

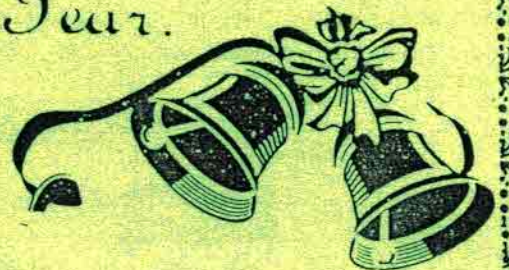
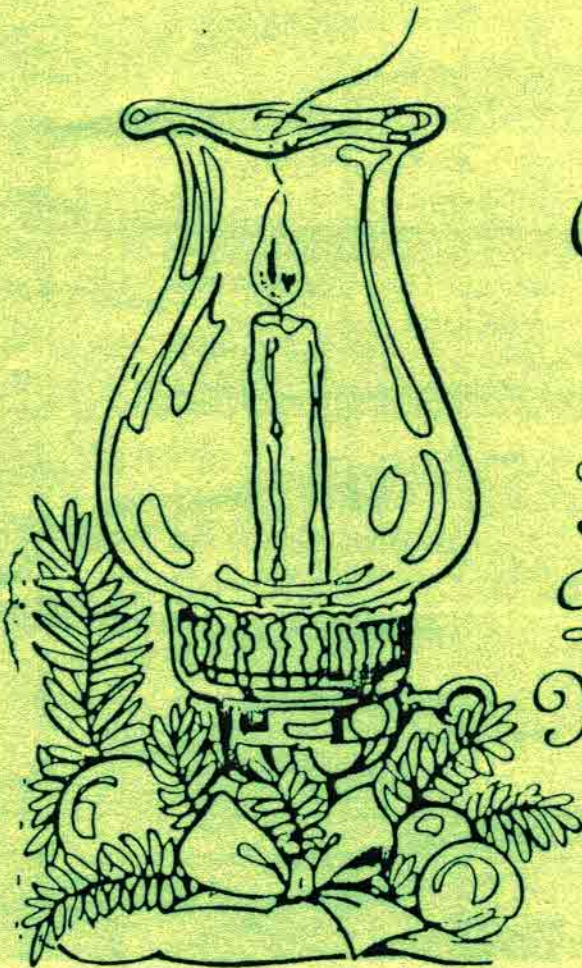


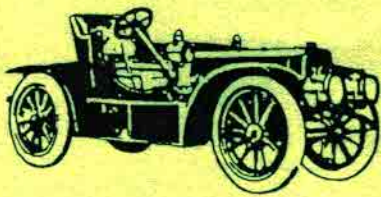
wish one and all a

*Merry
Christmas*

and a

*Happy &
Prosperous
New Year.*





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/>

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	David Robinson	26 Lenahan St. GIRRALANG 2617	6241 5725

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

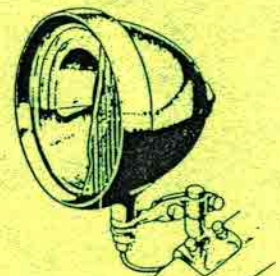
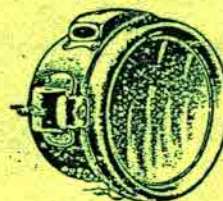
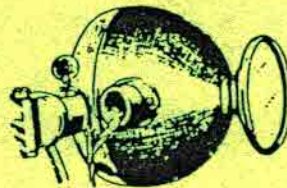
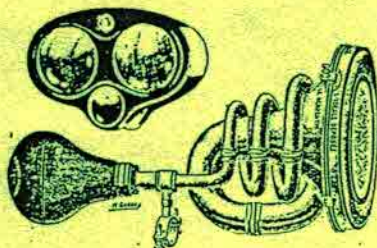
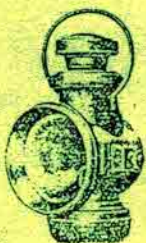


MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 8PM.

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



President's Report

It seems that driving in our oldies is becoming more and more dangerous as the years go by. In saying that, I don't mean our cars are becoming less safe or less suitable to modern roads, or we, as drivers, are less attentive, but more that 'the other driver' is the one to watch out for and makes it dangerous for us. Some may have heard of the recent misfortune near Goulburn. A couple in their Vintage Citroen tourer were re-inacting the first round Australia trip done in 1925 in a similar model Citroen. Having left Perth and gone via Darwin they made it down the eastern sea board as far as Sydney with out mishap apparently. As they were motoring along on the Sydney side of Goulburn, some moron in a Mercedes ran up their back. I'm not exactly sure how the occupants of the Citroen faired but I do know they weren't killed. I believe the car is a write-off. One must ask, how on earth on a perfectly good dual lane carriageway such as the Hume highway, this could have occurred. Clearly the Merc driver wasn't paying attention. Would they have been so inattentive if it had been a Kenworth in front of them instead of a vintage car? This is a carbon copy of the incident not that long ago when we hosted the National Hupmobile Rally and another fool did exactly the same thing to the rear of a 30's Hupp. on the Tuggeranong Parkway. From memory, this mental giants excuse was something along the lines of ' I was looking down adjusting my radio, and when I looked up it was in front of me!'. Yet another example of being rear ended is the Coult's '10 SCAT in which, sadly, a passenger was thrown out and killed. I understand in this instance too, the driver of the 'attacking' vehicle had his brain in neutral. Lastly, another of our members, Bill Atkinson, had an unfortunate encounter with a motor bike a couple of months ago. The biker did not notice Bill's right hand indicators or the extended arm signalling a right hand turn and proceeded to overtake – result – one 1922 Fiat that is going to take a fair bit of straightening out before we will see it on the road again – not to mention the emotional impact on Bill. What can we deduce from the foregoing? In all cases, the danger wasn't from the motorist in front or even from the side, it was the fool coming up behind. One would hardly think that another road user could fail to see the fifteen or so square feet of car they are presented with when approaching from behind but the evidence suggests otherwise. Do we need to consider some way of making our vehicles more 'noticeable' for those of lesser driving ability? I have heard of using those strobing red tail lights that help make bicycle users much more visible. In fact on our recent Woods Reserve run, new member Scott Appleyard turned up in his lovely little Austin 7 which sported two such strobing tail lights mounted at the rear. This is certainly very effective in catching ones attention. One of our members commented to me about them and is thinking of doing something similar to his cars. I myself have bought one with the intention of mounting it on the back of the Rugby. Whilst some may not consider them to be particularly aesthetically pleasing, anything to ensure our safety and well being on the road is worth trying, however, I think the sad fact is no matter what we might try, we will never be able to fully allow for 'the other driver'.

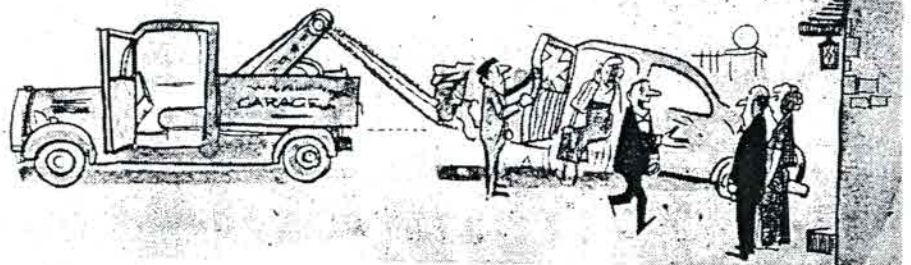
Those dedicated Swappers, of the car part variety, will be disappointed to hear that the long held Bargo swap is no more. In a similar vein, the next Ballarat Swap will be the last. In both cases I understand that it is not insurance issues, but availability of land that has caused their demise. Hopefully, alternative venues can eventually be organised, but comments I heard from organisers of one of these swaps suggest that it's all getting too complicated to co-ordinate all the various insurances, interest groups and various Government authorities needed to bring a swap to fruition, and that they're simply not prepared to tackle it any more. Ahh, for more simple times!

This is, of course, the last newsletter for the year. To this months contributors, and indeed to all those who have contributed over the previous twelve months, my sincere thanks. Once again, Bill Atkinson has been of invaluable assistance when it comes to the task of assembling and despatch of this august journal, not to mention the accompanying Tim Tams. Thanks Bill.

To all members, may you enjoy the festive season and be back to enjoy a year of rallying in 2003.

Happy Restoring

Rick



"Sorry we're late!"

Weds Dec. 18 – Xmas Dinner

In this season of traditions we will once again be having a Christmas dinner in lieu of a normal monthly meeting. This year it will be held at the New Star Chinese restaurant at the Griffith shops, 16 Barker St., Griffith. We are having the \$16 a head banquet. BYO wine (beer and soft drinks available at the restaurant). Start time is 7pm. Numbers have already been taken by Rob Woolley, but there may still be room for a few more. If you haven't done so already, give Rob a call on 6254 9485 and leave a message with your name and numbers attending.

SEE YOU THERE

Reminder re our Tumut run for 14th-16th March 2003

David Robinson is organising what promises to be a great weekend away for the March long weekend. Please read the following notice from David.

Re our accommodation - a \$50.00 deposit per room is required in early December. Deposits to be forwarded to David Robinson – 26 Lenahan Street, Giralang ACT 2617. Ph 62415725. – or see David at the run on the 15th and fix him up there.

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Events Calendar

- | | |
|-----------------|---|
| Dec 15 | Club Run - details in last newsletter, but numbers have already been taken for catering purposes. |
| Dec 18 | Xmas Dinner (See details elsewhere) |
| Dec 19 | Government House run. |
| Jan 11 | <u>Vet & Vin only</u> swap meet – Drouin, Vic. Contact Bill Formby 03 6525 2344 |
| Jan 20 | Twilight run (See details elsewhere) |
| Feb 16 | Wheels (at Rugby League Park, Braddon. A newsletter will be out before then with further details) |
| Mar 14-16, 2003 | Club Run to Tumut |

Pages From The Past

A SELF-SECURING DETACHABLE WHEEL

From *THE AUTOMOBILE ENGINEER* June, 1912

It is not often that the occasion arises to record the appearance of an invention which seems likely really to come quickly into widespread use, but a new arrangement locking detachable wheels, which has just been evolved by Rudge-Whitworth Ltd. appears to be impossible to better on the score of simplicity, and it also renders the wheel much less troublesome to handle.

In effect the ordinary fine, fluted hub shell and inner hub are employed, the two parts being a very easy fit, so that the presence of a quite considerable quantity of dirt is of no importance. The securing ring is a simple, internally threaded, brass collar, and when the wheel has been placed on the inner hub this locking ring needs merely to be spun up lightly with the fingers.

After it running half a mile it will then be found that the wheel is gripped securely by the lock nut, in fact, a very considerable effort of the spanner is required to release this automatic locking.

Thus the invention does away with all catches and locking mechanism of a like nature, while giving at the same time an even greater security. In order to follow how these effects are brought about reference must be made to the illustration, of which Fig. I shows the general arrangement of hub shell, inner hub and locking ring.

It will be seen that the hub shell is provided with a taper nose, and the locking ring is recessed with a "V" groove of an angle corresponding to that of the hub shell nose.

In Fig. II the position of the respective parts is shown, when the hub shell is slack on the inner hub and the locking ring has merely been tightened by the fingers. It will be noticed that the weight of the car tends to maintain contact between the inner hub and outer shell at the bottom, and if there is any slackness, this will therefore be concentrated above the axle.

The locking ring being threaded on the inner hub is at all times concentric with the axle, so if the hub shell lifts slightly the nose will be brought into contact with the locking ring precisely as shown in Fig. II. At the same time there will no contact between the nose and locking ring anywhere except just at the very top.

Now, as the car moves forward the inner hub, if there is any slack, rolls, so to speak, round the outer hub shell, although there is no relative rotational movement between the two.

Putting this in another way - supposing the two points on the shell and locking ring in contact in Fig. II were marked off, a half revolution of the wheel would bring the same two points in the bottom, where they would be separated by a small gap; or in other words, while the wheel revolves half a revolution, the position of the contact between the outer hub nose and the locking ring also revolves half a revolution.

Even, therefore, supposing there was no relative, rotational movement between the nose of the hub and the locking ring it is obvious that as the car moves, the point of contact between the wheel and the ring rolls round in a direction opposite to that of the car's travel.

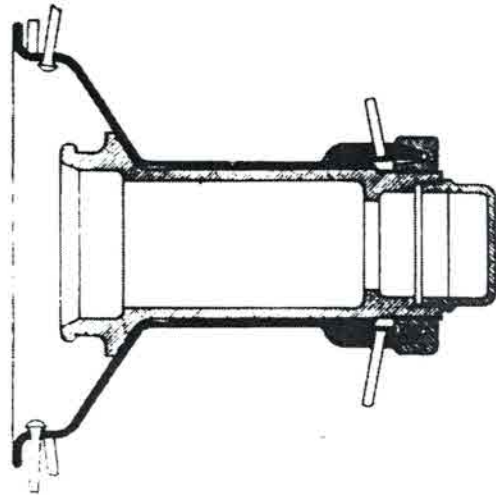


Fig. I.
The complete hub shell and inner hub in the secured position.

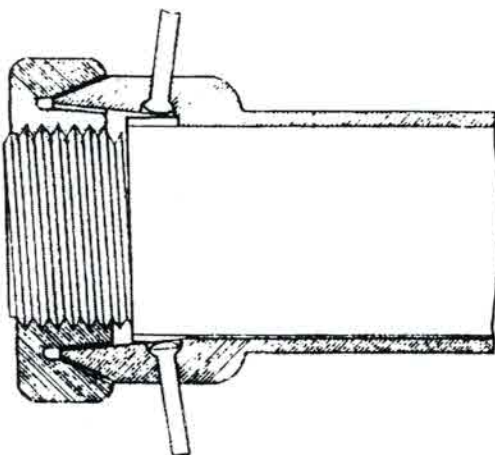


Fig. II.
The shell in process of tightening the locking ring.

Pages From The Past

A SELF-SECURING DETACHABLE WHEEL (Continued)

The effect of this rolling contact is to cause the locking ring to revolve on the inner hub and so tighten itself up. Naturally it might be argued that prolonged running on the reverse would have a loosening effect, and this undoubtedly is true, but it is rendered of no importance, however, by the fact that as soon as the two parts become concentric, as in the position shown in Fig. III, then all tendency for movement ceases, and the wheel is just as secure for reversing on as if the locking ring had been screwed up in the first instance with a spanner and a mallet.

On the left hand side of the car it is necessary to employ a right hand thread to obtain this automatic action, while on the off side a left hand thread is used, the locking ring always needing to be turned in the direction of motion of the car for releasing the wheel. This, of course, means that care must be taken in mounting the inner hubs on their sleeves, but that is a matter for the erecting shop and would not in any case trouble the user.

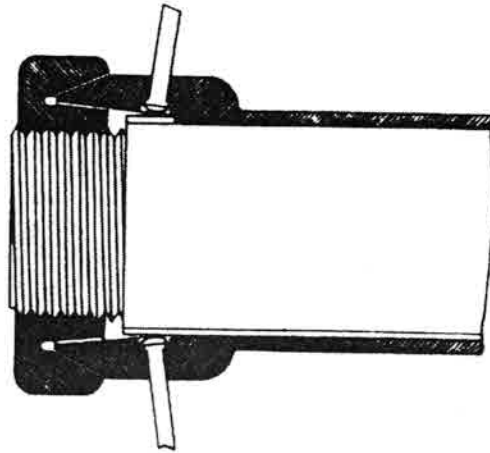
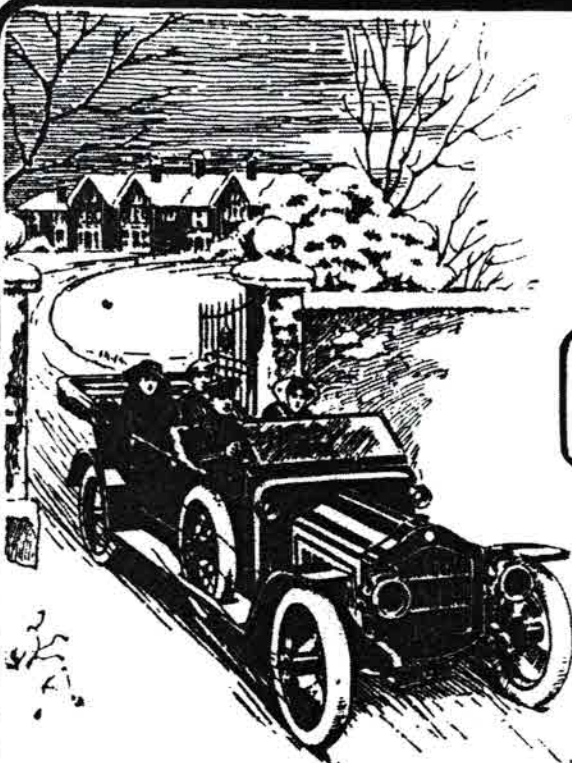


Fig. III.

The hub now concentric and locked in place.



Enjoy your Winter Riding



By Appointment
Wheel Makers to
H.M. King George.

by fitting wheels that are unaffected by the strain of frequent side slips, wheels that economise your petrol consumption and lengthen the life of tyres 70%—in short, fit

Rudge-Whitworth Detachable Wire Wheels

Over 6 years have been spent in perfecting Rudge-Whitworth Detachable Wheels and the double-lock pattern has proved so satisfactory that it is in no way altered for 1912.

The double-lock can be fitted to 1909 pattern wheels, or the new wheels can be fitted to any car, old or new. Catalogue post free.

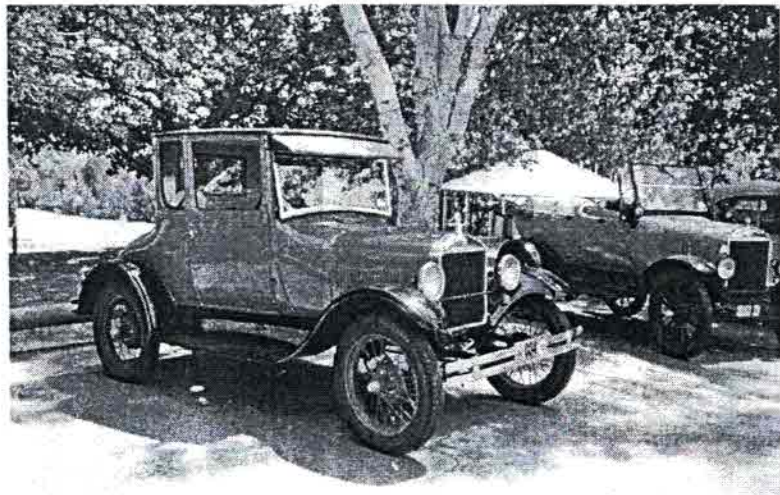
RUDGE-WHITWORTH, Ltd.
(DEPT. 25), COVENTRY.

NOVEMBER RUN REPORT

Sunday dawned fine and not quite as hot and I'd thought it might be. The Northern group gathered at Yarralumla for a bit of a chinwag before heading off down past Tuggeranong to Point Hut. It was great to see new member Scott Appleyard attending in his tiny Austin Seven. At the picnic area at Point Hut, we met up with the Southern contingent and proceeded to have a pleasant morning tea. Gerard Frawley and girls also dropped by to say hello.



The Long and the Short of it....new member Scott Appleyard's Austin Seven next to the Templer's Vauxhall



The Ahearns 1927 T Ford at the morning tea stop with Roy Bendalls 1924 T behind

The run to the lunch stop saw a steady climb up the Tidbinbilla Road and then up the Corin Dam Road. Engines got warm but none boiled and the scenic spot of Woods Reserve was reached. At this point, everyone set up for lunch in the shade and got on with the serious business of eating and chatting. An emu with two chicks wandered buy and started to take a keen interest in proceedings – it even persuaded Angelo to share his lunch! Chatting to the Ahearn's over lunch I learnt a heap about opal mining but I'm not sure they convinced me to take it up – it sounded too much like hard work...

After lunch most people decided to work it off by taking a walk up to the falls. The track turned out to not quite be the 'gentle stroll' advertised by the run organizer (who shall remain nameless) in the magazine. After a bit of a walk and some rock hopping the bottom of the falls was nearly

reached and everyone had a spell at a nice spot where the Gibraltar Creek flows over some rocks. Then an intrepid bunch ascended the stair way that runs up beside the falls to view the top of the falls. Due to the dry conditions, the falls were not flowing very heavily but I'm sure the view was great. Peter McGregor and I walked back to the lunch spot, picked up some cars and drove to the carpark at the top of the falls where we met up with the forward party and ferried them back.



The Group of Walkers having a spell along the track. Rick reckons he had the Rugby parked just out of shot.....

Then with clouds gathering, everyone departed and shortly after a brief storm gave a fleeting reminder to those who had forgotten what rain was to end an enjoyable day.

Andrew Winter.

Those attending:

- Peter and Chris Templer - 1926 Vauxhall
- Scott Appleyard 1930 Austin - 7 Sports
- John and Doreen Ahearn - 1927 T Ford
- Dave Robinson and Kids – 1929 Model A
- Angelo and Jennifer D’Emilio – 1929 Fiat
- Wal and Jane Hick – 1912 T Ford
- Rick and Shirley McDonough and Family – 1926 Rugby
- Evan and Tracey Quarmby and Kids – 1930 Chev Sports
- Roy Bendall – 1924 T Ford
- Peter McGregor – Modern
- Andrew Winter and Alison King - Modern

“Two of these just fell out of the car.”

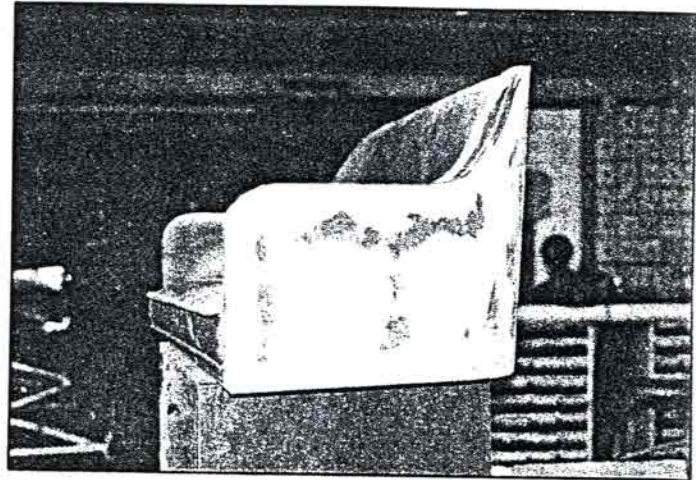


Red Flag (part 2) by Angelo D’Emilio

Among other freaks of early laws was one which required a motorist to stop his car and fire off a Roman Candle when a horse drawn vehicle came into view. Many cities had ordinance restricting automobiles to speeds as low as 2 or 3 miles per hour, and in some cities a car could not be driven after dark. Around 1905 a representative in the Massachusetts Legislature, afraid of life and limb, introduced a bill requiring cars to have a bell which would ring once for each wheel revolution. Fortunately for all concerned, the idea found few backers.



#1. This recently constructed mother-in-law seat was hastily assembled and painted without molding at the edges. It fits on the rear of a 1910 Brush.



#2. The same seat with the paint removed in preparation for adding the molding.

Technical Topics

Edge Trimming for Wooden Automobile Bodies

by Gary Hoonsbeen

Building replacement wooden bodies for antique cars, or replacing parts of an original body, can be easier with the use of modern materials.

In making this statement we will avoid the issue of how much like the original the restoration should be. If you have ever

built a wooden body you will know the appeal that good quality lumber-core or plywood has over the use of solid wooden panels. Compromises are a fact of life when faced with limited resources, time, talent and materials.

One area of body building that has always been difficult is duplicating the molding (beading) at the edge of many an antique car body section, a styling carried over from the buggy manufacturers.

It was so well accepted that the metal bodies of the period were also supplied with beaded edges, rolled in by machine. The use of beading in metal bodies had aesthetic value but also added strength.

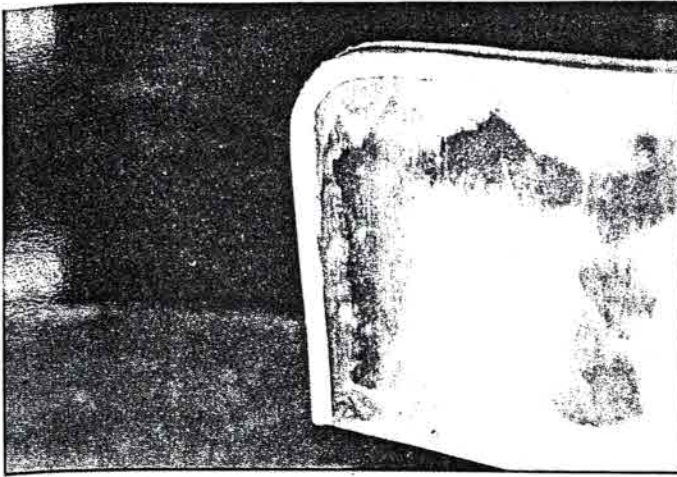
On original wooden bodies, molding was glued and nailed into place using steam-bent wood or various types of wicker-like materials. The shape of the beading was generally a "half round" (a round piece cut down the center) or a "circular segment" (a thin slice off the edge of a round piece). A key factor is that whatever was used needed flexibility to follow the edge of the body section during installation.

Attempts to duplicate this beading can take such drastic action as cutting it from solid pieces of wood, then gluing various lengths together and sanding them to shape. When proper materials and methods are not at one's disposal the task can be very frustrating. Thanks to modern science there is an alternative.

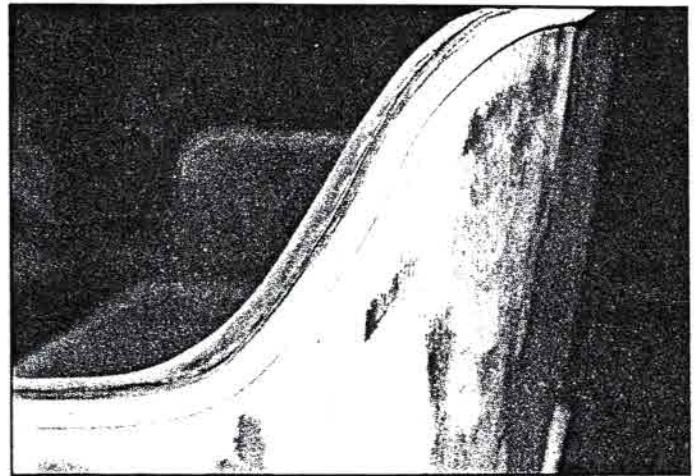
One company offering a flexible molding material, and the adhesives for bonding it to wood, is Flex Trim Industries. Offered are a wide range of shapes and sizes but, as important, different configurations will be added to the product line in support of new applications such as in the antique car hobby. Flex Trim is made from an extremely strong elastic polymer composite that will not crack or break. Best of all it can be cut, sawed, nailed, sanded, glued, painted and bent around sharp radiuses.

It is important that you bond Flex Trim to clean wood, free of any paint or oil. There are two primary methods for bonding this flexible molding to a body:

1) Use commercially available adhesives such as "Liquid Nail" or B.F. Goodrich PL200/400.



#3. The molding is applied by starting at one edge. In this case the seat had a nice smooth edge which could be used to align the molding as it was put into place with the adhesive. Drawing guide lines on the wood might help in getting better alignment. Note how nicely it can be bent to follow the small radius at the corner.



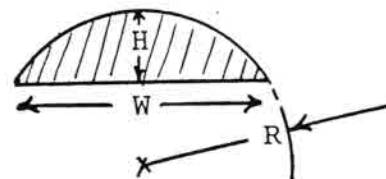
#4. Flex Trim can be bent in any direction necessary. Matching problems at the edge can be corrected by sanding or filling with ordinary body fillers, once the adhesive has cured.

Apply to the back of the molding with a small brush or paddle. As you position it in place, tack it to the wood with small finishing nails (.050" diameter or smaller) or use a series of clamps. The first method is easier but it takes several hours for the adhesive to dry and the nail holes will need filling and sanding. If clamps are used, you will need a large supply and the back surfaces of body edges must be accessible.

2) Flex Trim offers a special "no nail" adhesive and accelerator which will cure almost as fast as the you can put the molding into place. Apply the adhesive to the back of the molding and, as you place it at the edge of the body, spray a very slight mist of the accelerator at the edges of the molding.

This method will allow you to go around a sharp radius without the need to nail or clamp in place but requires some skill and practice. Errors will require that the molding be removed and the surfaces sanded before starting again. This special adhesive will also stick to your fingers and require a lot of rubbing to remove.

To place an order, measure the size of the molding(s) required. There are three basic dimensions for this type of molding but any two of the three are enough.



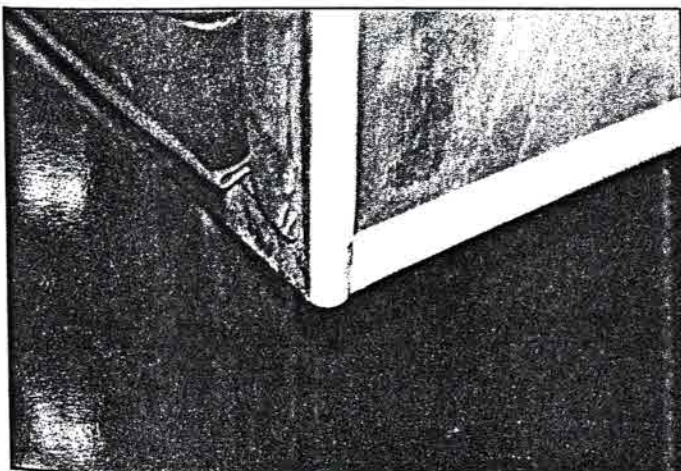
Circular Segment Molding

Generally the radius (R) is the most difficult to measure so stick with the height (H) and width (W). For example, if the molding you need is a "half-round", the width will be twice that of the height. Flex Trim is available in up to 12-foot lengths.

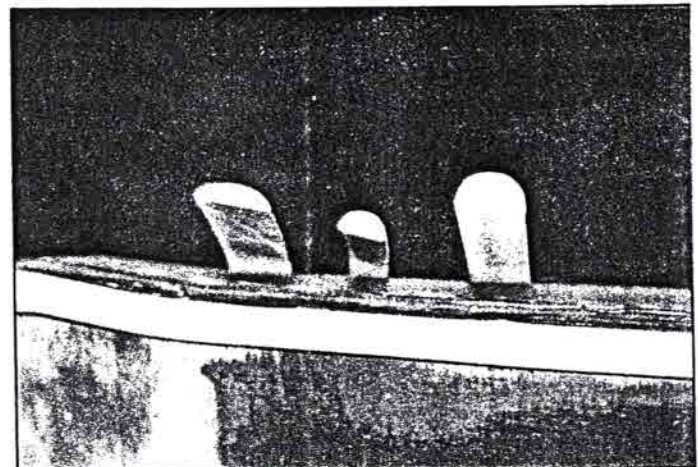
If the exact size of the original body molding is not known, you can use your artistic judgment. A very common size for many wooden bodies is about .612" wide and .135" high.

Send the measurements of the circular segment, and the lengths required, to: Flex Trim Industries, PO Box 4227, 11479 6th St, Rancho Cucamonga CA 91730. If you have any questions call them toll free at 800/356-9060. Ask for Alan Jones.

Your comments and suggestions are welcome. Write Gary Hoonsbeen, 3455 Florida Ave N, Minneapolis MN 55427, or call 612/533-4280. □



#5. In this example a quarter-round molding (approx. 7/32" high, 7/16" wide) is used at the sides and top and a circular segment (approx. 0.135" high, .612" wide) around the bottom.



#6. An end view of three typical moldings. In our example the one at the extreme left was used across the bottom and the center one at the sides and top.



A TOURIST!

By 1910 the motor car was firmly established in design and it could be said, was most reliable.

People all over the world were now using the motorcar with greater confidence. One such person undertook a trip in 1910 to travel around the world. He was Mr. J. J. Mann and he used a 15-20 h.p. six cylinder Delaunay Belleville. On the completion of his round-the-world trip by motor car, Mr. Mann wrote a book which was published in 1914. It was titled "Round the World in a Motor Car". There are seven chapters on Australia and it is interesting to read his comments as an overseas visitor and motorist.

"After spending a month in Western Australia, we put our automobile on the deck of a P & O steamer and sailed for Adelaide, which is about seven days' journey. Adelaide is the capital of South Australia, but like Perth, it has been built more or less inland. The harbour is called Port Adelaide. It is artificial.

The arrangements that we had made in Perth enabled us to land our car without any Custom House formalities, and this was fortunate, because the Custom House authorities in South Australia seem to have gone crazy on the subject of automobiles.

In an automobile there are all sorts of different apparatus, and the South Australian authorities have got it into their heads that they must analyse every automobile that comes along, and subject every part thus analysed to some special tariff. I had occasion to pass another automobile through this Custom House, and I went through the hands of four officials, and every one of these officials made out a different tariff result. Unfortunately there had been some irregularities on the part of importers of automobiles, and the Custom House authorities had gone to ridiculous extremes, and seemed to consider anyone who had anything to do with an automobile as a person to be suspected.

The road from Port Adelaide to Adelaide is a disgrace to South Australia, and I am surprised that such a go-a-head State should leave its front door and main avenue in such a condition; it cannot but give a bad impression to anyone coming on a visit.

However, Adelaide was reached safely, but unfortunately it was Saturday afternoon, and everything was shut up, including the garages, and as there was a race meeting on, everybody

had cleared off to see the race, and we had the greatest difficulty in getting a shelter for our Delaunay-Belleville; but it was accomplished at last by getting someone to climb over the door of a shed and open it from the inside.

Nothing could be more enjoyable than an automobile drive through the hills surrounding Adelaide. The traveller leaves Adelaide in the heat and rapidly cools down as he climbs the hills.

The roads are excellent in every direction, and the views delightful. We passed by fruit farms, vineyards, private gardens and on payment of a trifling sum, were allowed to walk into the strawberry gardens and eat our fill of splendid berries.

Like Western Australia, South Australia has still millions of acres unexplored, untouched, and waiting only for willing workers. It is possible to motor from Adelaide to Melbourne, but one has to cross "the ninety mile desert", which is a large area of land, covered with soft, shifting sand, which is blown about by the wind, and in which the wheels of an automobile are likely to sink sometimes to the hub.

The desert can be crossed by automobile, but special precautions have to be taken, and then much depends upon the state of the sand, or the positions into which the wind has blown it, but as there is nothing particularly interesting about it, and as nothing can be proved by going through the desert, we decided to put our Delaunay-Belleville on the P & O steamer at Adelaide and proceed to Melbourne in that manner, a three day's journey.

The Australian as a rule, when he purchases an automobile, loves to have it very highly finished, very brilliant, and with a great deal of brass work about it; but alas! this only applies to a new car, and generally speaking, very little attention is paid to the washing and cleaning of the car once it has been used.

Many a car in the bush goes for months with the same dust on it. You see it is a matter of habit. In the Australian bush the buggy, which before the arrival of the automobile, was the great means of locomotion, was never washed."

Mr. Mann must have been disillusioned with some of his accommodation in our bush hotels during his travels.

"The Australian budding township is the most uninviting agglomeration that could be imagined.

Reminder - Thursday Dec. 19

CHILDREN'S CHRISTMAS PARTY AT GOVERNMENT HOUSE - THURSDAY, 19 DECEMBER 2002 - 2.30-4.00 PM

The following letter is from Maria Cicutto, of Government House;

I am writing to confirm that the Governor-General and Mrs Hollingworth will be hosting a Christmas Party for children with special needs on the above date. We would be grateful if the Veteran and Vintage Car Club would consider participating once again this year. As you know, the rides are the highlight of the occasion and bring much delight and pleasure to the children. I look forward to hearing from you. Many thanks. Maria Cicutto

Also Note – fellow member Bob McGuire is co-ordinating the effort for the following day (20th Dec.) so any of our members who can help out on the Friday as well, just let Bob know.

Please make the effort to help these kids – many hands make light work!

Sun. Jan. 20 – Twilight run

Something a little different. Let's take full advantage of daylight saving. Meet at the Acton ferry terminal car park at 3.30 pm., BYO picnic tea. Destination yet to be confirmed.

SEE YOU THERE

A TOURIST! - Continued

There is a hotel, with a high-sounding name, but built mostly of corrugated iron. It is surrounded by a verandah of badly fitting bare boards; it has no foundations of any kind; it is just dumped down on the sand.

The bar, of course, is the principal part of the Australian bush hotel, and it consists of a wooden counter and a few rows of bottles. A man in his shirt sleeves usually serves the drinks, and there is certain to be a few dozen loafers around cadging for drinks. It is an impossible place.

Next in importance comes the dining-room, which is usually black with flies, and in which a meal can be had if the visitor is there at meal times. Nothing will be cooked, and no cold victuals can be obtained, should the meal hour be missed.

The staircase is usually of bare boards, and the bedrooms likewise, and everything is of the most rudimentary structure.

There may be a bathroom. I will describe one I actually saw. It was situated on the ground outside the back of the house. There was just a tap in the wall, and a kerosene tin with holes in the bottom, and a rope over a pulley to pull it up over one's head. The bath-room was open to the

four winds of heaven, and from the outside you could see the head of the person having his bath, the plan being to run one tap on and fill the kerosene tin, and then pull it up above one's head and let the shower come down.

This was quite a luxury, the great majority of the bush hotels do not even aspire to such heights.

The food, of course, depends entirely upon the cook, the materials being ample and of the best quality, and in some of the bush inns one can feed very well, but in the great majority the food is execrably cooked.

The rest of the township consists of a few tin huts, where big signs indicate a store, a land agent, or a boarding house. And then there are quite a number of tents in which the rest of the inhabitants live. The place looks lost, dusty and miserable, a sand heap."

Round the World in a Motor Car

by J.J. Mann 1914

Vale

Bert Jackson

Roy Wheeler has kindly penned the following;

It was with regret that I learned of the passing of Bert Jackson, one of our earliest members. I don't know if Bert was a Foundation Member but he was in the Club in the very early days, in the 1960s. His name has to be linked with those of Murdoch Macdonald, Alan Higginson, Jim Bolton, Paddy Clayton, Alan Pickup and other stalwarts of those almost legendary times.

Bert was a good club member. He was always ready to take office, work on committees and help organize rallies when we were busy establishing ourselves in the Old Car Movement. Bert was a good club member in that he was a "good bloke" in the best sense of the term; friendly, ready with a helping hand and willing to share information about the location of parts and complete cars.

Bert liked the British marques. A 1913 Rover roadster with artillery wheels was the pride and joy of Bert and wife Ruth. They left Canberra for Brisbane in the mid seventies, later went to Spring Ridge and finally retired to Uralla. They remained active in the movement and Bert had an Austin 7 and an Austin Healey Sprite at the time of his death.

We regret his passing, acknowledge his contribution and extend our sympathy to Ruth and the family.

RWW

SHANNONS NATIONAL 1 & 2 CYLINDER VETERAN TOUR DEVONPORT, TASMANIA 31st January to 8th February, 2004

PLEASE ADDRESS ALL CORRESPONDENCE TO:
The Secretary, P.O.Box 518, Devonport, Tas., 7310

The tour will be a hub event based in Devonport.
This location enables entrants to bring only their veteran on the ferry, at little or no cost for the vehicle.
For entrants wishing to stay on and holiday in Tasmania we will provide storage for their veteran. We are also working on a suitable location in Melbourne to park moderns and trailers.
Come and be part of this unique event with quiet country roads, gentle undulating countryside, and our magnificent scenery.

.....
Please Return

I am interested in participating in the Shannons National 1 & 2 Cylinder Veteran Tour of 2004. Please send an entry form to:

Name:.....

Address:.....

'Phone:..... Signed:.....



Minutes of the Veteran and Vintage Car Club of Australia (ACT) September 2002 Meeting

Date: 20 November 2002

Attendance: As per the book

Apologies: As per the book

Welcome: Extended to Bruce Kremybourg of the Qld Veteran Car Club. Bruce is currently visiting Rick McDonough and owns an AX Renault

Minutes of the previous meeting: Accepted. **Moved** Beth Woolley **Seconded** Barry Roberts

Correspondence in: Club Mags
Canon Invoice – Photocopier service
100 Years of GM flyer
Subs from E. Quarmby, I. Irwin & M. Barnes
NRMA 2003 Motorfest Details
Pickles Auction of Military Vehicles in WA
Tax Office
Funnelweb Internet offering free service to clubs
1 & 2 Cylinder Rally (Tasmania) Details and Entry Forms
27th National Chev Festival Details and Entry Forms

Correspondence out: Invoice – J. de Brincat \$50.00 for ad. in club magazine

Treasurer's Report:

- Balance of Cheque account is \$??
 - Expenditure: Canon - \$33.00, Council of Car Clubs membership- \$5.00
- Moved** Peter Templer **Seconded** Beth Woolley

Events Director:

1. November run details as per club mag
2. Dec – Xmas run to Murray's Corner 15th Dec. Start 9:30 am at Scrivener Dam
3. Dec 19th Governor Generals Residence
4. A Twilight Run was suggested for Sunday 19th January 2003. Euan and Wilga Coutts offered their place at Royalla as a possible destination. Aiming for a 4 O'clock get together.
5. Feb 2003 event will be "Wheels" at Braddon Oval – details to be put in club mag if possible

Meeting activity:

Euan Coutts lead an interesting discussion on the Bendigo Swap

General business:

1. New member Scott Appleyard (who owns several Austin 7's) was welcomed into the club
2. Geoff Nicholas has acquired a restored 1910 De Dion Bouton
3. It was agreed that the December meeting will be held on Wednesday 18th at the New Star restaurant located at the Griffith shops
4. David Robinson briefed the meeting on items arising from the recent Council of Car Clubs meeting
5. Council of car Clubs requires a list of club vehicles and rego plates. Rob Woolley, Barry Roberts and Dave Robinson to organise
6. John Ahearn has been contacted by someone after a complete but disassembled mid-1920's Model T Ford for restoration
7. Scott Appleyard advised that the Bargo swap has been cancelled indefinitely and that a bus to the Ballarat swap is being organised by the Berrima Club.

Meeting closed: 8.45 pm



Etched



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LAMP BADGES,
PATENT PLATES,
DOOR SILL PLATES, CHASSIS PLATES,
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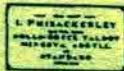


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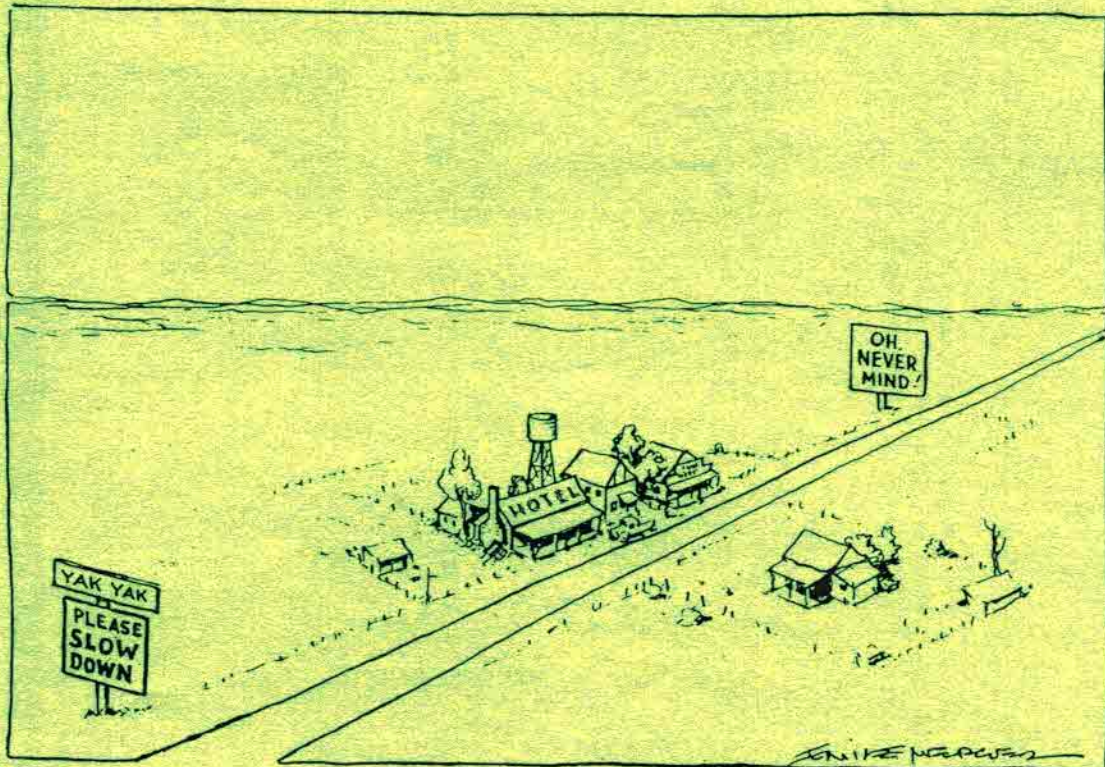
**JOHN
DEBRINCAT**

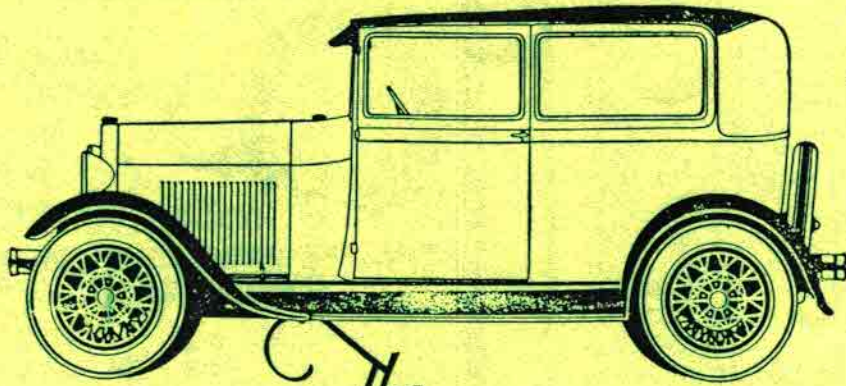
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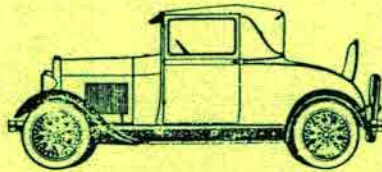
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