



Office Bearers 2017 - 18

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

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

Front Cover Design - The radiator badges and scripts shown have been specifically chosen as each depicts a marque of which a veteran and/or vintage example has been represented in our Club over the years. At last count there were 109.

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

I pinched the following from the net some time ago – hence some unfamiliar brands.

Penetrating Oils

Machinist's Workshop magazine recently published some information on various penetrating oils that I found very interesting. Some of you might appreciate this. The magazine reports they tested penetrants for break out torque on rusted nuts. They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment. The ATF-Acetone mix is a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. Note this "home brew" released bolts better than any commercial product in this one particular test. Note also that "Liquid Wrench" is almost as good as "Kroil" for about 20% of the price. The ATF-Acetone mix is best, but you can also use ATF and lacquer thinner in a 50-50 mix.

*ATF=Automatic Transmission Fluid

Penetrating Oils	Average Torque Load to Loosen
No Oil	516 lbs.
WD-40	238 lbs.
PB Blaster	214 lbs.
Liquid Wrench	127 lbs.
Kano Kroil	106 lbs
*ATF Acetone Mix	53 lbs.

Club News

Our member down the Bay, Alex Sturgess, has done herself and our club proud. The Classic and Vintage Motor Club of Eurobodalla held a major event late last year and Alex won the People's Choice award with her 1912 Swift. Not surprisingly, it was the oldest car on display. Here a beaming Alex is receiving her trophy.



We sadly bade farewell to Mal and Alex Smith the other day. Alex and the girls were already setting the house up at Port Stephen, while Mal stayed behind to tidy up a few things. It was great that Mal came out to the Cotter on our recent run, just to see us and say goodbye, as he was heading up north permanently, later that day. Stay in touch Mal and keep all those Oaklands on the road!





Editorial



As editor it's always good to get feedback on the Edwardian. My mention of the Canberra swap and its origins in the last edition brought a hasty response from our esteemed Secretary (and long term Canberra resident). A very interesting article has resulted and I thank Tony for taking the time to write it as it's important to record things accurately for historical purposes. (Also read about Tony's 'rustic' method of making coleslaw on a large scale.)

The other item of feedback came from 'Kevin', a member of a Victorian club who is an indirect recipient of the Edwardian. The item being responded to was my words on the size of the concessional rego. scheme in Victoria (a 25 year rolling date with approx. 80,000 cars so registered). Kevin advised me that even though the plates are up in the 80,000's, plates are issued by 10 different offices of Vicroads and these plates are issued in "batches" to each office. Therefore there may be 80,000 numbers available but they have not all yet been issued. Furthermore, when a car is sold the new owner must apply for new plates, the old ones are not re issued by Vicroads. The thought is that Vicroads probably doesn't know how many vehicles are actually on the scheme. The only thing they know is how many plates they have made.

Re the 25 year rolling date - Interestingly, the club Kevin belongs to is looking at "shutting the gate" at 1992 and not having a rolling 25 years cutoff. Apparently when the whole 25 year thing was introduced in Victoria the requirements were fairly lax and Clubs could issue their own "Safety Certificate" so there was a rash of "Clubs" formed who then did their own safety checks on the later vehicles and weren't too concerned about how their members used their cars in regards to the legislation. Of course there are genuine enthusiasts amongst this who are doing the right thing, so the 25 year date is good for them.

Regular correspondent, Ian Irwin, sent me an email recently informing me that *"The first Australian Model A Fords were launched in May 90 years ago this year, so it's another celebration year for the Model A folks. I bet you're getting excited!"* Hmm, excited....let me think about that for a second....No....not exactly Ian, but thanks for sharing the fact that the corn-field engineering company of Dearborn is celebrating such a milestone. Actually, I must admit there are times when I wish I was restoring an A model, rather than a Delage. I include the below by way of explanation. The photo at right shows my clutch plate.

What is immediately obvious is the amount of wear in the spline of said plate hub – a good 2mm of 'sideways slop'. Fortunately the splines of the first motion shaft were not worn. The wear was all in the driven plate hub. A call to the Delage aficionado's in Victoria soon elicited a centre in excellent condition. Some research on my part followed on how to re-rivet the new center into my plate. The conclusion was that it was beyond my ability as I lack a 50 ton press in my shed. To cut a long story short, Baxter's Engineering in Fyshwick were able to do the job just before Christmas. Now you're probably asking what all this



has to do with wishing I was restoring an A model. Well, only a couple of weeks ago I received an email from a Yankee mob who specialise in A Ford parts. (sort of like automotive spam, such are the things an editor has to put up with). Have a look at what is available - BRAND NEW. A complete pressure plate AND driven plate (see right) for...wait for it...\$145 Aust!!!! How can they do it? I paid more than that just to have my center re-riveted! Almost makes a bloke want to abandon French quality for some of that good 'ol corn-field stuff....



Most members should be aware that the front cover of our newsletter shows badges of every marque that we've had in our club over the years. Well a couple

of months ago I found that one of our members has a vehicle not represented. That omission has now been rectified, but can you spot the new addition?

And one final piece of wisdom for all members - Before telling your wife about your latest automotive purchase, look into her eyes and take both her hands in yours. That way she can't hit you with them!

Till next time

Happy Restoring

Rick

From the Archives

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

February 1968 –

General –

- The club gestetner has been repaired and is being used again to produce the newsletter. (Rick - and you can see an immediate effect by how bad the printing is!)
- At the January meeting a proposal for a four digit plate, incorporating the words 'Veteran car' has been submitted to the Registrar of motor vehicles. It was hoped these would become available by Easter.
- Current membership, 65. Wal Hick welcomed as a new member.
- Club run - On the way to a Braidwood weekend there was drama when Pres. Dave Phillips had to jump into the Shoalhaven River where members and kids had stopped on their way to Braidwood. Eddie Abraham's daughter had got out of her depth and started panicking. Dave jumped in and rescued her.



Sunday 10 December Christmas Breakfast Run

There was an air of excitement as we readied Chevy for this year Christmas Run Pancake Breakfast at Lennox Gardens.

The Pancake brew had been mixed all the bits and pieces loaded up and we set off to meet with the Robinson Family - David, Deidre, Andrew and Glenn who were bring in the BBQ trailer and the rest of the supplies. The trailer was positioned in the shade as we set up as the cars started to roll in. Everyone took up position on the grass under the trees and the kids all had plenty of space to be kids before we knew it we were in full production Pancakes and maple syrup for all.

The loud din of conversation disappeared as breakfast was consumed before the catching up started again. A great morning had by all and fantastic to see many member and cars out for the day.

A special thanks to Glenn coming and cooking pancakes on his birthday.

December Run was arranged by the Robinson and Hogan Families

Chris Hogan

The Edwardian - February 2018

Attendees – in vet and vintage – Carol and Nick, Roy B., Ross and Kate, Hogan family, Wayne and Sylvia, Greg and Saman, Rob and Beth.

In not quite so oldies – Darrell and Kristie, Tony and Trudy, Wayne and Sandra, Rick and Shirley,

In modern – The Robinson clan, Kingsley and Cynthia, Don D, John and Doreen, Gerard and Maree, Bruce and Kathy,





World's unhappiest pancake cooker!

World's happiest pancake cookers!





A short story involving a Paige car at Yass, and a BSA

I joined the Veteran Car Club in the ACT in December of 1964, having not long previously turned 23 years of age. I was already familiar with Edwardian vehicles, having my first encounter with them at the age of 9. The beginnings of what has become a quite significant private library, had begun in 1951.

As a fresh recruit to the recently-formed ACT club, I was asked by quite a few members, just what sort of veteran car I would like. But wishful thinking was not enough back then, even though there were still many veteran cars waiting to be discovered. Many of these in the backblocks of country towns, and others on farms across the state. Some of the members had two or more cars awaiting restoration, and I was offered some of these for prices that were extraordinarily cheap by later standards as the movement grew.

I was fussy, and wanted a veteran, with brass finish, preferably complete mechanically and with all coachwork intact. There were still plenty like this that came up from time to time, but most were out of my reach.

I was taken under the wing of several 'old hands' who had been in the game for a few years. Three in particular, all of whom attended the inaugural meeting of the club in 1963, and as such were founding fathers of the club. This threesome comprised Jim Bolton, Alan Higginson and Murdoch McDonald. They were always very encouraging and helpful. Jim even had a book in which he recorded what he termed his 'leads' on veteran cars that were possibly still on farms, or available.

On one of my lone sorties out to the Yass area, I came upon the remains of a car with a very stylish sporting body. It was in the open in a small grassy patch, about 80 yards (we weren't metric back then), from the Hume Highway, which was the main street of Yass. The area was abandoned, with no private residence in sight, and only old galvanised iron sheds amongst thickets of trees and brambles nearby. The only other complete vehicle in the area was a very rusted late 1940s Humber Super Snipe ambulance right near the street, on the side of a very small dry creek bed, and highly visible from the street.

I was captivated by the style of the early car, for it was like nothing I'd ever seen before. With its smart large, and faded red wire wheels, this was a four door touring car with a difference. The radiator had gone, but the brass hub caps identified it as a Paige. A plate in the engine bay gave details of its make and model, but no clue as to year of manufacture. I took two colour slides of the car with my first 35 mm camera. This was the first Paige I had ever seen.

During the remainder of the day I did not find anything of interest, so I headed back to Canberra. On my way home I called in to see Alan and Joan Higginson who lived in Banner Street, O'Connor. Bert Jackson was there too, and a couple of other guys I did not know. I mentioned my discovery. Alan immediately said he knew of the car, with its neat brass radiator rounded at the top. He said that he had found it some years earlier, and that he had made enquiries from America, but was disappointed to find it was a 1922 model or so. He was also disappointed to hear that the radiator had gone since he saw the car.

Something made me unsure, so given the address of the Horseless Carriage Club of America (H.C.C. of A.) by Jim Bolton, I wrote a PMG 'Airletter' to the club. Several weeks or so later, I received a reply stating that it was without doubt a 1917 model. That was just the sort of information that inspired me to head back again, hopeful of finding who owned it, and perhaps negotiating its acquisition.

To my great disappointment, on my return to the location, the site had been razed and levelled for what was to be developed as the Caltex Service Centre. Today it is the Woolworths Service Station. I was told by an earthmoving contractor there, that everything had been taken to the Yass rubbish tip, including 'my Paige'. He was not at all sentimental about it, for he told me that he had taken many, many cars to the tip out of places in and around Yass over the years.

Naturally, I headed for the tip, but no longer with great expectations. This was across the bridge and out through the north of the town, just beyond the town limits, on the left. I drove in, over levelled barren dirt, past a nice blue Bullnose Morris 4-door sedan of c1923-5, standing forlornly alone. It looked so good, that it could for all the world, have been driven there. Its tyres were still pumped up. The dump attendant told me that all the rubble from the site, which included 'my Paige' had been dumped in the last couple of weeks, and was now about 20 feet under heavily compacted fill. That marked the end of a dream as to what might have been. He must have realised my disappointment, for as a consolation, he suggested I could have for free, the Bullnose Morris Sedan, as it was about to get bulldozed in too. He told me that if I were to take it, it would save him the trouble of crushing it. I did stop on my way out to have a look at it. It was a really delightful example, with all interior intact, polished wooden dash fascia and window reveals, and very respectable upholstery. Someone would have loved it, but it was not for me.

I have often reflected on this Bullnose when I see others of that model, I feel a sense of regret. But on my return I did mention it at the following VCC meeting, but did not hear of anyone having saved it. This was a veteran car club, and no regard at that time was given to mainstream vintage cars. And this all transpired in the early to mid-1960s! Some 15 or more years later, I gave my colour slide photos to a Paige owner from Victoria that I met, and I can't recall who that was.

The Paige incident played on my mind for many years. I had become familiar with many Edwardian cars by this time, and attended Blue Mountains Rallies of the VCCA NSW so was aware of the rarity of the gem I had lost by my tardiness and neglect.

Years back, when discussing old cars as one does, I related this long-ago experience to our current Editor, Rick McDonough. It must have captured his imagination also, for on 15 July, 2017, Rick sent me a short email with a photo. The text read: *'Some years ago, you told me of finding a derelict Paige in Yass that had a very attractive Tourer body on it. You have promised to draw it for me, but alas.... Anyway I have just been sent the following of an American based Paige that has a rather unusual body, and was wondering whether if it is the same style as the one you found in Yass all those years ago.'*

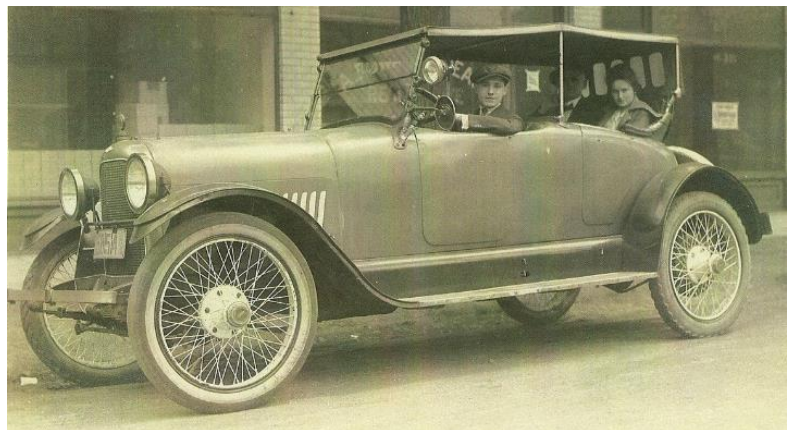
And Rick enclosed the photo at right. At the time I was not certain, for it was the unusual rear seat area in particular that held particular appeal, and this was not shown well in the photo.

Shortly after I did sketch a crude illustration of the Yass car as I recall it, but I'm not good at any branch of illustrative art.

Rick has asked me to try to draw a better sketch as I recalled it. I was daunted by this, and have not done that yet.

But I now I don't need to do so.

Fast forward 55 years or so. A friend of mine in Adelaide, Terry Parker, who shares my depth of interest in Edwardian motor vehicles, sent me an email a few days ago, with a photo of a 1910 BSA Tourer that is being currently for sale. Terry and I had discussed Edwardian BSA cars in recent months since Bob Courtney acquired his early example of the marque. So I forwarded Terry's email on to Bob.



Bob told me yesterday that the car is illustrated on the H.C.C. of A. website, so I looked it up. It is indeed an impressive example.

I indulged a short while, drifting down the H.C.C. of A. 'For Sale' site, and came upon a very historic 1917 Paige being offered. Wow! This was amazing. The coloured side-profile photo of this car reveals a car identical in every respect to the Yass car that might have been.

At this point I'll let Rick add something of the history of that car, which the vendors believe may have been unique.

But for the BSA being offered for sale, Terry's assistance from Adelaide, and my curiosity in casting my eye down through the other sale offerings, I'd never have seen this photo.

So now we know might have been.

Ian Irwin. 11 Feb 2017.

Ed – Thanks for another great article Ian. OK, so here's a little history on the Paige currently for sale in the US that Ian refers to, and triggered his Yass memories. By amazing coincidence, the photo I sent Ian nearly a year ago is in fact the same car as in the following story (ie the car now for sale). The woman in the back seat is the 'Mabel' referred to in the following story. But before I do, Ian - I can't believe you walked away from a driveable Bullnose Morris! Ian told me that car still had its full complement of silver faced Smiths gauges and even the roll up blinds over the rear and side windows were still there with their silk tassels!

"Maybelline" the 1917 Paige

When Tom Lyle Williams (1896 - Sept 1976) was 18 years old, he observed his older sister, Mabel, enhance her eyelashes with burnt cork and Vaseline. With the help of a chemist, he created a black substance that would stick to the eyelashes but not harm the eyes. He sold this product in small kits with a tiny brush under the brand name of Maybelline at Woolworth 5 & 10 at a beginning price of 10 cents each.

He was wealthy by the time he was 20. In the book "Maybelline" (published in 2010) the authors, Sharrie Williams and Bettie Youngs, on page 26 tell how Tom and his brother took the train to Detroit to the Paige Automobile Co. "Most Beautiful Cars in America" with a drawing of his dream car (a car that reminded him of cars that many of his idols had; such as Rudolph Valentino's Stutz Bearcat, but in a clever way could be turned into a 4 door touring car. (Tom had a tight knit family he'd be transporting). This car proved to be rather complicated in converting from a roadster to a touring car. Tom eventually gave the car to his brother Noel. Tom did buy the Rudolph Valentino estate after the famous actor died. Noel and his wife Francis must have found it difficult to convert the car and appear to have never removed the back panels, but always drove the Paige as a roadster. Thus the mahogany cabinet and leather of the back seat and arm rests appear like new today.

The AACA Antique Automobile magazine volume 73, # 5, Sept/Oct. 2009, page 68 -69, ran an article on this car because of its unique design which allowed it to transform from a racy 2-seater to a rather impressive all-weather touring car. The article even contained a photo that I found in the rear compartment of the car, which turned out to be a picture of Francis Williams driving the Paige (although unknown to me at the time). A year later, the Antique Automobile Magazine Editor, West Peterson, called to advise me to buy the book "Maybelline" for in it are pictures of the Paige and how it came to be and the evidence that it was designed by and built for the founder of Maybelline.



The BSA Ian refers to that now resides in the US. It is, sadly, yet another Australian car that has been exported in recent years.

Before I knew of the car's unique history, I had replace the pigskin leather on the front seat (the old had become harded) and added an overdrive. The later was not necessary as the car drives 50 - 55mph easily without it. With the OD, no telling. I've never pushed it. The body paint is original but I believe the fenders have been repainted.

Ed – the above has been written by the current owner. He is clearly mistaken in thinking this was a one-off designed by Tom Williams, as it was clearly a standard body, as evidenced by the fact that the Yass car was identical - meaning, of course, the Yass car was fully imported with Paige body. So why did you let this get smashed and buried by the Yass tip dozer too Ian? You've got a lot of answering to do man!



The US 1917 Paige, as a roadster



As a tourer

VALE: ERIC NELSON (1928-2018)

On the morning of Saturday 10th February, four members of our Club attended the funeral service to commemorate the life of Eric Nelson. Eric passed away recently, just 3 days short of his 90th birthday.

We were joined by a significant number of historic car and motor cycle enthusiasts who at one time or another had tapped into Eric's lifetime of skills in machining. At the ceremony, held at Norwood Park, Eric's beloved and immaculate 1951 HRD Vincent 1000cc motor cycle that he had kept from new, was displayed as a tribute to his many years of campaigning the bike in various forms of motor cycle sports. He once told me that there was no sport for bikes that he had not participated in with that bike.

We were taken through tribute snapshots in words, and later in images, of the diverse career of Eric. Imagine taking a motor cycle on a solo clockwise tour of eastern Australia, (his first of two) in 1950, on a motor cycle loaded to the hilt. It commenced in Adelaide, and proceeded via Alice Springs to Darwin, across to Townsville and back down to Sydney. It was an eventful trip, but Eric was able to overcome the various mechanical issues thrown at him.

At different times in his life, I would have possibly met or seen Eric many years ago. In the early 1950s, he raced his 1000cc bike at Mt Druit Circuit on Sydney's western outskirts. I attended a number of these occasions with my brother and friends where cars and bikes shared the event programs. In Canberra he was Workshop Manager of Larke Hoskins in 1967, where I purchased a new Morris 1100. But it was in his workshop in the last several decades where we became a close friends. Eric handled many small, but challenging tasks for me in the restoration of our Edwardian car.

Eric was widely known in the Canberra area, and the farewell he received was a most fitting occasion for this wonderful, somewhat shy, but extremely talented man, who worked in his home workshop right up until he had a serious stroke just before Xmas. I had seen him only a day before, and he greeted me with his usual coy smile, and we enjoyed the usual chat.

Our condolences to Doreen, their son Paul and daughter Jenny and the wider family. He will be very sadly missed.

May he rest in Peace.

Ian.

CANBERRA SWAP MEETS – A LITTLE HISTORY

Reading our Editor's comments about Canberra swap meets in the December *Edwardian* I felt a strong urge to correct his take on their history. This urge has been tempered somewhat by recognising that he's a relative newcomer to Canberra. Yes Rick, you're not a real Canberran until you've been here at least 50 years and know the secret handshake! My measured response follows and may also be of interest to those of our members who have yet to reach the necessary standard for acceptance as a long term resident.

The origin of swap meets in the region rests with the Cooma Swap. This was a novelty thought up by locals and was probably the first of its kind in Australia – but I could stand correction. Held in mid November at the Cooma Saleyards (stalls being delineated by animal pens) it attracted vendors and buyers from all over the State. Goods consisted of veteran and vintage car parts exclusively, a commodity which was pretty common at the time. I first attended in 1971 as an onlooker and last in 1974. From memory, the Cooma Swap died a natural death in the early 1980s as it clashed with Bendigo.

Returning to the Canberra scene, in 1972 I was one of a group which broke away from the Antique and Classic Motor Club. This group became the ACT Vintage Drivers Club, latterly the Vintage Motor Club after threats of litigation from the VDC in Melbourne which sought to protect its name. Many of the original breakaways are now members of our Club including Nick Nowak, Billy DeGraaf, Ted Clifton and Bob Courtney.

Later in 1972 it was decided that the new club should make a mark for itself and hold a rally over Easter 1973. Being young and impressionable, or at least impressed by the Cooma Swap, I suggested that as a novelty the rally be combined with a swap meet. Bob Courtney came up with a name for this innovation – *The Canberra Autojumble*. Of course, he swiped the name from the well established event in England but in those days when we relied on smoke signals for communication no one was the wiser. The *Autojumble* was commonly referred to as 'The Canberra Swap' but retained its purloined title until the end.

What followed was a roaring success. Not so much the rally which took an inordinate amount of effort to organise but the swap, which resulted in great interest and a substantial profit for the Club. The event was based in the now Quokka Pavilion at the Canberra Showground. Realising that the swap side of the *Autojumble* was the real attraction the associated rally was quietly dropped for 1974 and the date moved to the last weekend in July of that year. The Quokka Pavilion only just proved adequate but the new and substantially larger pavilion being built primarily to house the tally room for national elections was eyed off as presenting further profit opportunities for the Club. It was here that the swap moved for 1975. The larger pavilion allowed space for a display of vintage cars in addition to vendor sites. Cars exhibited over the years included Bugattis courtesy of Stuart Saunders and Birtles' Bean brought along by Des Rees. Regular vendors came from all over Australia. These included the late Jeff Johnston from Adelaide, Alan McKinnon (Vintage Tyres) from Melbourne and the late Ron Ferguson from Sydney. Another regular was Lyle Gardiner from Junee who always arrived with a four wheeled car trailer covered by at least a metre of Austin Seven parts. Said trailer never failed to leave empty.

More importantly the new pavilion offered large kitchen facilities where an untold number of steaks and snags could be sacrificed on the altar of profit. An easily obtained liquor licence also bolstered takings and provided refreshment for the heavily sweating club members who made up the kitchen staff. It was agreed that said steak and snags would be a little boring served only with onions so I agreed to whip up an industrial supply of coleslaw – a very classy addition at the time. Plastic garbage cans served to store this vital substance but mixing the ingredients proved to be difficult, particularly adding the appropriate levels of mayonnaise. I managed to overcome the problem by mixing all in our bath before decanting into the garbage cans. Scrupulous hygiene was observed at all times - the bath and garbage cans were rinsed out before use. If we'd faced the food safety standards which apply today thousands would have contracted Salmonella. The absence of such standards then meant the public was either a lot tougher or unaware that their debilitating stomach bug could be traced back to our culinary offerings. All in all the weekend each year was exhilarating from the goods on show, profitable for

the Club and exhausting for the members. The kitchen staff became tired and emotional from continual refreshment and all required thorough steam cleaning to remove the smell and grease of a thousand snags.

I might add that the chosen weekend each year represented the low point of Canberra's winter. Although the Winter Solstice occurs later in June there is, as described by the Bureau of Metrology, a lag factor in warming which means that the last weekend in July is usually the coldest. This was partially overcome by the liberal disbursement of Salamander waste oil heaters within the pavilion. Those familiar with the health and safety aspects of these infernal devices remain amazed that so many swap meet patrons escaped life threatening burns.

And so the *Autojumble* carried on for many years. A booking problem at the Showground in 1981 saw it move to the Old Canberra Brickworks for one year. This was probably not the greatest idea as the kilns tended to hold the cold rather than provide shelter from it. The Salamanders again worked overtime. A return to the Showground and increased popularity of the event required expansion into the now Fitzroy Pavilion. Increased charges and loss of catering rights also meant that the *Autojumble* was becoming less financially viable, particularly as other swap meets appeared at more accommodating times of the year. A final *Autojumble* was held in conjunction with the 1988 FIVA World Rally. Much reduced, this only filled the Fitzroy Pavilion.

The idea of a mid-winter swap meet didn't die immediately. The Rotary Club in Goulburn stepped in to take up our vacated date. Large and draughty woolsheds were utilised for a couple of years until sanity prevailed – Goulburn in the depths of winter can probably make Canberra look like a tropical paradise. The present Sunday before Easter has proven a much better choice over many years. In Canberra the swap meet hiatus was filled by the VCMCC which chose the current November Sunday as safer than midwinter.

And here we are now with more regulated and politically correct swap meets which provide all your needs in trash and treasure but little in the way of veteran and vintage motoring. Having gone so far I'll defer to our learned Editor who can expand on that point.

Tony Watson

Ed – don't get me started Mr Watson! The utter joke that swap meets have become will never sit well with me. This really *is* a case of the old days being better than the present ones. In trying to defend the waste of space that modern swaps have become, someone once said to me that you have to have something for the women to look at. Hmm...OK, so following that logic we can expect Hare and Forbes and Repco to put on displays at quilting shows so blokes have got something to look at can we?

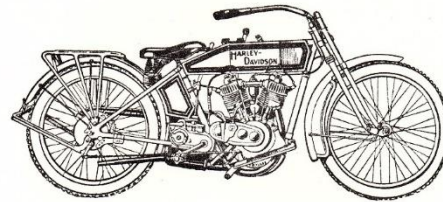
And as for casting aspersions on my good character, well- the amount of time I've been residing in our capital, I willingly bow to those of more senior years of residence and look forward to learning the secret handshake from your good self in about thirty years time. By the way...you may well be getting a visit from ACT Health, and various lawyers, about previous culinary practices of yours...

And another thing!...while I may not have the requisite years of local habitation, I can correct your qualified assumption that the Cooma swap was the first such institution in Australia (in 1969). In fact this is a 'gotcha' moment! If you care to look back at previous editions of the Edwardian, you'll see that the first Australian swap was in Tasmania roughly five years before Cooma. So there...a newcomer I may be, but I have all the knowledge...and am incredibly humble too.

For the first time in Australia

Autojumble'73

The combination of Rally and Swapmeet
for all veteran, vintage and classic vehicles
Your chance to buy, swap or sell
historic motor desiderata



Canberra

The National Capital
Easter Weekend 21/22 April 1973
Saturday - The choice of two rally routes
Sunday - Static display and swapmeet
Security arrangements, child minding
and garage facilities available.
Details: Rally Director.
Vintage Drivers Club



The Veteran Car Club of Australia (Queensland) Inc

Club Patron: His Excellency the Honourable Paul de Jersey AC Governor of Queensland

Address all Correspondence
Hon Secretary VCCA(Q) Inc
1376 Old Cleveland Rd,
CARINDALE, Q, 4152
Secretary.vccaq@gmail.com

Dear Veteran Enthusiast,

Dirk and Trudy Regter are a Dutch couple who are driving their Veteran Model T Ford around the world. They have completed more than 50,000 km to date and are currently in New Zealand completing that leg. Soon they will arrive in Australia to complete a clockwise circuit starting and finishing in Brisbane.

One of our members, Merv Kroll, himself no stranger to the trip having completed a similar adventure a few years ago, is co-ordinating the Australian leg. The VCCA(Q) is pleased to be able to support this venture and ask that members of the Veteran movement wherever you are to support them if you can.

Thank you

Peter Arnold

President VCCA(Q)

Your chance to be part of history.

Your chance to be part of history.



The MTOQ, with support from the VCCA(Q), is pleased to be assisting Dirk Regter and crew on the Australian leg of their around the world trip in their veteran T. Dirk and Trudy have already done over 50,000 miles in their veteran Model T, and are currently completing the NZ leg. Dirk arrives in Brisbane after driving the New Zealand leg, on March 27th., and plans on departing south around April 9th. We would like to compile a list of antique car owners and clubs along his route who may be able to assist him in case of need.

Assistance may be in the form of parts, workshop facilities, accommodation suggestions, fund raising, or simply meeting him in your old car and joining him on the run through your local area. A map showing his proposed route is attached.

If You'd like to be a contact point for Dirk, or even if you'd just like to be kept up to date on his progress, we need your name, locality and phone number for Dirk, and your email address for us so we can keep you updated. Email these to **merv@kroll.id.au**. Our member Merv Kroll has volunteered to maintain the list. If you are already in contact with Dirk and would like to include your details on the same list, we'd like to hear from you also. On receipt of your details, we'll send you more information, including Dirk and Trudy's timetable and overnight stops.

If you would be kind enough to forward this to any members in your club, or your car club friends, it would be appreciated. The more contacts they have on this great drive, the easier it will be.

Click on the link below to follow Dirk and his crew. <http://www.tfordworldtour.org/>

'Old Cocks'

"OLD CROCKS."

VETERANS OF THE ROAD.

DRIVE THROUGH CITY TO BONDI.

Twelve "old crocks" emerged from obscurity on Saturday and showed how things were done when they were young. Every one was aged—20 years, 25, and one was even 32—and every one had been "on the road" for many a thousand miles. Their joints were stiff, they wheezed and they coughed, and when they were pressed too hard they emitted strange noises. They were nothing to look at, a number of them were decrepit, in fact, but they proved "that they have a kick in them yet."

The New South Wales Light Car Club was responsible for this reunion of "veterans" once the "last word in what a well-equipped motor car ought to be." They assembled at Carrington-street, Wynyard-square, and sped along at a good steady 15 miles an hour—more if they were capable of it, but the officials said that they must at least do 15—through the city to William-street, along Bayswater-road, New South Head-road, Newcastle-street, and the Promenade to Bondi Beach. The public interest they aroused there probably eclipsed anything they had achieved in their prime. In fact, the "ancients" aroused so much interest that club officials have practically decided to give them an opportunity to recapture past glories at least once every year.

The event on Saturday was not a mere jaunt. The old-timers met in competition. Points were deducted for unpunctuality: points were allotted for the condition of the car, considered in relation to its age, and for the year of manufacture.

The oldest competitor was a quaint-looking single-cylinder Cadillac, entered by John McGrath, Ltd., and driven by Mr. W. Maslin. Its appearance externally was not altogether unlike many cars of conventional appearance. It was inside that age was apparent. There was a small radiator at the end of a bonnet, but it concealed only a water tank. The engine was under the back seat. To start the machine the first impulse was given to the engine by inserting a handle in the side of the chassis. The engine still appeared to start easily, and it had a healthy note. This machine was imported originally, it was stated, to the order of Sir R. Lucas Toth in 1902.

Another veteran, until recently in active service, was a 1908 model Hupp (now known as a Hupmobile), which was brought from Moree by Mr. L. T. Eckford. Mr. Eckford says that he has a record of 280,000 miles which the car has covered, but that before it was fitted with a speedometer it had already covered many thousands of miles. Recently he drove it with a load of five hundredweight of coke. Most of its original components are still in it, but the carburettor and distributor have been replaced. Features of its design are transverse springs and an early type of internal expanding brakes.

One of the most striking features of design, externally, was the circular radiator of a Delaunay Belleville, a car which once had a world-wide reputation, a 1912 model single-seater driven by Mr. E. White. Mr. F. Muller's 1911 Benz tourer was almost modern in appearance. It was fitted with a body designed by the owner, who claims it was several years ahead of its time. No complete record of the car's mileage has been kept, but it is conservatively estimated at 150,000. It is still running efficiently.

Young motorists who have heard of the early "gate" gear-changing device, had an opportunity of studying one on Mr. J. J. Healy's 1912 model Buick. The "gate" in which the gear lever worked was about a foot long, necessitating a big movement or series of movements every time a change was necessary.

The oldest English car was Larke, Hoskins, and Co., Ltd.'s 1910 model four-cylinder 10 h.p. Austin. This little battered single-seater, driven by Mr. H. Whitehouse, showed a surprisingly high standard of efficiency.

The event attracted some of the oldest motorists in the State, notably Mr. Harry Vale who was one of the first car owners in the Commonwealth, and who took part in the historic first gathering of motorists in the State at Lady Robinson's Beach (now Brighton-le-Sands) in November, 1901. Mr. Vale inspected the cars with keen interest.

Recently I was thinking about the term 'Old Cocks', which in my younger days, in the years after WWII, was a term used in a light-hearted mildly derogatory manner to refer to old motor cars. By old, I mean certainly anything that was of pre-1920 manufacture, but by some people, it also related to younger motor cars of the 1920s.

I got to wondering about the term 'old crocks', where it might have originated, and when. So I commenced a little research, and came up with some interesting material.

I had long known that events for 'veteran' cars as they have been referred to since before the Great War, had been conducted in the UK, and in some other countries pre-1940. The London-Brighton Run is today the longest running event for the earliest cars, (and the longest running motoring rally in the world) having been revived in 1927 as a commemorative event to honour the 1896 Emancipation Run from London the Brighton. Last year, 2017, was the year of its 90th Anniversary, but it was suspended during WWII. I had known too, of the runs in Adelaide and Melbourne in the 1930s. But I learned something new.

In Sydney the earliest of the runs for 'old crocks' was staged between the city of Sydney and Bondi Beach on 26 May, 1934. The report from the Sydney Morning Herald is attached, and makes interesting reading.

And I made another discovery. A Rally was conducted on New Year's Day in 1955 in Melbourne, called 'The Argus Run' after the newspaper that sponsored it. Again I have attached the relevant press report.

In America, the 'old crocks' run of March 1934, took on a different format. Called the 'Ashcan Derby', (now that's not nice!), the cars ran in New York, but had to complete a course in reverse! (Brief report below.)

But when and where was the first old car event that was called 'The Old Cocks Run', take place? The answer probably lies in the attached article entitled 'Gathering of Old Cocks', attached, from The Sydney Morning Herald on 25 December, 1906. Take note of the particular eligibility criteria for entry. Maybe someone knows of an earlier event. But read on and enjoy.

Ian Irwin
January 2018.

MINEOLA, near New York, has invented a new game. Owners of old cars are now to enter for a Cocks' Race—the "Ashcan Derby"—and the cars must be driven in reverse. Recently forty-three cars entered, few being less than twenty years old. The winner was a 1909 Mercer, owned by the Vacuum Oil Company.

Sydney Morning Herald, May 1934

Thirty veterans in Argus rally

MORE than 30 entries have already been received for The Argus Veteran Car Rally on Australia Day, January 31, at Albert Park.

Rules and entry forms are available from Mr. B. Cox, South Melbourne Town Hall.

Compulsory third-party insurance will be arranged by the organisers, at no cost to competitors, but allotted rally numbers will have to be carried throughout the day.

The rally will be on the general lines of the London to Brighton, with no irrelevant writings or captions on cars, and periodic dress only when in good taste and not "comic."

At least one Australian-made car will run — a 1905 Tarrant, which had an Australian content of more than 90%.

This was one of three similar cars built by the late Colonel Harley Tarrant, and is a four-cylinder of what was extremely modern design for its time.

The Tarrant car is now owned by Mr. Maurice Shmith, chairman of Yellow Cabs Ltd., who worked for the company as a boy, and original Tarrant buyers were Sir W. Russell Grimwade, Mr. J. A. Wallace, and the late Captain Steward.

Colonel Tarrant became one of the early leaders of the motor industry in Melbourne, founded the Tarrant Motor Co., and introduced many famous makes of cars to Australia, including the Ford and the Fiat.

GATHERING OF "OLD CROCKS."

Paris is a city of odd sights, but the assemblage last month on the Place de la Concorde was, according to a home journal, one of the quaintest and most entertaining that Parisians have witnessed for many years. The occasion was the meeting of the "Les Vieux Tacots," which in English may be rendered "old corks." A French newspaper had the idea of getting as many old motor cars as possible together, and having a run to Sevres. No car younger than six years old was to be reckoned a cork, and in deference to the age and feebleness of many of the participants, an easy run was selected. The gathering was very interesting, as there were several old Panhards, with the original Daimler engines; a group of early Benz cars, with belt drive; various curious-looking Bollies, a Delahaye of 1897, a Coventry Motette of 1898, quite a number of cars with early De-Dion motors, a serviceable lot of De-Dion quads, some of the earliest of the famous little Renaults, a collection of old Peugeots, a Wolfmuller motor bicycle of 1898, and various other interesting old vehicles which one would have imagined had long since gone to the scrap heap. Before Sevres was reached several had dropped out of the procession, and sought the aid of some new and swift car to be led back to their homes. But the meeting was on the whole a great success, and afforded much entertainment.

The Sydney Morning Herald, 25 December, 1906.

Ed Note – what I find fascinating about the above is that it is referring to vehicles that are less than ten years old as "Old Cocks"!

The Argus, January 1954

Club run to the Cotter

Jan. 21

At the Christmas dinner a few of us discussed the possibility of organising a January outing. A run to the Cotter was considered appropriate and a BYO breakfast looked to be a good time, as the hotter weather later in the day may see some of the older vehicles struggling with their cooling coming back up the hill.

We had a very good attendance which was encouraging to myself. When I arrived at around 8am Tony and Trudy were already there in the Peugeot. We set about cleaning the area with the help of a lady from the park staff, as some ignorant users of the facilities the night before left all their rubbish behind. You are required to take your discards back home with you. Soon after everyone arrived until we were 21 members including children.

About an hour later we were joined by Graham, our son, and his family Anisha, Ambar and Anisha's mum Urmila who is visiting from Chandigar India, another city which was designed by Walter Burley Griffin. There was no shortage of conversation until the first members started to leave around 11am.

Don

Club members attending in oldies - The Hogan family and Greg and Mary, with Saman as passenger.

In not so oldies - Tony and Trudy, Wayne and Sandra, Rick and Shirley

In moderns - Don, Nick and Carol, John Cadona, Gerard, Geoff and Lynne, and our member Mal Smith who came out to say goodbye to us all as he was leaving later that day for his new home at Port Stephens.



And speaking of 'Old Crocks'



This wonderful old photo shows two of the earliest cars to pass through what would eventually become the ACT. Queensland enthusiast, Alex Gow, regularly compiles old car photos from around the world and sends them to a group of like-minded individuals. A few weeks ago the above was in the latest collection he sent me, with the mistaken thought it might have been a Queensland shot. Now that's a subject I know a reasonable amount about, and I was able to let Alex know it wasn't a Queensland shot at all, but one from our own fair territory.

It was taken in late January 1902, and is in the main street of Queanbeyan, outside Pooley's Hotel, now Queanbeyan's oldest pub, and now known as Walsh's Hotel. You have to remember there was no 'ACT' back then, but these cars certainly travelled on roads that would fall within the yet to be named capital, so they really are amongst the first cars in our backyard. The car in front is a 9hp Panhard et Levassor, and the car behind is a 6½ hp Liberia. Both are owned by Sydney retailer, Mark Foy. So why was he so far from home? He, along with his family, were on their way from Sydney for a jaunt to Kiandra, Yarongabilly Caves and Mt Kosciusko. This would have been an absolute epic given the lack of/or poor roads, not to mention they were doing it at the hottest time of the year.

The photo then reminded me of a rally we did back in 1998 (I think it was). We spent a long weekend up at Cabramurra. We went to the Caves and Kiandra, so in many ways we were, unwittingly, recreating the Mark Foy trip. On the way back we stopped in for lunch at Neville Lockers wonderful colonial heritage collection, (now, sadly, sold up) just outside of Adaminiby. Obviously interested in all our old cars parked at his property, Neville showed us a period photo of an old car that had been dismantled in Cooma. It was Foy's Panhard. So the photo sent to me a few weeks ago, and the one I saw 20 years ago, tie in nicely. A quick search on the internet came up with the following very interesting story from Neville, written in 2011. (note – the years he quotes are not quite correct) - Rick



I have a great photo in the big shed of the first car to come to Cooma in 1905, a 1902 Panhard Levasser owned by Mark Foy, a well known Sydney storekeeper of the time. The photo, showing Foy and his car, was taken at Ryall's Blacksmith shop in Cooma.

It seems Foy decided he was going to take his family on a car tour of the Snowy Mountains which meant at that time he was going to drive to Cooma, on to Adaminaby then Kiandra and the Yarrangobilly Caves. No Service stations around in those days so petrol required was sent up from Sydney by train to Cooma and then taken out and left at selected places by the horse drawn mail coach for when Foy would pass through.

Lots of photos of the trip and it seems all went well until on the return journey; the car broke down a few miles out of Cooma. Foy sent to Cooma for assistance and the locals, who had never seen a car before, did the best they could under the circumstances; they sent out a draught horse to tow him back to town.

The story is that coming down the Royal Hill into Cooma, the locals came out of Royal Hotel on one side and Hain's Royal Store on the other side of the road at the foot of the hill, lined up on both sides of the road and as Foy and the car passed through, gave him a slow hand clap. As far as they were concerned this proved that these new fangled inventions, the motor car, would never take over from the horse. No doubt most embarrassing for Foy!

He had just passed through the crowd when he came opposite Ryall's Blacksmith Shop and Ryall I am told, rushed out, pulled the draught horse up, then proceeded to walk around and around the car exclaiming, "this is amazing, this is amazing"; he had never seen a car before. Upon Foy enquiring what was so amazing Ryall said "this car thing is made of metal, I'm a blacksmith so I will be able to fix it for you; bring it into the yard".

Well the picture I have on the wall tells the story, Ryall has pulled the car completely to bits, he is sitting on a stool looking puzzled, his assistant is holding a car part and from his expression his thoughts are, I wonder what this is; Foy is leaning against the corner of the shed and he doesn't look happy. The outcome, Ryall had no idea how to put the car together and Foy and his family and all the car parts went back to Sydney by train.

© Neville Locker

CAPTION TIME

Unfortunately none of our members had a go at giving the 'thing' below a deserving caption. Fortunately I got one response from Brian McMillan, the Editor of the newsletter of the Vintage Car Club of Queensland (and a very informative newsletter it is too and one we reciprocate with). Brian's line was "Jake the Peg". Thanks for making the effort Brian. Your prize of a bipedal T Ford is on its way to you.



"Here are the minutes from our last meeting:
Marty wasted 12 minutes, Janice wasted 7 minutes,
Carl wasted 27 minutes, Eileen wasted 9 minutes..."

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

17 January 2018

Meeting Opened: 7.37pm.

Attendance: 17 Members, 8 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Rick McDonough, Seconded: Geoff Nicholas.

SECRETARY'S REPORT:

Correspondence In:

- Council of Heritage Motor Clubs NSW (CHMVC NSW) – request for Travelers Pack update (tabled at meeting).
- CHMVC NSW – request for information on HVS Scheme vehicles which have been converted from left hand drive.

The Edwardian - February 2018

- Various magazines and newsletters.

Correspondence Out:

- Gerard Frawley and family – sympathy card on the death of Gerard's mother.
- Advice to CHMC NSW that the Club has no HVS Scheme vehicles that have been converted from left hand drive.

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

TREASURER'S REPORT

Account balance reported.

Expenditure:

- Roy Bendall (Librarian) - \$398.20 magazine binding.
- Rick McDonough (Editor) - \$50 postage advance.

Treasurer's report accepted - Moved: John Cadona: Seconded: Darrell Leemhuis.

EDITOR'S REPORT

Rick reported progress on the next newsletter.

MEMBERSHIP SECRETARY'S REPORT

Carol reported that the Club still has 60 financial members.

DATING OFFICER'S REPORT

Greg reported that progress has been made on current vehicle dating cases.

EVENTS REPORT

Next event will be an early morning breakfast at the Cotter – Don to organize.

John Cadona will organize the 25 February run, commencing at 10.30am at his Fyshwick premises. Detail to follow in the next newsletter.

Chris spoke about accommodation for the March weekend run to Cowra. He will advise further details by email.

LIBRARIAN'S REPORT

Roy has had a number of magazines bound. He also reported that library cupboard space is limited and encouraged members to borrow from the library in order to free up shelves.

REGISTRARS' REPORT

Nil.

GENERAL BUSINESS

Gerard thanked members for their condolences on the death of his mother. He also mentioned that delivery of the MTFCA magazine *Vintage Ford* to Australia had been delayed due to difficulties with engaging a new delivery agent.

Alex mentioned that her Swift had raised much interest at a recent Moruya car show and she was presented with the people's choice award on the day.

John reported that his Chevrolet is currently in Sydney receiving attention to its hood.

MEETING ACTIVITY

Nil.

Meeting Closed: 7.59pm.



The Club Calendar

Feb. 21	Club meeting
Feb. 25	Club Run (John Cadona – see next page for details)
Mar. 9-12	Club weekend at Cowra (Hogans - see next page for details)
Mar. 21	Club meeting
Apr. 18	Club meeting
Apr. 22	Club Run - TBA

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

Other local events

Wheels – Sunday, 4 March. See flyer.

The National Calendar

Mar 19-24, 2018	National 1&2 cyl Veteran Vehicle Rally, Deloraine and surrounding region, Tasmania.
Sep 23-28, 2018	National Veteran Vehicle Rally, Forbes, NSW.
Sept 17-23, 2019	National Veteran Vehicle Rally, Bundaberg, Queensland

CLUB EVENTS DETAILS

VVCCA – ACT - EVENTS SCHEDULE September 2016 to August 2017

As we have no Events Director again, various members have agreed to chip in and do their little bit. As you can see below, we still need some members to volunteer for runs later in the year. 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.

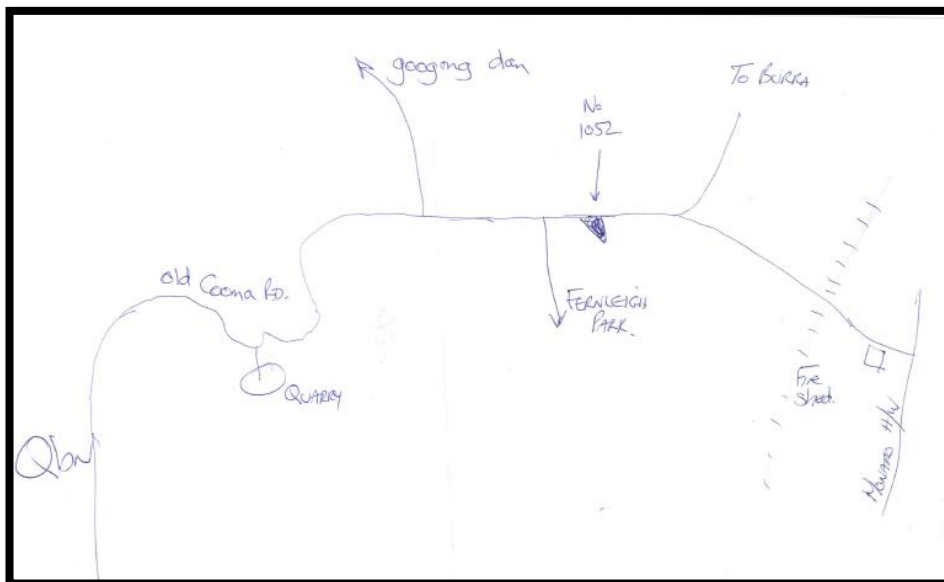
<u>Month</u>	<u>Member to Organise</u>
22 nd October 2017	Roger Gottlob
19 November 2017	Rick McDonough
December 2017	Chris & Simone Hogan
December 2017 (dinner in lieu of meeting)	Club Committee
January 2018	Don Doering
February 2018	John Cadona
March 2018	Hogans and Robinsons (overnight trip)
April 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

Club run 25 Feb.

Meet at Villa Cadona, 1052 Old Cooma Road Googong, at approx. 9.30 to 10.00am for morning tea. At approx. 10.30am we will drive up to Marco Engineering for our site visit, which is only 3km up the same road. Robert Boz will give us a tour of their facilities which I am sure all will be impressed. Then back to Villa Cadona where, with typical Cadona generosity, the man himself (well, Vilay really!) will provide refreshments, a salad, leg of ham, Italian bread, home-made sausage rolls, sweets and everyone can make their own sandwich. All we need to do is bring a chair! Any further questions please call John on 0419 297 125.

Can we please have an indication of numbers at our coming meeting

If anyone is using the GPS they need to punch in 1048 Old Cooma Road. John will set up roadside signs at his gate. If you are having difficulty in finding John's place on the day please call him on 0419 297 125.



Cowra 9 - 12 March 2018

We are deep into the planning of our weekend away to Cowra. We have had a trip out to have a look at accommodation and to sort out runs. We have selected the Aalana Motor Inn 161 Kendal Street Cowra (02) 6341 1177.

We have secured the following room rates, Queen room \$120 per night King Room \$130 per night \$10 per extra person per night. Room rate includes continental breakfast

When you book your own accommodation can you mention you are with Veteran and Vintage Car Club of ACT group to get the above rates. Could you please let David and Deidre or Chris and Simone know when you have booked your accommodation so we can keep track of who will be joining us.

There will more information to coming out. David and Deidre Robinson deidreood@yahoo.com.au or 62369292
Chris and Simone Hogan simandchris@optusnet.com.au or 62592550



Wanted

Wanted by Vintage Model A Ford enthusiast: Copies or photocopies of the 1929- 1930s magazine 'The Australian Fordoner'. Contact with any persons who possess any copies of these magazines. Also copies/photocopies of any original Australian Model A Ford literature, factory publications, articles, family photographs of Model A Fords etc. What have you? Will cover all costs of copying, or buy outright. Ian Irwin 0413 582687 or email eleanor.11@bigpond.com

2018 National Rally - Forbes NSW

The link for the on line entry form is www.vccansw.com/forbes2018


The link for the printable copy of the form is www.vccansw.com/entrypdf

There is also a page on the club website with the information about the rally,

which is www.vccansw.com/forbes






Graeme Newman

Rally Secretary



WHEELS

2018



Queanbeyan Showground
Sunday 4 March 10am – 3pm

All CACTMC affiliated and greater region clubs are invited to participate

Spectators, families all welcome

Entry by **gold coin** donation with proceeds going to **Technical Aid to the Disabled**

For more information, contact:
Roger Amos: amosr@grapevine.com.au
Brett Goyne: m. 0423 080 429 or brett.goyne@grapevine.com.au

Shannons Wheels and the Queanbeyan Multicultural Festival are proudly supported by Queanbeyan Peering Regional Council.
Organized by the Canberra Antique and Classic Motor Club on behalf of the Council of ACT Motor Clubs (CACTMC)

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