



The EDWARDIAN

April 2018

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@netspeed.com.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@netspeed.com.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.

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

Council of ACT Motor Clubs
*representing motoring clubs in the ACT
and surrounding region since 1983*

CRS Renewal Process



On line registration for CRS vehicles is now available:

From December 2016 registration of ACT's **Concessional Registration Scheme (CRS)** vehicles is available on-line through Access Canberra.

1. The registration papers will be sent to the vehicle owner in the usual way. These will contain advice that the vehicle registration can be renewed on line following inspection. It will also contain a client reference number in the vehicles details box up the top right. The owner will have to input this number to commence the on line renewal.
2. The vehicle owner is to have the inspection complete by the club registrar (or compliance inspector for larger clubs) producing:-
 - A. A current Club membership card (indicating financial membership); and
 - B. Vehicle Log Book for the registrar to check;
3. The Registrar is to complete the inspection and ensure compliance with age, modification status and mileage checks with logbook. If satisfied, sign the normal 'Application for Concessional Registration of a Motor Vehicle' form. The form must be stamped with the Council stamp and the club number inserted.
4. The owner (or registrar, by mutual agreement) is then to either fax the form to 6207 7120 or scan the form and email to lara@act.gov.au. This action will be the trigger for initiating the on line process. When received, the form will be processed by the RTA staff within one business day. After this, the registration can be renewed on line. As normal, you will be given the choice of CTP insurers during the process.
5. Where an owner attempts to renew on line and the concessional registration has not been recorded, an error message will be displayed advising them to submit the concessional registration form and to contact their club registrar.
6. Allow a few days for RTA to action the form and then go on line at www.act.gov.au/accessCRR and complete your registration renewal.
7. Should you have any problems or questions on the process, please call the Licence and Registration team on 6207 7063 or Access Canberra on 132281.

CANBERRA SWAP MEETS – A LITTLE MORE HISTORY

Tony Watson's excellent article in the last Edwardian, on the origins of the Canberra swap, was a very interesting read and importantly, helps preserve our history. You'll recall that fellow member Bob Courtney was responsible for suggesting the name 'Autojumble' and designed its first promotional flyer (right). Well it seems Bob's graphic design talents well and truly 'developed' over ensuing years as he designed progressively more interesting flyers as the years went on. As proof, Bob recently provided me with a copy of his design for the 1982 event. In the interests of recording our ACT historic motoring scene I reproduce said poster on page 17.

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



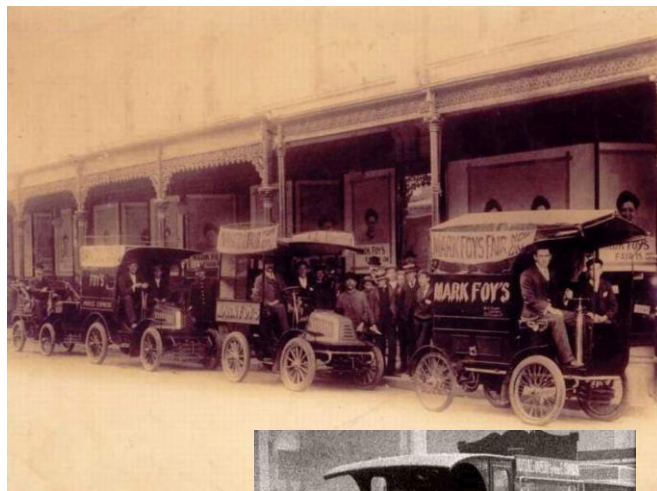
Canberra
The National Capital
Easter Weekend 21/22 April 1973
Saturday - The choice of two rally routes
Sunday - Static display and swapmeet
Security arrangements, child minding
and garage facilities available.
Details: Rally Director.
Vintage Drivers Club



Editorial



Once again feedback comes in from far afield as the Edwardian gets sent all over the country these days. I received an interesting response from Peter Allen in South Australia to the photo of Foy's Panhard in Queanbeyan in the last edition. Peter enjoys 'thinking outside the box' when it comes to early motoring and he's not so much interested in Foy's cars as his delivery vehicles – and not just your run-of-the-mill petrol delivery vehicles either, Peter's talking something far more exotic...Chaboche steam delivery wagons no less. Apparently there is an, as yet, unsubstantiated rumour that Foy had a number of Chaboche system steam delivery vehicles for his stores in the early 1900s. Peter sent the early photo (right) of Foy's showing some of his vans, but there's nary a Chaboche to be seen – they're all De Dion Boutons. So the challenge is out to you, the readership. Can you supply a photo of this rare steamer, with a Foy provenance? At right is one in France on the showroom floor, so you know what to look for.



In the October 2017 Edwardian I included some articles on enthusiasts who'd been caught up, with unfortunate consequences for them, in the asbestos importation saga. At the time I made a comment in my Editorial that this could have dire repercussions for anyone wanting to run a car rally here and expecting overseas entrants to attend with their vehicles. Well this scenario has just been put to the test in the last month and it has failed it miserably. You may have seen in the news that a group of eight international Maserati enthusiasts brought their vehicles to Australia for a seven day rally from Melbourne to Sydney. Once in Sydney they would head back overseas. That was the plan, until six of the eight cars were stopped at the Melbourne wharves and weren't allowed any further because the owners couldn't guarantee they were asbestos free. Unless the owners agreed to have the cars partially dismantled and tested, the cars had to be sent straight back from whence they came – the owners chose the latter. If authorities really think that 6 cars, here in the country for seven days, could be potentially dangerous to our health, what must they think of the tens upon tens of thousands of cars that reside here permanently that no doubt have asbestos bits in them? (I own four of them!) And let's not even talk about the tens of thousands of backyard sheds and houses that are roofed and/or clad in the same stuff. Why isn't common sense 'common'?

Remember those three words from the old days,... 'Made in Australia'? Yes, I know, it's been a while since we've seen them so we can all be forgiven for thinking they have gone the way of the Dodo. But what an absolute surprise and pleasure our February run was to Meccanica on Old Cooma Rd. Those three long-forgotten words were writ large for all to see, and it was wonderful. See a write up on this fantastic visit on page 5. Rob Woolley has provided some detail on CRS renewal process (see page 1). It details the responsibility of the Registrar and the owner of the vehicle in relation to roadworthiness, logbook and financial membership card. All members should read this.

In my last Editorial I mentioned the Victorian rego scheme (25 year rolling date) and how there are some concerns over 'non-genuine' clubs whose actions threaten the whole concept. I see in the latest ACT Council minutes that NSW is facing the same thing. To quote ".....the problem with errant NSW dubs was one of clubs illegally allowing modified vehicles onto the H plate system. One club had been deregistered for abuse and another 30 were now under investigation. The opinion was expressed that all dubs under councils were working well and that unofficially, the ACT model

was the benchmark." In other Council news, a set of CRS plates were offered for sale on Facebook, which is illegal as the plates are government property. At the recent Wheels event there were about seven ACT CRS plated cars, which were not on the Council database. Delegates have been asked to reinforce the matter of members informing their clubs and the Council of registration/disposal of any CRS plates. And speaking of Wheels, the nominated charity collected about \$4300, which is a great result. And one final bit of Council news, Alec McKernan advised that the Vintage Motor Club was closing down due to small numbers. You may recall from Tony Watson's article on the origins of the Canberra Swap in the last edition that the Vintage Motor Club was born of the ACT Vintage Drivers Club in the early 70's, changing its name after threats of litigation from the VDC in Melbourne which sought to protect its name. Perhaps its demise is a sign of the times.

And speaking of swaps, I attended the recent annual Goulburn Tupperware party. I only saw three of our members there on the day. That's another way of saying the rest of our club was too smart to waste their time, but little did they know of the treasures they missed out on, like the bloke with a truck load of firewood for sale. I am ashamed to say my passenger for the day (a fellow member who shall remain nameless) actually bought, not firewood, but a dart board. Just the sort of thing ones goes to a swap meet to buy. I should have made him walk home!

Received an email the other day from our Blue Mountains members, Trevor and Joyce Couch. They send their regards to all. Trevor still has the Overland and is prepared to talk a deal if something sensible is offered. See advert in previous newsletters.

Congrats to Bob McGuire for noting the new addition to last edition's front cover. In the off-chance you're interested, it was 'Republic'. Now Bob restored and owned a veteran example of one of these trucks many decades ago (it came from the Tuggeranong homestead), so that may be an unfair advantage, but that's not the vehicle referred to here, because he got rid of it before he became a member of this club. The rule for inclusion on our cover is that it must be a marque (of the veteran or vintage period) that has been owned by a person while a member of our club. No, this Republic is owned by our Braidwood member, Antony Davies.

Two blondes were driving to Disneyland. The sign said, "Disneyland Left". So they started crying and went home.

Happy Restoring

Rick

From the Archives

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

April-May 1968

- 58 entries for the upcoming Easter rally including 17 club vehicles.
- The Club held a photographic contest for the best photo of the year's activities.
- The May run was a navigation run with a mystery destination, starting at Telopea park. Members were given a clue sheet to supply answers along the way.
- Young member Alan Harding found and brought in a veteran Vermorel from Booroowa.
- The first of a series of articles from Les Robinson on the restoration of veteran and vintage vehicles appeared. (Ed – want to write some more Les?)



When looking at the first dot point above it was quite fortuitous that Ian wrote to me a couple of weeks ago stating – *"It's 50 Years next month since our club hosted it's big 1968 Easter Tour. I had a copy of the entry list from that period, part of which I had chopped off to fit into a scrap book, and I spoilt it. I've only recently acquired this complete A4 copy from Graeme Newman of the VCCA NSW."*

On this event I met up with Ron Craze, and rode on some of the runs with him in the 1912 BSA. The relationship with Ron that began on that weekend, continued on, and led directly, in the mid-1970s, to my being advised by his brother Bryce Craze, of where some incomplete remains of a 1909 Rolls-Royce chassis were in the Riverina. It turned out that it wasn't a 1909 model, but a 1910 model. And you know the rest of the story. You will note the very strong showing of ACT cars for the relatively young VCCA ACT club."



EASTER 1968 VETERAN CAR TOUR OF CANBERRA



SATURDAY APRIL 13

PROGRAMME BY COURTESY KEN PUCKLEY PTY.LTD. BARRIER ST. FYSWICK. GALTEX DISTRIBUTORS FOR A.C.T.

NO.	OWNER.	YEAR.	CYL.	CAR.	STATE.	NO.	OWNER.	YEAR.	CYL.	CAR.	STATE.
1.	L.A. Sykes.	1910	4	Star	N.S.W.	30.	W. East.	1915	6	Studebaker	N.S.W.
2.	J. Dance.	1911	4	Talbot	N.S.W.	31.	J. Cooper.	1910	2	Clement	N.S.W.
3.	H. Formby	1912	4	Cadillac	VIC.					Bayard	N.S.W.
4.	M. McKenzie	1913	2	Renault	N.S.W.	32.	G. King.	1908	4	F.L.	N.S.W.
5.	A. McLeod	1912	4	Star	N.S.W.	33.	J. Corby.	1915	4	Buick	N.S.W.
6.	R.L. Jones	1908	4	Clement	N.S.W.	34.	T. McManamy.	1910	4	Talbot	VIC.
				Bayard	N.S.W.	35.	R. Long.	1913	4	Hotchkiss	VIC.
7.	A. Garthorn	1914	4	Delahaye	N.S.W.	36.	L. Macey	1916	6	Buick	N.S.W.
8.	R. Baxter	1912	4	Calthorpe	N.S.W.	37.	D. Marr	1918	6	Buick	N.S.W.
9.	R. Craze.	1912	4	B.S.A	N.S.W.	38.	R. Newman	1914	4	Talbot	N.S.W.
10.	J. & L. Harris	1913	4	Vinet et	N.S.W.	39.	R. Newman.	1914	4	Talbot	N.S.W.
				Deguingand	VIC.	40.	J. Hewett.	1908	4	Diatto	N.S.W.
11.	D. Pratt	1913	4	Fiat	N.S.W.	41.	L. Robinson	1914	4	Fiat	A.C.T.
12.	R. Wheeler	1917	4	Studebaker	A.C.T.	42.	E. Abrahams.	1917	4	Ford.T	A.C.T.
13.	M. McDonald	1912	4	Siddeley	A.C.T.	43.	A. Hirzel	1913	4	Minerva	A.C.T.
				Deasy	A.C.T.	44.	M. McDonald.	1912	4	Ford.T.	A.C.T.
14.	N. George	1912	4	Straker	VIC.	45.	P. Clayton.	1915	4	Ford.T.	A.C.T.
				Squire	VIC.	46.	L. Deimel	1908	2	Maxwell	N.S.W.
15.	I. Steer.	1908	2	Renault.	N.S.W.	47.	A. Higginson.	1911	4	Talbot	A.C.T.
16.	G. Steer.	1908	4	Argyll	N.S.W.	48.	B. Higginson.	1911	4	F.N.	A.C.T.
17.	L. Sheen.	1914	4	Humber	N.S.W.	49.	R. Marshall	1910	1	Brush	N.S.W.
18.	M. Spraggon.	1908	2	Renault.	N.S.W.	50.	A. Prime.	1913	4	Morris	VIC.
19.	A. Bathurst.	1913	4	Hillman.	VIC.	51.	E. Rumpf.	1911	4	Hupmobile	A.C.T.
20.	L.P. Jones.	1909	4	Hupmobile	N.S.W.	52.	K. Buckholz.	1911	4	Mors.	VIC.
21.	M. Grant. & N. Hutton.	1915	4	Ford T.	VIC	53.	K. Moss.	1912	1	Rover	N.S.W.
22.	M. Luckie	1913	4	Mercedes.	VIC.					Motor	N.S.W.
23.	G. Green.	1914	6	Rolls Royce	N.S.W.					Cycle.	N.S.W.
24.	J. Cherry.	1916	4	Chevrolet.	N.S.W.	54.	M. McDonald.	1913	4	Ford.T.	A.C.T.
25.	A. Pickup.	1915	4	Ford.T.	A.C.T.	55.	G. Cunningham	1915	6	Oakland	N.S.W.
26.	W. Martin	1913	4	Ford.T.	VIC.	56.	R. Millard	1917	4	Dodge	A.C.T.
27.	V. Jacobs.	1912	4	Ford.T.	N.S.W.	57.	R. Marshall	1915	4	Ford.T.	N.S.W.
28.	G. Edwards.	1907	2	Internatl.	N.S.W.	58.	J. Wilson	1914	4	Overland	A.C.T.
				Buggy	N.S.W.						
29.	M. Chapman.	1913	4	Wolseley	N.S.W.						

PUBLIC EXHIBITION OF CARS.

Canberra Showground.

Friday. 12th.) 5.p.m. - 10.p.m.
Saturday 13th.)

VIEW CARS AT THESE TIMES.

Woolley St. Dickson. 10.00 a.m.
Regatta Point. 10.20. "
Blundells Cottage. 10.45. "
Pass War Memorial. 11.30. "
All Saints Church. 11.45. "

CLUB MEMBERSHIP ENQUIRIES.

Please Ring:-

President. - D. Phillips. 91451.
Secretary. - E. Rumpf. 92452.

or

Write Box. 394. P.O. MANUKA. A.C.T.

DEPART A.S.

Scrivener Dam

Cnr. Mugga Way &

Hindmarsh Drive.

Yarra Glen.

Parliament House.

Pass Canberra Rex.

1.30. p.m.

1.45. "

2.00. "

2.40. "

2.55. "

3.10. "



Club run 25 Feb.

Outstanding is a word that describes the two main parts to this day. Firstly, it describes John and Vilay's wonderful hospitality, and secondly, it describes our visit to Meccanica (previously Marco Engineering). Let's start with the latter.

After a sumptuous morning tea at Villa Cadona, we all hopped in our cars and went down the road a few K's to a rural property that 'hides' an amazing manufacturing business. Managing Director, Robert Boz, was kind enough to give up his time to show our club his world class engineering business. Started by his father, Marco, 52 years ago in Queanbeyan, the business moved out to its present rural site 32 years ago. Its focus has shifted now into R&D, electronics, aerospace and defence engineering. I don't think Robert could have had a more appreciative audience than us. Of course we all appreciate mechanical things and many of us have lathes to muck around with, but the work Meccanica puts out is breathtaking. To see an intricately shaped aluminium 'chamber' that was milled out of a solid billet and will eventually make it into space on board one of Elon Musk's rockets was very special. And let's talk accuracy. I think it'd be fair to say most of us would be happy to work to tenths of a millimetre when we muck about on our own lathes. How would you like to be asked to machine up something that was accurate to 50 microns...and then produce 250 of them to that spec! Well Robert can do it! Apart from the good old fashioned Bridgeport mills and manual lathes, the business also has state of the art CNC lathes. These were breathtaking in operation too. I could sit all day and watch a machine that can load the stock into its own chuck, and then select any one of about 20 tools to start machining. Not everything was automated though, we were privileged to see a number of aluminium switch boxes, destined for our Defence force, that had been fabricated and welded by hand. Most of assumed the welds were done by a machine; the beads were so perfect. Robert's wife, Elena, was also a generous hostess with information and even more morning tea and drinks to offer. Many of us remarked how often we've driven that Old Cooma road, yet you simply wouldn't know that such a world-class facility lay up a dirt driveway out of sight. We often lament how much manufacturing ability this country has lost over recent decades, but it was so encouraging to see an Aussie supplying superior quality engineering world wide. Oh, and I must mention just how tidy the workshops are. There was not one bit of stray swarf to be seen. Of course I copped it on the way home, "*why can't you keep your shed like Robert!*" Yes Dear!

Soon we were back at Villa Cadona, where Vilay had, once again, outdone herself in catering to our every culinary need. If anyone went thirsty or hungry, it was their own fault. I don't know how I manage to maintain my athletic physique after my visits to Old Cooma road. John took us for a tour through his many sheds and we were amazed at his mammoth collection of old Meccano. Much good conversation ensued for several hours before we all headed for home.

As far as old cars went, not a single one turned up, but with good reason. After a monthly total rainfall of 2mm, we awoke to a day of between 50 and 150 mm of rain falling across the ACT. Not exactly soft top, or topless weather. Time spent the previous day oiling, watering and starting old cars was for naught, but fortunately it didn't affect numbers attending.

As I said in the beginning, the day was outstanding. Thank you John for arranging it.

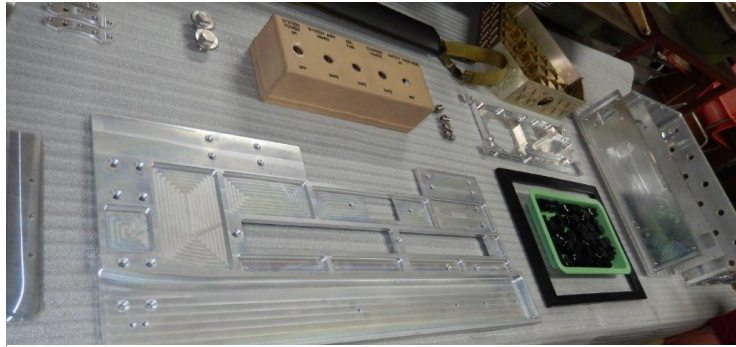
Rick

Attendees – Nick and Carol, Geoff Nicko and Bob C., Rick and Shirl, Greg S., Saman S., Bruce and Kathy B., Hogan clan, Tony and Trudy W., Kingsley and Cynthia S., Rob W., Bill A. & daughter Eliza., Don D.

At Meccanica

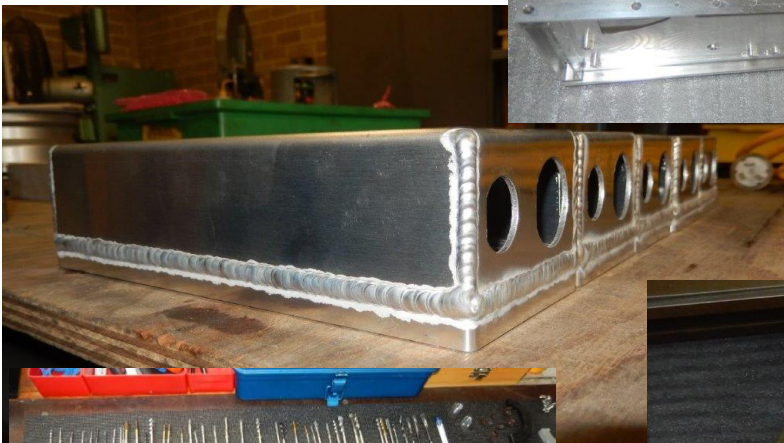
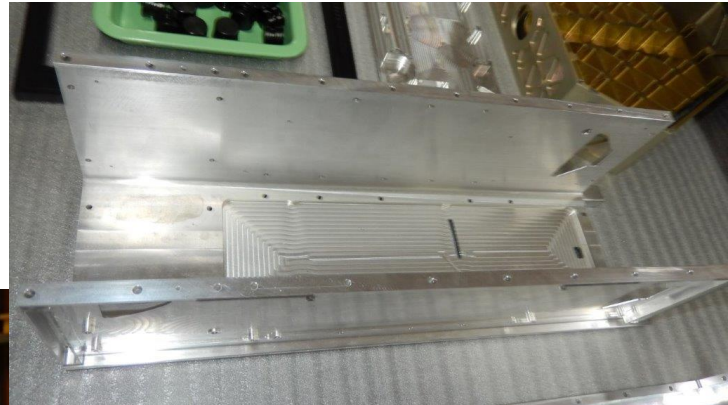


Robert explaining some of his work



Above - a selection of quality engineering. The black picture frame looking piece, to the right, is the item I mentioned made to 50 micron specs.

Below – milled from a solid billet, this item will be launched into space soon on a Musk rocket.



Left - How's this for welding aluminium...by hand!



Above – And how's this for a piece of intricate milling?

At left – I've never seen workshop benches this neat! In my shed if there's more than 6 sq. inches of clear bench showing then I'm obviously having a bad day.

At Villa Cadona



Guts!



Too good to eat. Like ships in a bottle, I still don't know how Vilay got those edible flowers into the jellies.

Below - Geoff's talking clocks... 'cause Saman's gone to sleep.

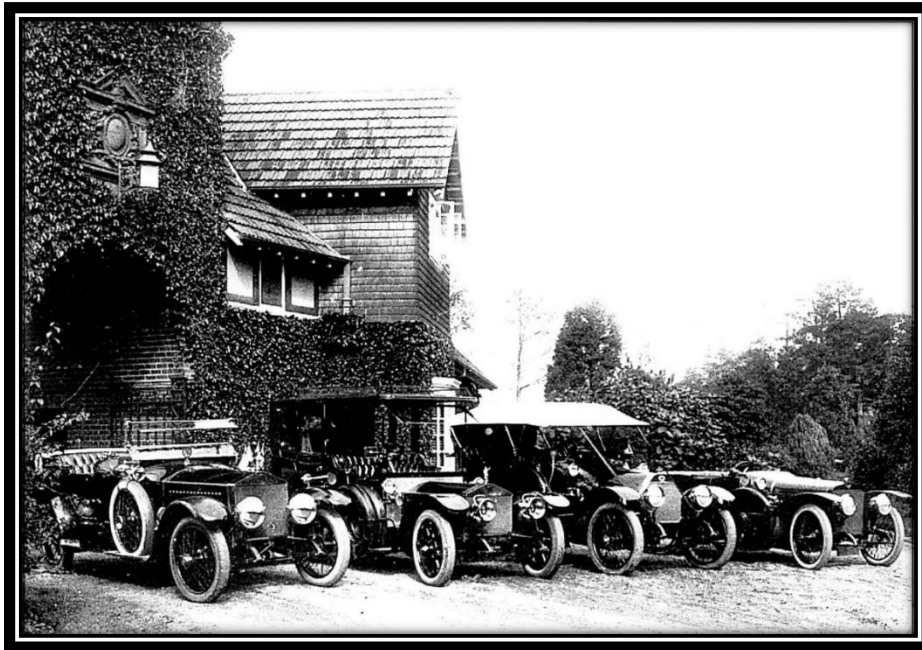


LOTS of smiles all round



At the February meeting.....

At the February meeting, Ian, ever the school teacher, handed out a fascinating homework assignment to all members present. Each of us received a different copied page from Ian's edition of the 1915 NSW rego records. We were given the instruction to peruse same (each page had 100 records) and look for the biggest HP, the smallest, the most unusual marque etc. With the page I was given my eye was immediately drawn to one particular record – or three consecutive ones to be exact. They stood out for a numbers of reasons; the sheer quality of the cars, a 15.9 Hispano Suiza, a 40/50 Rolls Royce and a 25/30 Fiat. These cars were registered 630, 631 and 632 respectively...and they were all owned by the same person...and that person was a woman! When you consider these were very patriarchal times, for a woman to own a car in her own name was extremely rare, but to have three was unheard of! The name of this 'forward' woman was Eadith Walker. Given the presence of a Ghost in this collection, a follow up email to Ian elicited the following information and an evocative photo of the above three cars, plus one more Ghost Eadith also owned for good measure. Thanks Ian.



Dame Eadith Walker's family owned the grand home *Yaralla* at Concord, which is now part of the Concord Hospital. The photo above was taken in front of her impressive home. Just remember, Dame Eadith owned all these cars herself. From left is the 1913 Rolls-Royce Chassis 45NA. Beside it, is the 1911 Rolls-Royce, Chassis 1749. Next to it is the Fiat and far right is the Hispano Suiza.

Ian provides the following - *The Rolls-Royces were 1911 and 1913 models. The 1911 car was originally bought new in the UK, and later acquired by 1914 by Dame Eadith Walker, and was given plate 631 which she had on an earlier unknown car.*

At the time of the photo the cars were numbered as follows:

- | | |
|--------------------|--|
| NSW 630 | 15.9 Hispano Suiza (This car was sold and the plate was not registered to Eadith Walker in 1916.) |
| NSW 631 | 40-50 HP Rolls-Royce, Thrupp & Marenley Landaulette (1911 model, Chassis 1749) <u>Survives, and now in New Zealand</u> |
| NSW 632 | 25-30 HP FIAT Tourer (Still registered with Eadith Walker in 1916 and 1917, and may be later, I have yet to check that.) |
| NSW 12131 * | 40-50 HP Rolls-Royce, H.J. Mulliner Tourer. (November 1913, Chassis 45NA) <u>Survives, and now in Canada</u> |
- *Note this registration plate was replaced with NSW 631, when Eadith Walker sold 1749 (in early 1918) to Sir James and Lady Mackellar, the parents of Dorothea Mackellar.

The 1913 car (full price £985) was imported direct, (not sold new in England). The importers were Maxwell, Harris and Murray. They were Motor Dealers then at 109 Crown Street, Sydney. They were also General Importers, and you will recognise what became their mainstay in business, Maxwell Harris Coffee! There was no Rolls-Royce Sales agency in Sydney until after WW1.

And a little bit about this early motoring woman...

Dame Eadith Campbell Walker (1861-1937), philanthropist, was born on 18 September 1861 at The Rocks, Sydney, only child of Scottish parents Thomas Walker, merchant, and his wife Jane, née Hart. The family moved to Yaralla on the Parramatta River at Concord in 1870. After his wife died in December, Walker brought his sister Joanna (d.1890) from Scotland to look after Eadith. Strictly raised, Eadith was taught that wealth brought responsibilities and obligations.

In 1886 she inherited her father's estate, sworn for probate at £937,984. She commissioned (Sir) John Sulman to design additions to Yaralla in the 1890s. To the traditional English grounds she added exotic plants, and employed European stonemasons to build a sunken garden, an Italianate terrace and a grotto; her home had, as well, a swimming pool, croquet lawn, and tennis and squash courts. A keen oarswoman, Eadith was vice-president (1895) of the Sydney Rowing Club; she was also a patron of the Yaralla cricket club and leased land to (Royal) Sydney and Concord golf clubs. She loved animals, especially her dogs, and was an executive-member of the Animals' Protection Society of New South Wales (Royal Society for the Prevention of Cruelty to Animals).



Far from frivolous, Miss Walker was to perpetuate her father's philanthropies and generously supported the Thomas Walker Convalescent Hospital that he had founded. She was an executive-member of, and a subscriber to, many charitable organizations, among them the Women's Industrial Guild, Queen's Jubilee Fund, Royal Alexandra Hospital for Children and the Royal Hospital for Women, Paddington. Eadith also supported religious and educational institutions, including local churches and the University of Sydney. She maintained her staff in their old age and built cottages for needy men.

World War I sharpened the focus of her endeavours. An executive-member of the State division of the Australian Red Cross Society, she was a member of its finance committee and a delegate to the central council in Melbourne. Working through the Red Cross and later the Returned Sailors' and Soldiers' Imperial League of Australia, she personally did much for ill and disabled servicemen, and set up 'The Camp' at Yaralla for those with advanced tuberculosis. Miss Walker established and maintained a library at the Prince of Wales Hospital and donated her house at Leura for use by consumptive servicemen. She formed friendships with returned soldiers and occasionally established them in small businesses. Appointed C.B.E. in 1918 and D.B.E. in 1928, she was described as fiercely patriotic, loyal to the Empire and 'a Britisher to the Backbone'.

Eadith never married; her aunt Joanna reputedly had instilled in her a fear of fortune-hunters. In maturity, she looked imposing, and was rather full-faced with gently waved, grey hair. A shy, but strong and capable woman who disliked publicity, she spent most of her later years at the Astor, Macquarie Street. Dame Eadith died at Yaralla on 8 October 1937, her dog Cobber beside her. Returned servicemen and boy scouts lined the approach to the chapel at Rookwood where she was cremated; her ashes were buried at St John's Anglican Church, Ashfield. Her estate, sworn for probate at £265,345, was disposed of in accordance with the terms of her father's will after the Walker Trusts Act was passed in 1939. After providing for many legacies to relations, friends and employees, one-third of the residue of the estate went to the Returned Soldiers' and Sailors' Imperial League of Australia, and the real estate to the Red Cross Society.



Club run to Cowra 9-12 March 2018

Friday was our travelling day, we all set off from various locations making our way to Cowra, arriving through the afternoon and into the evening. We arrived in the evening as we picked the kids up from school before starting our journey. Dinner was the one thing on the kid's minds when we arrived, so we checked into the motel before heading RSL club for dinner.

Saturday morning came around, there was a buzz in the motel carpark as cars were readied and others started arriving for our days drive. We were joined by one of the local car clubs, the Dinosaur Drivers Club, after a quick drivers briefing we departed for Gooloogong for morning tea.

The members from our Club:

Dave and Deidrie Robinson in 15 T Ford Wagonette, Glenn and Andrew Robinson 15 T Ford Roadster, Darrell, Kristy and family and Family 27 Dodge, Peter Leemhuis 37 Ford, Wayne and Sandra Smith Austen Healey, Chris, Simone and Family 28 Chev tourer, Gerard and Maree Frawley Modern, Bruce and Kathy Booby Modern, Alan Miller 28 Chev Tourer (Joining us from Sydney)

Dinosaur Drivers

Jim and Chris Hatton 28 Chev Tourer, Brian and Ruth Brooks 28 Chev Roadster. We were also joined by a 25 Chev Roadster, Graham Brothers Truck, 29 Packard sedan and Sunbeam Tourer.

We had a great run out to Gooloogong on beautiful quiet country roads before pulling up at the park where we all shared morning tea, both Darrell and Alan had fuel troubles on this leg but nothing too serious. After morning tea we departed on what we thought was another quiet country road across to Grenfell. The road was great for our cars and the only traffic we came across was a large group doing a fundraising walk and we gave them plenty of encouragement as we passed them. We arrived in Grenfell in time for a lunch where we were joined here by Rick and Shirley in their Fiat X19 and John and Vilay with their FJ Ute in tow. Many of us made our way to the local bakery and sampled there goodies. After lunch we explored the main street of Grenfell to check out the local shops and taking our time to visit the Chrysler Museum. We then all met up and travelled back to Cowra arriving mid afternoon.

We had a quiet afternoon until it was time to head across to Jim and Christine Hatton's for Dinner and a look around Jim's shed. Jim and Chris had arranged a BBQ for us we had a wonderful night, we were all very appreciative of their hospitality.

Sunday morning we all gathered again in the car park at the motel we were joined once more by the Hatton's and Frank Bourke's Packard. Today's trip was to run to Wyangala Dam and then across to Canowindra. We set off once again on superbly quiet roads that were great for touring. We arrived a Wyangala Dam where Jim Hatton gave us the run down on the Dam and an opportunity to ask questions as Jim works at the dam as a Maintenance Fitter. We had morning tea and a chat before Dave Robinson worked his magic and converted a couple of Chevy boys over the Ford Side!! We had to then talk our boys back into the Chevy so we could depart our picturesque morning tea stop to head across to Canowindra for lunch. We also farewelled Rick and Shirley as they headed back to Canberra from here. We climbed up the hills on our way out with fantastic views across the country side, a few stopped along the way to pick peaches from a tree on the side of the road. We rolled into Canowindra time for lunch at the RSL club with our local connections booking tables for us, thanks Kristy! After lunch it was time for a walk along the main street, Darrell and myself sent our better-half's off for a wander while we watched the kids. We regrouped for the trip home one again with a little of Darrell's local contacts we took the back roads back to Cowra fantastic quiet roads. We arrived back in Cowra mid-afternoon we were all invited back to Jim and Christine Hatton's for Dinner where we all put in for pizzas and sat around and enjoyed a very nice evening.

Monday we all departed at different times, some got away at the break of dawn. We took our time and loaded Chevy onto the trailer before taking in the Japanese Gardens and leaving Cowra after lunch.

The Edwardian - April 2018

Special thanks to Jim and Christine Hatton for their hospitality and assistance and to everyone who joined in over the weekend.

We welcome any constructive feedback about the weekend and suggestions about a weekend away next year?

David and Deidre Robinson, Chris & Simone Hogan

(ED – I have some feedback – we don't do this sort of thing often enough! Thanks to the Robbos and Hogans for organising a great weekend)



At the motel



A pair of Cowra Chevys.



Oh dear! What have we got here? Now what brand of car is that again??? John, doesn't know...he's scratching his head!



A joy to see an expert at work. Dave must have done this before. Three tyre levers, two hands and one hefty left boot gets the job done with a minimum of fuss. (PS Dave, this is what you get for letting the kids borrow your car!)



Two interior shots of a magnificent straight eight '29 Packard from the local Cowra club. See the 'For sales' at the back of this Edwardian.



The Presidential '27 Dodge. Out on its first run in a long time.



Fair dinkum, Dave's got to be the happiest bloke underneath a veteran car I've ever seen. As Deidre says, "At least I know where he is!"



...and there seems to be plenty of 'hands-on-hips' going on here for Dave's undercar performance.



Hmm...wonder what they're all looking at. Must be interesting though.



What it's all about. Two of your youngsters having a ball



Alan Miller's well-travelled Chevy joined us from the Southern Highlands.

The first serious run of the mini Italian stallion.
Other commitments at home prevented attending in a proper old car.





The Hogan Chevy looking typically stunning.



Another of the Pres's stable. This '37 was Driven by Dad Peter.



The Heart of the Smith Austin-Healy.



Cadona's not scratching his head again is he?

Left and right -The head board says it all.



Shannons Wheels Sunday 18th March 2018

As you would all be aware Shannons Wheels, this year, was held at the Queanbeyan Showground.

From my perspective the new venue was very successful. I found that one of the main advantages is that it is very close to the shopping centre and vehicle owners can easily walk into town for coffee, lunch etc.

I am also told that there were more than 800 cars, bikes and trucks on display. It all appeared to run very smoothly. Our Club displayed 4 cars, Greg and Saman with the Talbot Darracq, Alex with the Swift, Peter with the Bean and Nick and Carol with the Overland. I also spoke to quite a few Club members who came to check out the new location.

Finally I have heard that the Motoring Council has decided to hold next year's Wheels at Queanbeyan as well.

A very nice day – Cheers Nick.



Above - Alex and Swift
Right – a view from either end of the club display. Notice how three have their bonnets up...and one doesn't? Wonder why...?



RESTORATION TIP



Spray Manifolds Grey

Exhaust manifolds usually look like hell, thanks to rust. You've probably tried to paint them only to have it burn off and look worse. Try this: Pull the manifolds off, strip them down to clean iron, either in a sandblast cabinet or with a wire brush, then get a can of spray graphite lubricant and follow up with a soft rag to rub it in. The spray is powdered lead in an oily binder, and it will make the manifolds look like fresh, bare, cast iron, but it won't burn off. When it eventually gets to looking shoddy again, get out the spray can and touch it up.

As per Ian's obituary in the last Edwardian, Eric Nelson passed away recently. Roger Gottlob then pointed me to the following article about Eric's interesting life. While Eric wasn't a member of our club, I reproduce it here as many members knew Eric and availed themselves of his considerable machining skills that our restorations require.

The Canberra Times

ERIC BRUCE NELSON, 1928 - 2018

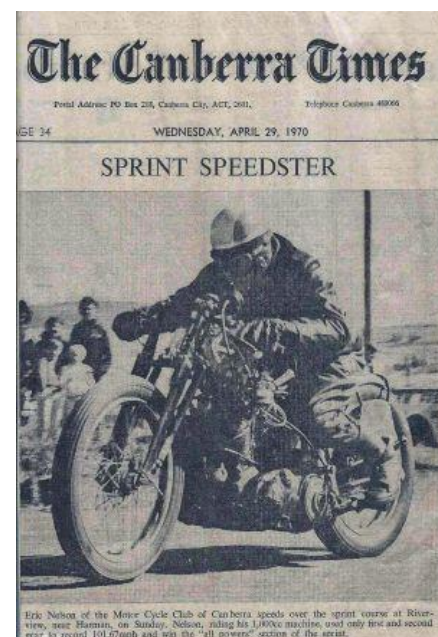
MARCH 3 2018

Eric Nelson: motorcyclist, mechanic and Canberra's fastest 'Indian'

Malcolm Robertson

Prominent on the pages of *The Canberra Times* in April 1970 was a photo of a veteran motorcyclist at an old drag strip near Harman, hunched over his handlebars, dressed in black leathers and wearing an old "pudding basin" crash helmet. The set of his shoulders showed clearly he was determined to win. And win he did. The caption mentioned 101.67 miles per hour, a 1000-cc machine and fastest in the "all powers" section. It didn't mention the sniggers from the young guns present when the veteran first arrived, nor the speed at which the smirks vanished from their faces as the machine flashed over the finish line. It was a seminal moment.

That motorcyclist was Canberra's Eric Nelson, who died three days short of his 90th birthday; a true gentleman, a natural engineering genius and a supremely skilled motorcyclist.



Eric Nelson in about 1950.

As well as his skills on two wheels, for nearly 50 fifty years Nelson was the go-to man for Canberra's vintage car and bike community for any job, large or small. His natural ability to diagnose problems, combined with his inherent skill with a wide range of fix-it machinery in his lean-to workshop at home, ensured that all manner of vintage machinery was kept on the roads.

No job was too small for Nelson, who loved quietly discussing with owners how he would approach the problem and talking them through solutions. He would fix anything for anyone. He would weld up broken pedal cars and garden structures, he could design and make crankshafts for ancient vehicles, and he could do complete engine rebuilds.

Nelson was born in Drummoyne, Sydney. He and his two siblings, Edward and Shirley, were raised primarily by their mother, Eva. His childhood was generally not a happy one. His father, Edward, returned somewhat damaged from his experiences in World War I; there were times home life was unpleasant. Nevertheless, these experiences shaped him into the caring and supporting husband and father he was to become.

After completing school, Nelson gained a "certificate of competency as locomotive fireman" in 1946 and worked for the NSW Government Railways. Much of this time was spent in and around Sydney based at the railway yard at Clyde, as well as the railway workshops at Enfield, where he quickly learnt his trade as a fitter and turner. But at this youthful stage in his life, Nelson, a naturally quiet man, was a "wanderer". In 1947, he travelled by ocean liner

to New Zealand, where he lived in Christchurch with his cousin Shona and began racing speedway solo motorcycles at tracks around the South Island.



A youthful Eric Nelson, in about 1955, with his Vincent HRD in Adelaide

In 1950, he returned to Sydney but, after spending just nine days at home, travelled to Adelaide, where he worked in general engineering shops for several months before leaving in September on the first of two clockwise "working holidays" around eastern Australia. His route took him from Adelaide through Alice Springs to Darwin, then across to Townsville and down the east coast to Sydney. The first trip took more than a year and was mostly undertaken on an overloaded International Norton motorcycle. The second began in 1952 and followed the same route, this time in an MG TC sports car, ending back in Sydney in 1953. His mechanical skills were needed several times on both journeys to keep his vehicles running.

Nelson was passionate about motorcycles. In 1951, he bought a 1000-cc Vincent HRD and, with a rudimentary sidecar attached, he competed regularly at Mount Druitt and Bathurst in the early 1950s, with his brother-in-law Kevin as riding

ballast for stability on corners.

In 1955, soon after his second working holiday, Nelson and the Vincent returned to Adelaide. He initially worked there as a diesel mechanic but soon joined one of Adelaide's largest motorcycle dealers, Lenroc, as a mechanic and machine assembler. Here, he was able to fully indulge his love of motorcycles and continue his motorcycle racing career on the Vincent, by now rebuilt and tuned by him as a drag bike.

By 1956, Nelson had met and married his wife Doreen, a South Australian girl born in Penong. Together, they bought a block of land in the then outer Adelaide suburb of Durnancourt. While living in a caravan on the block, Nelson set about building their first house, which was completed in 1959. Their two children, Paul and Jennifer, were born during this period and he continued racing on the road and on the track. In the mid-1960s, there was nothing in South Australia that could keep up with Nelson and the big Vincent.

In 1967, the family moved to Canberra, where Nelson became the workshop manager at the local BMC dealer, Larke Hoskins. He continued his drag-racing career until the mid-1970s, making many trips to Sydney's Castlereagh drag strip and even returned to speedway racing at Canberra's Tralee Speedway in 1970.

Nelson also worked for several years during the late 1970s as an air-conditioning mechanic before buying a tip truck and becoming an earth-moving contractor. He owned a series of trucks over the next 15 years and was extensively involved in the earthworks for the construction of the Googong Dam and new Parliament House. He eventually bought a bobcat loader and continued working as an earth-moving contractor before "retiring" during the mid-1980s to spend more time in his garage/workshop.

Nelson will be sorely missed by his motorcycling friends and by Canberra's large vintage-vehicle fraternity. His skills as a fitter and turner and mechanic were legendary, and vehicle owners will be reminded of him and his work on their cars and motorcycles every time they take them out. He continued his passion for machinery and was working right up until a sudden stroke in December 2017, which led to his eventual death at Claire Holland House. He is survived by his wife Doreen, his sister Shirley, his two children Paul and Jennifer, and their partners.



Eric Nelson, in about 2015, in his well-equipped workshop.

AUTOJUMBLE 82

Heated Pavilion
Refreshments Available
All Weekend

Good Range of Parts
for Sale or Swap

Free Entry for Guessing
Cubic Capacity of Model!



★ SWAP MEET ★
BY POPULAR REQUEST AT THE OLD VENUE
CANBERRA SHOWGROUNDS
31st July — 1st August
8.00 A.M. — 6.00 P.M. (BOTH DAYS)

Adults \$1.00
Children Free

★ Stall \$8.00

Stall Holders Admitted Friday Night
(No Trading)

HT/2860 RYD/W/8041161

And here's Mr Courtney's last effort as a poster designer. A marked improvement on his first one I must say! But oh dear, it's quite outrageous in this day and age isn't it... I mean, how can you justify charging \$8 for a site, 36 years ago?! Highway robbery! Oh, yes, and I know you are all looking at the photo, like any hot blooded vintage motorist would, and I know what you're wondering,...is that a type 35B or 35C Bugatti that sheila's hanging out of? Well I don't know the answer to that one, but the photo did come from a Bugatti calendar owned by former member, and Bugatti owner, Noel Howarth. (wouldn't have minded seeing the other eleven months...I mean, those Bugattis had some pretty exotic models!) Apparently the poster drew some indignation from the wife of one of the well-known dealers selling his wares at the swap. Probably jealous I'd say.

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

21 February 2018

Meeting Opened: 7.34 pm.

Attendance: 20 Members, four Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Don Doering, Seconded: Rick McDonough.

SECRETARY'S REPORT:

Correspondence In:

- Council of Heritage Motor Clubs NSW (CHMVC NSW) – Notice of AGM, Easter 2018.
- CHMVC NSW – Annual affiliation notice and census.
- Shannons Insurance – Insurance on barbeque trailer - \$174.05.
- Various magazines and newsletters.

Correspondence Out:

- Get Well cards – to Beth Woolley and Beverly Doering

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

TREASURER'S REPORT

Account balance reported. Expenditure: Shannons Insurance - \$174.05

Treasurer's report accepted - Moved: John Cadona: Seconded: Carol Nowak.

EDITOR'S REPORT

Rick reported on the background to the photo of Mark Foy's Panhard reproduced in the last newsletter. He also mentioned a Dutch couple travelling around the World in a T Model Ford. It was agreed that the Club should arrange a meeting with them on their arrival in Canberra.

MEMBERSHIP SECRETARY'S REPORT

Carol reported 60 financial members. She will also extract membership details for the CHMCV census and calculation of our affiliation fee.

DATING OFFICER'S REPORT

Ian indicated that future reports will only be provided when individual vehicles are dated.

EVENTS REPORT

Next event will be on Sunday 25 March at John Cadona's property.

Wheels 2018 is on Sunday 4 March.

Chris reported that the long weekend trip to Cowra will have 16 plus participants. The meeting agreed to provide \$200 toward the cost of the Saturday night dinner in Cowra.

Darrell will organize the next run which is participation in *Wheels of Womboin* on Saturday 21 April.

LIBRARIAN'S REPORT

Roy had no report. Ian indicated that he will donate a book on the history of FN which he recently obtained.

REGISTRARS' REPORT

More than 10 registrations have been renewed. Rob indicated that appointment of two new registrars was in progress. He also brought me meeting's attention to the responsibilities of registrars as set out in the Council's by-laws.

GENERAL BUSINESS

Bob showed the meeting two BSA steering wheels. One was made commercially and the other by Geoff. The latter was the better.

John indicated that he wished to sell a large quantity of Meccano.

Peter asked for advice on carbide for acetylene headlights.



"After Darrell closes the meeting, there will be a brief meeting in the parking lot to determine what, if anything, was actually decided in this meeting."

The meeting agreed that Edwardian dress will be the order of the day for Motor Skills Day in May.

Ian gave the meeting some details of NSW registration information available in copies of the *Holderness Motorist's Guide* which he holds. He also indicated that he will ask Roger Paine, an authority on early ACT vehicle registration, if he could address a Club meeting in the near future.

MEETING ACTIVITY

Nil.

Meeting Closed: 8.37 pm.

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

21 March 2018

Meeting Opened: 7.33pm.

Chris took the Chair in Darrell's absence.

Attendance: 18 Members, 6 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Chris Hogan, Seconded: Peter Sturgess.

SECRETARY'S REPORT:

Correspondence In:

- Australia Post – renewal notice for post box.
- Various magazines and newsletters.

Correspondence Out:

- Thank you letter to Robert and Elena Boz of Meccanica Pty Ltd.

Secretary's report accepted - Moved: Tony Watson: Seconded: Rick McDonough

TREASURER'S REPORT

Account balance reported.

Expenditure:

Australia Post - \$127.00.

Council of Heritage Motor Clubs NSW – affiliation fee \$24.00

Club contribution to Cowra run - \$200.00.

Treasurer's report accepted - Moved: John Cadona: Seconded: Gerard Frawley

EDITOR'S REPORT

Nil.

MEMBERSHIP SECRETARY'S REPORT

The Club has 60 financial members.

DATING OFFICER'S REPORT

Nil.

EVENTS REPORT

A number of members indicated that they would accept the invitation to display their vehicles at the Old Bus Depot Market on Sunday 1 April.

Chris reported the success of the recent weekend run to Cowra.

The meeting discussed the expected arrival in Canberra of the Dutch couple driving their Model T Ford around the World. Peter Leemuis will provide them with accommodation on 16 April.

The Edwardian - April 2018

LIBRARIAN'S REPORT

Nil.

REGISTRARS' REPORT

Nil.

GENERAL BUSINESS

Gerard mentioned that Doreen Ahearn was out of hospital after her hip operation.

Nick reported that a registration check conducted by the Council at Wheels this year revealed that Greg's vehicle details had been incorrectly recorded by the registration authorities.

Mick mentioned that he will be travelling to Cameron's Corner and will have contact with the Model T rally expected in the area.

Ian will arrange for Roger Paine to address our next meeting on the subject of ACT registration plates.

MEETING ACTIVITY

Nil.

Meeting Closed: 7.53pm.



The Club Calendar

Apr.18	Club meeting
Apr. 21	Club Run - Wheels of Wamboin
May 16	Club meeting
May 20	Club Run - Motor Skills Day
June 20	Club meeting
June 24	Club Run - Needs someone to organise

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 April Retreads car lunch run is booked for Friday 20th at noon in the large dining area at the Gungahlin Lakes Community and Golf Club. Inquiries to Alec McKernan on 6286 1046 .

The National Calendar

Sep 23-28, 2018	National Veteran Vehicle Rally, Forbes, NSW.
Aug. 30 – 6 Sept. 2019	The Horseless Carriage Club of America (HCCA) South-East Australia Region is holding an International Veteran Tour in Bathurst NSW from 30th August to 6th September in 2019. Expressions of Interest – contact Russell Holden: 0422 219 911
Sept 17-23, 2019	National Veteran Vehicle Rally, Bundaberg, Queensland. email: Rally2019@skymesh.com.au for information.
Sept 29-5 Oct. 2019	Model T Ford Annual Rally 2019, Maryborough, QLD. For all enquiries and entry details visit the website www.mtog12.wix.com/mtog or email: MTOQ2019rally@hotmail.com for an information pack.

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

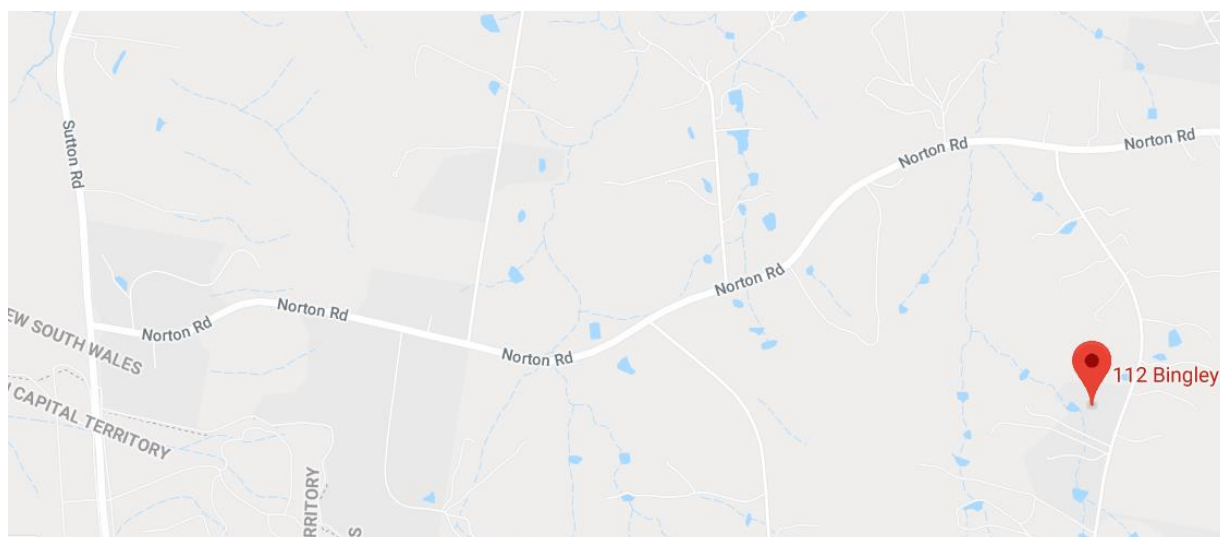
As we have no Events Director again, various members have agreed to chip in and do their little bit. As you can see below, we still need some members to volunteer for runs later in the year. Please let club Secretary Tony know which month you'd like to nominate for and he'll be more than happy to help 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 21 April. – NOTE – this is a Saturday.

The 2018 Wheels of Wamboin will be held on Saturday April 21st – from 9.00am to 1.00pm. The event will be held at the Wamboin Community Hall, Bingley Way Wamboin (off Norton Road via Sutton Road) as per previous years.

The beauty of the Wheels of Wamboin is the huge variety (over 100 cars on the day) from all marques in a truly country atmosphere. A bonus on the day is the opportunity to pick up some healthy bargains at the monthly home produce markets. There will also be freshly brewed coffee and the local Wamboin RFS will also be running a BBQ. Display entry is a gold coin donation and swap tables are \$5 (remember to bring your cash as there is no EFTPOS).



Club run 20 May –

Motor Skills Day at the Southwell farm. Date: Sunday 20th May 2018

Meet at Café Injoy at Gold Creek for coffee at 9-45am.

Cars/people will leave Gold Creek to drive the 8 or 9 kms to Kingsley and Cynthia Southwell's lovely property "**Brooklands**" at around 10-45am.

Motor Skills will commence at 11-30am followed by lunch. **BYO lunch and drink**. BBQ facilities will be provided.

**** Would members please note that this run will also be used to determine who will be awarded the "**Edwardian Trophy**" 2018 for the member/couple/family who are judged to be the most appropriately dressed in period clothing.

Please bring out you old car/bike and show off your motor skills and have fun. This Sunday is also particularly important as it is the Australian Heritage Motoring Day.



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

For Sale

1928 Dodge Six four door sedan.

Fully restored 30 years ago including new woodwork and upholstery. Unregistered and still in fair to good condition but hasn't been running for a few years.

Price: \$30,000 or offer. Car located in Canberra.

Contact John on 0439 375 327

1929 Packard 633 7 Pass sedan.

Fully restored, excellent condition. Known history from new. Rego 48583-H

Travelled only approx. 7000 miles since 2010. Price \$69,000 ono. Phone Frank (02) 63412168 or

pacpac29@outlook.com



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.