plenty of steam



The ex Wein-Smith De Dion



A very rare Maldon bike

Terribly British Day

Yet another ACT car event that has been driven over the border due to official stupidity. Due to the wet weather it was held in the K-Mart car park (hard surface) as opposed to the original Queanbeyan park (grass surface). None of our members turned up in a car (that I'm aware of). A great range of cars was on display from a new McLaren to the oldies in these photos.



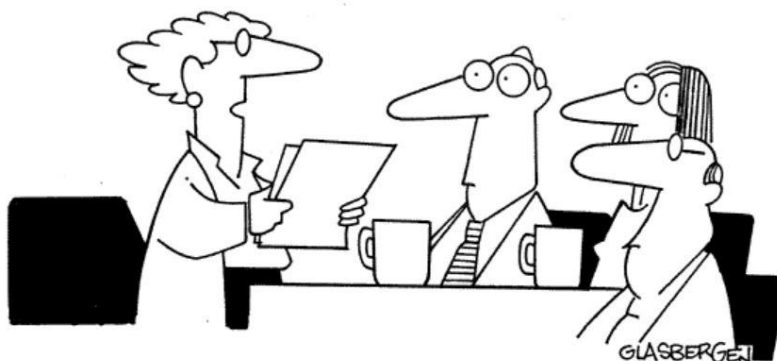
Only bought the week before, this lovely Flood bodied 14/40 belongs to former member, Malcolm Noad.



This early 30's MG looked stunning.



Copyright 1999 by Randy Glasbergen. www.glasbergen.com



"Here are the minutes of our last meeting. Some events have been fictionalized for dramatic purposes."

The Edwardian - December 2017

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

18 October 2017

Meeting Opened: 7.31pm.

Attendance: 18 Members, 4 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Rick McDonough, Seconded: Rob Woolley.

SECRETARY'S REPORT:

Correspondence In:

- Arthur J Gallagher- insurance package certificates and tax invoices.
- *The Automobile* – subscription renewal notice.
- Horseless Carriage Club of America – membership renewal notice.
- Various magazines and newsletters.

Correspondence Out:

Get well cards to Doreen Ahern and John Downes.

Secretary's report accepted - Moved: Tony Watson: Seconded: Don Doering.

TREASURER'S REPORT

Account balance reported.

Expenditure:

- Membership Secretary – advance of \$20 for postage stamps.
- Subscriptions – *The Automobile* £STG. 155 (approx \$A265) and Horseless Carriage Club - \$US75 (approx \$A100).

(Secretary will charge to his credit card and claim reimbursement).

Treasurer's report accepted - Moved: John Cadona: Seconded: Roy Bendall.

EDITOR'S REPORT

Rick mentioned the newsletter article on the importation of vehicles containing asbestos and the matter was discussed by the meeting.

MEMBERSHIP SECRETARY'S REPORT

In Carol's absence John reported that the Club now has 60 financial members.

DATING OFFICER'S REPORT

Ian reported that Rob Woolley's vehicles will be inspected in the near future.

EVENTS REPORT

Next run will be on Sunday 22 October to Tharwa – meet at Point Hut crossing for a 10.30am departure.

The November run will be an inspection of the carillon. Cost will be \$10 per person or \$40 for a family (see subsidy in General Business).

Due to the proximity of Christmas the dinner in lieu of a meeting will be brought forward to Wednesday 13 December. Likewise the Christmas breakfast will be held on Sunday 10 December. Venue for the breakfast will be Lennox Gardens/Nara Park on Lake Burley Griffin.

Volunteers to organize runs for January, June and July 2018 are still required.

Chris canvassed interest in a weekend run to Cowra on 9-12 March 2018.

LIBRARIAN'S REPORT

Roy expects to have more volumes of *The Automobile* bound in the near future.

A box of magazines was donated to the club by Bob Higginson. Tony will send a letter of thanks.

Rick McDonough donated two books to the library; one on the first seventy-five years of the NRMA and the other on the Peking to Paris re-enactment.

REGISTRARS' REPORT

A few registrations were renewed in the last month.

GENERAL BUSINESS

Following discussions at the last committee meeting it was agreed that the Club should have additional inspectors for ACT concessional registration. Expressions of interest were received from Nick Nowak and Roger Gottlob. Secretary will arrange the necessary authorizations.

The meeting agreed that club car and lapel badges should be made available to members. Funding arrangements and desirable quality were discussed. The Secretary will obtain quotes.

Moved Rick McDonough, seconded Don Doering that the Club should subsidize the November inspection of the carillon by \$5 per head or \$20 per family – agreed.

Nominations for life membership of the Club will be sought shortly.

MEETING ACTIVITY

Roger gave an extremely interesting overview of his recent work in the search for Malaysian Airlines flight MH370.

Meeting Closed: 8.25pm.

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

15 November 2017

Meeting Opened: 7.35pm.

Attendance: 17 Members, 4 Apologies.

MINUTES OF LAST MEETING:

Accepted (as amended) – Moved: Rick McDonough, Seconded: Roy Bendall.

SECRETARY'S REPORT:

Correspondence In:

- The Association of Veteran Car Clubs in Australia (TAVCCA) – request for details for Roster of Members, Delegates and Editors lists and input on Association vision.
- Shirley Downes – thank you note for Club sympathy of John's passing.
- Various magazines and newsletters.

Correspondence Out:

- Thank you note to Karim Haddad of Tharwa Forge who hosted the Club's October run.
- Thank you note to Bob Higginson for donation of magazines (returned due to incorrect address).

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

TREASURER'S REPORT

Carol stood in for John.

Account balance reported.

Expenditure:

- Tony Watson \$373.21 – reimbursement for subscription to *The Automobile* £STG.155 (\$A272.73) and The Horseless Carriage Club \$US75 (\$100.48).

Treasurer's report accepted - Moved: Caro Nowak: Seconded: Tony Watson.

EDITOR'S REPORT

Rick reported that the next newsletter is half complete.

MEMBERSHIP SECRETARY'S REPORT

Carol reported 61 members. She has also canvassed details for the next edition of the TAVCCA Roster of Members.

DATING OFFICER'S REPORT

Dating on three cars is currently proceeding.

EVENTS REPORT

Rick provided details of the coming inspection of the Carillion, including that the NCA has agreed to waive admission charges.

Chris mentioned the Club Christmas breakfast which will be held at Lennox Gardens on 10 December from 8.30am.

LIBRARIAN'S REPORT

Roy reported that he had a total of six volumes of *The Automobile* and *The Horseless Carriage Gazette* ready for binding. The cost will be \$65 per volume.

Barry donated a book to the Club library.

REGISTRARS' REPORT

Barry reported three re-registrations. Tony will chase up the requirements for appointment of additional registrars.

GENERAL BUSINESS

Peter reported that Alex's Swift had been well received at a recent show held in Moruya.

Rick mentioned a news report of a fatality at this year's London to Brighton veteran run.

MEETING ACTIVITY

Rob presented a number of photographs taken at the recent National Veteran Rally held in Claire.

Meeting Closed: 8.12pm.

The Club Calendar

Dec 10	Club Run (Hogan's & Robinsons – see next page for details)
Dec 13	Club Xmas dinner (in lieu of the December meeting) see next page for details
Jan 17	Club meeting
Jan 21	Club Run (still needs to be organised)
Jan ??	Social BBQ at Rob & Beth's
Feb 21	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.

The December Retreads lunch run is to the Burns Club in Kett St Kambah on Friday 15th starting at 11-30 AM to avoid any lunch time rush. Any inquiries to Alec McKernan on ph 6286 1046.

The National Calendar

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.
Sept 17-23, 2019	National Veteran Vehicle Rally, Bundaberg, Queensland

CLUB EVENTS DETAILS

Sunday 10 December Christmas Breakfast

This Sunday is our Annual Christmas Breakfast and the weather is looking great! Get your battery charged, Polish the Brass as this will be our final run for 2017

We are providing a Pancake Breakfast with maple syrup

Please bring along your Picnic wares (plates etc.) pack a Chair we are looking forward to seeing you there.

Lennox Gardens Flynn Dr Yarralumla (Behind Hyatt Hotel)

Starting at 8:30am

If you are coming can you please let me know by reply email ASAP before 7/12/17



See you on Sunday

Chris and Simone Hogan 62595250 or 0402 745 587

David and Deidre Robinson 62369292

Wednesday 13 December Christmas Dinner



I can now confirm that the Club Christmas dinner, in lieu of the December meeting, will be held at the Hellenic Club Woden on Wednesday, 13 December. This date was chosen in view of the usual third Wednesday being too close to Christmas. John Cadona has made a booking with the Club bistro for approximately 50 persons so numbers will not be required. Dinner will be individual choice from the bistro menu. Time is 6.30pm for 7.00pm. Non-members of the Hellenic club will need to sign in at the front desk.

Weekend Away Cowra 9 – 12 March 2018

It has been a few years now since we as a club have had a weekend away, this is a great opportunity to have a weekend travelling around in your Veteran or Vintage car/bike in the company other club members. We have chosen Cowra as it is a great town with plenty to see and it's nice quiet roads with small towns not too far away. The idea of the weekend is to be low key not over organised. The plan for the weekend will go a little like this.

Friday travelling day, those that would like to driving can meet up take their time, others trailering can arrive at their leisure/leave after work.

Saturday Run starts around 9am out and around Cowra for the morning and lunch free time before BBQ Dinner and inspection of a local car enthusiast workshop and car collection.

Sunday Run out to a town for lunch and return mid-afternoon.

Monday relaxed day to have a look around town before heading Home.

We are open to suggestions of places to visit and stop at over the weekend. Please let us know if you know of or would like to go somewhere, we happy to accommodate.

Accommodation - we are in the process of sorting out a motel. If you could please let us know if you are going to come along as soon as possible as we will use these numbers to negotiate a better rate at the motel.

We will get out further information in late January

Please forward any enquires to

David and Deidre Robinson deidreood@yahoo.com.au or 62369292

Chris and Simone Hogan simandchris@optusnet.com.au or 62592550

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

For the second year running, not a single club member offered to be the Events Director at the recent AGM. Please let club Secretary Tony know which month you'd like to nominate for and he'll be more than happy to help you coordinate it.

<u>Month</u>	<u>Member to Organise</u>
22 nd October 2017	Roger Gottlob
19 November 2017	Rick McDonough
December 2017	Chris & Simone Hogan
December 2017 (dinner in lieu of meeting)	Club Committee
January 2018	Social BBQ at Rob & Beth's
January 2018	Needs someone to organise
February 2018	John Cadona
March 2018	Chris & Simone Hogan (overnight trip)
April 2018	Darrell Leemhuis
May 2018 (Motor Skills day)	Kingsley Southwell (will need volunteers to assist)
June 2018	Needs someone to organise
July 2018	Needs someone to organise
August 2018 (Trophy Presentation Day)	Needs someone to organise



Council of ACT Motor Clubs

Shannons Wheels 2018

The annual Shannons Wheels charity vehicle display in 2018 will commemorate the 50th Anniversary of the Canberra Antique and Classic Motor Club.

The vehicle display of more than 800 veteran, vintage, classic, historic cars, commercials and special interest vehicles will be held at the Queanbeyan **Showground on Sunday 4 March from 10.00am to 3.00pm**. Entry by gold coin donation.

Shannons Wheels is the Council of ACT Motor Club's annual charity fund-raising day and brings together vehicles from most of the 75-plus clubs affiliated to the council, and from regional car clubs. This year's event will be organised by the Canberra Antique and Classic Motor Club which was founded in 1968.

Technical Aid to the Disabled (TADACT) will be the beneficiary of monies collected during the day. TADACT make and modify equipment for people of all ages with disabilities, and also older people. Further information from the 2018 Wheels Coordinator Brett Goyne, Roger Amos or Graham Gittins.

Contact:

- Graham Gittins 0419 249 109 gittins@iinet.net.au
- Brett Goyne 0423 089 429 or brett.goyne@grapevine.com.au, or
- Roger Amos 0400 542512 or amosr@grapevine.com.au

For Sale



A beautifully restored 1929 Essex Super-Six roadster, with known history. Comes with original sales receipt and insurance papers. Contact Ray Dawson, 34 Ballarat St, Fisher, ACT 2611 – 0402 558 381



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



MIROXOL

MIRACLE METAL POLISH



SOLE DISTRIBUTOR FOR AUSTRALIA & NEW ZEALAND

PO BOX 315

BRAIDWOOD NSW 2622 Australia

PHONE 612 48 422 878 MOBILE 0408 483 255

WWW.MIROXOLAUSTRALIA.COM.AU

EMAIL: INFO@MIROXOLAUSTRALIA.COM.AU



This Miracle Metal Polish will give you a long lasting brilliant shine. It resists tarnish, rust and effects of weathering. Cleans, polishes and preserves all metal surfaces.

It can be used on all metals like: SILVER, BRASS, COPPER, CHROME, ALUMINIUM, STAINLESS STEEL, PEWTER and NICKEL

FOR INTERSTATE ORDERS YOU CAN CONTACT ROBERT ON

0408 483 255

ABN 61 507 087 310

Miroxol PAV Industries, Durban, South Africa

NO ONE UNDERSTANDS YOUR
PASSION LIKE SHANNONS



The passion, the pride of ownership, the sheer emotional attachment - no one understands it better than Shannons.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to - a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.



So call Shannons for a    quote on **13 46 46**.

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer.
Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.