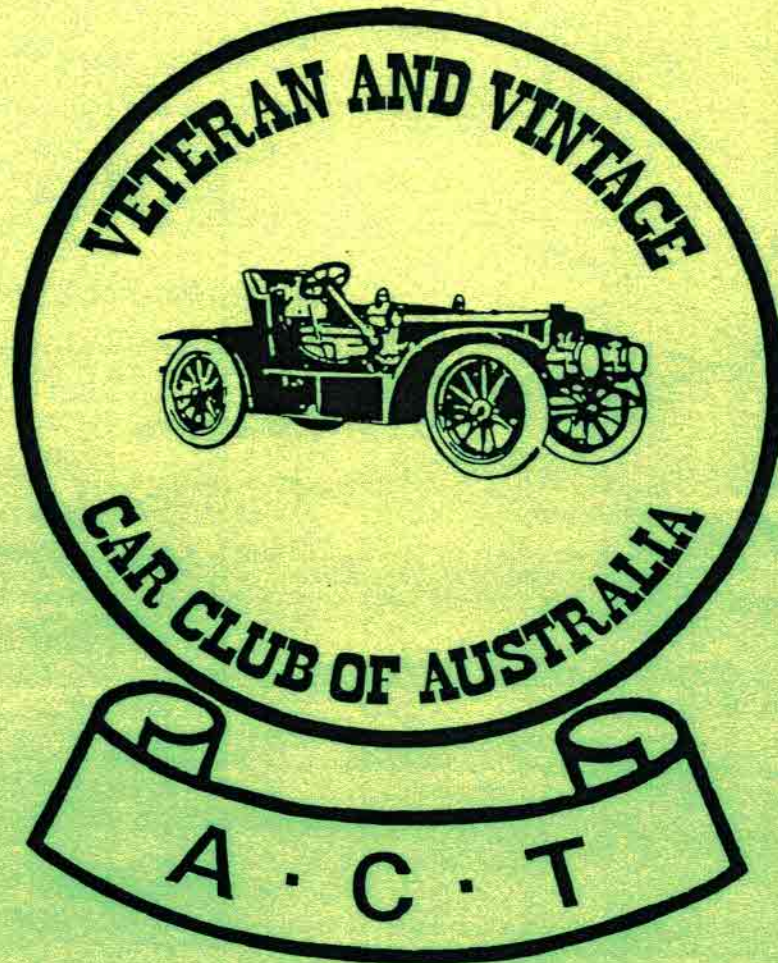


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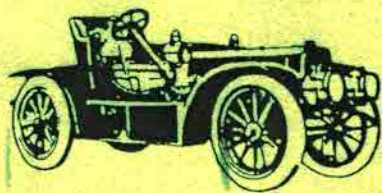
THE EDWARDIAN

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/vetvinct/>

Office Bearers 2001 – 2002

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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

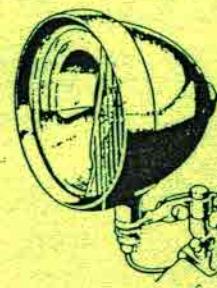
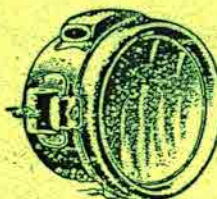
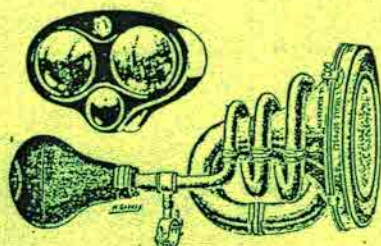


MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 8PM.

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

As mentioned in the last report the options available concerning public liability are still on the agenda. At the last Council of Car Club meeting I asked how many of the clubs present didn't have P.L cover. Of about 25 clubs present 6 clubs didn't have cover. Some of these clubs have organised themselves as social clubs or they leave it to the individual member to ensure that they are covered. I think our clubs situation were we use a government building it is a necessary requirement that we have public liability cover as mentioned in the last report, we were waiting for Rod Woolley's insurance broker to give us a quote.

The quote is from the Australian National Street Machine Association. The quote is \$60 affiliation fee and \$8.00 for each club member. The minimum amount for this club would be \$300. This would give us \$10 million public liability and product liability. On our current membership numbers it would come to a total cost of about \$380 for 12 months.

The last meeting at the Downer Club saw a large number of wives attended with their husbands this mid year event, which was pleasing to see. Even though the venue was double booked our meeting was mostly over by the time the Chev Club got under way

As the election of officers at the annual general meeting in August is fast approaching, members are reminded that all positions will be vacated and that nominations will be collected to fill these positions. As my second term is nearly over as President the club will need to fill several positions. The Woolley's are both travelling and will not be standing again so new blood will need to volunteer to take the club forward. Please assess your commitment and nominate if you feel that you can take the club forward.

I recently received my G.I.O renewal for the T Model Ford. Their quote had risen from \$95 to \$185 for 12 months cover. Shannon's Insurance quoted \$55.15 for the same car. Pays to shop around. Subs are still due for those who haven't paid- only to pleased to take your money at the next meeting,

Happy motoring,
Gerard Frawley

Sunday August 25th Presentation Day

Our annual Presentation Day luncheon this year will be held at the ACT Forests Headquarters, Cotter Road, Duffy. Lunch will be a catered BBQ (adults \$10, children \$7 per head) Please advise David Robinson (chef extraordinaire) or Peter Templer (apprentice cook) of your attendance, particularly if you will not be at the club meeting on Wednesday 21st August. Arrive from mid-day; lunch will be served approximately 1pm. If the weather is pleasant you may wish to bring a chair to sit on outside.

Directions : From the intersection of Cotter Road and Streeton Drive, proceed westwards along Cotter Road for 1.5km, turn left at the sign "Stromlo Forest Settlement". Keeping to the right follow signs to "ACT Forest Headquarters". Drive past the administration and Headquarters buildings to the "Operations Building" (4th building on your left)

SEE YOU THERE

✍ EDITORIAL ✍

Attended The Wagga swap the other weekend. What a disappointment. Whilst it is fairly large, the old adage of quantity versus quality springs to mind. Nearly 1/3rd of the sites would had to have been completely unrelated to cars or bikes of any era. There were four separate sites selling concrete garden ornaments alone! When added to those sites selling clothing, pot plants, furniture and kitchen items/utensils it all adds up to a very disappointing experience. It is apparent that some organising car/bike clubs have forgotten what swap meets are all about. If an organising club is serious about attracting distant enthusiasts to its swap, it should make it quite clear to all potential stall holders it is *not* a flea market. If it still wants to allow these sorts of stalls in, then at the very least give them a distinct section of the grounds to set up in, so people who do attend can make a conscious decision whether to peruse them or not.

At our last meeting, Gerard agreed to ask the Council of ACT Motor Clubs at their next meeting if they would seek legal advice on the public liability issue on behalf of its member clubs. This is particularly important given the recent legal advice passed on to the Council's Qld. equivalent, ie Incorporated Association do not have to have PL in certain circumstances. After said meeting Gerard tells me he didn't get a chance to ask if they would do this as the meeting was fairly long winded and numerous issues such as what delegates to send to some upcoming conference/meeting took priority. Whilst perusing the Council's web site recently, and viewing its many objectives, it is clear that a major part of its very reason for being is to *assist and represent the interests of ACT motoring enthusiasts* who are members of its affiliated clubs. I would have thought the current public liability issue that all car clubs face was one area that well and truly fits within this mandate. It is an issue that could certainly benefit from a unified approach and leadership from such a body. It would seem this has not occurred, at least to my knowledge. Whatever the reason for this may be, *this* club will now incur the costs of obtaining said legal advice. Are others contemplating, or already have done, the same? Does it make sense that member clubs all act individually on the matter., (some disbanding, some becoming 'social' clubs - whatever that means) and maybe others going off and paying substantial dollars to various legal people to obtain, what one would assume will be, the same information? Of course not! This could and should be a clear example of the benefits of belonging to a larger representative body. In my opinion it is instead, an opportunity missed. Before anyone takes umbrage at the foregoing, I would stress that the above is purely my opinion and does not necessarily reflect the general opinion of the club.

My apologies to Ian Irwin for forgetting the press clipping he sent me on the London to Brighton controversy last month. Rest assured that it appears in this issue. Further information I have seen on the L to B suggests that a 'rival' run is going to be held on exactly the same day and will also end in Brighton. Very interesting! Last month's photo of an unidentified bike brought forth responses from dedicated two-wheelophiles - Bob McGuire and Geoff Nicholas. Bob offered a 'Regnis' (Singer spelt backwards) or a B&B. Geoff thinks it may be a Minerva. It would seem that there were many 'assemblers' of proprietary parts back in the old days, making positive ID on many bikes difficult. Unfortunately the early NSW rego records for bikes have not survived - (cars have though) so an ID via the rego number is out of the question. It would seem our quest to solve our mystery bike and family is to remain just that...a mystery. My thanks again to Andrew Winter for another interesting article, this time on a recent US visit and the cars encountered there.

"And God said: 'Let there be Satan, so people don't blame everything on me. And let there be lawyers, so people don't blame everything on Satan.'" (George Burns)

Till next month
Happy restoring

Rick

CLINCHER RIM STANDARD

CLINCHER RIMS

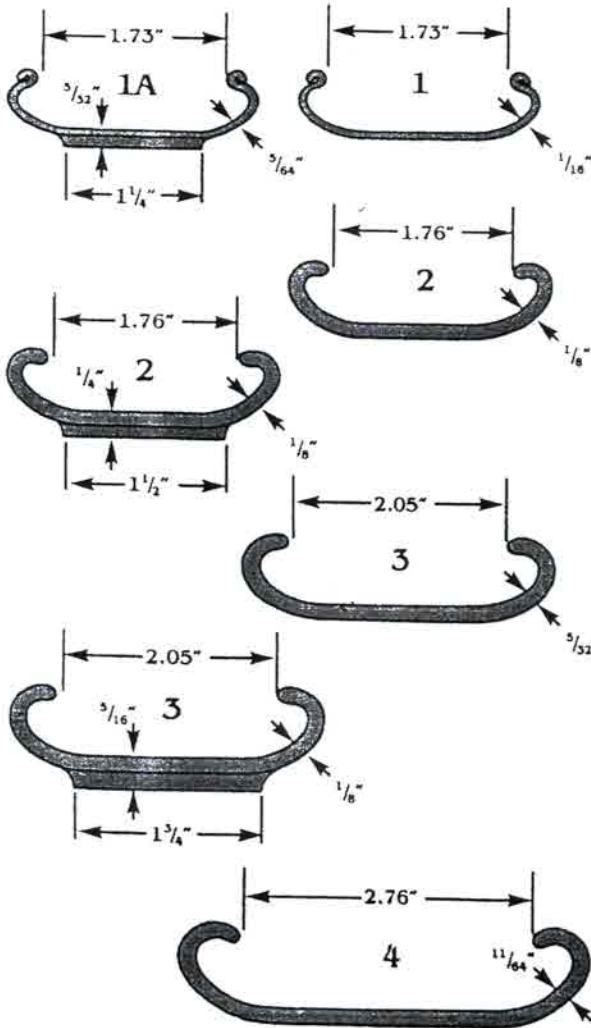
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CLINCHER RIM MEASUREMENTS

Rims for Wire Wheels

Rims for Wood Wheels



Size	Rim	Inside Diameter of Rims for Wood Wheels	Diameter of Rims at Tire Seat for both Wood and Wire Wheels
26" x 2 1/2"	1A	20 7/8"	21"
28" x 2 1/2" Interchangeable	1A	21 7/8"	22" Interchangeable
30" x 2 1/2" Interchangeable	1A	23 7/8"	24" Interchangeable
32" x 2 1/2"	1A	26 7/8"	27"
34" x 2 1/2"	1A	28 7/8"	29"
36" x 2 1/2"	1A	30 7/8"	31"
26" x 3"	1A	18 7/8"	20"
28" x 3" Interchangeable	1A	21 7/8"	22" Interchangeable
30" x 3" Interchangeable	1A	23 7/8"	24" Interchangeable
32" x 3"	1A	25 7/8"	26"
34" x 3"	1A	27 7/8"	28"
36" x 3"	1A	29 7/8"	30"
26" x 2 1/2"	2	20 3/4"	21"
28" x 2 1/2" Interchangeable	2	21 3/4"	22" Interchangeable
30" x 2 1/2" Interchangeable	2	23 3/4"	24" Interchangeable
32" x 2 1/2"	2	26 3/4"	27"
34" x 2 1/2"	2	28 3/4"	29"
36" x 2 1/2"	2	30 3/4"	31"
26" x 3"	2	19 3/4"	20"
28" x 3" Interchangeable	2	21 3/4"	22" Interchangeable
30" x 3" Interchangeable	2	23 3/4"	24" Interchangeable
32" x 3"	2	25 3/4"	26"
34" x 3"	2	27 3/4"	28"
36" x 3"	2	29 3/4"	30"
28" x 3 1/2"	3	20 11/16"	21"
30" x 3 1/2"	3	22 11/16"	23"
32" x 3 1/2"	3	24 11/16"	25"
34" x 3 1/2"	3	26 11/16"	27"
36" x 3 1/2"	3	28 11/16"	29"
28" x 4"	3	19 11/16"	20"
30" x 4"	3	21 11/16"	22"
32" x 4"	3	23 11/16"	24"
34" x 4"	3	25 11/16"	26"
36" x 4"	3	27 11/16"	28"
28" x 4 1/2"	4	18 21/32"	19"
30" x 4 1/2"	4	20 21/32"	21"
32" x 4 1/2"	4	22 21/32"	23"
36" x 4 1/2"	4	24 21/32"	25"
36" x 4 1/2"	4	26 21/32"	27"
28" x 120 mm	4	17 21/32"	18"
30" x 120 mm	4	19 21/32"	20"
32" x 120 mm	4	21 21/32"	22"
34" x 120 mm	4	23 21/32"	24"
36" x 120 mm	4	25 21/32"	26"
40" x 120 mm	4	29 21/32"	30"

Note that the 28" and 30" x 2 1/2" tires are made interchangeable with the 28" and 30" x 3" tires

Data presented here on Clincher Rims was originally printed in the January 20th 1904 issue of *The Horseless Age*

From The Horseless Carriage Gazette

REAR AXLE MOUNTING

Harold Sharon

Many brass-era cars use "torque-tube" drive. Well-known examples are Buicks and Stevens-Duryea. In this drive line there is but one universal joint, and it's right behind the transmission. The drive tube and rear-axle housing are rigidly bolted together.

Theoretically, this is an inferior drive line because the driveshaft isn't rotating at a uniform speed when the engine is. This poses load variations on the ring and pinion. The pinion is especially abused because the higher loads always pick on the same few gear teeth, wearing them more than the others.

The reason this isn't too destructive is that (1) the engine doesn't have much torque and (2) the driveshaft is invariably a small solid shaft that can "wind up" and unwind as the load changes. The load increases twice in each driveshaft revolution, and 90 degrees after each wind-up, unloads as the shaft slows down. Your modern car has more power and a big, fat tubular driveshaft which is torsionally stiff.

This would be bad news for rear-end gears but for the fact that there's another universal at the rear of the driveshaft. This one is always placed 90 degrees from the front universal, and causes a slowing down of the pinion when the front joint is causing the driveshaft to speed up. The cancellation of this fluctuation would be complete if both the front joint and the rear one operated at the same angle, which they rarely do. But it's pretty good, and the angles are small, so no great harm is done.

Front-wheel drive abominations operate at severe angles because of steering, and they demand complex, expensive and short-lived constant-velocity (CV) joints.

In a perfect world, your old torque-tube-drive car with only one universal would have a CV joint, and the rear axle assembly wouldn't see these fluctuations. A CV joint would last a long time in this application because of the low power. (Getting any ideas?)

But I digress. The reason for writing this article is that a friend's car has been having universal joint problems, and the cause is interesting.

Picture the car travelling smoothly along over a washboard road. The rear axle bobs up and down over each bump. What are the driveshaft and its torque tube doing?

The rear is going up and down with the axle, and the front can't because it's tied to the transmission at the universal joint. So, the drive shaft is swinging in a big arc, the center of the arc being at the center of the universal.

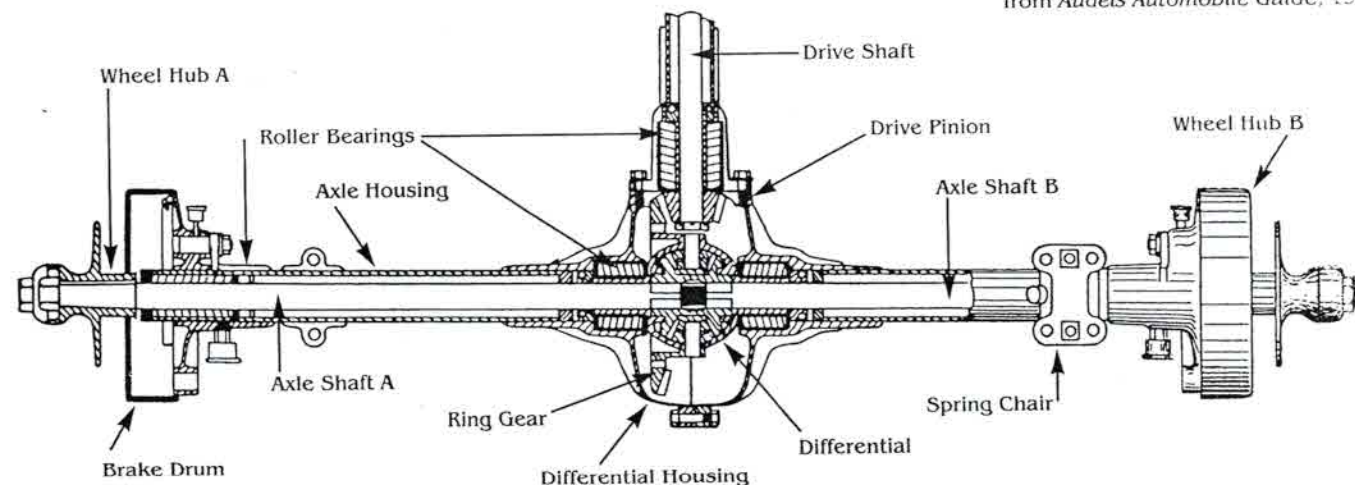
Assuming the car has two longitudinal leaf springs at the rear—and the axle is fastened about in the middle of the length of the springs—this central area of the springs is going straight up and down. The axle, however, needs to turn within the attachment as the driveshaft swings through its little arc. This saddle (bolted to the spring) *must not* be tightly fastened to the axle tube. If it were, the up and down movement of the axle would try to bend the springs into an S shape. As they try to do this, the front end of the driveshaft puts huge loads into the universal, as it tries to go up and down.

And that was the problem: the axle had been rigidly bolted to the springs. As ol' what's-his-name said, "A problem well defined is half solved".

Properly-built cars even have grease fittings where the axle passes through the mounting perches to accommodate this constant motion as the car goes over bumps.

A Model T Ford has an exemption to this swivelly mounting requirement. The ends of the transverse spring can twist through this small angle. What actually happens is that the shackle and shackle bolts wear rapidly to a shape that accommodates this motion. The springs are quickly relieved of this extra duty. Incidentally, exactly the same thing is happening to the front spring attachments on a Model T, since the front axle is really swinging from the ball at the rear of the wishbone. □

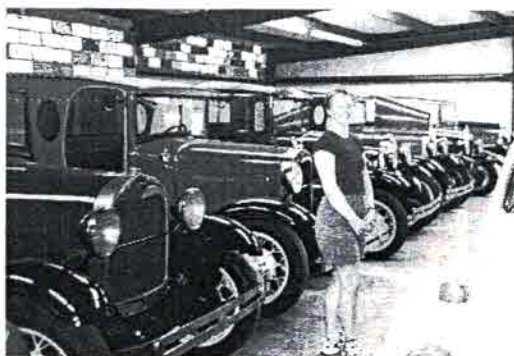
Illustration of a torque tube type live rear axle from Audels Automobile Guide, 1915



Antique Cars in the U.S.

In the first half of June and the second half of July, I was lucky enough to find myself traveling in the eastern parts of the United States of America. The trip was organized for a number of reasons including the chance to participate in a work-related conference, have a look around some of the U.S and attend the wedding of a good friend. Strangely enough, my friend just happened to share an interest in old cars. This meant that a good part of my time in the U.S was spent mucking around with old cars and I thought some club members may be interested in the old car scene over there as I experienced it.

My friend Jason Thompson became interested in old cars as many of us have because his father, Wayne, is a big enthusiast. Alison and I spent over a week staying with Wayne and his wife Julia on their property outside of Brewton, Alabama. Wayne started out with old cars with an interest in Chevs of the 1950's and 60's. His interests rapidly expanded to include other makes and older cars. Whilst Jason was in Australia, I got him interested in Model T Fords and when he moved back to the US, he and his Dad bought two veteran T's to add to Wayne's collection which also included 2 Model A Fords, a 1933 REO fire engine, 1936 Chev, 1941 Dodge, a 1952 Ford Truck amongst many other (between 30 and 40!) unrestored American cars mainly from the 50's and 60's. Apart from showing us the sites around Alabama, Wayne leant Alison and I a 1930 Model A coupe which we drove from Brewton to Atmore (on the border from Florida). Wayne and Julia took their 1928 A Model Depot hack and we picked up some of Wayne's friends who also drove Model A's. The US is criss-crossed with a network of high speed interstate highway's however, the speeds traveled on these roads are too much for old car folk (most cars do around 80 - 90 m.ph. on the interstates) who must travel via the relatively little used back roads. These may be a little longer but they are definitely more scenic than the interstate routes. On the way to Atmore, we stopped in to see one of Wayne's friends, James' collection of 11 Model A Fords and one 1912 T Speedster. The Model A James was intending to join us with turned out to have a flat battery but no problem, he had ten more to choose from!



Alison with James' impressive collection of Model A's.

We arrived at Atmore around dinner time and had a great meal of all-you-can-eat catfish and shrimp. We emerged outside to see a big storm brewing and decided we'd better head straight back to Brewton which was around 50 miles away. The trip back was really memorable, in convoy with 2 other Model A's we headed along the back roads, not having to share the roads with any other cars. As we drove along we were treated to really impressive lightning display and luckily, the rain held off until 5 minutes after we got home.



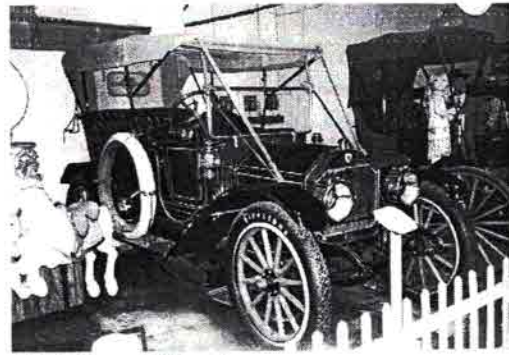
Wayne Thompson's 1930 Model A Coupe which we drove from Brewton to Atmore. Behind is his Model A Depot Hack.

I also got drive both Model T's. One was a 1914 Depot Hack which was nice to drive but I was really impressed with the other one, a 1912 Speedster. This car was built in the 1960's by the father-in-law of the guy who runs Snyder's T & A parts who, apparently, was one of the guru's when it came to Model T's. This speedster was really quick and would run at 70 mph quite comfortably. The day we got to try this car, we got caught in an incredible downpour of rain in which I discovered that monacle type windscreens on Edwardian sporting machines are really only for looks and serve no practical value! Driving along in the pouring rain with rain drops stinging any exposed skin, our bucket seats rapidly filling with water, lightning crashing to ground barely a kilometre away whilst squinting at the road ahead and trying to remember to stay on the right hand side of the

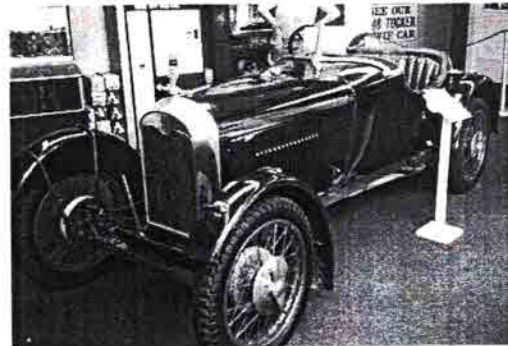
road was something I think I'll remember for some time.....

Wayne was amazed at how restrictive our Historic Car registration system is in the ACT. In Alabama, you pay \$10 (US) for a vintage vehicle registration, no inspection necessary, and that allows you to drive your car pretty much anytime as long as you don't use it for work purposes. The downside of their fairly lax attitude to vehicle registration is the sight of rusting hulks on four wheels driving down interstates and threatening to fall apart at the next sign of a bump.

Unfortunately, we had to leave Wayne and Julia's hospitality and head north for the wedding in upstate New York. To get there, we had to fly out of Atlanta, Georgia so we headed up with Jason a day early. This was so we could have a look around some of the interesting spots in Georgia which included a look at Franklin D. Roosevelt's holiday house in Warm Springs where he would retreat to rest up and try to cure the polio that affected him throughout his life. On display were two of his cars that were provided for his use when staying there, a 1938 Ford V8 and a 1940 Willys coupe. The Ford had special controls such as a hand clutch to allow FDR to drive it. We also had a look at Stone Mountain a huge granite monolith (similar to Ayres rock but much smaller, still very impressive) which is the focal point for a number of tourist attractions including the Stone Mountain Antique car museum. This museum is perhaps best known for housing the 1948 Tucker that appeared in the movie 'Tucker' which tells the interesting story of Preston Tucker and his dream to design and build a safe, innovative car. It also stores some interesting early cars. I have picked three examples to show here but there were plenty of other interesting cars and the walls were crammed with interesting automobilia, movie memorabilia and other historic items.



1912 Crow-Elkhart

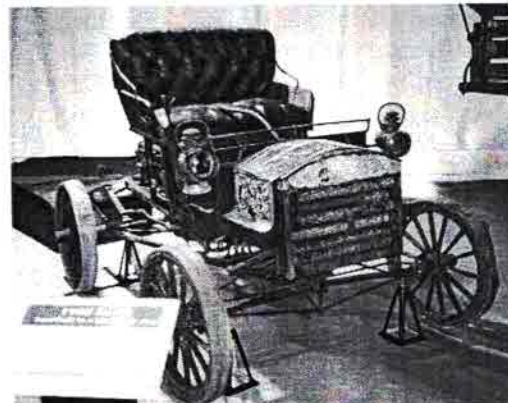


1927 Grofri Race car (built in Austria)

We headed north to New York and, while traveling around this state, visited the North West Classic Car Museum located in the town of Norwich. This museum was truly excellent. It houses the largest collection of Franklin Automobiles and has numerous 'glamour' cars of the late twenties and thirties such as Packards, Cunninghams, Auburns, Chords and several Duesenburgs. Even more interesting to me was an exhibition dedicated to early cars manufactured in New York State. These rarities included a 1901 Rochester Steamer, a 1905 Lovell (built and refined by a Blacksmith over a period of a three years), a 1910 BrownieKar (built for children as a training device for them to use in learning to drive) and a beautifully restored 1910 Chase light truck.

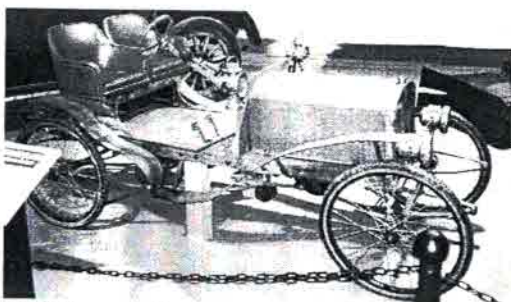


1913 CarNation

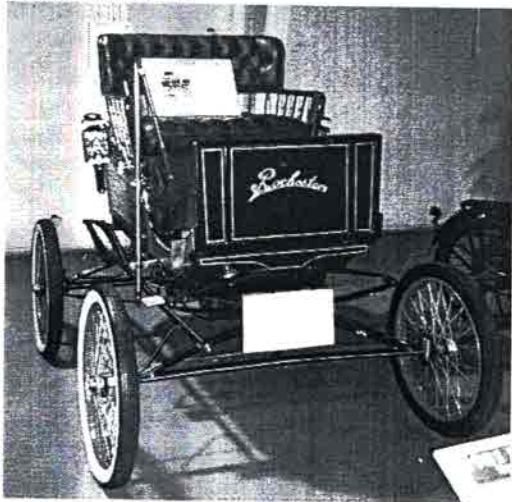


1905 Lovell

This museum is really first rate and well worth deviating for.



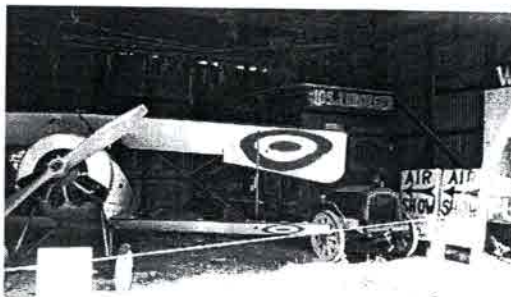
1910 Brownie Kar



1901 Rochester Steamer

On our way back to New York City, we had the opportunity to take a quick look at the Old Rhinebeck Aerodrome (about 2 hours north of NY City). For vintage aeroplane lovers this is an absolute must as the aerodrome houses one of the largest collections of airworthy original and authentic replica World War One era aircraft. The aerodrome is laid out like a WW1 airfield in France and on Sundays they have airshows with mock dogfights between Sopwith Camels, Fokker Triplanes and the like. I'm a big fan of these early aircraft so there was plenty to drool over. However, there is also quite a good collection of veteran cars scattered around the aerodrome as well. Some of the cars are employed on airshow days to add to the ambience. Many of the cars looked to be in an unrestored state and were poked in sheds and hangars, some quite exposed to the weather. The cars here included a 1904 Pierce Stanhope, 1908 wooden axled Brush, a 1909 Renault tourer, several brass T Fords, a 1903 Grout Steamer, a 1905 Sears highwheeler, 1909 Maxwell, 1914 Saxon, 1911 Baker, 1916 Packard Moving Van, 1922 Cleveland Speedster (this car used to be used on airshow days as the evil 'Black Baron's personal transport) and a 1915 Maxwell truck rebodied

as a German Armoured Car. One car there, a 1912 Hupmobile, was restored to a very high standard.



A Hangar at Old Rhinebeck housing a French Nieuport Fighter and a 1916 Packard moving truck



Me at the wheel of the Black Baron's car (a 1922 Cleveland). Note the tree growing up between the wheel and the car!

Unfortunately we could only spend around an hour and half looking at the aerodrome's collection before we had to continue back to New York City. A few days looking around the 'Big Apple' and it was time to return to Australia.

Hopefully this has given you a taste of the antique car scene in the United States, if you are interested, I have plenty more photos and stories to bore you with!

Regards,

Andrew Winter.

Web Sites:

Stone Mountain Car Museum
<http://www.protsman-antiques.com/>

Old Rhinebeck Aerodrome
<http://www.ldrhonebeck.org/>

The Olympia Show, 1906

BY OWEN JOHN

I have got into the habit of dating the beginning of winter from the opening of the motor show. Last year I started off in a snowstorm to visit it, and this year I got home in another.

The first thing that struck me was an adventure with a would-be robber at what he was pleased to call a *garage* about three-quarters of a mile from Olympia. I fortunately asked him his terms outside his shed, and when he told me they were a shilling an hour and five shillings a night I turned and fled to the yard of a public house, which gave me a separate shed for eighteenpence for the twenty-four hours. When I arrived on the scene of action my first impression was the wonderful state of readiness that was visible—hardly a sign of unpreparedness or haste. The next was the startling absence of the top hat. This shows serious business intentions, for it is well known that top hats are now only worn out of the city, at weddings, social functions in the season, and by persons in search of clerical employment. Of course, there may be other reasons, but I am speaking generally, and make my position absolutely safe by coupling frock coats to them.

This is the distinction I have got into the habit of drawing between the body and chassis of a motor vehicle. It is a regrettable fact that nowadays, however pure your soul (which means excellent is your chassis), the ordinary person will not stop and admire unless there is something bizarre and extraordinary about your body. Let us take the James and Browne six cylinder touring carriage as an example, and [trust the firm will not be annoyed if I mention my dislike to their familiar title of 'J. and B.' I am old-fashioned enough to say 'telegraph', and not 'wire', and go so far as to prophesy that the Great Central Railway would become a more fashionable line if the general manager signed himself 'Samuel' instead of 'Sam' Fay. But this is very much by the way.

To return to the James and Browne stand and cars, I have not the faintest notion at present whether the engines are vertical or horizontal, or indeed of anything that happens under the 5 ft. long *mauve* decked bonnet, because my eyes never got beyond the same prevailing delicate boudoirish tint, the glitter of decanters, and the silver and walnut of the cigar boxes that focused the attentions of the untechnical many. Fancy all these perfections colliding and jamming with a cart conveying the gtable industry of Brentford, and why not? Then on the Rolls-Royce stand I beheld a gloriously striped chariot, with pendant bronze torches holding electric bulbs inside, sumptuously furnished and adorned with marvellous port-holes. Surely this firm of all firms stands not in need of such extra embellishments? I take it that almost every visitor came to the show fully intending to inspect the Rolls-Royce exhibit.

If good wine needs no bush, surely this brand of car needs no extraneous attractions? But I expect they know their business best, and their meteoric rise into the position of one of the three first firms in England is a proof of it. With regard to the big Daimler, that looked as if it had been trying to pass the mustard and run into it, the inscription that it was to the order of an Indian potentate disarmed criticism, and, like the Rolls-Royce, the other exhibits on the stand made one glad they were so easy to find, which may have been the intention.

Why are most American cars called by their exhibitors 'incomparable'? I asked someone as to this, and he said that he thought it was because they could not be compared with English ones. But I think he was unkind. Certainly, their bodywork (excepting the White) has unaccustomed lines, and the new four-cylinder Cadillac engine, crowded with loose wires, looked like the inside of a motor boat trawled up in a torpedo net. At the same time, I admire the exhibitor for displaying all his wires and pipes—there is far too general a habit of disposing of all these contraptions on a show chassis, and pointing out the extreme simplicity of the engine, and the accessibility of its parts, with the result that the beginner hardly recognizes his purchase when it comes home to him in full panoply for travel.

The Humber, Argyll, and Talbot stands were so well patronized that it was as difficult to get near them, and, generally speaking, if there were any anti-motorists about they must have gone back sadly shaking their heads and resolving no longer to try to stop a tide that apparently is doubling its volume every year. I have not said much about the foreign cars, and, indeed, it is a curious reversal of things that used to be, to look around and see how lost they are amongst the crowd of home-made ones. And yet they are there, and a goodly show they make.

With regard to the galleries there is not so much to say, and the difference year by year, though it exists, is not so apparent as down below. Perhaps the greatest change of all was in the roof, which was gaily decorated with pink and yellow silk extinguishers and garlands.

I could not help momentarily expecting them to disgorge showers of confetti and coloured paper ribbons on all below, in which case the band would certainly burst into the maddest and merriest music, and stallholders, general public, and the press, would have joined in the giddy revels.

Perhaps this will happen on the closing night, for the volume of orders recorded on the books and faces of nearly every exhibitor certainly necessitates some such outlet to mark the festive occasion.

From : - The Autocar, November 24, 1906

Events Calendar

Aug 21	AGM.
Aug 25	Presentation Day (see details on front page)
Sep 8	Council Observation run – Triumph Car Club
Sep 8	Motorama, Illawarra Motoring Museum
Sep 13-15	1&2 cyl Tour at Forbes. Contact Don Liddle
Sep 18	Club meeting
Sep 22	Club run
Sep 29- Oct 5	National Veteran Tour, Hamilton Vic.
Sep 28 – Oct 4	35 th anniv. Chev Assn. of Aust. Run in Goulburn
Nov 3	All GM day, Heritage Village Watson
Nov 16 – 17	Bendigo Swap
Dec 1	All British day. Will be held on land between the High Court and Questacon



It's Time

Yes folks, it's that time of year. Subs for the 2002/2003 financial year are now due. For those who haven't already paid, the Club Treasurer would only be to glad to receive your \$40. Remember, your privilege of receiving concessional rego is dependant on you being a financial member. Note – subs renewal does not apply to those members who've joined the club in recent months. Thanks

Who'd expect Aust to be sending cars to Detroit?

LOS ANGELES: It's as American as apple pie but the Pontiac GTO muscle car is about to become a 100% dinky-di Aussie.

Pontiac stopped building the petrol-guzzler in 1974, but US car manufacturing giant General Motors has announced plans to resurrect the car. But it won't be built in Detroit.

In what could be the equivalent of manufacturing Vegemite in America, General Motors plans to build the Pontiac GTOs in Australia and then ship them to the US.

General Motors' Australian subsidiary Holden will manufacture the cars, based on the Holden Monaro coupe sold in Australia.

"The cars will be based off the Holden Monaro, built in Australia and shipped to the US as Pontiac GTOs," Detroit-based Pontiac spokesman Tony Sapienza said.

"There would be some minor styling changes to the vehicle, most notably probably the facia.

"But it's still a plan in the works so the final details have not been nailed down."

By producing the cars in Australia and importing them into the US, General Motors will be taking advantage of Australia's weak currency and could save millions of dollars.

The Pontiac GTOs were first built in the US in 1964 and were a huge success among young men looking for powerful but affordable cars.

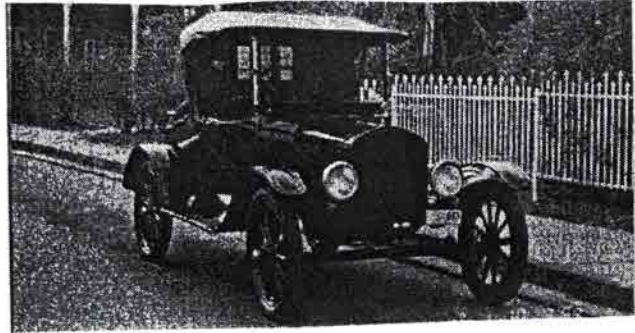
General Motors unveiled its plans for the Australian re-birth of the GTO on Thursday at a car show in New York.

It was estimated about 20,000 GTOs will sell in the US each year and each car will have a US price tag of about \$US30,000 (\$A57,045.07).

This article is from the
Toowoomba Chronicle
of 30 March, 2002

FOR SALE / WANTED

For Sale 1921 Model T Ford roadster, its own transporter/trailer and some spares. \$12,500 for the lot. Excellent order throughout. Full curtains and hood bag. 12 inch Rocky Mountain brakes, distributor ignition, indicators, Brisbane Sweeney body. A pretty car priced to sell. Non transferable club rego. A.C.T. Phone 02 62412250.



For Sale 1910/12 Itala remains. 4 cyl also 1913/14 Humberette remains. There are enough Humberette parts to start a restoration if keen and want a challenge. Ray Selley, Halls Heads, WA. 08 9535 5562

For Sale 1929 Chrysler tourer, burgundy with black trim, excellent condition, 12 volt, many spares, \$20000 neg. reg Vin 205. also 1929 De Soto sedan, burgundy with black trim, excellent condition, 12 volt, many spares, \$18500 reg Vin 204. Anthony de Salis 0409 835 337

For Sale Ford Model T parts. Enough to build a car. Lloyd Adams 6236 3110

For Sale 1912 Cadillac Torpedo tourer. Excellent condition. Photos available on request. \$85000, George Cowie 02 6926 1018

For Sale 1903 Oldsmobile. Eng. No. 16216. unusual wide track with outboard brakes. Well known car at 1&2 cyl rallies. Has won many concours. \$35000 neg. David Martin 08 8177 1446. dksjmartin@ozemail.com.au

For Sale 1918 T Ford tourer, older restoration, current owner for 15 years. Car has not done more than 8000km's since restoration. \$15000, Graham Fossey 0407 866 609

Did You Know ?

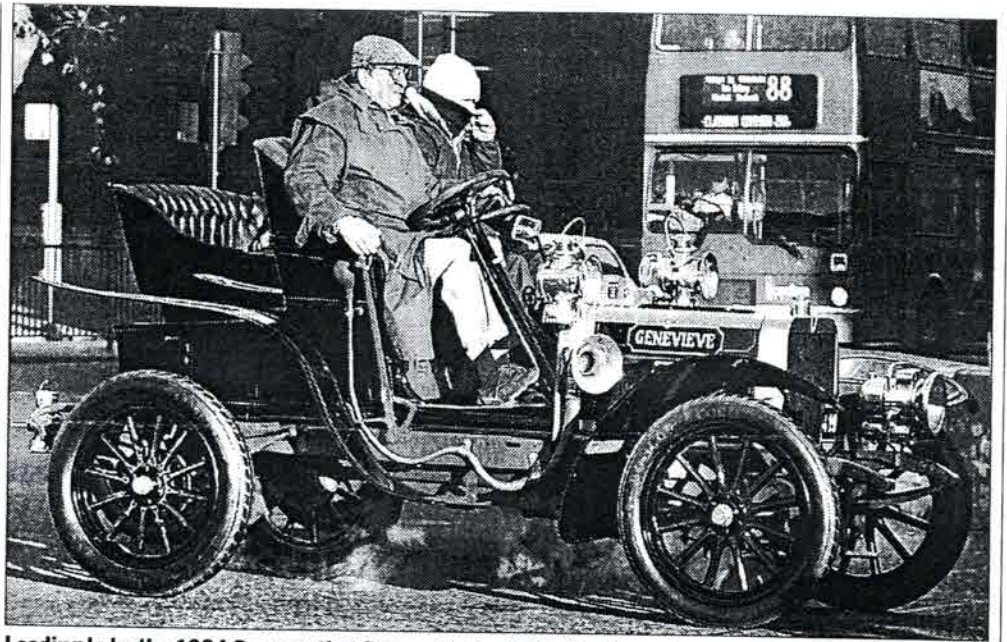
The Model T was not initially the cheapest car on the Australian market as it sold for just over 200 pounds. The cheapest new cars available were other light-weight American cars, such as the single cylinder Brush, which sold for 145 pounds, and the motor buggies such as those built by the International Harvester Company, which cost 179 pounds. For that amount, International, at its own expense sent a man out to your place for one week to teach you how to maintain and drive your buggy.

The history of roads in Australia began when Governor Phillips ordered a track to be cleared from the centre of the settlement to a rock crushing battery at Dawes Point. It was completed in 1788, and ran for one mile.

The first Australian Grand Prix was run in 1928, on a loose surfaced road on Phillip Island, off Victoria. Despite the presence of a couple of legendary Bugattis, it was a much modified Austin 7 that came home the winner.



"Slower, dear! There's a curve up ahead."



Leading lady: the 1904 Darracq that featured in the 1953 film *Genevieve*

Genevieve spurns Brighton

THE RAC's International Motor Sports division last week refused to reverse its controversial decision to extend the eligibility limit for the annual London to Brighton Veteran Car Run to include 1905-06 cars, writes David Burgess-Wise.

Because of the huge advances made in the early days of motoring, many entrants complain that these "Edwardian" models have little in common with the pre-1905 Veterans that have defined Britain's oldest and most popular motoring event for the past 70 years. More than 400 pre-1905 cars regularly take part in the run, with some 650 in the 1996 event that marked the centenary of the original Emancipation Day Run to Brighton celebrating the end of the 4mph "Red Flag" speed limit.

Dozens of Brighton Run regulars have already written to the IMS from all over the world expressing their intention not to enter under the new regulations, despite the IMS's assurance that Edwardian cars will pay an even higher entry fee of £130 and carry a different style of numbering.

Among the cars that have already withdrawn

from this year's event is the most famous veteran of all, the 1904 Darracq "Genevieve", whose starring role in the 1953 film of the same name – a huge success in the Queen's Coronation year – brought worldwide publicity for the event.

Daniel Ward, owner of the Panhard et Levassor that won the 1896 Paris-Marseilles-Paris race, said: "Why change the essential character of this wonderful historic event which is envied and admired throughout the world for the sake of a few extra pounds in entry fees?"

A growing number of veteran car owners have announced their intention to take part in a separate "Red Flag Run" as a protest against the change. Ward added: "I and others intend to celebrate our hard-won freedom of the Queen's highway by conducting a personal motor tour from London to Brighton on Sunday, November 3 in our legally licensed, tested and insured pre-1905 veteran cars. Tradition dies hard in this country and we are determined that the IMS will not be allowed to kill or compromise this unique event."



* "I suggest a service – a burial service."



"It wasn't a compact when I drove in!"



"The last time I heard a noise like that My big end went!"

Minutes of the Veteran and Vintage Car Club

Date: 17 July 2002

Present: As per the book

Apologies: As per the book

Welcome: To new members Euan and Wilga Coutts

Minutes of the previous meeting – Moved Don Doering and Seconded Peter Doering

Correspondence in

Correspondence out: Letter of thanks to George Arthurton

Treasurer Reminder to all members that subs are due
Accounts approved for payment (Paper for magazine \$60.00, toner \$96.58)
Moved Gerard Frawley, Seconded David Bramwell

Coming events Sunday 21st July – local run around Lake Burley Griffin, commencing from
Acton Ferry terminal at 11 am
Sunday 25th August – Presentation Day lunch

Meeting activity: Nil

Librarian: Nothing to report

Editor: Nothing to report

General business:

Gerard addressed the meeting re the Public Liability Insurance issue, with 2 general options
The “Victorian” option through ACT Council Car Clubs (approx. \$540 per annum)
With the Australian National Street Machine Association (cheaper than above)

Following general discussion it was agreed that the ACT Council of Car Clubs be requested ascertain the legal requirement (or otherwise) for an incorporated body to have public liability insurance in the ACT. It was agreed that if the Council were unable/unwilling to obtain advice our club obtain independent legal opinion.

Also, the National Veteran Car Club telephone hook-up (in September) to be canvassed for possibilities.

The matter may also be affected by any decision (voluntary or otherwise) to change the regular meeting away from CIT.

Gerard stressed that a decision will need to be made prior to the end of September, when our current policy runs out.

Meeting closed 8.40 pm

Clothes You Will Need

1929-30-31



836823

831253

836792

838792

842123

836583

841533

838583

835913

PLAIDS will be very fashionable this summer. This dress is of Visyika in mauve, green and grey with pleated georgette for crossover collar and jabot. Flared side panels are cut on the crossway of the plaid.—36-inch material, $4\frac{3}{8}$ to $4\frac{5}{8}$ yards. Bust sizes, 34 to 42 inches.

836823
DARK blue and white spotted voile is ideal for this summer dress with low, oval neck, bloused bodice, tucks on the shoulders, and flared skirt. Wear a plain, white silk slip to show at the neck and a shady hat of natural coloured bankok.—36-inch material, $3\frac{1}{2}$ to $3\frac{3}{4}$ yards.

MANY materials suggest themselves for this attractive waistcoat blouse with plain tailored collar, cuffs and double-breasted fronts fastened with coloured buttons. Silk pique, Dorcas cambric and plain Luvisca are all suitable for making.—38-inch material, $2\frac{1}{4}$ to $2\frac{3}{4}$ yards. Price 9d.

838792
QUITE a different type of blouse is this, with its quaint touch of peasant embroidery in all the colours you love. Use Grafton voile or organdie and washing silk or cotton for the embroidery.—40-inch material, 2 to $2\frac{1}{4}$ yards. Bust sizes, 32, 36 and 40-inch only. Price 9d.

838583
THIS picturesque dress is made of Grand Prix ninon, with peacock blue and green flowers on a white ground. The close-fitting bodice has gathered front and a berthe and the long, flared skirt is gathered at the waist. Note the long rucked sleeves.—36-inch material, $5\frac{1}{4}$ to $5\frac{1}{2}$ yards.

842123
SHAPED side panels give the necessary width to the skirt of this Crêpe Meldra dress in apple green with a touch of white for the collar and vest. Full, shaped cuffs are attached below the elbows.—36-inch material, $4\frac{3}{4}$ to 5 yards. Bust sizes, 34 to 42 inches.

Unless otherwise stated, patterns are 1s. each and in 32 to 40-inch bust sizes.

835913
WOOL charmelaine makes excellent tailor-mades for warm days, and a suit like this is indispensable for holidays. The half belt extends from each side and is buckled at the back, and one inverted pleat starts below the plain hip yoke on the skirt.—54-inch material, $3\frac{1}{4}$ to $3\frac{3}{4}$ yards.

831253
A DELIGHTFULLY cool-looking dress of light navy marocain, with a pointed skirt yoke over box pleats in front and trimmings of white organdie and black patent leather. Wear with a crêpe de chine stitched hat in navy or white.—36-inch material, $4\frac{1}{2}$ to 4 $\frac{3}{4}$ yards. Bust sizes, 34 to 42 inches.

1925



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