



The Edwardian



Veteran and Vintage Car Club of the ACT
December 2018



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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 116.

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



It is with immense sadness that we received the news of Trevor Couch's recent passing. I have many good memories of his humour and our exchanges over the years and am proud to have a piece of Trevor's motoring history in my shed – in the shape of his Fiat X1/9. Our very best thoughts are with Joyce and family at this sad time. Rust In Peace old chap!

Once again I repeat how the Edwardian goes far and wide in these electronic days – and very quickly. A case in point...within 24 hours of me sending the last newsletter out to fellow editors, our member, Billy de Graaf, had four serious enquiries from interstate for his Model 20 Hupmobile, with the result that it was sold to one of them immediately. I'll speak to you later about my commission Billy!

Some interesting things have come out at recent Council meetings;

- It was looking like Wheels 2019 would be cancelled - something that's never happened before, as no clubs came forward to volunteer to run it. Fortunately a last minute saviour came forward in the form of THARC from Queanbeyan.
- Another annual event, Marques in the Park, had a bit of a hiccup when the ACT Government requested a \$2000 bond for using the usual John Knight Park venue. This has never happened before. Some 'strong' representation to the Directorate concerned has seen the bond waived, but it is felt that this is yet another example of the ACT Government driving car shows out of the Territory. The Council will be taking the matter up with Andrew Walls MLA.
- It's looking like a new 'modified' category for concessional rego is getting closer. The Council has provided the RTA with the estimate of vehicles from the clubs that could be likely to move to the new modified category when it is introduced. The data had been compiled from the input from the clubs and discussions with those most likely to accept the offer. The estimate came to about 120 vehicles, including bikes. There were a few positives in that some folks had garaged their vehicles over the border to use the NSW system and these were likely to return to the ACT after introduction. Council provided the rationale, reasons and effect so that the actuaries in Treasury can estimate the budget cost.
- The Council webmaster has asked Delegates to reinforce that clubs should inform him of any new events or details, stories, photos that would like to be included on the Council website. After many complaints about the dormant state of the site, the webmaster has put a lot of work into revamping it so all clubs are urged to help him keep it up to date. The address is www.CACTMC.org.au
- Apparently the Pie Cart ('39 Chev) is proving problematic at the moment. Apart from periods of immobility, it seems there is no storage for it. The Council is looking at a way ahead for it, whether that be repairing it or loan to a museum.

Just commenting on the last point. An identical thing happened in my old Queensland club. As a club project, we restored a '34 Chev truck that had historical ties to the first sawmill in that area. Two members donated a lot of parts to get the project underway and regular working bees took place over about 5 years. It was always the same few members doing the work I might add. Anyway, after a few years of it being registered, maintenance became an issue, as well as storage. Also, not many people wanted to bring it out on rallies as they had their own cars to drive. What started out as a great club exercise ended up being a bit of a mill-stone. The end result was that the truck was given (deservedly) to one of the members who had done the lion's share of the work on it in the first place (and donated many parts) and who had the room to store it. Like the Pie-cart, these projects are done with the best intentions, but...

Since the last newsletter I've done a bit of early motoring interstate. Firstly, in October I caught up with my old club in



Queensland for its 50th anniversary celebrations. I was honoured to be handed the 'keys' of a '28 Chev for the weekend (pictured). This car belongs to the sole surviving foundation member, and he had it when the club was formed all those years ago.

In November Shirley and I went to the Melbourne Cup. We were right on the rail opposite the finishing line. You could almost reach over and touch the horses as they flew by. The very next day I caught up with a couple of blokes from the Delage club down there. When one of them asked if I'd like to go for a fang around the streets of the city in his 1936 Figoni-Falaschi bodied Delage coupe I couldn't get in quick enough. There we were, passing those nuisance 'moderns' and being mindful of trams at the same time. And in case you're wondering about the paint job...it is the original colour. Now I just have to find one for myself!



Rick



Now I'm not saying that the blokes below are members of ours, but....

Three senior gentlemen are out walking.

Les says, 'Windy, isn't it?'

Ted says, 'No, it's Thursday!'

John says, 'So am I. Let's go get a beer...'

Vale Trevor Couch



Trevor and Joyce looking very much the part in front of their much loved Overland.

Sadly, Trevor passed away on 27 November.

Trevor and Joyce joined our Club in October 2003 and he became the Editor of the Edwardian from 2005 till 2011.

Trevor came to the Club with a lovely collection of cars: 1910 De Dion, 1913 Swift, 1923 Overland and a 1982 Fiat. The Swift and the Fiat have been bought by two of our Club members and the De Dion has gone to Melbourne. The Overland is still with the family and is for sale.

Trevor and Joyce were regular attendees at Club events, and hosted many Club events at their property at Bywong. In 2005 and 2007 they were awarded the Edwardian Trophy and in 2015 they won the Motor Skills award, much to their surprise.

Two years ago, Trevor and Joyce moved to near the Blue Mountains to be closer to their family. Nick and I have visited them on several occasions and they were very settled and happy with their new home.

Trevor will be remembered for his quick English humour and he and Joyce's warm and welcoming company.

Farwell our dear friend.

Carol

Two of Trevor's other cars live on in the club; the '12 Swift now with Alex Sturgess, and the X/19, now with the Editor.



From the Archives

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

1968

November -

- The Club held its first Inter-club meeting and Swap Day with the clubs of Cootamundra and Wagga at Jugiong.
- 8 members transported 25 children from the Marymead Childrens Home to Hall.
- The day before seven cars attended the floral festival in Queanbeyan.

December -

- The children's Christmas party at the Cotter was a success.
- The adults got together at the Statesman Hotel in Curtin.



The Canberra Times - 22 August 1929

Motor Registration – Territory Figures

Motor Registrations in the Federal Capital Territory for the period dating from August 14 to August 21 inclusive, totalled seven cars, three lorries and three motor cycles.

The cars were classified as follows; Austins (2), Citroen, Essex, Pontiac, Buick, Oakland.

The Motor lorries comprised two Fords and one Chevrolet, and the motor cycles included one Panther, Triumph and BSA.

To date, 1,465 cars, 308 lorries and 194 motor cycles have been registered in the Territory.



An idyllic avenue setting on our way to Peter and Anne Toet's place in Hall. See write up on page 13.

All that glitters is Nickel!

With absolutely awful weather forecast for our October run, it was a real surprise to wake up to a day that couldn't be better. The very nature of our hobby means we are intimately involved in having pieces re-plated, yet it is safe to say, plating is a black art to most of us. It is for that reason that I arranged a visit to Electroplating Technology in Queanbeyan for our Club run. Being the only platers in the region, many of us have had our parts replated there, but how do they do it?

Owner Shane, and his brother Greg, kindly opened up on Sunday for a rare behind-the-scenes view of how it all works. Shane started off by showing us the end of the process, when he cleaned and placed a coppered EH bumper section into the nickel tank (after passing through several dips). While that was cooking, Greg took us to the polishing room and gave an excellent presentation, explaining and demonstrating the use of various belts and mops on a range of metals. He even did some panel beating to an air cleaner, and made it look deceptively easy. It was very clear that the polishing room is where the bulk of the work happens; where all the preparation is required before any part is even considered ready for plating.

After nearly an hour with Greg, we went back out to the plating area where Shane then took the (now) well nickeled EH bumper out of that tank and then into the Chrome tank, where it cooked under a fair few amps for about four minutes.

The whole tour took about 90 minutes and I thank Shane and Greg for not only giving up their Sunday, but giving us such a comprehensive and informative view of this little understood process. All the members present really enjoyed the day.

Some key take-aways of our visit;

- Plating solutions (electrolytes) are not some syrupy concoctions that magically fill imperfections
- The plating just follows the surface of the substrate – however good or bad that is
- Hours and hours of polishing (and sometimes panelbeating) is required just to get an item in a state where it can be plated.
- Be realistic about your expectations for that 80 year old part that sat in a paddock for most of its life – while the platers will do their best, some pitting cannot be completely removed
- When wondering why your bill is so large, refer to the above!

Rick

Attendees – in oldies - Wayne and Silvia – A Ford, In moderns -Mathew Spackman, Tony W, Rob and Beth, Nick and Carol, Bill Atkinson, Gerard F, Roy B, Don D, Chris H, Geoff N and myself and Shirley (with the exception of Silvia, the other women chose to go to Spotlight instead – Their loss!)





Above -Greg explains the polishing process, note the coppered bumper on the table in front of him.

Left – that copper bumper now being de-burred around its edges on a 240 belt.

Lower left – Greg making panel beating an air cleaner cover look easy, but we all know that's not the case!

Below – the cover, now knocked into shape getting a second polishing.

Bottom left – the cover now getting a polishing with an abrasive grit adhered to a stitched mop. More to and fro between the hammer, belts and mops will be required before this part is ready for coppering.

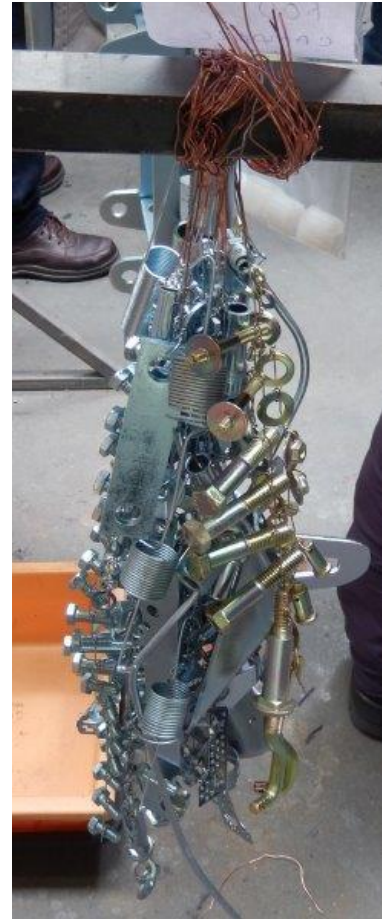


Above and left - Greg has the crowd spellbound as he explains, and shows, some of the finer points.



Above - Now it was Shane's turn. A previously coppered bumper just coming out of the nickel tank. Note - this is the shiny stuff, NOT the chrome. But it's now about to go into the chrome tank.

Below - Shane cranking up the amps. Yep, that orange looking stuff is the chrome tank. You can just see the copper wires that hold that bumper, wrapped around the central cathode bar.



Above - A Christmas tree of zinc plated parts. Some have been finished with blue passivate, and others gold.



Above - After a few minutes in the chrome tank it comes out and is then rinsed (see left) and ready to be bolted on the car. Remember, chrome is pretty much a clear coat for the nickel. That bumper is only shiny because of the nickel on it.



PISTONS

(Or everything you wanted to know about those cylindrical things, but were too afraid to ask)

The slugs of aluminium inside your engine live in a fiery hell. At full throttle and 6000 rpm, a piston in a petrol engine is subjected to nearly 10 tons of force every 0.02 second as repeated explosions heat the metal to more than 600 degrees Fahrenheit.

These days, that cylindrical Hades is hotter and more intense than ever, and it's only likely to get worse for pistons. Pistons account for at least 60 percent of the engine's friction. As carmakers chase higher efficiency, piston manufacturers are preparing for a future in which the most-potent naturally aspirated petrol engines produce 175 horsepower per litre, up from 130 today. With turbocharging and increased outputs come even tougher conditions. In the past decade, piston operating temperatures have climbed 120 degrees, while peak cylinder pressures have swollen from 1500 psi to 2200

Piston Basics

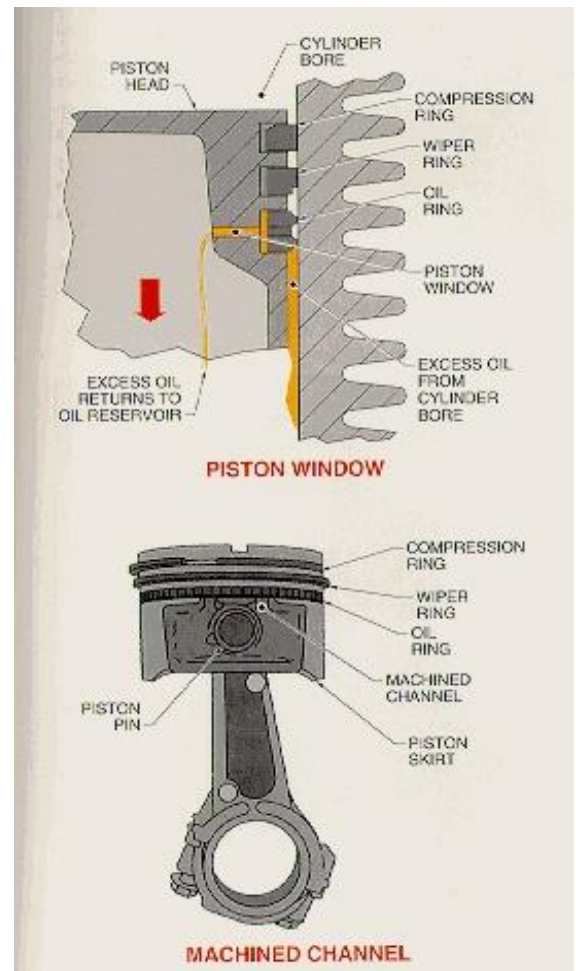
The piston is under-appreciated. It may be the hardest-working part in the internal combustion engine. Following is just a brief outline of the piston's function and construction.

Three Jobs

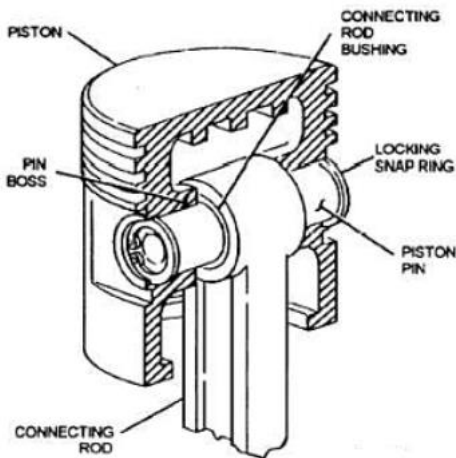
The piston does three important jobs. It is a bearing, receiving loads from combustion and transferring them straight and true through the connecting rod to the crankshaft. The piston is also a seal, as it seals combustion's forces and compresses trapped air. Finally, the piston is a heat conductor, transferring some of the cylinder's heat to the outside. In fact, nearly 80 percent of the cylinder's excess heat is drawn away by just the piston's rings.

Piston Parts

The piston is made of essentially seven parts. The piston's top or crown takes the brunt of combustion's forces and heat. Consequently, the crown is the hottest part of the engine after the spark plug. It must therefore be quite thick so as to not collapse, though it is not always the thickest part of the piston. Moving down the piston, the next thing is the ring groove. The closely manufactured groove accepts the third part, the precisely made piston ring. In the four-stroke engine, natural harmonics cause the ring to rotate as the piston goes up and down in the cylinder. This helps the groove stay clean of carbon. The solid pieces between the grooves are called ring lands. They are similar to the lands in a gun barrel. They support the shock loads the rings receive during combustion. The next part is the piston pin hole. This hole accepts a pin that connects the piston to the connecting rod. The hole is offset from the piston's center slightly so that when the piston and rod reach TDC, they do so at slightly different times. This spreads the shock loads at high rpm, easing stresses on the connecting rod and eliminating a noise called "piston slap." Surrounding the hole inside the piston are pin bosses, thick masses of metal that support the pin when it is inserted in the hole. The pin bosses are sometimes the thickest part of the piston. In some cases, they are not as thick as the crown. In either case however, the thickness of these two parts is important, as it determines much about how the piston deals with heat. Lastly, we come to the piston skirt. The skirt is the bearing portion of



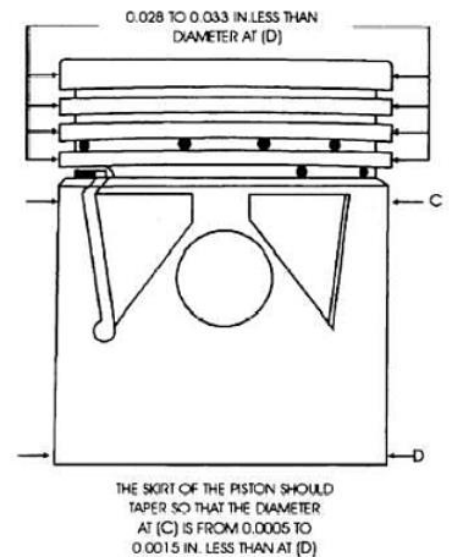
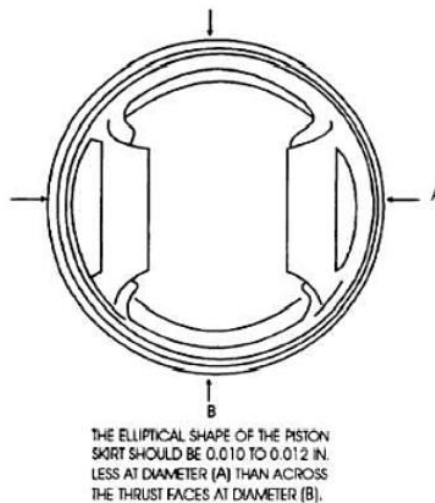
the piston. It slides against the cylinder wall, bearing the force of combustion on the power stroke, and the loads of compression on the compression stroke. There are also stresses involved with rpm that the piston and cylinder are designed together to deal with. The skirt is the part of the piston most in need of lubrication. Thus most lubrication problems show up on the piston skirt first.



Piston Shapes

There are two important ways in which pistons are shaped. First, the piston is not round, but elliptical in shape. The reason is the afore-mentioned pin bosses. The bosses' mass makes them absorb a lot of heat, which makes them expand more than any part of the piston. If the piston was instead made round, it would not be when fully warmed up. That would be a problem. Therefore, the width of the piston at the area of the bosses is narrower than it is elsewhere. The resulting shape (looking downward onto the piston crown) is an ellipse (an oval). Pistons are sometimes called "cam ground," which

refers to the same thing (however, it isn't the shape that is being referred to in that case, but rather the machine that produces it). The other (second) shape all pistons have is taper. That is, the diameter of the piston at its crown is considerably smaller than its diameter at the skirt. The reason is the same as for the piston's ellipse. Only this time it is the crown, not the pin bosses, that necessitates the shape. The crown absorbs so much heat that it must be made smaller so that when fully heated, the piston will be straight.



Piston Manufacturing Methods

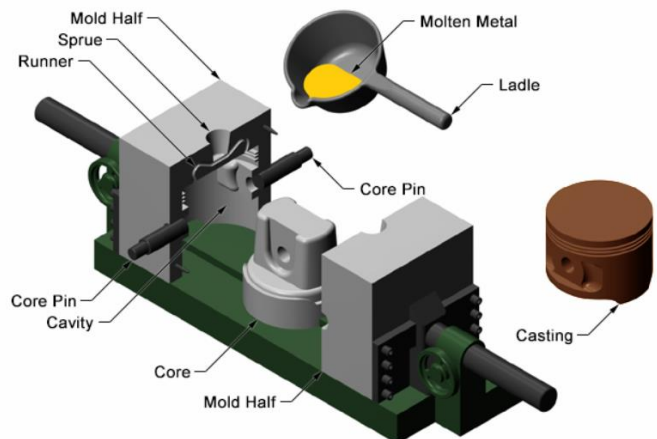
Pistons are manufactured in one of two ways. Those two ways are the cast piston and the forged piston. This brings us back to the question, which is better, cast or forged? The cast piston is made of molten aluminium. The alloy is flowed into a mould having the shape of the finished product, in much the same way that many other cast parts are made. However, don't imagine wooden boxes full of coarse sand, into which melted aluminium is poured. Piston moulds are actually permanent dies, intricately made multiple-piece steel shapes. The molten aluminium is vacuum drawn into the mould. So accurate is the process that the resulting casting requires minimal machining. The forged piston is made very differently. The metal is not molten, but heated somewhat. A blob of this hot aluminium alloy called an ingot is placed in a female mould, and a male ram is pounded into it. The result is not a piston, but a piston blank, which must then undergo many machining operations before it resembles a piston. These two methods of making pistons continue today, and there are interesting reasons for each of them. Let's examine those reasons by looking at the history and applications of each piston type.

The Cast Piston

The cast aluminium alloy piston has perhaps the longer history. It took over for the original steel part during the internal combustion engine's early development. The cast piston is the most familiar piston type.

Casting Alloys

Early cast aluminium pistons were made with inferior alloys. The piston expanded dramatically, requiring a loose fit in the cylinder and resulting in noisy operation when cold. Harley-Davidson pistons once had steel ribs inside them to control this expansion. Since about the 1960s however, most cast pistons have been unstrutted. Their alloys have gained silicon, a material that gives the pistons natural lubricity and limits heat expansion. All modern pistons have silicon in them. However, cast pistons have historically had the most. Some of them have as much as 25 percent silicon by volume. Silicon does bring a disadvantage however. It makes the piston brittle. Dropping a modern cast piston will usually crack it, so the piston must be handled carefully.



Mass Efficiency

Probably the greatest benefit of the cast piston is the efficiency of its mass. The multiple-piece moulds allow intricate contours inside and out, resulting in light weight, good expansion control, and predictable heat flow through the part. That is, the piston designer can plan in the specific thickness in each place in the part that is desired, to result in expansion at those places that is warranted. So predictable is the cast piston's heat in fact that race tuners view the undersides of the piston to gauge the combustion efficiency of the engine. In much the same way others read spark plug, they read the dark splotches under the crown.

Applications

The cast piston is however expensive to manufacture. Die casting is costly, because it requires huge machines that do very specific jobs, and can't be easily adapted to do more than one kind of job. The result is that the casting process for pistons is relegated to the large piston supplier. The downside is that the cast piston is often found only in OEM specified sizes and types. There aren't a lot of different cast pistons to choose from if you are modifying an engine. The upside of this situation is that since only large piston manufacturers can afford to make cast pistons, they are usually competently made. In fact, the cast piston generally typifies the best technology that the piston industry has to offer. However, this doesn't mean it's the best piston for every application.

The Forged Piston

The forged piston is a more recent development. It appeared first on high-powered two-stroke engines. These engines were made in low production numbers, and their performance and use resulted in frequent detonation. Both of these traits, as we'll see, made the forged piston a pretty good match for this application.

Forging Alloys

The earliest forged pistons were also made with poor alloys. In many cases however they were even worse than the alloys the cast pistons used, because when the cast piston finally got silicon, the forged piston did not. The same brittleness that makes the cast piston crack when bumped hard would have resulted in even larger defects had it been used in a forging. Consequently, during the time that the cast piston defined a piston's normal expansion rate, the forged piston was far behind the technology. The forged piston had



A stack of aluminium blanks ready for forging. They will be heated to 800°F in the forge and subjected to 18,000 tons of pressure to form their new shape.

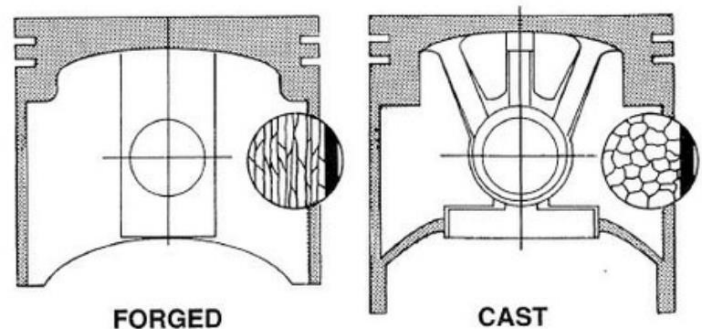
to be fitted loose, which made it noisy and wasted power. Recently however, silicon has been introduced to the forged piston. A mixture of alloys has been found that together with silicon do not result in defective forgings. For example, nickel has been found to offset the silicon's tendency toward brittleness. However, not very much nickel can be used, as it is a heavy metal, and it affects the mixture in other ways. The result is that the modern forged piston is much more dimensionally stable than was true in the past.

Mass Efficiency

However, once again, the forged piston's mass does more to define its characteristics than does even its materials. The forged piston has historically had a crude interior shape. The forging ram is straight, which results in a rectangular rather than an intricate interior. There is too much mass there. Consequently, the forged piston has poor dimensional stability. Its expansion is not very controllable. Many engine builders overcome these two problems (too much weight, unpredictable expansion) at least partly by removing by hand the extra material inside the forged piston. This allows them to fit them tighter and rev them higher. However, many forged pistons also have overly thick skirts as well as unsophisticated interiors. This is because the forging produces a piston blank, remember, and not a finished piston. The piston wholesaler takes this blank, and from it, carves out several different sizes and shapes of pistons. If the piston being made happens to be the largest the blank supports, it ends up with the thickest skirt. While hand reworking (or CNC milling, as many do now) the forged piston can lighten it and make it behave more like an intricately made cast piston, there is still excess weight due to the thick skirt.

Applications

Unlike the cast piston, the forged piston is easy to manufacture. Smaller piston manufacturers therefore specialize in this piston type, even if some of them may not be as competent at making pistons as are the larger cast piston makers. Forged pistons have quickly become the choice of custom engine builders because they can be had very quickly, and in virtually any configuration desired. Moreover, the forged piston's added thickness is used by these builders to custom configure the piston even further. For example, fly cuts on the piston's crown for high performance valve relief is an easy process with the forged piston. There's a lot of material there in which to do it, much more than there is in the cast piston. The forged piston was also the first piston type to adopt the modern ultra-thin piston ring, for the same reason. It could be done easily and immediately. There were no moulds for such a piston among the cast piston manufacturers for at least a year afterward. This situation has resulted in the forged piston acquiring something of a high performance persona, even though its overall technology is less current than the cast piston's. Most of that reputation is unearned, but in at least one way it is in fact a reality. The forged piston is inherently stronger than the cast piston. Lower silicon content of course would result in this, making the forged piston less brittle. However, there is another reason as well. The forging process somewhat aligns the metal molecularly, giving the piston a slight edge in toughness, over the cast piston. The result is a piston that withstands the pounding of detonation better. This is why OEMs use the forged piston in two-strokes and supercharged engines. Forged pistons are also included in many OEM high performance options kits for their street models.



The main benefit of forged pistons is the denser grain structure. Castings are less dense and can often be porous, reducing strength.

Old cars

Of course most of our old engines had cast iron pistons and during the restoration phase we replace them with aluminium versions (either cast or forged). Here are some pros and cons;

Advantages of Aluminium over cast iron:

- High thermal conductivity (approx 3 times that of cast iron). Therefore aluminium alloy piston has less variation in temperature from the crown to the piston rings.

- Density of aluminium is about one third that of cast iron. Therefore light weight construction and less inertia forces.

Advantages of cast iron over aluminium:

- Wear strength of cast iron piston is more.
- Cast iron pistons have higher strength. As temperature increases, the strength of aluminium alloy piston decreases rapidly. Due to higher strength, it is possible to provide thin sections for the parts of cast iron piston.
- Because of higher coefficient of thermal expansion aluminium, aluminium alloy pistons need more clearance between the cylinder wall and piston rings.

Summary:

Cast iron pistons are used for moderately rated engines with piston speed below 6m/s. Aluminium alloy pistons are used for highly rated engines with piston speed above 6m/s. Just about all of our old car engines fall into the former category. Even so, when restoring the motors in my Rugby, Austin and Maxwell, I have used aluminium pistons. No doubt I will do so in the Delage too.

Rick



Now I'm not saying the following was overheard after our last meeting, but....

A senior club member said to his eighty-year old fellow member: 'So I hear you're getting married?'

'Yep!'

'Do I know her?'

'Nope!'

'This woman, is she good looking?'

'Not really.'

'Is she a good cook?'

'Nah, she can't cook too well.'

'Does she have lots of money?'

'Nope! Poor as a church mouse.'

'Well, then, is she good in bed?'

'I don't know.'

'Why in the world do you want to marry her then?'

'Because she can still drive!'



Above - If you can't recognise this iconic grill shape, then you're not going to understand the story on the next page.

Club run to Peter and Anne Toet's Sunday 25 November 2018

The run started with a visit to Peter and Anne's house/museum in Evatt which houses a collection of motor cycles ranging from a 1908 Triumph motorcycle to Japanese bikes from the sixty's and seventy's. The bike collection includes Triumph's, Ridges, Indians, AJS, Dunelt, Henderson, matchless, BMW, Harley's, Ariel square four, Coventry Eagle fitted with a Brough Superior engine, Honda and Suzuki. Many of the bikes are very unique and have an interesting history. There were also a number of Packard's all complete and most in running order.

Inside the house was a vast collection covering many interests and many items were repurposed included an old TV converted into a fish tank, game machines, beer fridge, Skeleton's, creative toilet roll holders and many more.

Following our visit to Evatt we drove to Hall to look at the rest of their collection. Peter and Anne have built a very large garage which houses 8 Packard's and more motorcycles. The Packard's are all in original condition and have been collected over many years and range from 1929 to 1966 with various engine configurations including straight eights and vee twelves. Also there are 2 Roll Royce's in the collection.

Anne is a very talented craft person and showed the ladies some of her work. I think the ladies would agree that Anne's passion is working with woollen fibre and crochet. Anne explained the various uses for her 5 spinning wheels and then showed us another method of spinning with a drop spindle which is hand held.

Some of the wool ends up in Anne's beautiful creations of 'Crazy three Dimentional' crochet patterns which include flowers, so real that you could almost smell the perfume, and many shapes which makes for a work of beauty. Anne also teaches at the Crafty Frog, makes decorations for Christmas, bags for craft events that will save the environment and scarves from the softest Alpaca fibre that make you want to feel them all the time.

Thank you Anne for giving us such a grand tour of your beautiful work.

Rob and Beth Woolley

Present - Nick and Carol Nowak – 1912 Overland, Rob and Beth Woolley – 1915 T Ford, Wayne Young and Silvia – 1929 A Ford, Greg Spackman and Samman Samaraweera – 1923 Sunbeam Talbot, John Cadona – FJ ute. Modern, Tony and Trudy Watson, Wayne and Sandra Smith, Ian and Ida Irwin, Rick McDonough, Bill Atkinson, Bob Courtney,



When you see garden ornaments like this in a front yard, you know what's inside is going to be interesting!



And just to complete the nature strip, how many can boast a seven cylinder radial engine from an Avro Anson?

A plethora of Packards!



A very original '35, with glass divider behind the driver.

Packards to the horizon!



If you're going to hang a bike off the back of your car, might as well make it worth-while! None of this pedal variety rubbish mind you, - only a '27 Packard could cope with an Indian on its back.



Hollywood actor Lionel Barrymore's '39 Limo, complete with modified interior rear for his wheelchair, ie ramps and a turntable in the floor to swivel the wheelchair around. A completely original car with 94,000 miles on the clock.

And of course a monster machine needs a monster V12 to push it along. The enormous torque allows the car to pull away from a standstill in top gear...just ignore the 37 litres per 100 kms 'economy' though!



The chauffeur's view of the chocolate magnate, Macpherson Robertson's, '38 Limo.



And a fraction of the plethora of bikes!





The odd one out in the collection. A bit of Pommy class amongst the Yankee class in the form of a '34 Rolls. Another completely original unrestored car in the Toet garage...and why would you restore it anyway...it's only recently turned over 4000 miles from new!

Below – the Rolls' chauffeurs office...and out in the weather too.



Just one item in the varied Toet collection. A mid-19th century display case of taxidermied birds.



Our members enjoying Peter and Anne's generous hospitality.



And amongst all the Packards were our own members...



Great to see the ex-Clifton T model out on our runs again. No doubt the Woolley's will be putting many more miles on it over the coming years.

Below and right – Some of Anne's amazing crochet work



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

17 October 2018



Meeting Opened: 7.34pm.

Attendance: 17 Members, 5 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved Rick McDonough, Seconded: Rob Woolley.

SECRETARY'S REPORT:

Correspondence In:

- Council of Heritage Motor Clubs – Advice of grants available from the National Trust (NSW) under the Butler Bequest.

Correspondence Out:

Nil.

Secretary's report accepted – Moved: Tony Watson: Seconded: Gerard Frawley.

TREASURER'S REPORT

(Nick Nowak stood in for the Treasurer)

Account balance reported.

Expenditure:

- Tony Watson – reimbursement for payment of Horseless Carriage Club subscription \$105.68 (\$US75.00).

Treasurer's report accepted - Moved: Nick Nowak: Seconded: Gerard Frawley.

EDITOR'S REPORT

Rick requested more articles for the newsletter.

MEMBERSHIP SECRETARY'S REPORT

Carol reported that membership remains at 58.

DATING OFFICER'S REPORT

Ian reported that dating of Rob's Renault and De Dion is nearly complete.

EVENTS REPORT

- Next Sunday's run, organized by Rick, will be to Electroplating Technology, Queanbeyan.
- November's run, organized by Rob, will be to view Peter Toet's motorcycles and cars in Evatt.
- Christmas events will be a pancake breakfast at Nara Park on Sunday, 9 December and dinner at the Hellenic Club on Wednesday 19 December,

LIBRARIAN'S REPORT

Roy sought the meeting's approval to have copies of *Vintage Ford*, *Horseless Carriage Gazette* and *The Automobile* bound. Agreed.

REGISTRARS' REPORT

In this context Tony mentioned a problem with the ACT Motor Registry recognizing the authority of our newly nominated registrars. This matter now appears to have been resolved.

GENERAL BUSINESS

Nick reported that Bill's Hupmobile, recently advertised in *The Edwardian*, has now been sold.

Peter told the meeting that Alex's Swift had completed around 600km at the recent national veteran rally. Along with Alex there were five other female drivers at this event. There was also a general discussion on other aspects of the rally.

MEETING ACTIVITY

Rick gave an interesting talk on electroplating.

MEETING CLOSED: 8.09pm.

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

21 November 2018

Meeting Opened: 7.37pm.

Attendance: 22 Members, 4 Apologies.

MINUTES OF LAST MEETING:

Accepted – Moved Rob Woolley, Seconded: Bob Courtney.

SECRETARY'S REPORT:

Correspondence In:

- Council of Heritage Motor Clubs – Advice on changes to affiliation fees.
- Council of Heritage Motor Clubs – Minutes of half-yearly meeting (circulated to members).
- ACT Government – Certificate of Incorporation for 2018-19.
- Arthur J Gallagher and Co. – Insurance certificate and receipt.
- Magazines and newsletters.

Correspondence Out:

Wayne Smith – get well card.

Secretary's report accepted – Moved: Tony Watson: Seconded: John Ahern.

TREASURER'S REPORT

Account balance reported.

Expenditure:

- Council of Heritage Motor Clubs – 2019 affiliation fees for 8 members \$8.00.
- Rick McDonough – advance for postage of newsletter - \$50.00.

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

EDITOR'S REPORT

Rick indicated that the next newsletter should be available before 9 December.

MEMBERSHIP SECRETARY'S REPORT

Carol reported no change to membership.

DATING OFFICER'S REPORT

A dating certificate for Rob's Renault will be presented at the Club's Christmas dinner.

EVENTS REPORT

- Sunday's run will be to view Peter Toet's bikes and cars in Evatt and Hall. Secretary will send a reminder with details to members.
- Next month's events will be breakfast at Nara Park on Sunday, 9 December and dinner at the Hellenic Club on Wednesday, 19 December.
- There will be a barbeque at Rob Woolley's on Sunday 20 January.
- A run for February has not been organized. Secretary will call for a volunteer.
- Ian will arrange a run to Cliftonwood homestead in Yass for Saturday, 23 March.

LIBRARIAN'S REPORT

Three lots of magazines are currently being bound.

REGISTRARS' REPORT

Inspection arrangements for NSW historic registration were discussed. Revised format logbooks should be available in the New Year.

GENERAL BUSINESS

- Barry offered a vintage spotlight and a veteran tail light to interested members.
- Nick raised the delay in obtaining quotes for Club badges. Tony will follow up with Roger.
- The matter of spending excess Club funds was discussed. The Committee agreed to look at options.

MEETING CLOSED:8.15pm.

MEETING ACTIVITY

Rob showed members a range of photos he took at the recent national veteran rally.



The Club Calendar

Dec. 9	Club Xmas brekkie – Hogan’s and Robinson’s (see details below)
Dec. 19 (Weds)	Club Xmas dinner - Hellenic Club Woden (see details below)
Jan. 16	Club meeting
Jan. 20	Club Run - The Woolley evening BBQ (see details below)
Feb. 20	Club meeting
Feb. 24	Needs someone to organise
Mar. 20	Club meeting
Mar. 23 (Sat.)	Club Run - Cliftonwood homestead in Yass

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

Club Event – Sunday 9 December Christmas Breakfast

Christmas will be here before you know it so please book in our Club Breakfast in your Diary and come along to join in the festive season.

8:30 am Lennox Gardens Flynn Dr Yarralumla (Behind Hyatt Hotel)

Everyone is most welcome so come along and join in. We will be supplying the pancakes and maple syrup, the same as last year.

Please bring along your Picnic wares (plates etc.) don’t forget to pack a chair and we are looking forward to seeing you there.

Could you please let us know if you are coming - to help us with our catering.

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

Chris and Simone Hogan simandchris@optusnet.com.au or 0402745587

Club Event – Wednesday 19 December Christmas Dinner

The club dinner is on Wed 19th December for 7.00PM. We’ve booked a table for 40 in the name of the club (or they may have it under the name of Cadona). We are promised to get the table against the window. There is no

fixed menu so you are free to choose from the excellent range available, and there will be plenty of lubrication on offer at the bar too.

Club Event – BBQ at the Woolleys’ 20 January

Sunday 20 January 2019 from 5.30pm. Location - 51 Mileham St, Macgregor ACT 2615
BYO chair, plates, cutlery, wine/beer/grog and glasses.

VVCCA – ACT - EVENTS SCHEDULE **September 2018 to October 2019**

<u>Month</u>	<u>Member to Organise</u>
September 2018	Chris and Simone Hogan
October 2018	Rick McDonough
November 2018	Rob Woolley
December 2018	Hogan’s and Robinsons.
January 2019	Rob Woolley
February 2019	Needs someone to organise
March 2019	Ian Irwin
April 2019	Needs someone to organise
May 2019	Needs someone to organise
June 2019	Needs someone to organise
July 2019	Needs someone to organise
August 2019	Needs someone to organise

The National Calendar

May 3 – 5, 2019	Pre 1931 Autumn Tour at Orange. (Details on VCCA web site.) For all Veteran & Vintage vehicles. Registrations: Thursday 2nd 2pm - 5pm & Friday 3rd 9am - 1pm Two half day runs on Friday 3rd Full day run & Presentation Dinner Saturday 4th Breakfast Sunday 5th Contact Rally Director: Peter Amos (02) 6366 3152 Email: orangedamc@gmail.com Website: odamc.org.au
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

For Sale

Ford Model T 1917

Original car with Australian Steenbhom body (no doors on drivers side). Restored 1970s, has an A Model Crankshaft, Ruxtell diff & Starter
Comes with spare engine. A.C.T. Club Rego.

\$23,000 ono

Phone 0262498726



1925 HUMBER 12/25 hp TOURER

The time has come to part company with a car that was obtained by my father when I was born. It's been in the family since the mid-1950s and came to me in 1995 and is one of eight 1925 cars known to exist.

I resurrected the car in late 2014 for my daughter's wedding in 2015 and it was used sporadically on ACT Vintage plates through 2015 and 2016, with little use since. It has the potential to become a lovely and very usable Tourer.

Asking \$25,000 with extensive early history documentation and other paraphernalia.

Facts, Figures and Features:

- When obtained by my father, the car was in a dilapidated condition with hood damage and a failed differential (a known weak point). The odometer had stopped at 72,000 miles. I suspect it did many more than that.
- In the early 1960s it was given a rudimentary restoration consisting of repairs to the damaged electrical system and non-original black vinyl roof. Restoration included a fresh coat of olive-green paint, plus mechanical repairs.
- The wiring was modified to a coil system that bypassed a damaged Lucas starting and lighting switchbox.
- I now have a correct Lucas switchbox fitted that I obtained from the UK.
- The damaged differential was replaced with a grafted old Holden differential to make the car drivable.
- I have the original differential shell and some planetary gears in a box but would not recommend fitting them.
- The car was used as a display vehicle at the family Rootes Group dealership. Much of the car is very original.
- It has the Auster rear screen fitted and no front brakes, plus no driver's door. These were 1924 build features.
- The hood frame hinge was damaged when the car was first obtained so the hood doesn't fold completely flat.
- The hood rests at the back were missing, so some temporary ones were made to support the folded hood.
- The leather button seats are in good condition except for the front squab that has numerous leather sections where the stitching has rotted, or leather has torn from the stitching.
- Some side windows were replaced in the 1960s. It has folding Perspex windows that disappear into the doors.
- The car has a split V windscreen with fold-out upper panels.
- A new hood that replicates the original colour was made in 2015.
- New tyres and tubes were fitted to all five wheels in 2017.
- Wheels were painted yellow in 1972 when new tyres were fitted then. They should be the body colour.
- All ignition leads were replaced recently.

Things that need fixing:

- While all the lights work, further wiring replacement is needed for the lighting system.

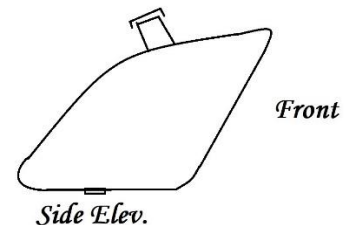
- The ignition system needs to be returned to original. The new Lucas switchbox will support that, so the coil system can be removed, but the magneto will likely need overhaul.
- The tool kit is missing and probably unobtainable here.
- None of the instruments work (speedo/clock) but are all in place from original.
- The fuel tank has a light leak when full. Probably rust pinholes where it is strapped to the chassis rails.
- The car is not running as I'm replacing the battery wiring system as a part of a necessary upgrade.

Inspections are invited. Contact Mick Beltrame 0428735888 or mixr666@gmail.com



Wanted

Good straight petrol tank to suit an early 20's DE or DI Delage. See rough drawing of side elevation. Contact Rick McDonough – rick@netspeed.com.au 0415 453 503, 02 6293 1553



Splitdorf 4 cyl maggie, Model F, Alan Carpenter, 07 5445 3852 aandrcarp@bigpond.com

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