



The EDWARDIAN June 2018

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



Editorial



Let me start with a question. If you were on one of our normal monthly runs around the area, and just as you reached the allotted lunch stop, you had the misfortune to break your crankshaft, what would you do? I suspect most of us would get a lift home and go get the modern and trailer and come back to pick it up. Well if that's what you'd do, then you're just plain soft!...because that's not how our early members did it. This was an era when men were men. In this edition's 'From the Archives', have a read how Allan Pickup dealt with this exact situation, 50 years ago. Fair dinkum, talk about being a Boy Scout. This bloke was prepared for anything. Although it's only a brief mention, read what unfolded and prepare to be impressed.

Boy, have our members been active over the last couple of months. Apart from our club events, a number have attended rallies all over the place. Read all about their travels further on. And speaking of travellers, we must of course mention those 'around-the-world-Dutchies' in their '15 T Model, and their back up crew. A few of us caught up with them when they visited our city in mid-April. Story and photos of that visit are on page 6.

I see in a recent lot of minutes from the Council of ACT motor clubs that they are proposing to adjust the current ACT concessional registration system. They are pushing for two things; A 'modified' category (which is something they've been pushing for a long time, and probably of little interest to our club), and the adoption of a 60 day rule – like they have in neighbouring NSW. Now that *is* something that would interest many of us. Starting on page 10 is an excerpt from the minutes detailing more of their submission.

In the minutes of our own May meeting, you'll note I've put in a notice of motion to amend our constitution. We currently have a rule that states a person can't serve as President for more than two consecutive years, ie they must stand down, even if they, or the club, would be happy for them to continue. It is the only committee position with this limitation. I see this as an anomaly, thus my motion. Unfortunately said motion has turned out to be far more convoluted than I would have liked, but that's the democratic process at work. Whereas I would have liked to see no limit on how long someone can serve as President, the motion now means that it's a maximum of four years – ie after two years, the incumbent must stand down and can only serve a third year, if no one else nominates. At the end of that third year they can only continue for a fourth (and final) year if, again, there are no other nominations. That's it. After four years they must step down. We will vote on this motion at the July meeting.

Happy Restoring

Rick



As if Mr Courtney's scandalous design for the '82 Canberra swap poster wasn't outrageous enough (see last Edwardian).....he now sends me this! Does this man have no morals?!! Does he not know we now live in highly cocooned politically correct times? Oh, dear, what shall we do with him?

Now I hear he's desperately looking for a Willys!

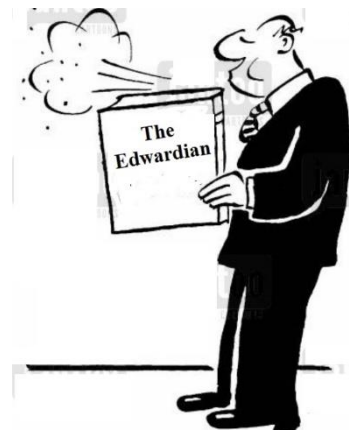


From the Archives

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

June-July 1968

- The Club has decided to apply for a meeting room in the new extensions at the Griffin Centre in Civic.
- Membership list published showing 78 members all up.
- Second of a series of articles from Les Robinson on the restoration of veteran and vintage vehicles.
- July was a supper dance and presentation night, showing film of the recent Easter rally.
- July run was to Tidbinbilla reserve. "A wretched day of fog and Ice" wrote Roy Wheeler. *"Near Mt Stromlo we hit a bad patch of ice on the road. Alan Pickup struck it first but managed to keep his T straight by good footwork with the brake and the reverse pedal. John Sullivan, not having time to slacken speed, wisely took up two notches on the handbrake, applied reverse lock with a slight positive camber and came through without trouble. Dave Phillips decided on a four wheel drift and I am not sure whether he really meant to come out backwards but it was a nice piece of spectacular driving. I had enough warning to slow down. Once in the reserve and climbing the steep roads, Alan Pickup had the misfortune of braking his crankshaft, however he happened to have his portable electric welder so he jacked up one rear wheel of his T and, using this to drive the electric generator, he did a neat weld and was back on the road in 30 minutes. On reaching the picnic area we found all good spots taken. Bill Bruce sized up the situation and turned his boys loose with their football amongst the picnics. Soon there was plenty of room for all of us. Those who made room for us, apparently they were members of some religious group, and seemed to be asking for Divine help as they moved away. Lunch passed without incident except for the snakes. Unfortunately I had lit my fire over a hole in which six tiger snakes were hibernating. We had just finished the meal when, enlivened by the heat, they emerged hissing and full of fight. Roy ran for the hills. President Mac immediately took control and ruled it was clearly a matter for the events committee, who then grabbed Eddie Abrahams' and Pat Clayton's crankhandles. Those two boys did well. They set to with a will hitting at anything that moved and soon accounted for all the snakes"*
- General details of the upcoming 1970 international rally, Sydney to Melbourne.
- Re the club catering for anything other than veteran cars - Editor Ross Millard wrote "Much talk has been going on and many articles have been published re vintage cars - firstly re their position in the club and second their recognition as motor vehicles within the club. The aims of the club are veteran and that's that, and we can't be expected to change that." Re vintage cars in the club – "If this is what we want then we should have formed an Antique and Classic Club or some such thing..."



Rob Woolley sent me the snap at right of minimalist motoring at its most minimum. This is a very original contraption and really does warrant the title of 'cycle-car'. Nothing like a motorised side-car to pick up the ladies....although I don't know where you'd put 'em!



From 50 years ago - Read down the left column to the bottom, then the right.

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June, 1968

THE RISE AND FALL AND RISE AGAIN OF DAD'S OLD CHEV

In 1927 a shiny new Chev 4 Capital Tourer purred from the dealers showroom, Mr Ted Scott a Canberra pioneer and the proud possessor of a model which was destined to have a motoring history in the late twenties. Together with a small number of other makes of the Veteran and Vintage era, as we now regard them, the 1927 Chev did a great deal of work about reliable, economical motoring to the family as distinct from the privileged few who could afford to buy the more exotic machines. Mr Scott drove his Chev for years and far, for the following eleven years, then reluctantly sold it to a Mr H. Jenkins.

Mr H. Jenkins is now my father-in-law but in 1938 begins our family's history of what we now refer to as the "old Chev".

From 1938 to 1959 the old Chev was the Jenkins family transport. The family grew to Mum, Dad and five youngsters and somehow the old Chev seemed to grow with each addition to the family and never seemed to have difficulty in accommodating it's passengers including the brood of laughing, growing children. If such a term can be applied to a car, then the old Chev was a happy car.

For a little over two decades the old Chev ran up and down the coast to Sydney, Melbourne, the South Coast and, of course, to day running around Canberra. During this period the old Chev was meticulously serviced and it's appearance carefully maintained.

I had been introduced to the old Chev the day after I met Margaret Jenkins in 1954. Both friendships blossomed, I married Margaret and became very attached to the old Chev. I spent many hours working over a hot engine to keep the old Chev running sweetly - good training for my wife, for what is in store over the next year or two.

To admirers of Vintage motor cars the old Chev was a joy to behold - then came the long road down to the edge of the scrap-heap.

In 1956 Dad purchased a modern Austin as the family transport but still exhibited a strong preference for the old Chev and refused to part with it. In 1957 he gave it to his eldest son Jim, who was then old enough to obtain a drivers licence. However, youth being youth, Jim had little regard for the old Chev's dignified age and rather asthmatic performance, when compared to the modern cars of 1957. Young Jim had only two speeds - stopped and flat out, by 1959 the old Chev was only a shadow of it's former self.

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Then disaster struck - Jim sold the old Chev to a couple of his young mates for £20. We were disappointed but helpless to reverse the sale and so the old Chev passed from the family.

I now know the history of the old Chev from 1959 until I regained it last week, it goes like this -

One of the part owners Mr P. Charlton used it as basic transport for a couple of years and then took it to his cousins property "Dundurin", approximately 80 miles North-East of Canberra, a few miles inland from the Nowra ranges. The old Chev was still running well and was used as a shooting car on the property. The countryside around Dundurin is very rugged and the durability of the old Chev was taxed to the limit. One weekend four or five years ago, whilst the family were away from the property, some bushwalking vandals "got at" the old Chev and disabled it. They souvenired the radiator mounted temperature gauge, high tension leads, copper piping, starter motor, coil, battery and other easily detachable bits and pieces. Up to that time the old Chev had been housed in style in an old cart shed. However, after it's doing over, it was pushed out of the shed, to make way for the tractor, it was left alongside a pine tree. The pine needles dropped, the tree grew and the seasons passed.

Last Easter I witnessed the start of the V.C.C.A. Rally here in Canberra and the latent spark of "old car" fever and enthusiasm was again fanned to life. I joined the local branch of the V.C.C.A. and started looking around for a car.

On 22nd May, 1968, I heard, by chance, that one of the chaps who bought the old Chev, had returned to Canberra from overseas. I wasted no time in chasing him up and it was then that I caught up on the history of the old Chev and learned it's location and obtained permission to go after it. We agreed on a swap, the old Chev for one dozen bottles of the good stuff.

I hired the club trailer for the weekend 25th/26th May and after a false start on Saturday, I headed off for the "boondocks" bright and early on Sunday morning. I had company on the trip, Mr John (1914 Overland) Wilson offered to come and lend some muscle. His philosophy being and I quote ... it's untouched country out there, you never know, there might be a Veteran just waiting to be found ... A bad case of Veteran fever if ever I saw one!

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June, 1968

By Noon, after negotiating innumerable stock grids, across worse than poor dirt tracks, flocks of sheep, kangaroos and actually seeing another car out there, we arrived at Dundurin, with both car and trailer intact.

There was the old Chev, under a fair sized pine tree which had grown it's branches under, over and through it. Gone was the former glory and sheen, our first reaction was ... what a hell of a mess ... Closer examination proved that the basic components were still there and some in surprisingly good condition. The property owner Mr B. Hush is a friendly chap, well disposed to old car cranks and he proved very co-operative. Thanks to his expert use of his petrol powered chain saw we soon had the old Chev freed from the wooden embrace of the pine tree. Again with his help we man-handled the old Chev aboard the trailer, he soon had it secured with fencing wire to the trailer frame in expert fashion - at this stage we were starting to feel rather useless. However, we came into our own on the treasure hunt through the thick layer of pine needles for the little bits and pieces that had either fallen off or had been torn off and strewn about. Ably assisted by Mr Hush's three youngsters we collected an imposing heap of bits which miraculously included the distributor cap and all eight segments of the wooden steering wheel. After a fairly long chat, country style, John Wilson got a lead on a Veteran, which may or may not still be where last seen - John's first lit up like a Christmas tree, if it comes off, John has a real beaut.

On the way home we decided to do a detour to look for ... a real old car ... which another property owner had told us about, during a stop we made on the way that morning. Well to cut a long story short, we eventually tracked down the property concerned, to be told that we had missed the old car as it was gone, naturally we asked what gen of a Veteran we had missed, we were told ... a 1948 Nash!!! Oh hell all that trouble ... Still we can laugh about it now.

The old Chev is now safely in my garage, back where it belongs, with the family. My father-in-law has not been able to get the smile off his face for four days and is well ahead with his work plan to help me with the restoration.

It may only be a Vintage, but the old Chev means a lot to our family and in our eyes is every bit as grand as a Veteran; heresay maybe: sentiment certainly.

John Hammond

(Thanks John for this contribution. It really must shame old hands to see a member of two weeks write such a lengthy and interesting article. Editor)

I wonder where the Hammond Chev is now?

Auto Italia

15 April 2018

After several months of fine weather, the day of Auto Italia was a bitter disappointment, as there was a bitterly cold wind with occasional scuds of rain coming across the site. I put the Fiat on display and I know the Leemhuis's were on the paddock somewhere with a Ferrari. There was only one old car on display, and that was a Lancia from Queensland. I didn't get to see the owner, so I'll take a guess and say it was a Kappa of about 1922. It was sitting on cut-down 20" wheels.

The location was the winery at the end of Pialigo road. The only criticism I have is that it's a dead end road, so there's only one fairly narrow way in or out. It was bumper to bumper for exhibitor cars and public alike – both arriving and, later, departing. It will be interesting to see where it will be held next year.

Rick



Wheels of Wamboin

21 April 2018

A glorious day for our official monthly club run...but only three members attended with their cars (a couple more were spied being spectators for the day). That was a shame because there was a really good cross section of vehicles on display – 150 in fact. Now in its fifth year, it was the first time I'd ever been to it. 150 cars is a good display anywhere and well worth attending again. With a 9am to 1pm display time, you didn't get itchy feet wanting to head off early. I know the organisers were well pleased with the roll up, but it was also an auspicious day for our club in that it was the first outing of Peter Leemhuis's unique 1922 Packard. This car was the oldest on display and got a very commendable third in people's choice. Pres. Darrell had the '37 Ford there and I had the Fiat. Photos next page. All in all an event that might be worth considering again next year.

Rick



Above - Darrell's '37 Ford with my Fiat in the distant background.

Left – the very attractive '22 Packard of Peter Leemhuis.

Below – This '29 Dodge won People's choice. It was also towing a trailer with a 40's Harley Davidson on board.



Around the world by Model T **Dirk and Trudy Regter's visit to Canberra**



Back in February, Queensland T Ford owner and veteran club member, Merv Kroll, sent out an email to all clubs asking them to assist, where possible, with hospitality for a visiting couple on their 'round-the-world tour, raising money for charity. Many emails between Merv and I ensued with the result the intrepid party detoured to Canberra. I'll leave it to Nick to tell the next part of the story...

Dutch couple Dirk and Trudy are completing a 130,000 kms around the world trip in their 1915 Model T Ford tourer.

On Monday 16th April they reached Canberra. Several Club members met them at Eaglehawk, on the outskirts of Canberra, to guide them to Peter Leemhuis' home for the night.

They commenced the trip several years ago and hope to finish the whole trip by the end of this year. Dirk's brother Sjaak and his wife Coby are following the "T" in a Land Rover, as back up, for part of the Australian trip. I believe that it has rarely been required to assist the "T". It was interesting to note that Dirk did all the driving and Trudy the navigating. No swapping drivers and 300 kms. a day is about the maximum they like to do.

The car as I mentioned is a 1915 Model. It is an original Model "T" but the body and parts of the chassis have been strengthened to survive the 130,000 kms. One of the cars earlier trips (2007) was from Peking to Paris so it has certainly crossed plenty of gruelling country. In fact I would guess that the Aussie trip was relatively easy. The car has also been fitted with an external electric fan and an excellent filter system for the carby. There are also a number of additional period gauges so that they can keep a close eye on the motor. In addition to the standard two speed transmission they have fitted a Warford three speed gear box and a Ruckstell two speed diff. This combination gives the car 12 forward gears however the maximum speed is still somewhere around 80 kms/hour. As a rule the four of them camp out at night so they were pretty excited to know that they were being put up in proper beds that night.

After an hour of chatting and listening to some of their adventures members escorted the "T" from Eaglehawk to Peter's home in O'Malley.

That evening quite a few members met them for dinner at the Hellenic Club in Woden to swap tales.

Members who met Dirk and Trudy at Eaglehawk – Rob (Renault), Wayne (Model A), Gerard & Marie, Wayne & Sandra, Greg and Mary and Nick & Carol.

Thanks Nick, now back to Rick..er me...

Not too much to add other than we had a lovely night at the Hellenic and it was fascinating to hear some of the stories the travellers told and the 'bush fixes' along the way, not to mention the hair-raising stories of having to have military escorts in some parts of Africa for their own safety etc.

I'd like to make special mention of the generosity of Peter Leemhuis in really extending the hand of veteran motoring fellowship by billeting all four of the visiting party. Both he and Darrell also served as tour guides in taking the group around to a couple of notable sites during their short stay here. Thanks fellas.

At Eaglehawk



That evening, and heading off the next morning



On their way south through the mountains to Suggan Buggan, later on the day they left Canberra.



Peter cooking up a storm for brekky. Cody is appreciative.



At the May meeting, Darrell floated the idea of a new logo for our club. This proposal was met with enthusiasm, as all agreed, our current logo (top left) is both colourless and pretty dull. Darrell kindly offered to have the graphic designer his company uses mock up a few samples. There are lots of elements to a badge, so have a look at the below for some thoughts. It might be a combo of different elements from different badges, and different car silhouettes. The yellow and blue are from the ACT flag. We can discuss the below at the next meeting. Thanks for arranging this Darrell.



From the Council of ACT Motor Clubs

A PROPOSAL TO ADJUST THE CURRENT ACT CONCESSIONAL REGISTRATION SYSTEM

CURRENT STATUS

The existing registration system of Veteran, Vintage and Historic (V, V and H) motor vehicles, widely known as the 'Concessional Registration System (CRS)' has been in place for over 30 years and has served the heritage motoring community well. The joint management arrangement between the ACT Government and the Council of ACT Motor Clubs (the Council) has been very effective in providing an oversight and compliance with the established RTA guidelines for individuals to access the privilege. The arrangement with Council provides a capability unique to the ACT to ensure standards are maintained which otherwise would require additional Government resources to implement. This arrangement has been envied by other state jurisdictions and is now being emulated by NSW.

However, over the 30 years the CRS has been operation, the club membership of the Council has grown along with the makes and models of vehicles. In all other states, changed usage patterns have evolved and a majority of clubs have requested that the Council Executive approach ACT RTA to discuss adjustments to the existing CRS to better cater for the needs of their membership.

AIM

To propose alterations to the Concessional Registration Scheme for the ACT that will provide more flexible and equitable access for all historic enthusiasts within the ACT, and concomitantly mirror comparable changes operating in all other states.

PROPOSED AMENDMENTS

The Council proposes three changes to the Concessional Registration Scheme, which would address the needs of the broader membership, and realign us with current best practice in other jurisdictions.

ACT CRS Administration

The current ACT system involves a joint management arrangement whereby the Government collects the fees, verifies the applications from data provided by the Council inspectors and issues the appropriate VVH plates. The Council oversees the club movement, verifies affiliation as required by Government regulations, administers the vehicle compliance inspections through the club inspectors, checks membership and monitors the members' vehicle usage in accordance with the regulations. The joint system has worked well and the mutual benefit has been recognized as an efficient method of using both government and volunteer resources.

Currently over 1300 vehicles and motor bikes are operating within the ACT system and all of the club members involved are appreciative of the privilege and accept the limitations under which they must currently operate their vehicles. Strict usage of vehicle logbooks is understood by all involved.

The Council is committed to continuing this joint management arrangement and propose a minor change of replacing user provided logbooks with formal Council-provided, serially numbered log books issued to clubs. This will provide clubs with an auditable record of vehicle usage to reflect the proposed usage change below.

Current Usage Criteria

The existing usage criteria, for CRS registered vehicles, incorporates the following three categories of usage:

- (a) events organised or approved by clubs affiliated with the Council,*
- (b) occasional test runs of up to 40 km's radius, and*
- (c) specific occasions not related to Club use when permission is first obtained from the appropriate club Registrar*

These usage categories were the 'norm' for most states and territories when CRS was developed, however; in recent years usage patterns other jurisdictions have moved to annual number of days system that provides more flexibility for members with no increase in permissible use but easier to audit via the proposed 'registered' log books.

The Council has engaged with all other state councils via our memberships of the Australian Historic Motoring Federation (AHMF) and the Australian Confederation of Motor Clubs (ACMC) and has reviewed the 45, 60 and 90 day usage systems in other states and territories. The 60 day system equates more to the current ACT system usage rules, thus the existing relationship with CTP and maximum utilization can be maintained. This produces no financial or usage gain for the vehicle owner but relaxes the criteria on where/how the vehicle can be used. This change has worked well in all other jurisdictions and at present, the ACT in this sense, is using outdated criteria.

Based on this national engagement and review the Council proposes the usage criteria be amended to:

- (a) events (eg interstate rallies) organised or approved by clubs affiliated with the Council, and*
- (b) a maximum of 60 days of personal usage per annum.*

This amendment would align us with both the Historic Vehicle System and Classic Vehicle System in surrounding NSW, and would provide the motoring enthusiasts with the benefit of greater flexibility for personal usage to maintain the vehicle in good order outside club events, whilst ensuring that such usage is reasonable, better recorded, more auditable and yet remains within the spirit of the scheme.

Modified Vehicles

The existing vehicle categories for CRS registered vehicles (including bikes) are:

- *Veteran - motor vehicle manufactured before 1919.*
- *Vintage - motor vehicle manufactured from and including 1919 to 1930.*
- *Historic - motor vehicle manufactured from and including 1931 to vehicles which are 30 years of age.*

These vehicle categories were also the 'norm' for most states and territories when CRS was developed, and reflected the membership of Council and demographics (makes, models etc) of the historic motoring enthusiast community.

However over the last 30 years, the historic enthusiast community in the ACT has evolved in a way that mirrors other states and territories and the Council now represents a wider spectrum of clubs. Many of these cater for specialist manufacturers, marques with extensive factory performance programs (eg Ralliart and TRD) and a

variety of modified production vehicles. Over the last ten years, a growing number of enthusiast members are being disenfranchised by the current V, V and H vehicle categories and existing alterations policies. In short, their vehicles are over 30 years old but do not meet the existing rules for access to the CRS privilege.

The Council has investigated developments in other states and territories and considered multiple options including the possibility of specific single marque alteration policies or a NSW style VSI 6 modifications checklist approach. The workload involved for the RTA staff and inspectors for this latter option outweighs the advantages. A similar approach for the former was mooted by the then RUS for the CRS a decade ago but discarded for the same reasons.

The Council has examined the existing legislation and considers that the RTA has the authority to add another vehicle category under the CRS regulations for Modified vehicles. This addition will cater for those vehicles currently ineligible for CRS but with strict roadworthiness criteria will parallel those privileges that exist for the VVH categories.

Based on this national comparison and review the Council proposes the vehicle categories be amended to:

- *Veteran - motor vehicle manufactured before 1919.*
- *Vintage - motor vehicle manufactured from and including 1919 to 1930.*
- *Historic - motor vehicle manufactured from and including 1931 to vehicles which are 30 years of age.*
- *Modified – motor vehicles which are 30 years of age that have been modified in accordance with VSB-14 and/or NSRG.*

The proposal would necessitate the introduction of a fourth number plate to the V, V, H scheme – an M plate - and would leverage the appropriate national standards, reinforce the already defined roles of the inspection station, technical standards and the certifying engineers in the registration of modified light vehicles. It also visually distinguishes Modified vehicles making the RTA and Police roles easier (via plate recognition technology) and reducing illegal use/modification complaints from concerned parties.

Of key concern to the Council, the concept would also permit individual clubs to opt in or out of the Modified category separately from V, V and H, and afford our Council Registrar and Technical Advisory Committee the opportunity to ensure clubs participating in the Modified category have appropriately skilled and informed Registrars. Undoubtedly some vehicles now on CRS may be moved to the M category with additional authorized modifications.

The proposed Modified category has been discussed extensively with the ACT Division of the Australian Street Rod Federation, the ACT Street Machine Association, Ford Performance Club and a number of other interested clubs that participated in the internal working group that developed this proposal. All parties believe a separate plate and enforcement of national standards is the best long-term option to provide access to CRS to the full spectrum of historic and motoring enthusiasts, whilst preserving the integrity of the existing V, V and H categories.

The financial impact of the proposal should be minimal. Experience in NSW has shown that the introduction of the modified scheme was not as high as estimated. Their take up rate was estimated as about 5000 vehicles whereas only 1500 have taken the option. With a much smaller eligible sector in the ACT, the numbers would likely be in the hundreds only. For those changing from full registration, the usage falls from 365 days per

year to 60, which to some will be unacceptable but to those whose usage is low, there is a cost to government involved and the Council suggests this will be minimal.

The addition of a Modified system will require the development and issue of new rules and qualifications. The Council proposes that a joint working group of RTA and Council volunteers be formed to assist the RTA meet this requirement.

CONCLUSION

The ACT Government, like all other Australian jurisdictions, has recognized the efforts of the motoring club movement in preserving part of the national transport history with the establishment of a concessional registration system. This privilege is carefully guarded and respected by those who maintain vehicles on a hobby basis and has been effectively managed by a joint arrangement with the Council of ACT Motor Clubs in the Territory for over 30 years.

The Council believes the proposed changes to the CRS, best preserve the principles of the ACT scheme whilst mirroring scheme improvements in other states and territories in the area of usage and acceptance of modified vehicles. The Council believes such changes will benefit the users as have other authorities.

The management of the proposed system will dovetail with the existing CRS, having the Council and its affiliates accept the same responsibilities and working in partnership with the RTA. In essence, the new proposals will not require any additional RTA resources over and above that already in place. There will possibly be an impact on the ACT revenue but in view of the eligibility criteria and limited vehicle numbers this should be minimal.

Vehicle eligibility requirements will continue to require vehicle age over 30 years and for the Modified concept, full roadworthiness with the relevant engineering certification requirements will apply where appropriate. All usage will be log book controlled with details of use entered before departure. If vehicles are stopped by Police for any reason, log books should be checked and infringements issued for non compliance.

RECOMMENDATIONS

Recommendations are;

1. The ACT RTA amend the usage conditions of the existing CRS system to remove the Test Runs and Other Occasions usage categories and replace them with 60 days of personal usage per annum plus interstate rallies.
2. The ACT RTA amend the vehicle categories of the existing CRS system to introduce an additional category of 'Modified Vehicles' that would cater for "motor vehicles which are 30 years of age that have been modified in accordance with VSB-14 and/or NSRG".

3. The RTA agrees to the formation of an RTA/Council Working Party to work out the administrative requirements/rules required by these changes.

Mark Saunders
President
Council of ACT Motor Clubs
April 2018

Royal Automobile Club of Victoria Cobram 1 and 2 Cylinder Rally 15 – 18 March 2018

The Veteran Car Club of Victoria, organises an annual 1 and 2-cylinder rally and this year it was held in Cobram the weekend before the National 1 and 2-cylinder rally in Deloraine Tasmania. The rally was based at the RACV Caravan Park in Cobram. The Park is one of the best parks we have stayed in with grassed sites and excellent amenities. There were 70 entrants which included 16 Renaults, 3 steam cars and 2 buggies'.

The rally started on Thursday afternoon with a shakedown run around the streets of Cobram. The Renault developed a noise so we returned to the park to fix the rattle which turned out to be a broken starter motor bracket, with the starter motor removed we had no more rattles but had to crank start the car.

Fridays run was through the back block to Tungamah for morning tea where we caught up with Evan and Jane Quamby, who drove their Renault from Albury, and Euan and Wilga Coutts. After a coffee break we drove onto the Rich Glen Olive Estate, near Yarrawonga, for lunch. Rich Glen is an historic property and the homestead has been converted into a sales centre and restaurant. An interesting museum was also available for inspection. The return journey was on quite country roads. Total distance 120kms.

Saturday morning the cars were on displayed near the caravan park while we enjoyed breakfast and attended the local markets. The run took us to the Mulwala Canal and the Drop Hydro Power generator. There is a 4 metre drop and 2.4MW of energy is generated by the water flow. The next stop was at the Finley Historical Museum and Log Cabin. The museum has an excellent display of all things rural with some interesting early exhibits and an early engine they cannot identify. Lunch was provided at the museum which was followed by a visit to an Engineering works where they started there 1911 Hornsby 1-cylinder gas engine that has been converted to petrol. The engine still runs on the original spark plug, photo attached. The return journey was through Tocumwal. A rally dinner was held on Saturday night with speeches and presentations. Total distance 97kms

Sunday morning run was to Monichino Winery for morning tea and wine tasting. The morning tea included fresh scone jam and cream which were very popular along with biscuits and platters of fresh fruit. The wind was very strong making driving conditions challenging, following morning tea and most entrants returned to the park to load up for the journey home or the boat to Tasmania. Total this morning 35kms.

An excellent rally organised by Andrew and Frances McDougall with interesting places to visit and things to see.

Rob Woolley





National 1 and 2 Cylinder Tour Deloraine Tasmania – March 2018

The Tour was run from the Wednesday 21 March until Sunday 25 March based in Deloraine in the beautiful Meander Valley.

There were 30 entrants from all states in Australia, which included, 4 Renaults, 3 Darracq, 2 Cadillac, 2 Brush, 2 Swift, 2 De Dion Bouton, 1 Thomas, 1 Clement Bayard, 1 Orient Buckboard, 1 Reo, 1 Ford A, 1 Ford AC, 1 Alldays and Unions, 1 Schacht Buggy, 1 Sizaire Naudin, 1 Humberette, 1 Sovereign M/C, 1 Bullock Precision M/C, 1 Rudge Multi M/C, 1 BSA M/C, 1 Triumph M/C. The Sovereign motorcycle was built in Launceston in 1908 and was its first rally since restoration. While the bike was on display in Westbury a number of people spoke to Greg Smith, the owner, about the history of the bike and produced photos of the shop where it was built. The Tour numbers was small but a great time was had by all with plenty of time to chat and make new friends.

The runs started each day from the Deloraine Showground where the cars and could be stored in the pavilion each night.

The Tour started on a Wednesday, this allowed mainlanders time to attend the Cobram Tour before catching the Ferry to Tasmania on Monday night. The crossing was the roughest we have experienced in 10 crossings.

Wednesday morning was registration time with morning tea. A short run took us through the towns of Meander and Chudleigh where we stopped for lunch at the local hall. The roads had very little traffic and were great for 1 and 2 cylinder vehicles. Total 50kms

Thursdays run was out to Bracknell for morning tea and then Carrick for lunch, both small rural communities, the run home was down the Meander Valley Way through Hagley and Westbury. Again the roads were very good with not a lot of traffic. After lunch we visited the Copper Art Gallery which had a very interesting collection of copper and steel artwork for sale which was next to Archer's Folly, large brick wall that was to be a mansion that never got completed. We visited Hawthorn Villa Gardens a historic house and gardens with many trees over 100 years old, the owner gave a talk on the history of the home and garden which was very interesting. After lunch we visited a private collection of cars in Carrick which included a 1935 Speed 6 Alvis, a Veteran Napier, Bentley, Delarge and Morris Minor fitted with a Coventry Climax engine. Total today 110kms.

Friday's run was through Quamby Brook and Osmaston to Pearns Steam World in Westbury. This museum houses one of the best collection of steam traction engines and stationary engines in the world and they had a

number of engines steaming for us. Morning tea was served while we spent a couple of hours looking at all the exhibits. Lunch was in the local park where the cars were on display which attracted a lot of the locals. A visit to the local school was organised where the children had to draw a picture of one of our cars.

Friday night a gas light parade was organised with about 10 cars braving the elements to do 6 laps of the main street and drive past a Retirement complex. The streets were not well lit and the traffic was light so a good time was had by all who participated. Total today 60kms.

Saturday started with a few showers that gradually turned into rain. The run today was to Westbury Tractor Museum for morning tea and inspection of about 70 tractors, they also have an excellent collection of model tractors for sale. We drove through the country side to Rosedale Hall for lunch, by now the rain had set in and only about 10 cars made it to the lunch stop. The return run was through Hagley and Westbury. Total today 100kms

Sunday was declared a veteran free day as the rain was quite heavy and conditions not suitable for 1 and 2 cylinder cars and bikes. Sundays run was to Chudleigh Hall for morning tea and then onto Mole Creek. At Mole Creek we had a tour of Stephens Tasmania Honey. They are the largest honey producers in Tasmania producing 300 tonnes a year and processing 400 tonnes each year. They gave us a complete tour of the works which was very interesting. The next stop was at Mick's Museum. Mick collected anything and had some very unique items in his collection that was only partly setup.

Each day started with a briefing session and 2 lucky draws. The prizes were made by the Club ladies and included a cloth bag, handmade tie with historic vehicle, beanie, gloves, degreaser and other goodies.

The rally was very well organised with great runs and tremendous support from the Tasmanian Veteran Car Club members. They met us at the boat, Jill and Peter Hawkins invited us to their home for breakfast and then trailered some of the cars that were driven onto the boat to Deloraine for the Tour and then back to the boat after the rally and also arrange storage for vehicle while owners toured Tasmania.

A big thanks to rally directors Joe and Julie Chippendale and Peter and Jill Hawkins and their team for organising a great Tour.

The next National 1 and 2 Cylinder rally will be in Charleville, Central Queensland in early April 2020.

Rob and Beth Woolley





Pre 31 Parkes New South Wales May 4 – 6 2018

We departed Canberra on Thursday afternoon after loading up both Chevy's onto trailers traveling in convoy with Bruce and Kathy. Arriving in time for dinner, much to the relief of three kids!

Friday we were up early and unloaded the Chevy's from the trailers, trying to stay dry as it had started raining overnight. With the cars off the trailers and refuelled we were ready to depart and the rain stopped! We made our way to the Parks Race Course - Rally HQ, pulling up amongst 50 cars that had arrived for today's long run. We registered and had a cuppa before we set off Peak Hill, a great drive out to Peak Hill with no traffic on the road only Veteran and Vintage cars as far as you could see. We arrived in Peak Hill and found a car park and wondered around the main street checking out the shops. We had lunch and we set off for "The Dish" the Parkes Radio Telescope. We arrived at The Dish and the car park was overflowing with cars as we caught up with those that were on the short run. We caught up with Peter, Denise and Alex Sturgess and had a look around the visitors centre and watched a 3D movie before heading back to Parkes.

Saturday

It was a much better start to the day, no rain! We again made our way to Rally HQ and as we pulled into park we found HQ over flowing with cars around 130 cars were here for the run today. A drivers briefing and we were sent on our way to Bogan Gate via the Bogan Way for morning tea, fantastic roads quiet flat roads and as far as you could see Veteran and Vintage vehicles in front and behind. We arrived at Bogan Gate for morning tea with

fantastic country cooking. After morning tea we squeezed back into our cars and set off for Trundel. Arriving in Trundel we were parked along the main street and waited for the main event, The ABBA train to arrive! We had a look around town and mingled with the ABBA tragics, had lunch and caught up friends before it was time to head back to Parkes to get ready for presentation dinner.

Sunday

On our way home we stopped in for the farewell breakfast at HQ before making our way back home

Wonderful weekend put on by the Parks Antique Motor Club next year's autumn tour is in Orange, first weekend in May.

Chris and Simone





Club Run - Motor Skills Day and Period dress May 20

There's no doubt about it, Kingsley and Cynthia's place is a great venue for a club get together and thrash about in the old cars. In fact 12 club cars and roughly 30 members turned out and about a third of those attended coffee at Café Enjoy in Gold Creek to start the day. Coming from the deep south I took a more leisurely start to the day and went directly there. My passenger was Johan, a young Dutch backpacker who is a friend of my daughter Tara. Just before leaving I was bemoaning I had no working speedo, so Johan fixed the problem in about ten seconds....he downloaded a 'speedo' app on his phone. With the phone sitting in the open faced glove box, I could easily glance over at any time to find our exact speed, distance travelled, avg speed, elapsed time and the maximum speed I'd hit at any point in the journey (73km/h since you asked). What a great little invention. I must get rid of my old wind-up phone and get me one of those new fan-dangled smart phones.

Apart from Motor Skills day it was also the annual Heritage motoring day, so it was important to have a good roll up. It was also the Edwardian dress day, but I suspect the icy cold wind blowing on the day took its toll as nobody turned out in period dress. Perhaps May, or any of the cooler months for that matter, is not the time to be holding period dress days.

Geoff, Roger and Kingsley had been busy setting out ropes, buckets and cones for our various skills tests, and had measuring tapes, and clipboards at the ready when the games begun. Soon our driving abilities/inabilities were put on show for all to see. I was wrapped that daughter Tara wanted to have a turn at the events. She'd never driven the Austin before, but handled it really well. Another female driver was Simone. Unfortunately Chris was on call and, of course, got called out at the start of the day. Undeterred, Simone drove the Chevvy like a pro, with the kids hanging out the dickey seat having a great time. In fact, we didn't miss you at all Chris!

With games over it was a welcome retreat to the warmth and sanctuary of the Brooklands platform. Kingsley and Cynthia were even thoughtful enough to have had the train pull in with a well provisioned assortment of beverages and food.

Mid-afternoon saw us all head our separate ways. Thanks to the Southwells for offering the venue, and to Geoff and Roger for their dedication to setting the games up and scoring (Greg was scoring too – not sure if there's a conflict of interest there!!). Of course we won't know who won the day until our trophy presentation day, (although it must have been me seeing I had all the satellite technology sitting in my glove box).

Rick

Attendees - Rick, Shirley, Tara & Johan - '33 Austin, Wayne - '30 Model A, Darrell & daughter Bridgit - '27 Dodge, Peter & friend Sara-Jane '22 Packard, Nick & Carol - '12 Overland, John & Vilay - '28 Chev, Simone & kids - '28 Chev, Greg, Mary & Saman - '23 Talbot Darracq, Rob - '17 Harley Outfit, Peter & Anne Toet - '34 Rolls, Wayne & Sandra - '54 Austin Healey, Kingsley & Cynthia - '11 Renault and '61 Cadillac. Geoff and Lynne and Roger and Gerard in moderns.



Rob looking for reverse...



Umm Carol...you're supposed to get the ball IN the bucket....not three feet away!



Bridgit making her Dad look good.



And they're racing!



The very original Toet Rolls



Now we're not saying Peter's Packard isn't manoeuvrable, BUT, Darrell and I wondered why Peter headed west over the horizon towards Yass just to weave the Packard between the cones!



Poor Vilay. With Cadona driving she had no chance of getting close to the bucket.



Not Kingsley's finest angle, but he was busy measuring how close Tara got to the line on the ground.



Simone did a wonderful job of fanging the Chevy around the course in Chris's sudden absence.



....but she didn't exactly make it easy for the kids to reach the bucket! Good one Mum!



And some deposited the balls at speed!



Mary and Greg sizing it all up.



This is comfy...and I don't have to share it with my brother and sister either!

Tickets please!



Important Notice number 1

If you have a Club trophy would you please return it to the July meeting so that we can get it engraved for this year's awardees, or, make arrangements to get it to Tony Watson

Important Notice number 2

Membership Fees

These are now due. You can pay your fees by electronic transfer if you'd prefer. Club A/c details are;- Name- VVCCA (ACT) Inc., BSB 112 908, A/c No. 428 948 417. Please identify your Electronic Funds Transfer advice with your name i.e. Initials and Surname, otherwise we won't know who the money is from and, by default, you'll still be regarded as un-financial.

These fees are required to be paid by the 30th June

IN A MEMBERS SHED...



One of our members has been beaver away on one of his veterans. Have a look at the exquisite workmanship in this handmade shell. The shell is made with original fittings off the old one and is now off for copper plating. A new core will be fitted once the shell is plated. Any ideas who it is?



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

18 April 2018

Meeting Opened: 7.32pm.

Attendance: 16 Members, 3 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Gerard Frawley, Seconded: Rick McDonough.

SECRETARY'S REPORT:

Correspondence In:

- Shannons (Steven Farmer) – request for advertising invoice.
- Richard Vagi Old Bus Depot Markets – thank you and advice of next event which will be on 12 August 2018.
- Council of Historic Motoring Club – receipt for affiliation fees.
- Various magazines and newsletters.

Correspondence Out:

- Shannons – invoice for advertising (\$100).
- Doreen Ahearn – get well card.

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

TREASURER'S REPORT

Account balance reported.

Expenditure:



"There's no way we can come to a decision yet - this meeting has only lasted 30 minutes."

Nil.

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

EDITOR'S REPORT

Nil.

MEMBERSHIP SECRETARY'S REPORT

Carol will send out fee notices in May for next financial year.

DATING OFFICER'S REPORT

Some progress has been made on current dating projects. The validity of older dating made by interstate clubs was raised. The meeting agreed that these should be dealt with on a case-by-case basis.

EVENTS REPORT

The run to the Old Bus Depot Markets was reported as a success.

The meeting discussed meeting the Dutch couple travelling around the World in their Model T Ford and hearing of their experiences. Peter was thanked for billeting them and their party.

LIBRARIAN'S REPORT

Nil.

REGISTRARS' REPORT

Rob has made arrangements for appointing additional inspection officers. He also distributed copies of log books.

GENERAL BUSINESS

John asked if Committee members' mobile phone numbers could be printed in the Club's newsletter rather than their landline numbers. Rick will chase the matter up with these members.

Darrell asked if stickers of the Club logo could be produced. Rick will provide artwork so quotes can be obtained. Tony will chase up the matter of Club car badges.

Nick reported success with non-resistor Autolite spark plugs which he obtained from the United States. These suit magneto ignition which produces alternating current. Modern resistor plugs are designed for direct current.

Gerard mentioned a US supplier of hard to get ignition parts.

MEETING ACTIVITY

Nil.

Meeting Closed: 8.16pm.

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

16 May 2018

Meeting Opened: 7-30pm

Attendance: 15 Members: 7 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved: Gerard Frawley, Seconded: Rob Woolley.

SECRETARY'S REPORT: (Nick Nowak stood in for Tony Watson)

Correspondence In:

- Minutes from Council of Heritage Motor Clubs AGM.
- Various magazines and newsletters.

Correspondence Out:

- Nil

Secretary's report accepted - Moved: Carol Nowak, Seconded: Rick McDonough.

TREASURER'S REPORT

Account balance tabled.

John informed members that subs (\$50's) would be payable soon.

Roger Gottlob advised that the annual magazine advertising fee of \$100 from Shannons Insurance had been paid into the Club Rally Account in error. It was decided to leave it in this account.

Expenditure: Nil this month.

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

EDITOR'S REPORT

Rick advised that everything was under control. He is still waiting for a brief write up about the "Dutch" around the world in a Ford model T when it arrived at Eaglehawk. Nick agreed to attend to this matter.

MEMBERSHIP SECRETARY'S REPORT

Carol Nowak said that the Club had 60 members and that, at the end of the month, she would be sending members two forms to fill out. Carol emphasized that she required both forms to be completed, signed and returned to her.

DATING OFFICER'S REPORT

Ian Irwin and Greg Spackman are still dating Rob Woolley's Renault and De Dion. Ian said that both cars have been difficult to date as both companies made many changes to their vehicles during the early nineteen hundreds and that records were not easily obtainable. Ian expects Rob's cars to be finished shortly.

EVENTS REPORT

Nick reminded members about next Sunday's Motor Skills day and Edwardian period dress up.

President Darrell said the he and Peter attended the Womboin market/old car day. There were about 175 cars on show and Peter came second in the "people's choice" section. Darrell said that it was a very pleasant day.

Chris Hogan and family, Bruce and Kathy and Peter, Denise and Alex attended the Pre '31 Vintage and Veteran Rally at Parkes. There were 137 cars, including Stutz, Benz and a Gardener. The rally visited the small town of Trundle which was holding their annual "Abba" festival. All the cars were on display in the main street. An excellent weekend. Chris will write up a report for the Edwardian. Chris also mentioned that next year's rally will be at Orange.

The Club has no events planned for June and July. Nick to send out an email to members for ideas.

LIBRARIAN'S REPORT

Roy Bendall – nil to report.

REGISTRAR'S REPORT

Rob advised that all was going along smoothly. Rob also advised that the application for Nick and Roger to be made Registrars had been lodged with the ACT Motor Council/RTA and should be finalized shortly.

New Club vehicle log books will be printed shortly.

GENERAL BUSINESS

Rick spoke about the elections coming up in August and said that the Club may find it difficult to replace the President. Under the current Constitution the President is required to stand down after a 2 year term. This is the only Club position with a time restriction. As the Club is both small and not attracting new members Rick asked whether or not the Club might consider amending the current Constitution to permit a President to remain for a longer term of say up to 4 years?

There was general discussion and it was agreed that Rick would draft a motion to be put to the Club at the June meeting. Broadly the motion would say that an elected President, at the end of two consecutive years, could, if no new nominations were received, remain as President for up to an additional two years (maximum term of 4 consecutive years). If however another nomination is received after the initial 2 year term then the current President will be required to stand down. In other words a President who has held the position for a term of 2 years will not be permitted to stand for the position if there is another contender for the position.

Rick's motion will be passed to the Secretary who will notify all members in accordance with times required by the Constitution."

Meeting Closed: 8-34pm.

MEETING ACTIVITY

Rob Woolley showed photos and talked about the recent Cobram and Delaraine "One & Two Cylinder" Vehicle Rallies. Great pictures.

The Club Calendar

June 20	Club meeting
June 24	Club Run - see next page for details
July 18	Club meeting
July 22	Club Run - Needs someone to organise
Aug.15	Club meeting
Aug. 19	Club Run - (Trophy Presentation Day) 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 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.
1st – 7th April 2020	1 & 2 Cyl National Rally – Charleville, QLD in 2020 Hosted by the Veteran Car Club of Australia (QLD) Inc. For more information contact the 2020 National 1 & 2 Cylinder Rally Directors Graham Donges 0417 718 617 • Irene Donges 0419 751 324

VVCCA – ACT - EVENTS SCHEDULE September 2017 to August 2018

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	Nick and Carol Nowak
July 2018	Needs someone to organise
August 2018 (Trophy Presentation Day)	Needs someone to organise

Club Event – Sunday 24th June 2018

At the last meeting we realised that there were no events arranged for June and July. Carol and I have decided to organise a “soup lunch” for June. Being the middle of winter we feel that soup might just what is needed.

Details:

Date – Sunday 24th June.

Location – At the Lake Tuggeranong Sea Scout Hall.

Address – Mortimer Lewis Drive Tuggeranong (off Drakeford Drive on the opposite side of the lake to the Town Centre).

Time – 12 noon onwards.

We are only providing food so please bring your own mugs/bowls/spoons for soup and a plate for cake. The Club will provide tea and coffee.

The soups are arranged however Carol would like some assistance, on the day at 11-30am, with buttering the French sticks to have with the soup and setting up the tables etc. Also can anyone help by making or providing cakes and slices for dessert?

I will be asking the Club for a few dollars to cover costs. If that doesn't work out I may have to charge members a couple of bucks each.

It would be nice if you could bring along your old cars but being winter you might prefer to come modern.

If you can make it would you please let Carol know by the next meeting (ie: 20th June) so that she has numbers and can work out quantities. Email or phone her on nowakn@iinet.net.au or 6282 4090/0484 585 340.

Somebody said to me at Kingsley and Cynthia's, two weekends ago, that we should meet first for a coffee somewhere around about 10am. I'm open to suggestions if anyone would like a coffee before lunch.

June is fixed up – Can someone please work out a run for July?



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



1928 Chev. Due to ill health. Engine rebuilt (only driven around yard and driveway)

been stored on jacks so tyres are ok, started to under coat ready to repaint, have most parts to finish available plus spares eg generator, hood will need some wood replaced and be a pattern, head lights with reflector and lens, mechanics good

Start at \$6,500 ONO

Phil can be contacted on

Mobile 0498 614 107 or

Email rumbap49@gmail.com





Rally Headquarters: To be announced

email: Charlevillerally2020@gmail.com

Members of the Qld Veteran Car Club have recently visited Charleville the chosen destination for the next 1 & 2 Cyl National Rally in 2020.

We have explored many places, roads, visited many interesting venues. We are planning an "Outback Adventure"

The support from the local people, the Mayor and council has been very encouraging. We certainly have fired up a lot of excitement in the town, the bush telegraph worked like a bush fire. Most locals knew who we were and the reason we were in town. Most encouraging.

As we all know, the farmers & country towns are all doing it tough these days and this is one way we can help our country friends.

We have 2 years to get everything finalised. You also have 2 years to have your vehicle ready for this exciting experience.

The committee has chosen a very diverse and interesting program for you to enjoy during the next National 1&2 Cyl Rally. So why not complete an Expression Of Interest form and email it through, we are waiting to hear from you.


Don't forget to apply for leave from work or hobbies, this will be an Adventure not to be missed.



These are photos of the journey the Cobb & Co coaches travelled, and the bridge the coach would have passed over. You may not have the opportunity to view these, but we thought you may like to see the photos.

The 2020 Committee: Graham & Irene Donges, Merv & Margaret Thompson, Ross & Rhonda Guthrie

Graham & Irene Donges, Rally Directors, 10 Havenhill Court, Murrumba Downs 4503
Graham 0417718617 • Irene 0419751324 • charlevillerally2020@gmail.com



Veteran Car Club of Australia • Queensland
Outback Adventure ... Charleville Western Queensland
2020
1 & 2 Cylinder Rally
Expression of Interest
1st - 7th April 2020

First Name _____ Last Name _____

Address _____

Town/City/Suburb _____ Postcode _____ State _____

Telephone _____ Mobile _____

Email Address 1 _____

Email Address 2 _____

VEHICLE

Make _____ Model _____ Year _____

Permit/Reg. No. _____ Club _____

Passenger Name/s (opt) _____

By returning this form and you will automatically be on the mailing list to receive all news and updates relating to the 2020 National 1&2 Cylinder Rally, your Outback Adventure in Charleville.

Signed _____ Date _____

Please return the completed and signed
EOI form to:
charlevillerally2020@gmail.com

Or mail to:
2020 National 1&2 Cylinder Rally
PO Box 74 Tweed Heads NSW 2485

Graham & Irene Donges 2020 National 1&2 Cylinder Rally Directors,
Graham 0417 718 617 • Irene 0419 751 423.

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