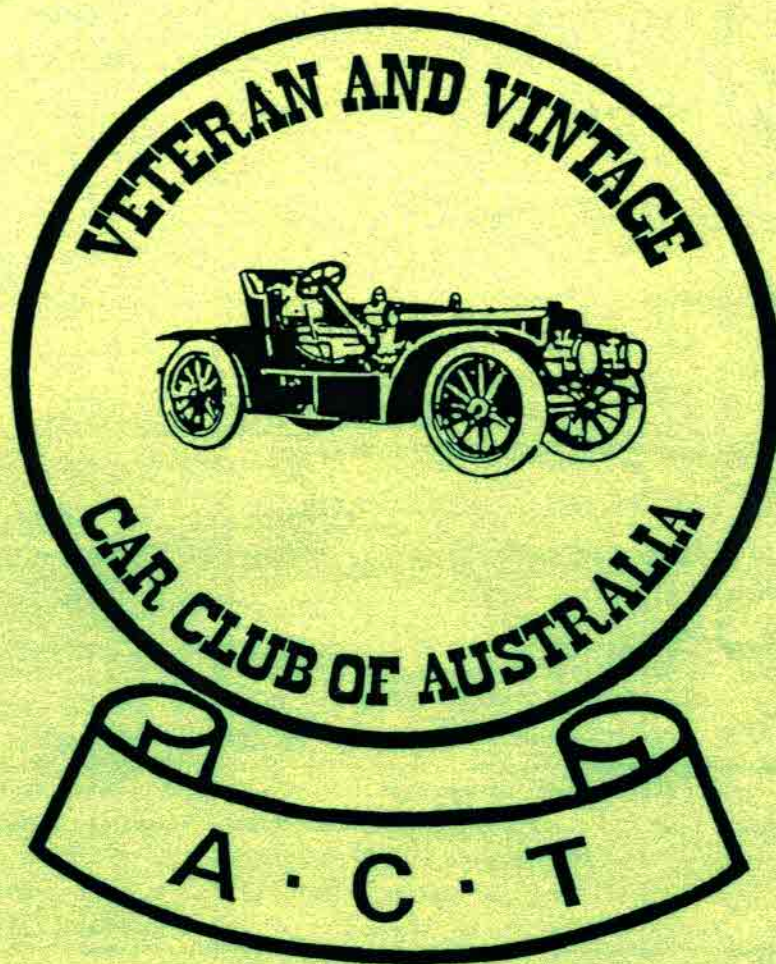


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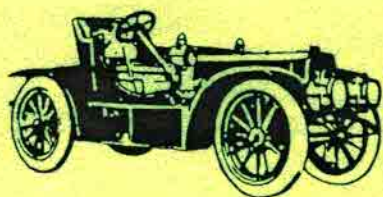
THE EDWARDIAN

Dedicated to the Preservation & Restoration of Veteran & Vintage Vehicles



V·V·C·C·A - A·C·T
NEWSLETTER

OFFICIAL JOURNAL OF THE VETERAN AND VINTAGE CAR CLUB OF
AUSTRALIA ACT (INC)



The VETERAN and VINTAGE CAR CLUB of AUSTRALIA - ACT Inc.

"DEDICATED TO THE PRESERVATION AND RESTORATION OF VETERAN AND VINTAGE VEHICLES"

Tarrant 1906

Please address all correspondence to:
HON SECRETARY, P.O. BOX 3394, MANUKA ACT, 2603

Club's Website Address <http://www.geocities.com/vetvinact/>

Office Bearers 2001 – 2002

			AREA CODE 02
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VICE PRESIDENT	David Robinson	26 Lenahan St. GIRRALANG 2617	6241 5725
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The Veteran and Vintage Car Club of Australia ACT (Inc) was formed as a non-profit club in 1961. Its members number about forty and they are dedicated to the restoration, preservation and use of Veteran and Vintage vehicles.

Veteran vehicles are those manufactured prior to 1 Jan 1919

Vintage vehicles are those manufactured prior to 1 Jan 1931

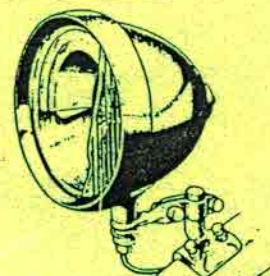
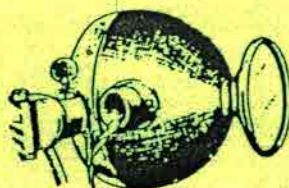
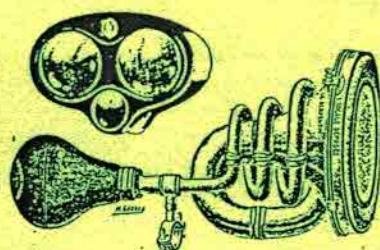
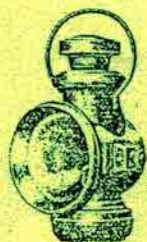


MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 8PM.

The Club meets at the Canberra Institute of Technology, Canberra Avenue, Fyshwick on the first floor of the School of Engineering (Admin). Access is from Mildura Street. 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 the club's meetings.

Copies of the Edwardian go out to each fully financial member. We also forward a copy of the magazine to other Clubs on a reciprocal basis, with the understanding that each of us may, if we desire, use any of the material in the other magazines, for the benefit of the respective Club members.

Membership Fees:- \$40 per year



Presidents Report

The skills day has come and gone. I was unable to attend but I believe it was a success. Many thanks to Roger Gottlob for his organisational skills. On April the 14th, the club as a part of Heritage week is meeting in the car park of the London Bridge Car at 10am. Your attendance will help this important event.

Looking to future events the weekend of the 4th and 5th of may is the Temora weekend which will be an event for your old car or modern, depending on your preference. Highlights will include a visit to Les Schultz who is 100 years old and has being a mechanic all his working life. An optional visit to a gold mine near Temora is on the cards. Accommodation costs are from \$65 a night. More at the next meeting.

The Council of ACT Motor Clubs is proposing to hold a forum in May with the intention of canvassing the topic '*Wheels and Beyond?*'. This forum is set to examine where the Council goes after Wheels 2003 and what we as a car movement can do to strengthen our interests in the cars that we drive.

With different people away at rally's it is worth noting that our club has gained several new members. They bring with them different cars that are both Veteran and Vintage. From 1902 thru to Vintage cars.

The A Model Rally in Queensland and the 1 and 2 Cylinder Rally in Mount Gambier shows the club spirit with members prepared to travel to different states to enjoy their hobby,

Regards,

Gerard

❧ IMPORTANT NOTICE ❧

THIS WEEKEND!!

April 14th, London Bridge Woolshed

Come help promote Heritage week in the ACT. Meet out at the London Bridge Woolshed by 10am. This will be our chance to return the favour to the Rangers who assisted us on our recent National Veteran Tour. A full day of activities will be taking place, so come along and enjoy.

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✍ EDITORIAL ✍

STOP PRESS!!

At last I have a scoop that will see my name go down in the annals of editorial scoop history. This Edwardian will most probably be the first veteran club newsletter in Australia to report the following. I have just heard from an impeccable source that the eligibility date for the world famous London to Brighton run has been altered. The 1904 cut off date that was for so long set in concrete (and no doubt led to some fairly 'creative' dating to make cars eligible) has been cast aside in favour of a 1906 closing date, ie, cars made in 1905 and '06 are now eligible. It will be interesting to see how the 'old brigade' regard this new move. One school of thought is that it may present problems in that cars were developing pretty rapidly in this decade and the new cut off date will see fairly 'advanced' 1906 vehicles (the first Ghost for instance or a 6 cylinder Napier) mixing it with the likes of 1890's Panhard's and Peugeots. No doubt we'll hear more about it as the move becomes more widely known. But remember... you heard it here first!!!

I heard a recent suggestion that the club might look at organising a tour of Tassie in our oldies, with a tentative date of 2004. It should be something to look forward to if it comes off. Having just spent a couple of weeks down there in January, I for one would look forward to touring that State in an oldie. In fact in one small town we visited, a couple rolled up in their rather sporty '34 Lagonda Rapier. They had brought it across from Vic. for a few weeks of touring. Great stuff. Whilst we were in the north east corner, we ventured up into some pretty isolated mountainous spots that were incredibly scenic. After viewing one such spot we walked back to where we left our vehicle to find a logging contractor had pulled up nearby to check his load of freshly cut logs before descending the fairly steep and tortuous dirt road to the highway. We started having a chat with the result the driver asked if I'd like to travel with him as far as the highway...would I! - I was in the cab faster than a speeding bullet. We weighed just under 40 tons all up. The truck was a 1985 Mack, with an incredible 2 million Km's on the clock. Robert, the driver, was telling me that he'd had the rig since new and at around 1.3m. km's had the motor and gearbox done up. The rear end had never been opened up and is all original. I take my hat off to the way these blokes handle these rigs. Not only do these blokes have to negotiate these rather precarious forestry roads, but they also have to be wary of tourists speeding up these same roads/tracks - rounding hairpins in the middle of the road. I know, 'cause that's exactly what happened to us on my short trip! I think the tourist got quite a fright when he could see himself joining the famous bulldog on the bonnet. Thankfully no accident occurred, but it's amazing how ignorant some people can be of other road users.

I am very pleased to report that in this edition I can once again offer a feature of a members vehicle. I am indebted to Andrew Winter for contributing a wonderful story written by his late Father, whom I had the privilege to know, on the Winter's 1912 Minerva. As it is quite a detailed article, I am going to print it in two instalments, with the balance in the next edition. I do hope that this will encourage others to contribute something on their vehicle. Remember that there are quite a number of new members in the club and even if an article has appeared on your vehicle in the distant past, it might be time to air it again. All contributions warmly welcomed.

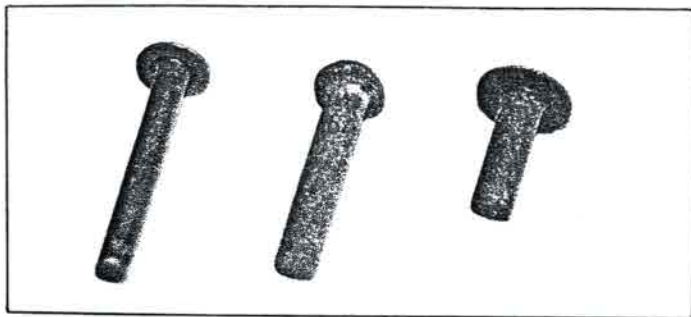
Here's some trivia for you. Did you know that each king in a deck of playing cards represents a great king from history:

Spades - King David, Hearts -Charlemagne, Clubs -Alexander the Great, Diamonds - Julius Caesar

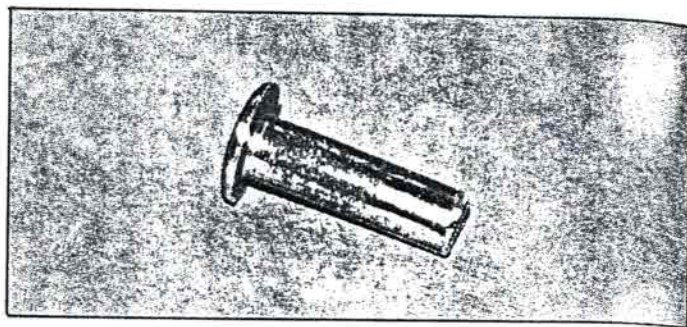
And a thought to ponder - How far you go in life depends on your being tender with the young, compassionate with the aged, sympathetic with the striving and tolerant of the weak and strong. Because someday in life you will have been all of these. ~ George Washington Carver (1864?-1943)
And with that...

Happy Restoring

Rick



Three common rivets: the "universal" head is on the left, "round" head in the center and the "Truss" head on the right.



As the rivet shank gets bigger, so does the size of the head. If it is necessary to use one with a large shank to fit the hole, the larger head can be cut down to match other rivets in the wheel. Put the shank in a drill press and use a file to shape the head as desired. A metal-turning lathe is better.

Technical Topics

The Felloe With Rivets

by Gary Hoonsbeen

One of the most important and easiest inspections one can make of an antique car is the condition of the wooden wheels. This includes examining the wood for decay or cracks, testing the bolts to make sure they are compressing the spokes at the center of the wheel, checking the felloe to see that it is tight against the metal rims and making sure the rivets in the felloe are not broken or loose.

It is not uncommon to find the rivets

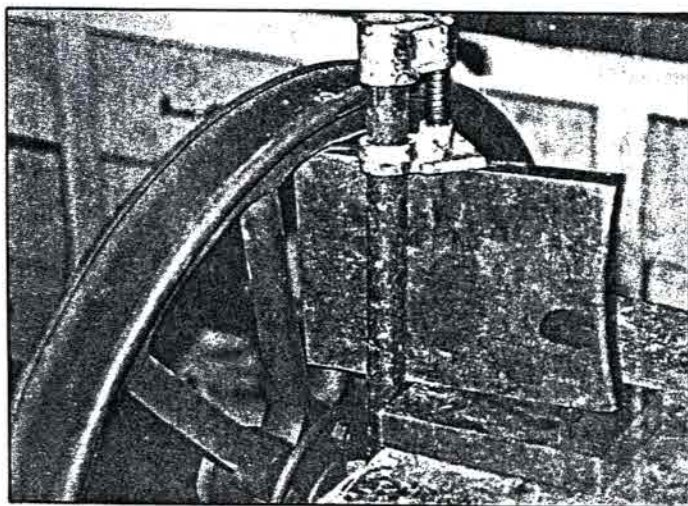
(holding the wooden felloe to the rims) have partially rusted away or worked loose. Many examples can be found where the wheel looks good but close examination will find rivet problems which can cause further damage such as puncturing tubes.

The best way to test the felloe rivets is with the tire removed from the rim. Tap the rivet with a hammer on the outside head while pushing sideways on the felloe, then examine for any sign of movement. If in doubt, replace the rivet. Do not re-use the old one.

The ideal felloe rivet is the "truss head" or "wagon box" type. This rivet has a head diameter just over twice the size of the shank. The large head resists sinking

into the wooden felloe. These are becoming rare items at the local hardware stores, but should be available from some of the companies selling restoration supplies. J.C. Rivet Company in Michigan (800/221-4303) is also a good source. They have a very large inventory, but require a \$25 minimum order.

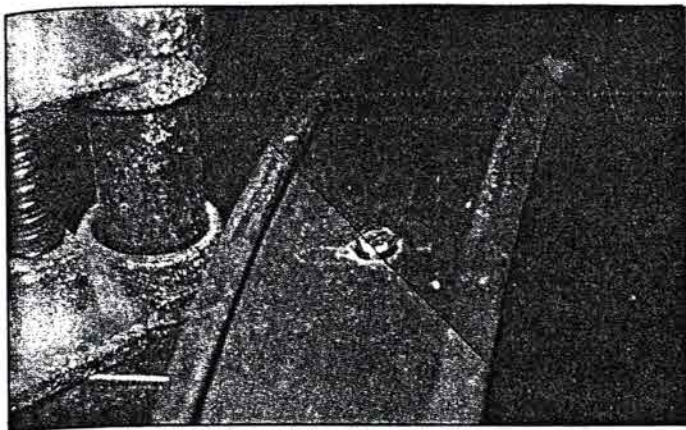
The most common replacement sizes for wooden felloes will have shank diameters of $\frac{3}{16}$ ", $\frac{7}{32}$ ", $\frac{1}{4}$ ", $\frac{9}{32}$ ", $\frac{5}{16}$ ", $\frac{11}{32}$ " or $\frac{3}{8}$ ". These are all in stock at J.C. Rivet Company and are available in many lengths. Always order long rivets because they are easily cut to the length needed. If the truss heads do not match the other rivets in your wheel, it might be best to replace them all.



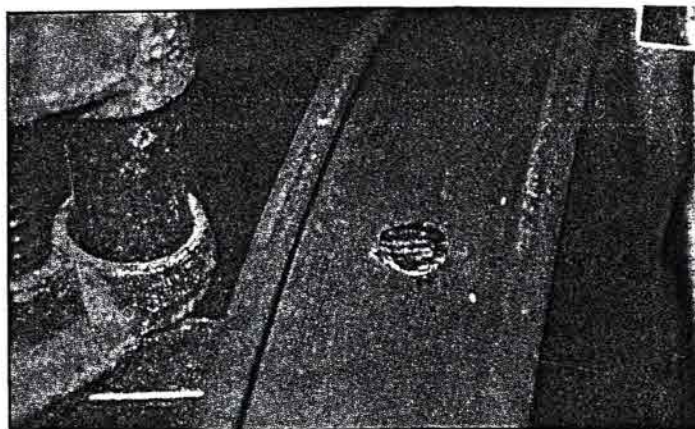
A large plate of steel (clamped to a work bench) supports the wheel and backs the rivet head during the hammering.



The hole in the metal is chamfered to about half the thickness. Use a slow-speed hand drill. Do not use any oils.



The general rule is to have the rivet stick out about the diameter of the rivet shank. In this application, that is too much. A length of half the diameter works better.



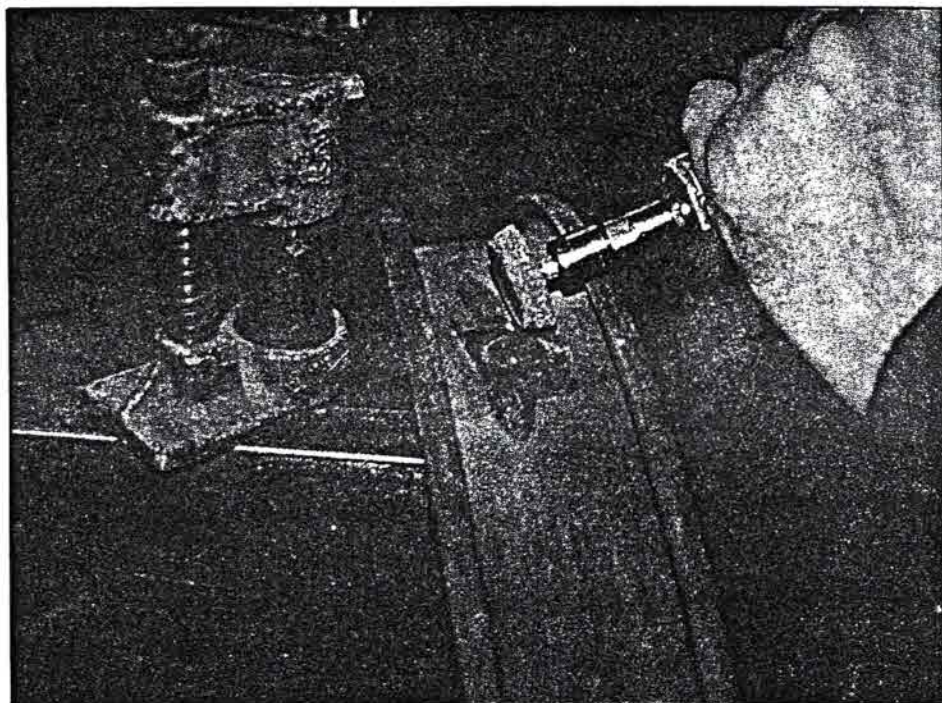
The hammering will result in the rivet shank's looking like this.

Punch out the old loose rivet.

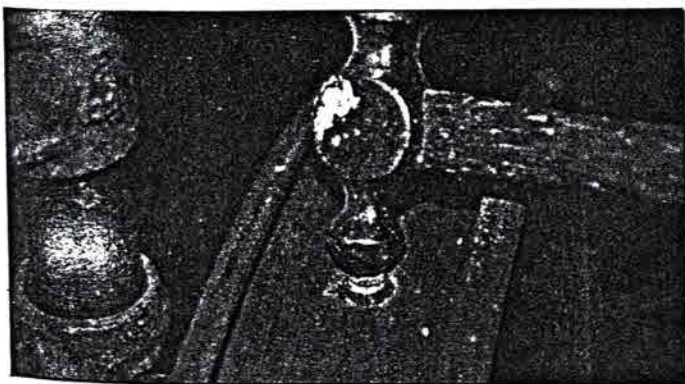
Check the hole in the wooden felloe to see if it is worn or surrounded by dry rot. Because a rivet should have a tight fit, use the largest shank size that fits the hole. You may need to drill out the old hole to fit a new larger rivet. If that is not practical, fill the original hole, by gluing in a wooden plug, and put the rivet in a new location.

Typically there are six rivets: two at each joint where the two "half" felloes meet and two about midway between these joints. There is no rule that says eight rivets would not work even better.

Your comments are appreciated. Write Gary Hoonsbeen, 3455 Florida Ave N, Minneapolis MN 55427 or call 612/533-4280 (but *not* collect!). □



Use a hand grinder or file to smooth off the rivet so no sharp edges remain. It must be a smooth, shallow bump at the inside surface of the rim.



Use a ball-peen hammer lots of light blows. Work from the center of the rivet to the outside, all around. This will mushroom the shank providing a tight fit. To support the rivet head during the hammering, a piece of 1" x 6" x 10" plate steel is "C"-clamped (on edge) to the work table. The wheel straddles the plate and all the weight is on the rivet head. It is important that whatever the rivet head is resting on be heavy and firm enough to withstand the hammer blows.



The new rivet mounted in the wheel. It is wise to sand the area around the rivet hole prior to setting the rivet in place to make the job easier and nicer looking.

The hardworking editor of the "*Edwardian*", Rick McDonough, asked me recently, as a new member to the ACT Veteran and Vintage Car Club, to contribute an article about my car. The car in question, a 1912 Minerva, has been in my family for many years. The Minerva passed into my hands in 2000 following the death of my father, Ted Winter. Several years prior, Ted compiled a detailed history of the car and I felt that it would greatly interest readers of the "*Edwardian*". It may also inspire club members to delve further into the histories of their vehicles and similarly interesting stories may be revealed. Since Ted wrote this history, I settled in Canberra and the Minerva was brought from my parents residence in Queensland to Canberra in 2001.

I have recently attended my first rally with the Minerva in Canberra and look forward to participating in further club events with both the Minerva and my 1915 T Ford (I knew Rick would welcome another T to the club!). (Ed - yeah, sure Andrew!!)

Andrew Winter,
March 2002.

The History of Minerva. Serial No. 13280

INTRODUCTION

The history of Minerva, serial no. 13280, is as much a story about people as it is about the car itself. This is because, without the personalities who in one way or another were involved with the Minerva, the car is simply a collection of old nuts and bolts, and that, after all, is no story at all.

In 1992 a chance discovery relating to the Minerva's coachwork revealed that the car had been extensively modified at some stage in the past, something that had not been known previously. As a result of this find the hunt was on and a concerted effort to thoroughly investigate the Minerva's history began.

As it happened, a clearer picture of the Minerva's past only emerged after the accumulation of a large number of small and apparently isolated details gathered from a wide range of sources.

Ultimately, these small snippets of information; a couple of words here, a paragraph there, along with the occasional photograph, all gleaned from the long list of references and acknowledgments listed at the end of this work, showed that the Minerva had been modified, not once but twice during its long existence. And from this tumbled out what we now know about the car and the people associated with it.

And yet, despite this, a gap of about ten years still remains; and while we can speculate about the Minerva's missing years, a good deal more needs to be done to clarify what otherwise can only be imagined.

This history has been written in the belief that it is as accurate as the available evidence will allow. However, if and when further information becomes available which adds to what has now been recorded, the Minerva's history will be revised accordingly.

MINERVA - BELGIUM

The first vehicles built by the de Jong brothers of Antwerp were bicycles. However, like many others in this industry they quickly turned their attention to motorcycles and in 1900 started producing motor cars.

The company's earliest original design was a huge success; the 14 horsepower model of 1905. From then on they built up their reputation as '*le Marque Doyenne*' of Belgium with a series of cars all of which were powerful, beautifully made and very expensive and compared favourably with the world's best.

Like so many other marques they were victims of the world wide depression in the late 1920's and no new models were produced after 1935.

The Minerva car was named after the Roman goddess who presided over the arts and professions including crafts and industry.

MINERVA. SERIAL NO.13280

According to records which unfortunately were destroyed in the early 1960's, the Minerva currently owned by the Winter family first

belonged to eminent Sydney surgeon Dr. Henry Critchley Hinder. He purchased it on Saturday, November 23rd. 1912, from the Minerva company's Sydney agent Isaac Phizackerley who had premises at 169 - 171 Elizabeth street located directly opposite Hyde Park in the city's centre.

Henry Hinder was born in 1865 at Wilberforce in the Hawkesbury River district situated on the north western outskirts of Sydney. He was the second youngest of eight children born to school principal, Edward Hinder and his wife Sophia, (nee Ford).

Henry Hinder studied medicine at Sydney University and when he graduated at the age of twenty four he was appointed Resident Medical Officer at Royal Prince Alfred Hospital where he stayed for one year before joining his brother-in-law, Dr. R. T. Jones in his private practice at Ashfield. Afterwards, Dr. Hinder established his own practice, specialising in surgery, and for many years he was also a lecturer at Sydney University's Faculty of Medicine.

It may be of historical interest to note that in 1865, the year Dr. Hinder was born, the notorious but gentlemanly bushranger, Ben Hall, a 'wild colonial boy', was ambushed and shot dead by police. Meanwhile, in England, legislation was being introduced requiring a man carrying a red flag to precede by sixty yards, any self propelled vehicle travelling on public roads. However, by the time Dr. Hinder entered Phizackerley's showroom on that Saturday in 1912, both the young Australian nation and the general attitude to motor vehicles had matured considerably.

The Minerva Dr. Hinder bought was a 26 horsepower (h.p.) model, type B.B., serial number 13280, one of approximately one thousand two hundred cars built by Minerva in 1912 and the very latest design to emerge from their factory at Antwerp in Belgium.

The 26 h.p. model had enjoyed many competition successes in 1912, winning gold medals in reliability trials held in Portugal, Spain, Austria and New Zealand. It also won the 1912 Belgian Grand Prix.

As all export sales to Australia were handled at that time by Minerva's English agents from offices at No.40 Holborn Viaduct in London, the Minerva was first shipped across the English channel and probably delivered to their showroom and workshops in Charlotte street before being

loaded onto the Orient Line Mailship, *Otranto*, at Tilbury in the Thames Estuary early in September, 1912.

The *Otranto* was one of five sister ships of about 12,000 tons built specifically to meet the new conditions, introduced at the turn of the century, which applied to mail contracts on the Australian route.

The *Otranto* was launched on March 27th. 1909 and set out on her maiden voyage to Australia on October 1st. in that year. Commandeered by the British Government at the outbreak of World War 1, the *Otranto* was converted to an armed merchant cruiser and saw service in the South Atlantic before being diverted to troop carrying activities between America and Europe.

Unfortunately, the *Otranto* collided with the P.&O. Steamship, *Kashmir* off the Scottish coast on October 6th. 1918 resulting in a large loss of life and despite being run aground on the nearby island of Islay she had to be abandoned.

When the *Otranto* arrived in Sydney on November 7th. 1912, the Minerva was delivered directly to the showroom floor of Isaac Phizackerley and like most cars imported at that time the Minerva probably arrived in Australia in chassis form with no coachwork. One possible reason is that in 1912 duty of about 3% was added to the cost of all imported chassis; yet the duty payable on coachwork not manufactured locally was set at about 50% of its value. In the case of the Minerva, imported coachwork would have put the price of the car at about 900 Pounds compared to approximately 830 Pounds, complete with an Australian body. It is interesting to note that in 1912, 830 Pounds represented about six years wages for the ordinary working man.

Although people like Dr. Hinder could hardly be considered to be ordinary working class citizens, saving 8% on the cost of a new car was probably an attractive enough proposition. But, there is also another reason the Minerva probably arrived in chassis form.

Isaac Phizackerley also had business interests in coach building, a field he had been involved in since the early 1900's. By building coachwork onto imported chassis himself, Phizackerley not only saved his clients the cost of the additional duty but also he increased his profit on the sale of each car.

The purchase of Minerva serial number 13280 was not Dr. Hinder's first venture into the world of motor vehicles. Only a week or two prior to this he and his wife, Enid (nee Pockley), had returned from an extended tour of Europe and England and brought back with them another 26 h.p. Minerva. This car boasted a bright red touring body and one can only assume that Dr. Hinder was happy enough, in this case, to pay the appropriate duty on the imported coachwork.

Dr. Hinder's fascination with motor vehicles, however, was aroused long before 1912. When he and Enid left for Europe in 1911, Dr. Hinder already owned a 1904 15 h.p. Minerva; the predecessor to the company's own original design and this car must have qualified as being among the first few motor vehicles to be imported to Australia. He also owned a 1908 28 h.p. Minerva which family photographs show he used on weekend excursions to the countryside.

After the Motor Traffic Act was introduced to New South Wales, (N.S.W.) , in 1910, he registered both these vehicles and they were issued registration numbers 74 and 75, respectively.

Dr. Hinder's interest in motoring was shared by others in the medical profession. Among these were his close associates, notably, Dr. Robert Gordon Craig who owned 'a small fleet' of cars as did gifted surgeon, Sir Alexander McCormick, himself a Minerva owner, who had studied medicine at Edinburgh University with Sir Arthur Conan Doyle, the famous author of Sherlock Holmes detective stories.

After Dr. Hinder returned from Europe he sold the two early model Minervas. Registration number 74 went to his brother, Dr. William Hinder, a dentist, who owned an F.N., also a Belgian car; while registration number 75 was transferred to the red tourer he had recently brought back from England.

The Minerva Dr. Hinder bought from Isaac Phizackerley; the one the Winter family now owns, started its colourful history with N.S.W. registration number 81.

For reasons which will be explained shortly, little if any of the original coachwork remains and it is impossible to say with certainty what body style was originally fitted. However, as Dr. Hinder already owned a Minerva with an open touring body for his own use on family outings it is

reasonable to suppose that his second Minerva was a semi-enclosed limousine designed to be chauffeur driven.

While it was quite common for motor car body styles to differ greatly according to the tastes of the client and the coach-builder, as agent and coach-builder for Minerva, Isaac Phizackerley closely followed the designs and specifications produced by the Belgian manufacturer, who in 1912 offered a choice of only two styles: limousine/landaulette and open tourer.

Another reason Dr. Hinder's second car was more likely to be a limousine is that this type of vehicle would be more appropriate for travelling from his residence, Carlton, in suburban Ashfield to his medical practice at 147 Macquarie street in the city. In addition, Dr. Hinder's social position probably required him to attend more formal functions where a chauffeur driven limousine would certainly have been more comfortable.

Unfortunately, Dr. Hinder's enthusiasm for the motor car ended tragically when on September 14th. 1912, less than twelve months after buying his two new Minervas, he died of blood poisoning, the consequence of a minor surgical accident inflicted during an operation several months previously.

After Dr. Hinder's death Enid sold the red tourer to Samuel Gilkison of Bowraville but decided to keep the limousine along with a chauffeur for several years afterwards until on April 12th. 1916 she married Frederick Holloway.

About this time the original 1912 limousine body was replaced by a 1914 body, perhaps by Frederick Holloway as a means of updating the Minerva, or as is more likely, by the Minerva's agent Isaac Phizackerley.

In the early stages of the First World War Germany quickly overran Belgium and during the course of its advance commandeered the Minerva factory which it used for its own military purposes. Consequently, as was the case for many other European car makers, the Minerva factory produced no new models from 1915 until production resumed after the war in early 1919. Never-the-less, during the war years, among the well to do at least, there was still a strong demand for new motor cars. It is quite possible that Phizackerley was able to satisfy this demand to some extent by refitting suitable early model

Minervas with the latest factory body style available at the time: the 1914 model.

Regardless of who fitted the 1914 body, by 1919 Minerva serial number 13280 had been sold. To whom the car was sold is not known and until a search can be made of early N.S.W. registration records held by the Mitchell Library in Sydney, the identity of the next owner will remain a mystery.

However, during the mid to late 1920's the Minerva was professionally and extensively modified, indicating that the new owner was one of reasonable financial means. The alterations undertaken were an ambitious attempt to modernise the car while still retaining the classic Minerva lines. The changes involved reducing the overall height of the car by about eleven centimetres, removing the glass panel that separated the chauffeur from the passengers as well as fully enclosing the car by constructing full length front doors. The radiator was raised by about ten centimetres and moved forward by about the same amount, a more streamlined bonnet was fabricated and also side lights were fitted.

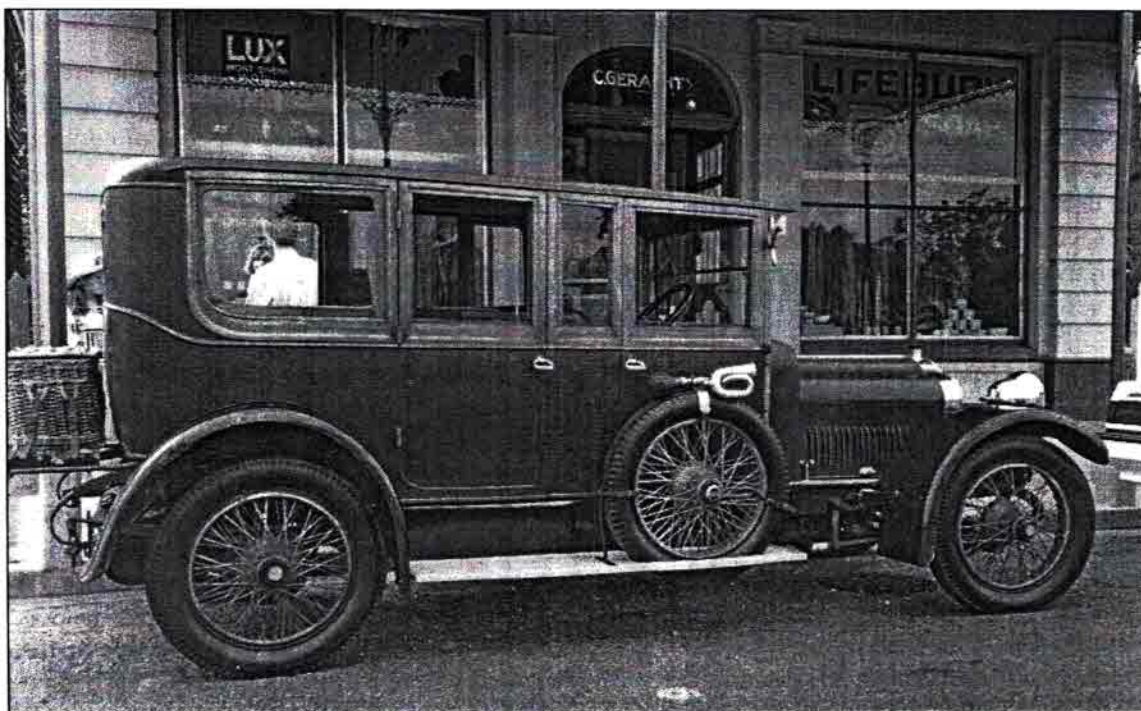
These few words describing the alterations belie the enormity of the task and although the modifications were thoroughly professional they were not to the same standard applied by Isaac Phizackerley, so it is unlikely that it was he who modified the Minerva for the second time.

When the Minerva was later restored by John Winter in the 1960's it was obvious that the car had travelled a considerable number of miles and that the owner in the 1920's was not somebody who used the car simply for commuting within the city. This suggests that the owner at that time belonged to a more mobile profession; perhaps a commercial traveller or itinerant entertainer.

At the height of the depression the Minerva was once again sold and next displayed N.S.W. registration plates, number 241017 issued in late 1932 or early 1933. This time the new owner certainly did belong to a mobile profession. He was the manager of a circus and he drove the car for just a few short years until in 1935 the Minerva passed into the hands of Sam Sinclair, a colourful local identity who lived in the seaside town of Bermagui on the south coast of New South Wales.

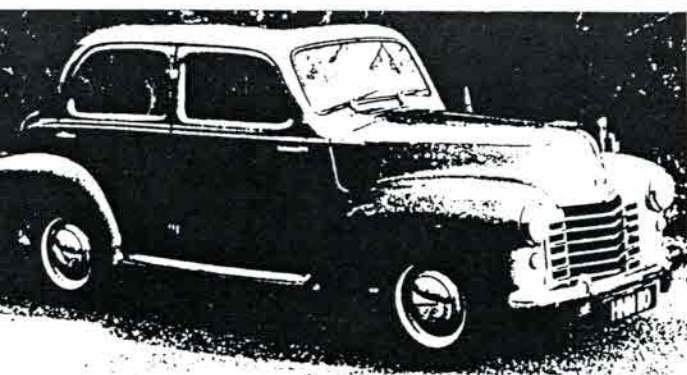
In 1904, at the age of twenty two, Sam Sinclair cycled into Bermagui and for the next sixty years stamped his identity firmly on the town. He was at one time or another: blacksmith, dentist, undertaker, boatbuilder, champion strongman and athlete and above all a generous benefactor to the small close knit community. He was also a great hoarder of things that came his way, not the least of which was Dr.Hinder's 1912 Minerva.

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Ed - This excellent article is to be continued in next months Edwardian. Make sure you keep this edition for reading in conjunction with next months.



The driving force behind owning a vintage car

It's bloody perfect, he cried, and then pulled it apart with the greatest of glee, writes bemused wife BEATRICE GALLO.



1949 VAUXHALL Velox L-type 2.3-litre saloon.
Vauxhall Motors Ltd

WHEN my husband suggested a family outing to a farm clearing sale, I sensed that he was not just interested in absorbing a bit of local colour or picking up a bargain in Fowler's bottling jars. And when he encouraged the kids to sit in the back of Lot No 268, a 1948 Vauxhall Wyvern, I was pretty sure that I was looking at my next birthday present.

It is easy to get sucked in by an old car. As soon as you express any interest, people crowd around offering anecdotes relating to when their grandfather had one. Or advice about its weak spots — "you've got to watch the clutch on this model".

They were fitted out in a solid, understated way, which reinforced notions of success for those who belonged to the exclusive club of motorists. The badges were of enamelled metal, and apart from a few bakelite knobs and trims, there was no plastic to be seen. The seats were luxuriously padded and smelled like only old upholstery can. And, unlike today, bumper bars looked smart and were sturdy enough to deflect potential assaults.

The closer the auctioneer came to Lot 268, the more persuasively my husband sought to point out to me that this was the opportunity of a lifetime. No, an even bigger opportunity than the one which presented itself some years ago when we lived on a small farm with big cows. All we had to do is bag up the cow dung and flog it at the local market. The only problem was that everyone else lived on a farm with their own ready supply.

This was different. Inquiries revealed that the car had been in the one family all its life, had always been garaged and was registered until very recently. In short, it was perfect in every way. Fortunately we had to go only one bid higher before the only other bidder bowed out. We had a new set of wheels.

Once home, the constraints of a single-car garage became only too obvious, but it was soon extended. Funnily enough, whenever I had raised the subject of extending the shed to accommodate my garden tools, it always presented unsurmountable problems.

Once safely installed, it was time to make a full assessment. It was drivable, the indicators still popped out, there was no rust to speak of, all the handles and fittings were intact. In fact it was "bloody perfect".

Why then did he have to take it apart? The logic escaped me — if it's not broken, why fix it? Clearly, I would have to change my mindset. Everything was systematically disassembled, labelled and stored away. Wings and doors were hoisted up and suspended from the ceiling of the shed so as not to occupy valuable floor space. The engine bits were taken apart, inspected, scrubbed, and stored. The more fragile pieces started to filter inside for safe keeping — dials off the dashboard found a semi-permanent home on the mantle piece. The front windscreen was spirited in, swaddled in an old sheet and stored under the bed. The seats were installed in the lounge room, with cover sheets thrown over them.

By now it had dawned on me that the appeal of owning an old car was to muck around with it. Fortunately, as the engine was dismantled, my husband did find things which needed repairing. Despite feigning despair ("the bloody valve springs are R.S., the petrol tank is bloody rusted out and the fuel lines are bugged"), I could see that each problem presented a challenge in which he revelled. This after all is why you buy an old banger.

I'll digress to explain that this frequency of swearing is not typical of our household, but I have come to realise that loose language is as much a part of car restoration as is an oily rag. Even the old car enthusiast with the most refined speech will adopt this pseudo macho cavalier attitude to language when tinkering in the garage.

Young children soon make the connection between cars and cussing, but unfortunately do not have the judgment to know when it isn't appropriate to let it rip. I don't appreciate being told by someone who still has all his milk teeth that "we'll be bugged, mum, if you don't pull on the bloody hand-brake".

AS MOST replacement parts for cars which are 50 years old do not appear on the local dealer's computer listings, repairs call for innovation and makeshift solutions. My husband excels at this. He has fashioned a bracket to mount the oil filter out of the leg off an iron bed. (A few bricks, carefully stacked, have returned the bed to a near-horizontal position.)

He has replaced fuel lines by bending copper tubing around the engine block. And he found the perfect bit of blue perspex on one of the kids' Matchbox cars to make up a warning light on the dashboard.

I admire his innovation and hope one day it will be applied to solve the problem of our leaky fridge. It's of a similar vintage to the old car, so there is hope.

Cars, unlike old fridges, do appreciate and are an investment proposition. We are investing a considerable amount of our GDP into this project.

There are many opportunities to part with your money when doing up an old car. For instance, the Wyvern is lavishly trimmed with chrome, but unfortunately most of it needs to be replated. This is a process similar to gold-plating, only more expensive. Then there is the rewiring, repainting, relining and refinancing the house.

Despite what you may think, I am very supportive of this project, for several reasons. First, I know where my husband is before work, after work and when I am mowing the grass and putting out the rubbish. Secondly, it is an environmentally friendly project quite consistent with the philosophy of recycling and reusing. (We'll worry about the lead emissions once we get rolling.) But its main appeal is that I look forward to Sunday drives through the countryside, waving serenely at passersby who stop to admire our vehicle, hoping like mad that the bloody fuel pump doesn't give up.

Minutes of the Veteran and Vintage Car Club

Date 20 March 2002
Present As per the book.
Apologies As per the book
Welcome To new and prospective member: Clive Castles.

Minutes for the previous meeting – Moved Jenness Hemburrow and Seconded David Robinson

Correspondence in:
Cannon
Council of Car Clubs
Shannon
Rego for Trailer
Environment ACT
Fourth National Motor Cycle rally

Correspondence out: Secretary to respond to Environment Australia accepting their invitation.

Treasurer, Accounts approved for payment
Cannon \$33.00
ATO \$48.53
Paper for magazine \$100

Coming events
March will be a Motor Skills day on 23/3/02
May weekend 4 and 5th \$20 deposit required for accommodation

Meeting activities
Brian Robinson spoke on cars and poetry.

Librarian Ok

Editor Ok

Inspection Officers No report.

General Business

Applications for membership were passed for Geoff Nicholas.
A list of catering and equipment will be prepared and placed in the magazine for club member's information.
Wal Hick and David Robinson use of cars for weddings 7 July and 27 April
Cadillac rally in Canberra over Easter
Bathurst Rally at Easter Rob and Beth attending

Meeting closed 8.35 pm

Did you know ?

Traffic lights

A traffic signal arm with red and green gas lamps for night use was tried out in London in 1868 but the gas exploded, killing a policeman.

The first traffic light, red and green only was installed in Cleveland, USA, in 1914. In 1918 New York had hand operated red, amber and green lights. Automatic traffic lights were used in London in 1925.

Events Calendar

- Apr 14 Run to London Bridge (see elsewhere for details)
- Apr 17 Club meeting
- May 4-5 Club run to Temora (See below)
- May 15 Club Meeting
- Jul 21 Chrysler Restorers Club Liverpool Super Swap, Fairfield Showground. All weather venue, over 200 undercover sites. Gates open 6am.
- Sep 28-Oct 4 Veteran & Vintage Chevrolet Assn of Aust celebrating 35' anniversary of the club in the city of Goulburn. Open to Chev vehicles manufactured between 1911 and 1948.

TEMORA WEEKEND 4th and 5th MAY 2002

All available accommodation in Temora has been booked and allocated, however, if any other Club members would like to join us for a part of the weekend, please feel free to come along.

Itinerary

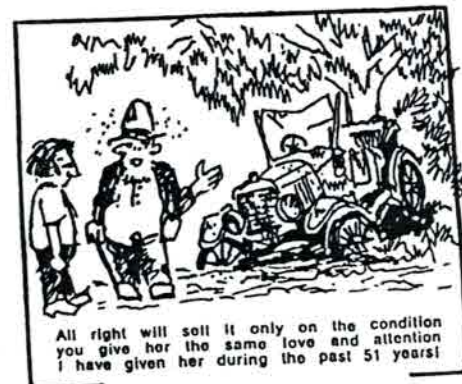
- | | | |
|-----------------|---------------|--|
| <i>Saturday</i> | 0945 | Depart car park on Barton Highway, opposite Victoria Street Hall
Morning tea (BYO) at Binalong
Lunch (BYO) at Wallendbeen
Afternoon visit to Temora Rural Museum
Evening meal at pub (TBA) |
| <i>Sunday</i> | 0945 | Visit Les Schultz (a local motor mechanic since 1918 and now in his 100 th year) |
| | 1115 | Temora Aviation Museum – lunch own arrangements. The Temora aviation has a collection of military aircraft, including Spitfire, Meteor, Vampire, Wirraway and Tiger Moth. It has recently acquired a Canberra bomber which should also be on display. Flying activity is to some extent dependent on the weather, particularly as a number of the aircraft are not comfortable in strong cross winds |
| | 1430 (approx) | Head home |
- Any enquiries phone Peter Templer 62887330 or 0417 081502



"You can open your eyes. We're back!"



"I hope you don't mind. That's exactly where it broke down"



All right will sell it only on the condition you give her the same love and attention I have given her during the past 51 years!

FOR SALE / WANTED

For Sale – 1926 Rugby Coach. Unrestored but complete. \$2000. Byron Bramwell 0407 192955

For Sale – 1927 NASH Advanced Six Formal Sedan. Fully imported 'Seamans Body', 98000 original miles, older restoration. Has recently rallied through Tasmania and western NSW with 100% reliability. Large and impressive quality American sedan in very original condition. Heaps of spare parts including six wire wheels which need repair. 3 owners. Currently on ACT Club Plates. The perfect car for Canberra winter rallying! Asking \$16500 negotiable.
Evan Quarmby (02) 6284 7147 (mob) 0410 596530

For Sale – 1 x 1927 Buick Radiator Mascot mounted on wooden plinth

1 x "Silent Knight" engine badge from vintage Knight sleeve valve engine

Carburettors - Vintage era:

1 x Carter W1

1 x Zenith 20 B

Restored Cars Magazines (in binders):

No.s 13-24 - Dec 1975 to Oct 1977

No.s 25-36 - Dec 1977 to Oct 1979

No.s 37 -48 - Dec 1979 to Oct 1981

No.s 49-60 - Dec 1981 to Sept 1984

I am keen to dispose of these items to good homes so please make an offer!

Andrew Winter

(02) 6253 8526

For Sale: - "Auster" folding rear screen in excellent condition. Believed to be ex - RR Silver Ghost.
Russell Holden 03 4733 0450

For Sale – Fully rebuilt Bosch DU4 veteran magneto, with guarantee. \$475., Norm Gullick 02 9773 5005

For Sale or Swap – 1914 Hupmobile parts. Inc. chassis, front ends, rear axles, gears, body panels, guards, scuttles etc. Hugh Kimlin 07 3349 0407

For Sale – Straker Squire parts, 1910 and 1914. Renault large front axle, hubs and wheels, Renault 2 cyl. engine parts. Dietz (dainty) tail light parts. Brass headlight (large). David Watson 03 9885 1289

For Sale – Four veteran Ford wheels (two with good tyres) \$450. 03 6244 4915

For Sale – Restored 1914 T Ford tourer. Fitted with Rajo OHV conversion, Rocky Mountain brakes, Buffalo wire wheels, 2-speed diff, Jack Rabbit clutch. \$22000.
David Scott 03 6224 1989

For Sale – Large polished P&H headlamps (pair) 9 3/8" diam. rim \$2900. John Gloyn 09 9458 2400

For Sale – Wolseley 1913-14 (16-20hp) roadster. Excellent restored condition. Nick Langford 03 9878 5737

For Sale – 3 magnetos, \$150 each ONO. Wally Vears 03 9555 5206

For Sale – 1912 Cadillac tourer. Excellent condition. Photo available on request. \$85000.
George Cowie 02 6926 0496

For Sale – 1911 C11 15hp. Darracq. 4 cyl., 99% complete rolling chassis, motor overhauled, diff rebuilt, new wheel bearings, new guards, magneto rewound, excellent radiator and wheels. Plans for original touring body. Only one of this model known. \$20000.
03 6442 3965

Wanted – Four x 30x3 B.E. wheel rims. Contact John Ahearn – 02 6286 4814

Wanted – 24" wire wheel clip rings which form the bead of the rim and hold the tyre on. I urgently need some to complete a car. One or more dosen't matter. Will consider complete wheels as long as they have lock rings. Will follow any leads. Evan Quarmby (02) 6284 7147

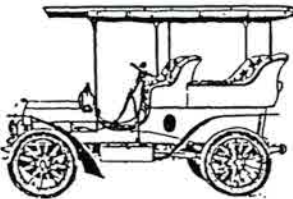
Wanted – Brake drums to suit a 1929 Plymouth, front and rear. Also, radiator surround and cap for same.
Andrew Jeffery 03 6456 6152

Wanted – Pair of bucket seats, restored or unrestored, to suit veteran car. Bob lamond 02 6373 2265

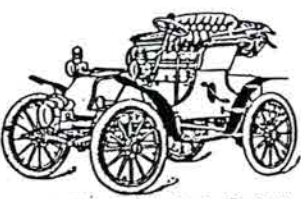
Wanted – 1909 Delage parts including rear axle and De Dion Bouton crankcase (150mm stroke engine). Air pump (hand – mounts on the dash) for Le Nivex type fuel gauge. Neil Ferguson 03 9898 4111

Wanted – AX Renault parts, Radiator, Clutch cardan shaft complete, Gearbox and brake drum assembly, Stub axle-driver side and wheel hub, Rear spring shackles, cardan shaft complete, Hubcaps (4), Brake shoes and cam levers, Tie rods L&R, Bonnet, Pedal assembly.
Bruce Kreymborg. 07 3202 6604

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Built for American roads.



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THE QUESTION OF DELIVERY

LAST YEAR twenty three per cent. of the deposits on accepted orders were returned because no delivery was possible. Half the orders received could not be filled.

THIS YEAR we have arranged so we CAN deliver WHEN WE PROMISE, and will guarantee to do so UNDER FORFEITURE if desired. The supply is limited, and only the early orders can be filled. Some good delivery dates are now open. TO GET ALL THE GOOD out of automobileing, first get a car with ALL THE GOOD IN IT. Get the accessories at once. Ask any one.

The new coat and suit models are going, it is rumoured, to be very interesting, although it is very, very early to make any prophecies. Panel effects are formed by very wide box pleats in the skirts, some very straight up and down models exaggeratedly so. Also some models with concealed hobble tendencies. For the coats, they are showing signs of the fitted-in influence, probably in order to give more prominence to the Wider hip-line.

Lingerie Hints.

Women who make their own lingerie may now find use for scraps of coloured linen, plaid and striped materials of many kinds, for there is at present much liberty permitted in the selection of materials and trimmings for lingerie. A lovely combination may be made of white batiste trimmed with narrow bias bands of blue, pink, purple, or green batiste or handkerchief linen. The pantaloons are trimmed at the lower edge on the outer side with motifs of crossed rectangles of the white batiste, lightly embroidered and bordered with bands of the blue batiste. A similar motif trims the front of the bodice. Bands of the blue batiste hold the garment in place over the shoulders.

A chemise in pleated blue linon de soie has the top made of a band of lace. Two pointed pieces of linon de soie are super-imposed on the lace band in front, and these linon points are embroidered in white. The shoulder straps are of ribbon.

A combination of ciel blue charmeuse has the lower or skirt part made of this material, while the upper part is made of allover lace. Three bands of blue ribbon to match the skirt are run around the bodice underbands of georgette, and over the lace. The upper band of ribbon is at the line of the bust, the second band is at the waist line, and the lowest band is placed where the charmeuse is joined to the bodice. The garment has a square decolletage, very low, with shoulder straps of the ribbon. This combination, which has a skirt instead of pantaloons, is long waisted and very straight in line.



5410—The "Wallsend" Blouse.
Paper pattern, 7d.

Not Extravagant.

Silken underwear sounds extravagant, I know, but it really isn't as extravagant as it sounds, for with silk no lace is needed, these covetable things resting largely on hand-stitching and embroidery for their success. In addition, silk is very easily washed.

A white crepe de chine nightdress that we saw a short-sleeved Magyar - had the low neck, sleeves, and hem of skirt piped with pale pink, and on either side, just below the decolletage, applique motifs of the pink silk, representing apples, foliage, and stalk. It was most attractive.



No. 5551—New Evening Cape.
Paper pattern, 9d.



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