

14 Feb. 2002

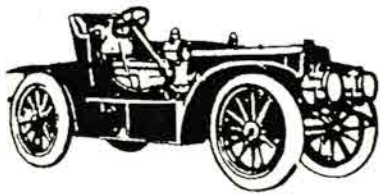
THE EDWARDIAN

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
PRESIDENT	Gerard Frawley	6 Bouchier Close, CALWELL 2905	6292 7446
VICE PRESIDENT	David Robinson	26 Lenahan St. GIRRALANG 2617	6241 5725
SECRETARY	Rob Woolley	51 Mileham St. MacGREGOR 2615	6254 9485
TREASURER	Beth Woolley	51 Mileham St. MacGREGOR 2615	6254 9485
EDITOR	Rick Mc Donough	25 Hurtle Ave, BONYTHON. 2905	6293 1553
EVENTS DIRECTOR	Peter Templer	34 Fullwood St. WESTON 2611	6288 7330
MEETING ACTIVITIES	David Robinson	26 Lenahan St. GIRRALANG 2617	6241 5725
MEETING CATERERS	Angelo & Jennifer D'Emilio	18 Darmody St. WEETANGERA 2614	6254 2732
INSPECTION OFFICERS	Rob Woolley Barry Roberts	51 Mileham St. MacGREGOR 2615 3 Heading Place FADDEN 2904	6254 9485 6292 8920
REGISTRARS	Rob & Beth Woolley	51 Mileham St. MacGREGOR 2615	6254 9485
DATING OFFICER	John Ahearn	13 Julius St. PEARCE 2607	6286 4814
LIBRARIAN	Heinz Gottlob	15 Fenton St. DOWNER 2602	6241 5618
ASSISTANT LIBRARIAN	Terry Lloyd	80 Jennings St. CURTIN 2605	6281 4251
PUBLIC OFFICER	Terry Lloyd	80 Jennings St. CURTIN 2605	6281 4251
COUNCIL DELEGATES	Rob Woolley David Robinson	51 Mileham St. MacGREGOR 2615 26 Lenahan St. GIRRALANG 2617	6254 9485 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

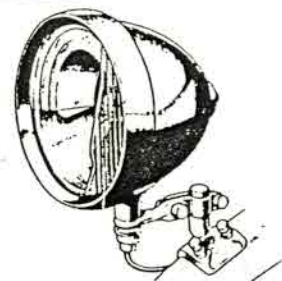
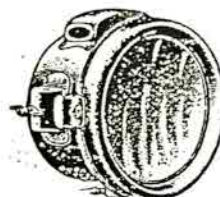
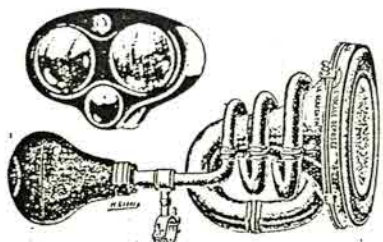
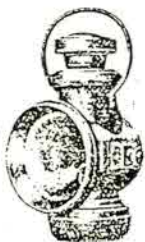


MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 8PM.

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



✍ EDITORIAL ✍

Greetings to all for this year of 2002 and a welcome return to a new year of veteran and vintage touring. I'm afraid my waist line has expanded somewhat over the break and lay the initial blame for my athletic figure's demise at Chris Templer's feet for those delicious bon bons she hand made at our last official get together, the end of year dinner at the Ainslie footy club (it had nothing to do with the fact I took a few unclaimed bon bons home!). Despite that, thanks Chris for your efforts.

I have been busy restoring not one, but two cars over the break. Firstly, fellow club member Evan Quarmby has been enthusiastically preparing and painting Shirley's '33 Austin Ten roadster and I have also been working on the Maxwell. The wheels are currently in New Zealand being remade. With our exchange rate, this works out at about half the cost of getting them done here.

In a spare moment recently I had a look at the web site of the Veteran Car Club of Great Britain. In following one of the links from this site I came across an interesting story on 'Geneveive'. As this really is the car that started our hobby nearly fifty years ago, I thought others might enjoy it too and have included it in this months newsletter. I remember seeing Geneveive in Gilltrap's museum as a kid in 1974, when the museum was in its original location at Kirra on the Gold Coast. They used to do a matinee type show and wheel a few veterans out from display and crank them up for the seated crowd. One of these 'show' cars was naturally the famous Geneveive. Although it was a fair while ago I seem to remember that they used to do a sort of trick with Geneveive. It involved cranking it over a few times (and after about 30 seconds or so it would not start) and then in disgust the 'cranker' would kick the front tyre and it would roar (...well rattle) into life. I think it had something to do with a delayed spark and the timing, not just of the car, but when the kick was administered to coincide with it starting. Whatever it was, it got a good laugh from the crowd. Speaking of Gilltraps, little did I know when I was but a young lad sitting with my parents in that audience that I would one day own a vehicle from the collection. Enough said for now.....more will be revealed at the Feb. meeting when I subject you to part two of the Maxwell story!

Happy Restoring

Rick

Thought for the day ;

Did you ever notice, when you are sitting at a red light, that when the person in front of you pulls up a couple of inches, you are compelled to move up too? Do we really think we are making progress toward our destination? "Whew, I thought we would be late, but now that I am nine inches closer, I can stop for a coffee and a Danish!"

SASSAFRAS WOOD WORKS COACHBUILDERS

**Specialists in Wooden Bodies for
Veteran, Vintage & Classic Motor Cars**

Small repairs to complete bodies - free estimates

Works: 6/24 Endurance Avenue, Queanbeyan, NSW, 2620

Peter & Julie Jones

0438 584 002 A/H 6278 3360

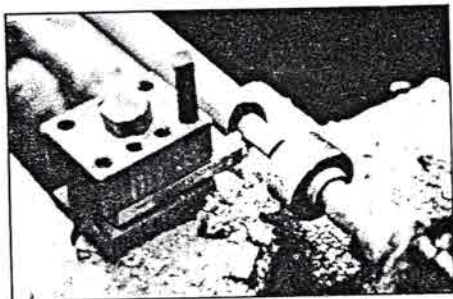
New Life for Old Wheels

by Gary Allen Hoonsbeen

Of all the tasks in restoring an antique car, wooden wheels are at the bottom of the list. Part of the problem is there are 10, 12 or even 14 spokes in each of four wheels. That translates into money and time.

A vehicle without wheels is a lifeless mass that cannot be moved, let alone driven. When the restored wheels are attached to the axles on a chassis the mass becomes much easier to visualize as a pristine vehicle, even though completion may be months or even years into the future.

Ideally an unrestored vehicle would have wheels that required only a light sanding, maybe some cracks filled, painted and finally topped off with a new set of tires. In reality our latest treasure often has loose felloes and many broken or rotten spokes.



Newly purchased replacement spokes are placed in a metal lathe and cut to length, leaving a peg at the end to be inserted into the felloe.

The easy way out is to send them out for professional rebuilding and suffer the costs—likely to be well over \$300 per wheel—just for new spokes and felloes! If you are on a tight budget, read further.

The procedure for making repairs is often personal. Each person attempting to find a "cure" for a particular problem may approach it differently.

The methods described were used about 15 years ago with satisfactory results. Each restoration however, requires adjustments for conditions and for the tools available.

In this example the 25" wheels of a 1909 Reo had been on the car long before it was placed into storage in 1938. Three of the wheels had some rotten felloes and spokes as a result of the vehicle's settling into the barn's muddy floor.

The hubs were removed and cleaned. A sample spoke was sent to a buggy shop in Iowa and reproduced for \$8 each. The right-size raw felloes were already on hand from a purchase several years ago. The fitting of the felloes is not a part of this article.

The new spokes were made two inches longer than the original and cut to match. The ends were turned down to small pegs to fit the holes in the felloes. This was done on a metal lathe so that the cutting could be accurately controlled.

All of the new spokes were inserted into the wheel (without the hub) to make sure everything fit. The last spoke to be inserted needed to have the inside edges chamfered so it could be pressed in between the two adjacent spokes. The spokes did not need to go back into the original location (and in some cases it is better to stagger old and new spokes).

If your spokes are tear-drop shaped, make sure they are all correctly oriented. Of particular importance is to make sure the peg does not hit the metal rim before the spoke is resting on the felloe. Trim as necessary.

Setting in the spokes while the felloe is riveted to the metal wheel rim requires that the peg end be somewhat loose. If necessary, file the peg's diameter down a little to help. With older wheels restored as described, there will not be the pressure from the center outward. Use C-clamps around the felloe to tighten them against the rim. Keep the C-clamps in place until the project is completed.

The new spokes may not all line up with the originals in the center opening. Cut any excess length so that the hole is about 1/4- to 3/8-inch larger than the metal hub. In a 12-spoke wheel the center end of each spoke is cut at 15 degrees on each side.

Likely the shrinkage of the aged felloes and the spokes will mean they are no longer in tight side contact when assembled. If the accumulated space between the spokes is less than 1/8 of an inch, it can be ignored. If more, find a thickness of metal or fiber material that can be inserted between these 15-degree surfaces to fill in the space.

If the wheel looks acceptable (personal opinion of course) number each spoke and remove them. The chamfered spoke should be the last one numbered.

A heavy (thick) epoxy resin is now prepared for use in the final assembly process. The epoxy in this example is the same type used to bond brake linings to brake shoes, available in small containers from many garages. The mixing ratio of the two parts is generally 1 part "A" to 1 part "B" by volume. Check the container for exact information. Other thick epoxy mixtures are available at hobby and hardware stores.

Starting with spoke number one, place some epoxy into the felloe hole and on both of the 15 degree flats. Push the spoke into the felloe. Continue this procedure until the spokes are all in place.

Next (if necessary) insert small shims between the spokes at the center, making sure they are coated with epoxy. Don't be concerned if some of the original bolt holes are filled with epoxy. These will be drilled out later in the procedure.

The wheel will be a little messy with epoxy oozing out of felloe holes and from the center. Wipe up any excess before continuing. The epoxy will take 30 minutes to a few hours to cure so there will be additional time for a final clean-up at the end.

Rub the inside of the hub's flange and the collar of the hub with a heavy coating of candle wax, inserting it into the center of the wheel just as if you were assembling the wheel. Do not use the separate hub plate or the hub bolts.

Use at least six C-clamps to press the wheel spokes against the hub flange. Small wooden blocks on the spoke side of the clamp will help distribute the force and provide some protection for the wood. This will keep the spokes aligned on one side while the epoxy cures. The wax will keep the epoxy from bonding to the hub so that it can be removed for the next operation. Make sure the spokes are seated firmly in the felloe. Once the epoxy sets there is no moving them again!

Measure the outside diameter of the wheel rim in two places. If the rim appears to be egg shaped, place a long clamp across the longest point and draw it in to make the wheel as round as reasonable. A difference of 3/16 inch is of no consequence.

Clean all excess epoxy from around the spokes and felloes and set the wheel aside for a day or two for complete curing.

Once the spokes are firmly bonded together, press the hub out of the center. If it is necessary to apply force to press it out the hub, support the wooden spokes with a donut-shaped block, large enough to fit around the hub's flange.

To assure the rim will be in alignment with the hub it is necessary to machine the spoke-mating surface so that it is parallel with the edges of the wheel's rim. This is accomplished by mounting a router on two long aluminum rods and lowering the cutting bit until it contacts the lowest point within the mounting surface area of the hub flange.

Move the router around with the support arms resting on the rim to create this parallel surface.

The size of the circular surface to be machined should be clearly marked with a felt tip pen to guide this hand operation.

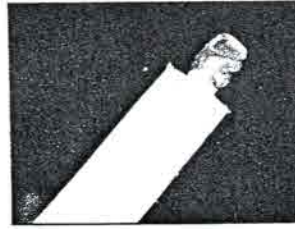
The machined surface needs to be a little larger than the hub flange to allow for centering. Note: All makes of routers are different, so the method of attaching the long guide bars may require some innovation if the system used here does not work.

There must be a space at the center of the wheel and the metal hub to allow the hub to be centered. Chances are this space will be filled with some of the epoxy used to bond the spokes together.

Clean out the hole so that the hub is loose. Insert the hub, holding it in place with six C-clamps. Ideally the bolt holes in the hub flange will line up with some of the original holes between the spokes. Find the best match then lightly tighten the clamps.

Align the hub so it is in the center of the rim by measuring in four places 90 degrees apart. Use light hammer blows to the side of the hub to make sure this measurement is the same on all sides. A slightly egg-shaped rim will require some compromise. Tighten the C-clamps and re-measure to assure accuracy.

The flange bolt holes can now be drilled and bolts inserted.



The peg end of each spoke is given a generous portion of epoxy. A similar amount of epoxy is inserted into the hole in the felloe to assure good filling and bonding.



Each side of the spoke at the center of the wheel is coated with epoxy. This end is from a 12-spoke wheel so the cuts are at 15 degrees on both sides. Much oozing will take place as the spokes are pressed together. Clean the excess away as you proceed.

Remove one C-clamp at a time using the holes in the hub flange for guides. Drill the hole and insert a bolt, using a washer against the wood. The bolt need not be as large as the final hub bolts but should be strong enough to handle the torque of a long wrench.

The spaces between the hub and the end of each spoke are now filled with hardwood tapered shims (wedges). These are best made (one at a time) on a band saw, as each will be somewhat custom in length and thickness. Each shim is tested for fit before it is forced into place with a hammer.

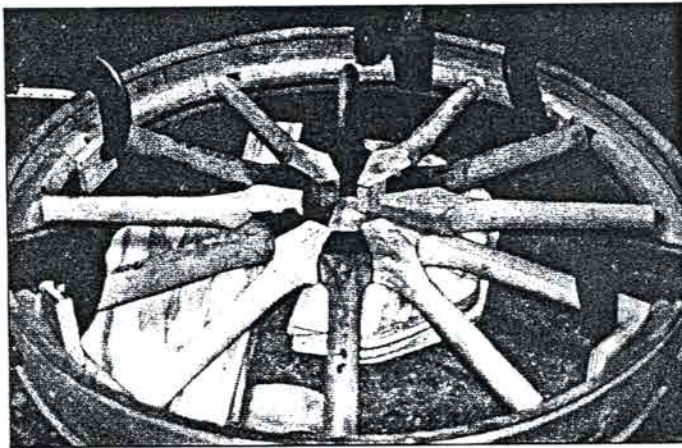
Coat the shims with epoxy.

Stagger the installation of shims from one side of the hub to the other to keep everything centered. When one shim is behind each spoke, fill in any voids with epoxy.

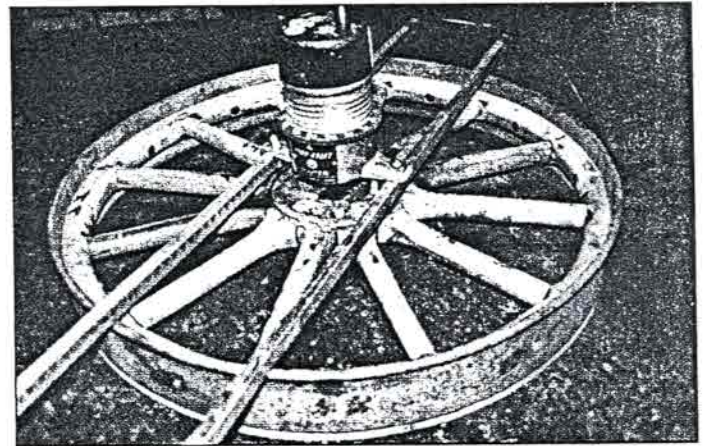
After this cures, remove the bolts, or C-clamps and, with a shape chisel, cut off any excess shim material, drill (or re-drill) the holes for the bolts using the holes in the hub flange for guides.

Sand the spoke surface that mates with the hub plate and complete the assembly.

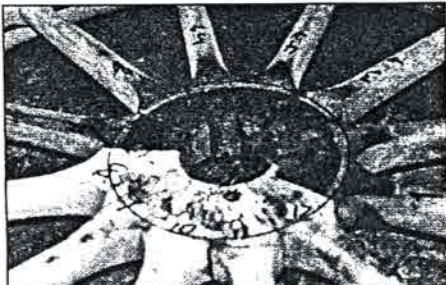
The rest is should be a simple matter of sanding, filling and painting. □



The felloe halves are held tightly against the rim with C-clamps as the spokes are fitted to the felloe. In this particular wheel alternate spokes are new.



Once the epoxy has cured the wheel becomes a solid mass. Remove the hub and machine a true flat surface parallel to the edge of the rim for the hub flange. The router is mounted on long arms supported by the two arms originally used for handles.



The spokes at the center have been trimmed so that the hole is slightly larger than the hub. Each spoke is numbered, then removed for the next step.

The hub flange is centered in the wheel with bolts (or C-clamps) to hold it in place. Individual hardwood shims are hammered between each spoke and the hub to hold everything firmly in place. Epoxy fills all the voids around the hub to create a solid wheel, good for many years.

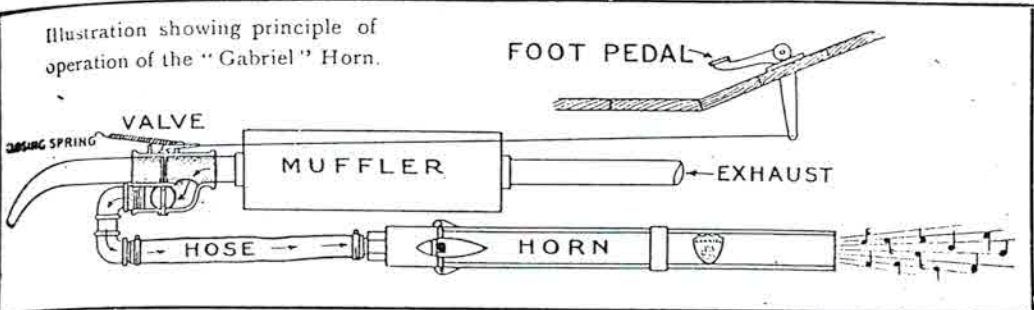


THE "GABRIEL" HORN—continued.

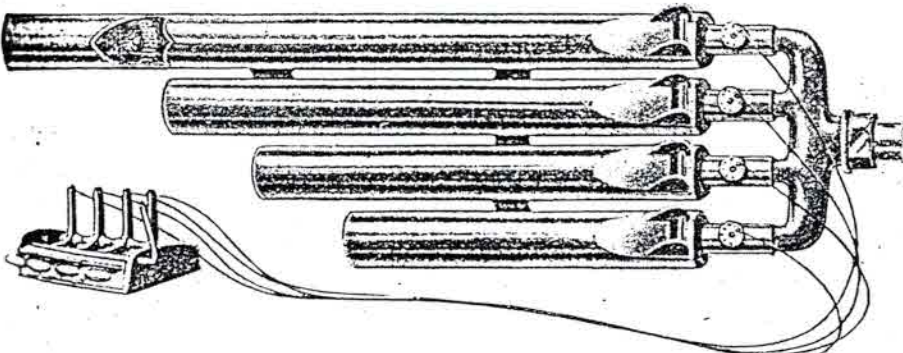
Hints on Fixing. It is recommended to fix the Horn against side of car, so as to protect it from mud and dirt. The open end should be forward. It is not advisable to place it underneath car, as this has a tendency to muffle the tone, and the accumulation of dust, etc., makes it necessary to clean the Horn more frequently. The valve should be placed at outlet end of muffler, and as near to it as possible. The exhaust pipe and muffler must be perfectly tight and not leak at the seams or joints, thereby allowing the exhaust gases to escape without passing through the valve. Best results can only be obtained from the "GABRIEL" Horn when the Valve is placed BEHIND the Silencer.

Use 1 in. pipe or good quality steam hose for leading exhaust from valve to Horn; hose is preferable when valve is placed after muffler, also before muffler, but not closer to engine than 4 ft. or 5 ft., otherwise iron pipes should be used. Support pipe, or hose, to frame of car near the horn, to prevent its weight from breaking the brass union in end of Horn. When exhaust is exceedingly strong, use considerable hose or pipe, when weak, place Horn nearer valve. Connect foot pedal to valve with wire cable, so that when pedal is pressed it opens valve. Attach spring so that it will close valve when pedal is released. Before attaching valve to exhaust pipe, place a 1 in. elbow in open-

ing of valve which leads to Horn. Care must be taken, when fixing to see that the clip, supplied with the Horn, is not fitted to cover up any part of the slots in the side of Horn, neither should the Horn touch any pipework or other portions of the car; if it does so, it is liable to alter the tone of the Horn.



THE "GABRIEL" FOUR NOTE BUGLE.



This new model of the "Gabriel" is truly the motor horn "de luxe."

Each of the four pipes shown in the illustration is tuned to a distinct note, the four together reproducing the principal chords of the octave. Wires connected to a corresponding keyboard placed adjacent to the driver's seat, allow the notes to be operated separately or simultaneously, to reproduce bugle-calls or a variety of musical combinations. Thus a distinctly novel alarm is provided, which admirably fulfils its purpose as a road clearer.

It is blown by the exhaust gases and, if it is desired to sound the four notes in unison, can be operated by a foot pedal, a simple locking device placing the keyboard temporarily out of use.

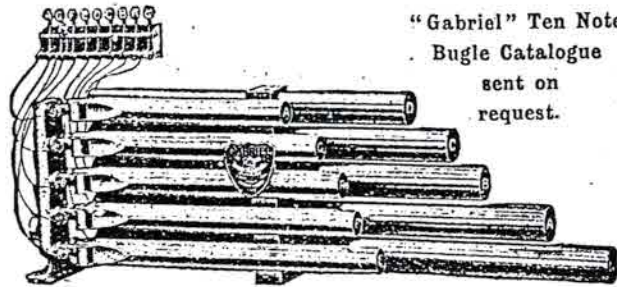
No. H3/15. Complete	Minimum Retail Prices.		
	Brass.	Nickel.	Black Nickel
... .. each	£8 8 0	£8 18 0	£9 18 0

Extreme dimensions, 28 x 6 1/4 in.

THE "GABRIEL" TEN NOTE BUGLE.

The most elaborate and attractive Motor Horn manufactured. Comprises ten tubes placed in two tiers, making it neat and compact. Perfectly tuned in key of "G" with "F" sharp and "A" added, and is suitable for playing melodies. By turning a lever on keyboard four different chords are produced, either of which may be used as a signal, by setting lever thereon and pressing foot pedal only. Each key is lettered to correspond with the note it operates, and popular music, specially arranged, is furnished with every horn, so that anyone can easily learn to play. Workmanship, material and finish, the very best. Nothing to get out of order; any four or six-cylinder motor will operate it.

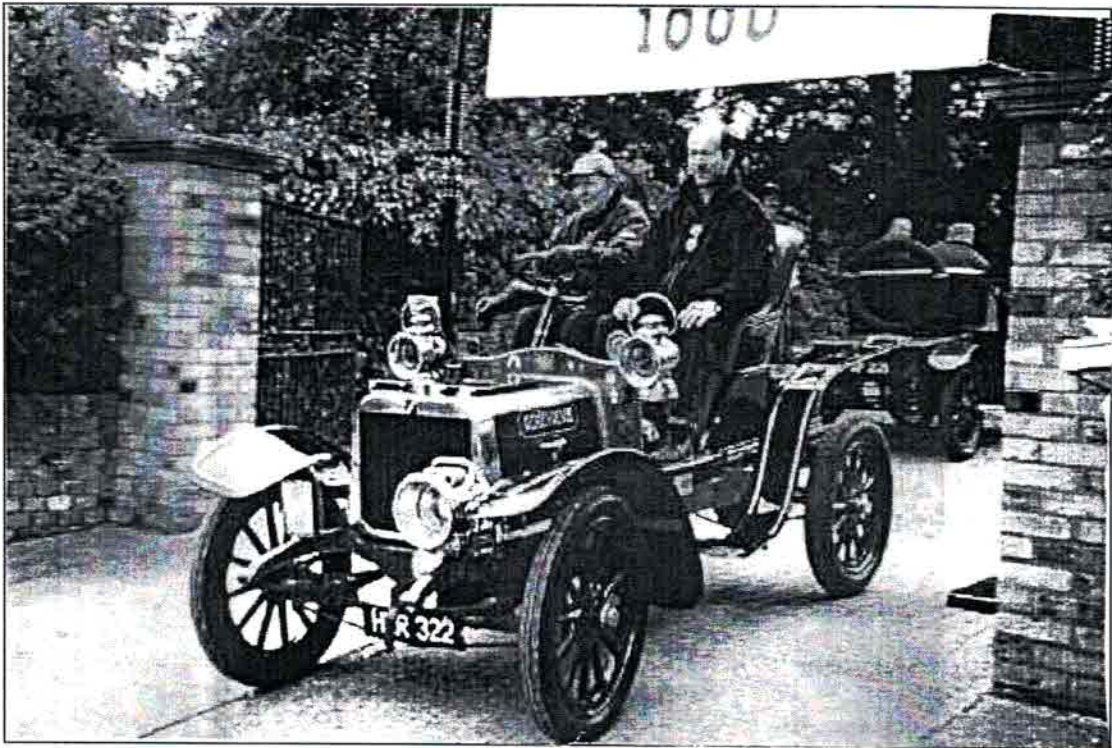
The "Gabriel" Bugles may be heard over the telephone. Ring up our West End Showrooms (3397 Gerrard), and ask them to play you a tune.



"Gabriel" Ten Note Bugle Catalogue sent on request.

No. H3/10. For large cars	...	Minimum Retail Prices.	
		Brass.	Black or Nickel.
...	...	£40 0 0	£42 0 0
No. H3/11. For cars of 20 h.p. and under	...	35 0 0	37 0 0

Please quote List Numbers and give full particulars when Ordering.



Where is "Genevieve" Today?

Right where you'd hope she would be! Genevieve completed the London-Brighton Run this year.

She's pictured above in May of 2000 starting the centennial re-enactment of the 1900 1000-mile Trial with Howard Wilson, formerly chief engineer at the National Motor Museum, at the wheel

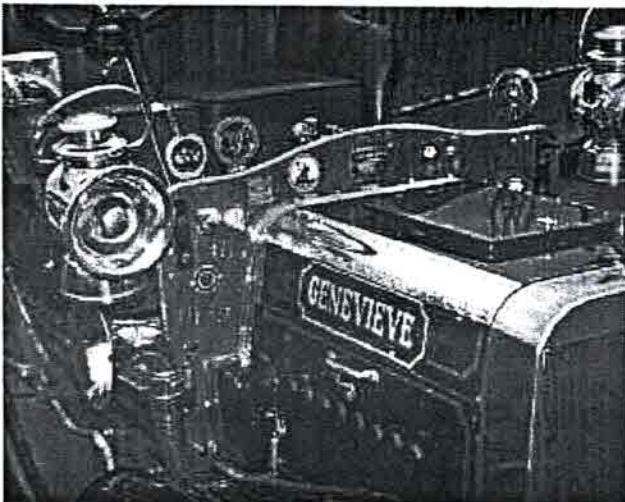
(Photo copyright and courtesy of David Burgess-Wise)

The Brighton Belle Celebrates 50 Years On The Run

November would not be quite the same without Genevieve

by David Burgess-Wise

Reprinted from *Aston*, published by the Aston Martin Heritage Trust



Genevieve made only one film, but her performance changed our lives. She was almost 50 when she found international stardom, yet she still looks as good as ever nearly half a century on. Like so many stars of her generation, she changed her name for the silver screen to that of the patron saint of the city where she was born in 1904. And even by motion picture standards, her discovery was bizarre, for she was found lying naked and badly the worse for wear in a hedge down the Lea Bridge Road in East London by a bailiff called Bill Bailey...

... All right, if you're one of the tiny minority who have never seen the film, I'll come clean. Genevieve is a motor car, a twin-cylinder 10/12 hp Darracq built in Paris in 1904...

'But,' you're saying, 'I own a 1966 DB6 Vantage, so why should I be concerned about a 1904 Darracq named Genevieve with non-original body work which appeared in a film launched in

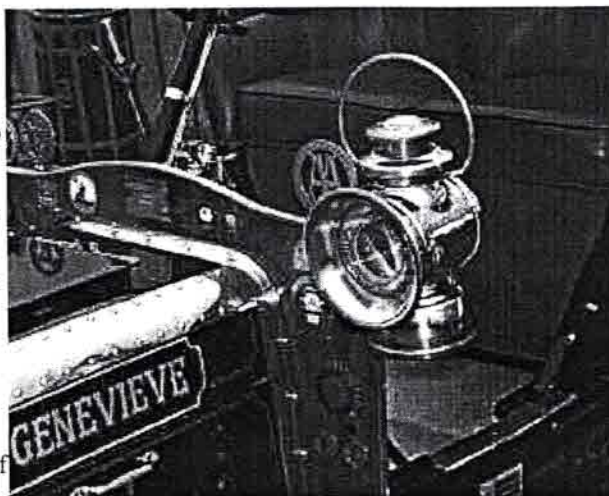
1953? Lionel Martin owned many makes of car, but never a Darracq -- what relevance does it have to my hobby?'

Well, for a start, no less an authority than the National Motor Museum declares that 'Genevieve is the mascot of the old car movement.' Why? Because if it hadn't been for that Darracq, tens of thousands of people probably wouldn't have a hobby. Before Genevieve starred in that film, 35-year-old cars interested no more than a handful of connoisseurs and eccentrics. Very few people bothered to restore old cars and few garages would have anything to do with them.

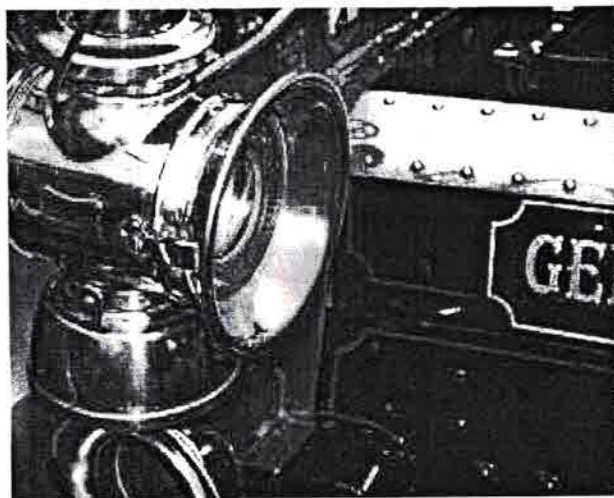
Genevieve changed all that and owning old cars became socially acceptable. Even though the film had been made by a South African, it precisely captured that peculiarly British enthusiasm for ancient machinery -- and the peculiarly British characters who collected old cars.

Centered on the London -- Brighton Veteran Car Run, which had been held since 1927 to commemorate the raising of the speed limit from 4 mph to 12 mph in 1896, Genevieve played to packed houses round the world and proved the best ambassador the antique car movement ever had.

It transformed the ownership of old cars from a minority interest into a major international hobby and made the Brighton Run the world's biggest motoring event. It also ensured the preservation of cars not yet born when they in turn became hold an interesting. The historic vehicle movement owes a tremendous debt of gratitude to Genevieve.



The moment of her discovery deserves recording: Bailiff Bailey was on his way to serve a court order one day late in 1945 when, looking at the document he was about to serve rather than where he was going, he barked his shin on the rusty dumbiron of an ancient car that was sticking out of a hedge. As a collector of ancient motorcycles, his curiosity was aroused. Realising that the derelict car was a veteran twin-cylinder Darracq, he peered through the hedge to find what looked like a sunken builder's dump, strewn with heaps of rubble, old bricks, chimney pots and doors, from most of which protruded an ancient wheel or a steering column.



He passed on the intelligence to two friends, Bill Peacock and Jack Wadsworth, who collected veteran and vintage cars: they investigated, and eventually located the owner of the yard living in the scullery of an adjoining house which was otherwise filled with junk.

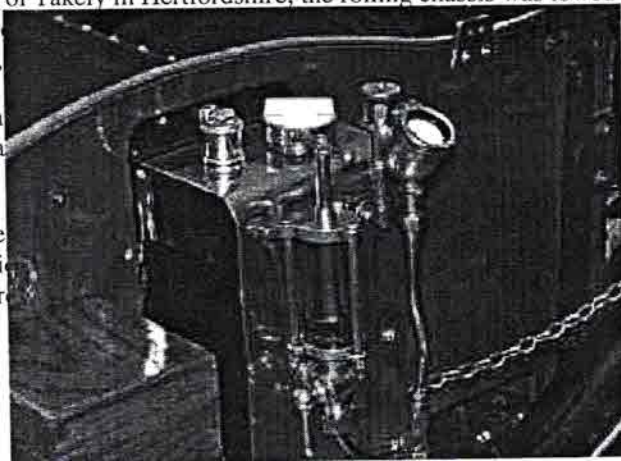
After a long period of haggling Peacock and Wadsworth bought every car in the yard -- there were 15 of them, dating from 1903 to the late 1920s, mostly lacking their body work -- for £45, which even by the standards of the day was a bargain. With the help of willing, if ill-prepared, friends, the cars were extricated from the yard and trailered to Wadsworth's yard in Isleworth, Middlesex. Wadsworth and Peacock kept the best of their purchases, a 1903 Sunbeam and a 1903 Argyll, for themselves, and sold off the remainder to friends.

The Darracq from the hedge had been robbed of everything removable by the local children, but there was a second Darracq chassis of similar age which was complete but badly rusted. Both cars were sold to an acquaintance named Peter Venning for £25 and he began dismantling them to make one good car out of the two chassis. The bits were taken to a workshop near Kew Bridge, stripped, cleaned and reassembled and put into working condition.

Front wheels of the correct size were found on an old model T Ford on a chicken farm in the shadow of Dunstable Downs and, when Venning got married in 1949 and moved to the village of Takely in Hertfordshire, the rolling chassis was towed to a new home in a shed at Canons Farm at nearby Start Hill. Here, in a barn, was found a veteran car body lying in the barn and, as luck would have it,

This, however was the point at which Venning decided, like so many others, not to possess the facilities or the money to continue and complete an incomplete restoration in *Motor Sport* for £35.

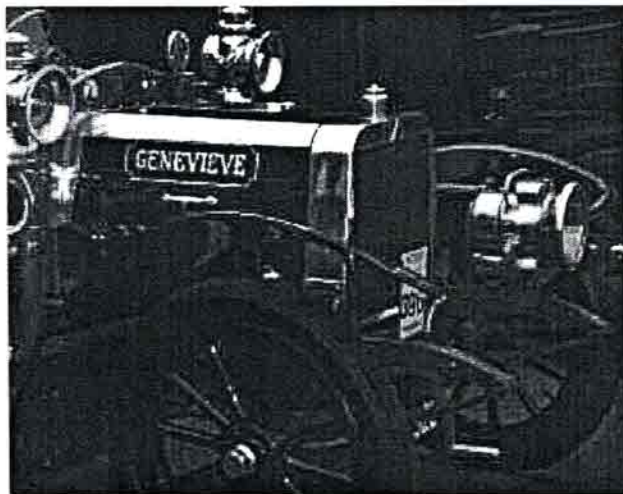
It was bought by Uxbridge Ford dealer Norman Reeves, who already had a 1904 Darracq -- and handed it over to his mechanic, who was only fragmentary, so Reeves borrowed a 1904 "Flying Fifteen" from a friend. It was the wrong pattern for the little 10/12 hp.



In 1949, the old Darracq was ready to rally, and Reeves, who had nicknames for most of his cars, christened it 'Annie'. The car proved so reliable that in 1950 was taken on a veteran rally to Le Torquet, and that year 'Annie' completed her first London -- Brighton run.

Thinking the old gig body lacked style, Reeves got Charlie Cadby to build up the back of the bench-type seat into a more elaborate 'tulip' style and added a rear boot. He also tried to improve the steering by altering the camber angle but found that, while the car was wonderful at going round corners, it became hopeless in a straight line!

In 1952 South African-born film producer Henry Cornelius, best known for films like *Passport to Pimlico* and *Hue and Cry*, approached the Veteran Car Club with a script about a fictitious London-Brighton Run and asked for its help. Wary at first that Cornelius simply wanted to make fun of their hobby, the Club read the script and softened. But though Cornelius wanted his main characters to drive British-built cars, not one owner was willing to lend the Wolseley or Humber that had been specified for the hero, Alan McKim, or the Lanchester required for his friend and rival Ambrose Claverhouse.



Finally, Norman Reeves stepped forward and offered 'Annie' for



the starring role: his friend Frank Reese then lent his Dutch-built Spyker -- which had once shared that yard in Uxbridge with the Darracq -- for Claverhouse's car. Along with 'Annie', who had to change her name to 'Genevieve' for the film, Reeves offered the services of his mechanic Charles Cadby for the duration of the film, shot between September and November, with the real-life 1952 Brighton Run being

filmed at the end to add authenticity.

Cadby had to perform more than mechanic's duties, for discovered that John Gregson, who played Alan McKim, was unable to drive, and had to be coached by Charlie -- and his co-star, Dinah Sheridan, cast as McKim's long-suffering wife Wendy!

Miss Sheridan, now living in California, recalls 'Although he was the "owner" of the main character, the whole story being about the annual journey from London to Brighton, John couldn't drive! I spent the whole film time trying not to be seen giving him instructive help out of the side of my mouth. At the end of the film he could have taken his test on Genevieve, but he still couldn't drive a modern car.'

The film opened on 27 May 1953 -- Coronation Year -- at the Leicester Square Theatre, and its gentle humor centered around the Brighton run and a subsequent race back to London by the two protagonists with Genevieve as the prize, caught the public imagination.

The credits, maybe, said it all: 'Any resemblance between the department of the characters and any Club members is emphatically denied -- by the Club.'

Its success was repeated all round the world: in Colorado the local Horseless Carriage Club staged a run from Denver to a nearby town named Brighton and in Melbourne the film ran continuously for months. One old lady attended every matinee for 13 weeks and was eventually awarded a free pass by the management.



The secret of the film -- voted top comedy of Coronation Year -- was that made enthusiasts smile at themselves while showing the public what fun old cars could be. Former Veteran Car Club secretary Elizabeth Nagle-Turnbull remarked: 'Maybe the fiction and the fact they bear only a remote resemblance to each other; maybe the world's audiences wonder where the one begins and the other ends!'

Whatever the reason, with her two-seat bodywork, flared front wings and twinkling brasswork, Genevieve came to epitomise the typical veteran car

to the general public, and her image appeared on every conceivable type of souvenir.

Despite appalling weather, record crowds turned out to watch her in the 1953 Brighton Run, in which she was driven by another hero of the hour, the Dutch rally driver Maurice Gatsonides, winner of that year's Monte Carlo Rally in a Ford Zephyr. (For Aston-philiacs, that charming gentlemen "Gatso", sadly better remembered for his invention of the now ubiquitous police road camera, won his class in the 1955 Monte with a DB 2/4.)

People who previously wouldn't have considered owning an old car started looking for a veteran of their own. Obviously, there weren't enough Brighton run cars to go around and prices rocketed accordingly. However, the enthusiasm Genevieve had engendered was translated into a general interest for old cars of all kinds. Where one generation was inspired to collect veteran and vintage cars, succeeding generations found nostalgia for the cars they had grown up with.



Sadly, all that attention got too much for Norman Reeves (who became known as 'Mr. Genevieve') to bear. At the end of filming he offered Genevieve to Henry Cornelius and his wife for £450, but, as Margery Cornelius recalled in 1992: 'We had no suitable garage for her and anyway we had no idea that the film would make her so famous. We had also invested our last penny in making the film.'

Then in 1956 Norman Reeves tried to sell Genevieve to the Mayor of Brighton, the town she had done so much to publicise, but without success. The asking price of £1200 had quite a bit to do with it!

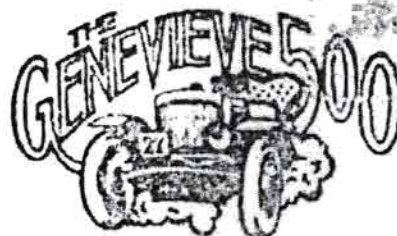


Finally, in 1958 he entered Genevieve in the Australian Blue Mountains Rally, and then loaned her to New Zealand enthusiast George Gilltrap for his car museum at Rotorua. Eventually Gilltrap bought Genevieve from Reeves, and when he was presented with an excessive demand for import duty for her he simply shifted his museum -- lock, stock and 1904 Darracq -- to Australia.

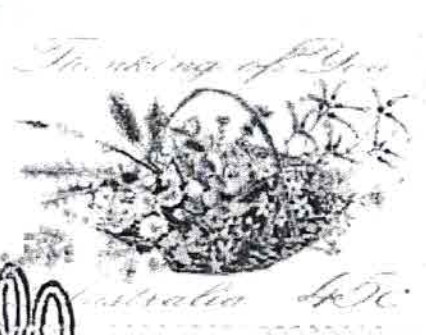
George Gilltrap died in 1966, but Genevieve remained in the possession of the Gilltrap family until 1989, when she was sold for a record £285,302 to Paul Terry, who showcased the old Darracq in his Esplanade Extravaganza car museum in Albany, Western Australia.

Mr. Terry undertook a comprehensive £40,000 restoration of Genevieve, taking the enlightened decision -- despite advice to the contrary from the purists of the Veteran Car Club who, if the truth be told, were still a teeny bit jealous of Genevieve's success and whispered (wrongly) that she had actually been born in 1905, so was too young for the Brighton Run -- to maintain her in the condition in which she had starred in that epochal film rather than fit a replica 1904 type "O" radiator.

Following a detailed restoration, Genevieve was readied for a 500 km charity run bearing her name, in which Paul Terry was to be accompanied by Dinah Sheridan, last survivor of the four human stars of the film, but, in the run-up to that event Terry was tragically killed in a helicopter crash. 'A great shock and sorrow,' says Dinah



18 NOVEMBER 1992
ALBANY WA 6330



Sheridan. 'The only good result was that it brought Genevieve back to England.'

In November 1992 she successfully completed the Brighton Run after an absence of 36 years before being sold at auction by Robert Brooks to Evert Louwman, whose Dutch National Motor Museum is Europe's oldest private antique car collection. Based in England much of the time, Genevieve is once again a regular competitor in the Brighton Run, performing, if anything, with even greater gusto than in the 1950s.

So, whatever old car you drive, take time out on the first Sunday in November to join the thousands lining the Brighton Road to watch the veterans go by -- and raise your hat to Genevieve, the lady who made it all possible, and who will celebrate a notable anniversary -- it is 50 years since her first outing to Brighton!

With special thanks to Dinah Sheridan, Bill Peacock, Peter Venning, Robert Brooks, Elizabeth Nagle-Turnbull, Evert Louwman, G.R.E. Gregory.

*Reprinted with the kind permission of the Aston-Martin Heritage Trust;
Special thanks to David Burgess-Wise and the late Walter Hayes.*

The following article on Red-light cameras and how they operate in the ACT was submitted from The Council of Car Clubs via Rob Woolley

The fixed red-light camera is designed to capture a vehicle when it enters the intersection after the light has turned red.

The sequence is as follows:

- The camera takes a picture every time the light turns red. This gives the adjudicator an image of the intersection at red time.
- The camera is then triggered again if a vehicle ENTERS the intersection when the light is red. Five images are taken in total.

A red light infringement will not be issued from the camera office on amber.

Please remember that the cameras also monitor for speed so you can get a speeding fine from these sites no matter what colour the lights are.

If you have any more questions please contact me on this phone (02) 6207 5204.

Yours sincerely,

David Learoyd
Assistant Manager
Traffic Camera Office

Events Calendar

- | | |
|------------|-------------------------------------|
| Feb. 20 | Club meeting. |
| Mar.20 | Club meeting |
| April 7-13 | National 1&2 Cyl Rally, Mt Gambier. |

NATIONAL 1 & 2 CYLINDER VETERAN TOUR
MOUNT GAMBIER
7th - 13th April, 2002

March Update

By now you will have missed your chance to join us on the 2002 National 1 & 2 Cylinder Veteran Tour. We are sorry that you'll not be able to enjoy yourselves with our 109 other entrants.

All catering bookings with payment, including for the final dinner and the evening welcome reception, are required by early March as we need to send final numbers to all our caterers before Easter (29 March to 1 April).

Start all those mechanical checks on your vehicles and your tow wagons and trailer wheel bearings - we don't want any reasons for you to miss any of this event.

We have organised some mechanical and electrical workshops to make time and facilities available if you do have any unforeseen breakdowns at Mount Gambier.

Is your vehicle registration or permit valid for the period of our rally and for Robe on Sunday 14th April? We will be having a driving parade and display on Sunday at Robe starting about 9.30am. If you wish to leave later in the day, you will be able to.

The final newsletter has been sent to entrants together with a programme of Robe's events to those going to Robe.

See you in Mount Gambier - *Chris and Geoff Chennells, Andrienne and Kevin Fagan, Claire and Stuart MacDonald and Howard Filtness.*

Whilst not car related, I thought I would share the following true story. It comes right out of the "This could only happen in the USA" book.

A Charlotte, NC man having purchased a box of very rare, very expensive cigars, insured them against fire among other things. Within a month, having smoked his entire stockpile of cigars and without having made even his first premium payment on the policy, the man filed a claim against the insurance company. In his claim, the man stated the cigars were lost "in series of small fires". The insurance company refused to pay, citing the obvious reason; that the man had consumed the cigars in the normal fashion. The man sued.....and won! In delivering the ruling, the judge agreed that the claim was frivolous. He stated nevertheless that the man held a policy from the company in which it had warranted that the cigars were insurable and also guaranteed that it would insure against fire, without defining what is considered to be, "unacceptable fire," and was obligated to pay the claim. Rather than endure a lengthy and costly appeal process, the insurance company accepted the ruling and paid the man \$15,000.00 for the rare cigars he had lost in the "fires".

HERE COMES THE BEST PART!!

After the man cashed the cheque, the insurance company had him arrested on 24 counts of ARSON!! With his own insurance claim and testimony from the previous case being used against him, the man was convicted of intentionally burning his insured property and sentenced to 24 months in jail and a \$24,000.00 fine!

SASSAFRAS WOOD WORKS

PARTNER REQUIRED

Due to a family member's poor health and a very heavy work load a hands-on working partner is required.

This is a great opportunity for a younger person to buy into an established and successful business, with a view to eventual ownership. This is the sole operative coach building business in Canberra, specialising in wooden body work for pre war and classic motor cars. There is no competition in Canberra, so the potential is huge.

A background in wood working, as a cabinet maker, joiner, boat builder etc would be ideal, but not essential. A commitment to achieving workmanship of the highest standard, together with having a friendly, outgoing manner will be necessary. Full time training will be provided over a three year period for the right person.

For more details phone Peter, 0438 584 002.

Etched

Metal Plates

RADIATOR BADGES, MAKER'S PLATES,
BODY BUILDER'S PLATES,
LAMP BADGES,
PATENT PLATES,
DOOR SILL PLATES, CHASSIS PLATES,
WALL PLAQUES, DATING PLATES ETC.

AVAILABLE IN BRASS, ALUMINIUM,
BRONZE, COPPER, & NICKEL PLATE.



SPECIALIST IN
Alford & Nelson Ltd
LONDON



MADE TO ORDER
ONE-OFFS A SPECIALITY
NO ART-WORK COST

Send Us Your Order Today
SASSAFRAS WOODWORKS

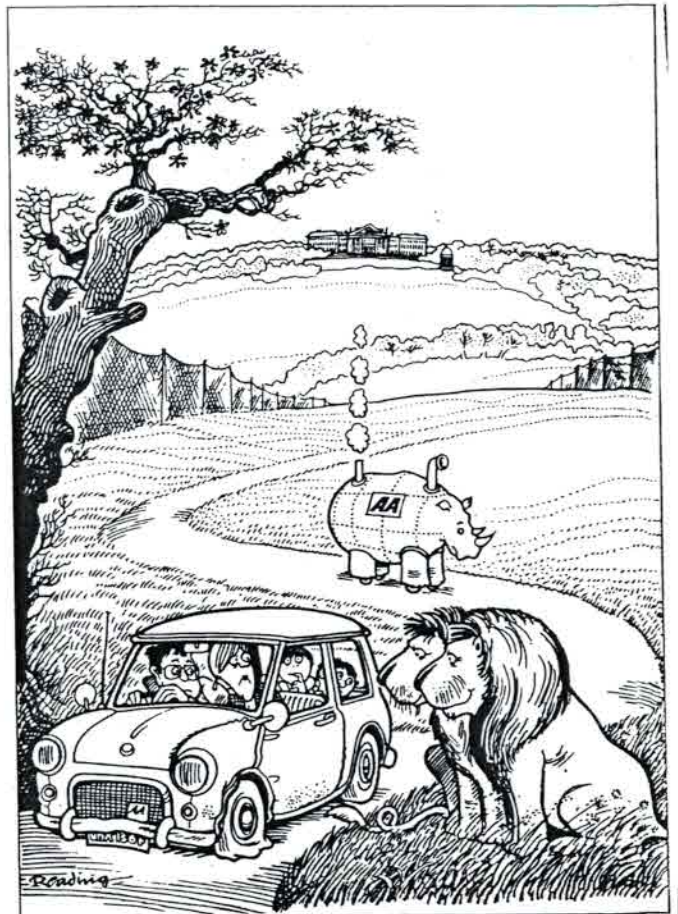
AND ALL AT A PRICE SO
REASONABLE THAT YOU
WILL FEEL EMBARRASSED
WHEN PAYING



L. P. FRISWELL
SASSAFRAS WOODWORKS
100 VILLAGE ROAD
CANBERRA ACT



John Hughes
'Phone / Fax (02) 4932 5692



FOR SALE / WANTED

NOTE – due to the break no new newsletters have been viewed so the ads below are largely, with one exception, a repeat from last newsletter

For Sale – 1914 Singer 10hp roadster. Unregistered, engine no. 1769, chassis no. 1936. Few small jobs to finish. 1 of approx. 6 in Aust. \$25000 neg., New single axle trailer, custom built to suit the Singer. Has lockable storage areas, winch, shocks etc., tows well, registered. Bernie Keating 07 3359 6489

For Sale – Talbot 1913 4CT parts for sale. Chassis, diff, steering box, 4 cylinders, 4 wheels (original), crank shaft, front guards and valance, air pump various misc. parts \$2000.
Stuart Paton 07 5441 5437

For Sale: - Bleriot brass self generating headlight – 9.5” diam. rim. \$1400, 1 x E.C.L. self gen. headlight, 9” diam., cast aluminium (for commercial vehicle) \$500, 1 x Austral brass kero tail lamp (Aussie made) \$300, 2 x Duco brass electric headlights, fork mounted, 8” diam. rim, \$700 pair., 2 x P&H Acetylene headlights, fork mounted with spade adaptors, 5½” diam. \$650 pair., 1x B.R.C. 12 volt brass cut out, 4” diam. \$140.,
John Parbery 07 3298 5281

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

For Sale or Swap – “model” engine 79a (made by Pittsburgh Engine Co. of Pittsburgh PA). Very small 4 cyl, complete from fan to flywheel, including Dixie magneto. I have no idea what it would have originally been fitted to – someone out there may know!
Jeff Palmer 02 4957 2737. jpalmer@telpacific.com.au

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 – 2 x BE motorcycle wheels, very light and look very early. One front and one rear (with belt rim). 1913 Enfield twin (similar to the Alldays Midget) kit of parts. Includes motor, radiator, gearbox, front axle, rims etc. \$2000. Neil Ferguson 03 9898 4111

For Sale – 1910 Fiat (type 1) 15hp. part restored. Landalette body, lights etc., needs painting and upholstery, some panel beating on front guards, minor items like bonnet clips, fuel tank cap etc. Engine No. 965, made in 1909 for Fiat type 1 car. (known as the 1910 model), \$15000 firm. Alan Duncan 03 5686 2655 (after 6pm)

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 – 1935 Terraplane sedan. In very good original condition,. Complete right down to the handbook.
Rick McDonough 02 6293 1553

For Sale – 1911 C11 15hp. Darracq. 4 cyl., 99% complete rolling chassis, motor overhauled, diff rebuilt, new wheel bearings, new guards, magneto rewind, 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 – Stromberg A No.2 water jacketed brass carby. Should have glass float chamber. To suit a 40hp engine c1910-12. Also, set of Buffalo No.5 wire wheels, will have either 24” straight sided split rims or large B/E rims, preferably 915x105 (36”x 4”). Hubs not required. Bruce Wright 07 3269 1673 (w) or 07 3351 8228 (h)

Wanted – Urgently - 4 x conrods suit Hupmobile Mod. N.(1916-17), pair sidelights and tail light (brass) to suit small veteran (prefer European or English manufacture). Barry Thew 02 9638 1155. barry@svt.com.au

Wanted – Pair of gas headlights about 9”diam., fork mounting, black or brass with IHC emblem imprinted on top. -Gradometre, a curved spirit level like instrument about 7’ long. Also, bulb horn, nickel or brass, 3½” bell with bulb at right angle. Noel Holbrook 03 5561 2954
holbrooks@datafast.net.au

Wanted – Lucas tail light, small model 336, complete or parts. Spanner for 6 stud ‘Riley’ wheels. David Watson 03 9885 1289

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

of thin material are made with tunics cut up to the waist at either side, the underskirt being decidedly narrow, or they have knee-deep hems of some contrasting material for example, a dress of flowered voile has a hem of plain voile. Evening skirts are narrow and, for young girls, short. Older women and married women wear trains square or pointed. Panel effects, tunics, and draped skirts are equally popular.

Fans.

Fans are returning to favour, especially those made of feathers. Indeed, there is a great revival in the feather trade, and many of the smartest hats are trimmed with them. Sometimes they are curled, sometimes straight and sometimes "glycerined" in which guise I like them least.

New Corset.

There is a most decided change to be observed in the new styles of corsets, the object obviously being to provide the requisite support and shapeliness without the aid of superfluous boning. The models are cut very low above the waist, and deep below; the soft, flexible hip pieces held down

by two sets of suspenders. These corsets are really little more than very shapely belts, and are usually supplemented by bust bodices or brassieres. The latter can be quite pretty, dainty affairs, that take the place of a camisole.



No. 5649.
The "Roslyn" Coat.
Paper pattern, 1/1.



No. 5648.
The "Glenstrom" Blouse.
Paper pattern, 7d.

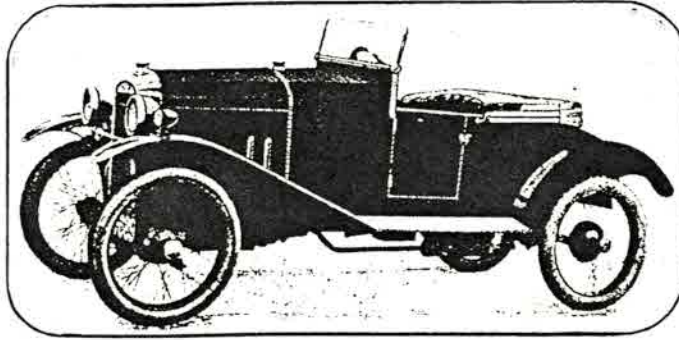
Underclothes.

Never were they lovelier. The petticoat is again beloved, and appears in stockingette, in satin, and in silk, and undoubtedly is prettiest when made like an elongated chemise with ribbon shoulder straps, which button into place, and slots at the waist through which a ribbon is drawn to hold the garment in place. Pale coloured crystalline is a popular fabric for "undies" and some of the prettiest sets are of pink, with hems of mauve or pale blue attached by silken stitchery or by a machine chain stitch.

Very different in style and effect are the corsets of today from the boned encasements endured a decade or two back. Even the busk fastening are softened by a narrow fold of chenille, carried down the front, and the tiniest of pads at the top to keep off all pressure. It is the greatest mistake in the world to imagine that the corset does not matter with the straight frocks still in vogue. On the contrary, the whole gist of the success of these formless styles rests on a graceful svelte figure, and this is very rarely achieved

The 8 h.p. Amilcar

A four cylinder water-cooled light car with 3 Speed Gear Box and Electric Lights and Self Starter



PRICE . . . £325
FITTED WITH SUPERFINE AUSTRALIAN BODY

At the conclusion of the 1922 Season's Motor Events in France, the Amilcar was awarded the CHAMPIONSHIP OF FRANCE in the 1100 c.c. Class, on account of its consistent successes. During the same season a great number of successes were gained in Great Britain. In all, 29 medals and awards were gained during the season. In both countries the cars entered were of standard production, no car of special construction being entered for any event.

This Car recently Established Light Car Record between Melbourne and Sydney

AGENTS:

T. D. Chapman, 2a Flinders St., Darlinghurst, Sydney

Eco Motors Company Ltd.

OFFICES: 456 CHANCERY LANE, MELBOURNE.
Works and Sidings: Oakleigh, Victoria.

Manufacturers

Motor Cars

Taxicabs

Delivery Vans

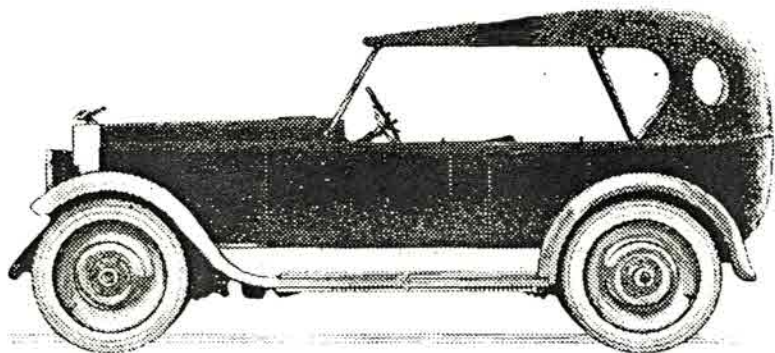
NOMINAL CAPITAL: £300,000.

Managing Director and Engineer in Chief:
G. HAMILTON-GRAPES, M.I.A.E. and M.S.A.E.

Agencies for Australia and New Zealand
Invited

Specifications and Terms on Application.

Application for purchase of Shares in Capital of Company now being received. Forms and Information may be obtained at Company's Office.



The Eco Car, 35 m.p.g. guarantee, uses heavy fuels, specially designed for Australia.
Will shortly be placed on the Australasian Markets.