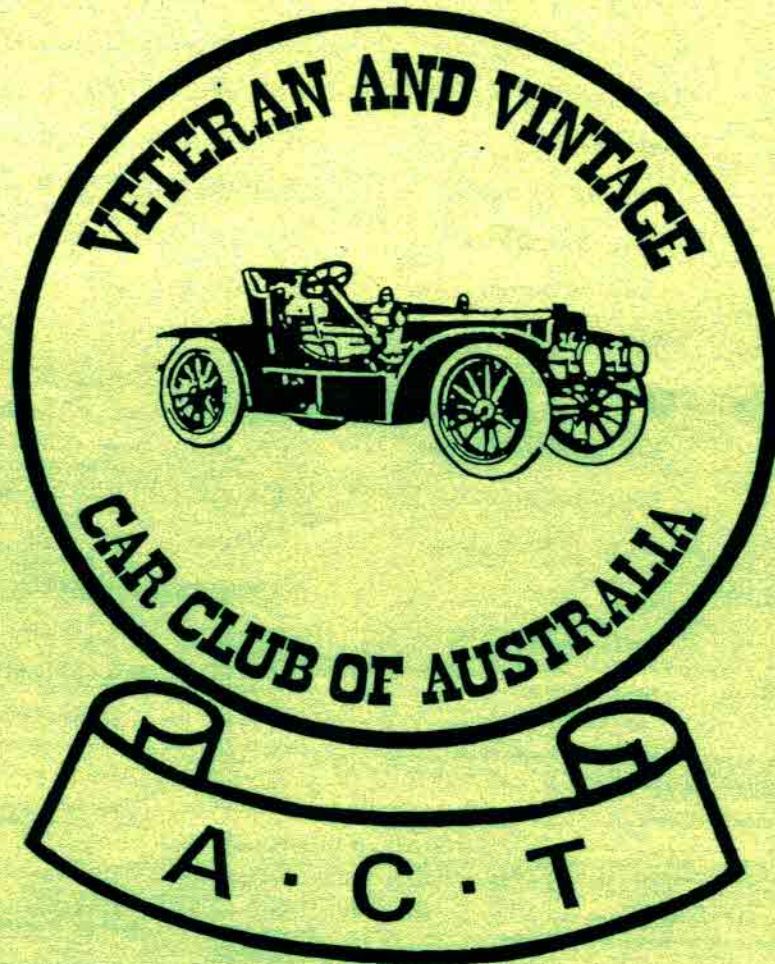


9th May 2002

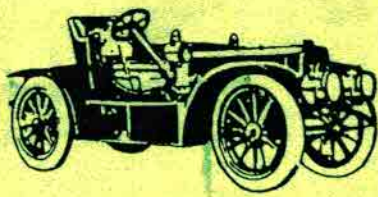
THE EDWARDIAN

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/>

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The Veteran and Vintage Car Club of Australia ACT (Inc) was formed as a non-profit club in 1961. Its members number about forty and they are dedicated to the restoration, preservation and use of Veteran and Vintage vehicles.

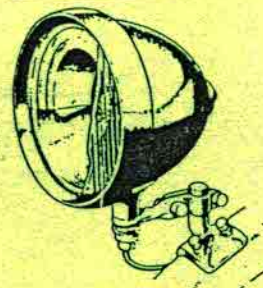
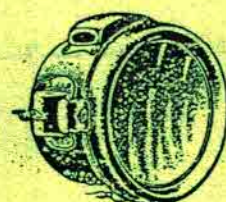
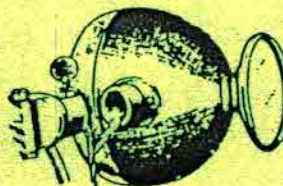
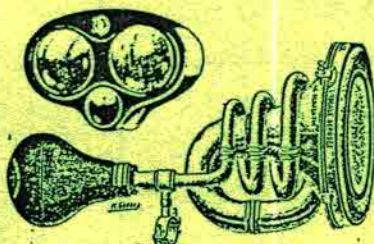
Veteran vehicles are those manufactured prior to 1 Jan 1919
Vintage vehicles are those manufactured prior to 1 Jan 1931



MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 8PM.
The Club meets at the Canberra Institute of Technology, Canberra Avenue, Fyshwick on the first floor of the School of Engineering (Admin). Access is from Mildura Street. Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and then by supper. Visitors are always welcome at the club's meetings.

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

Membership Fees: - \$40 per year



PRESIDENTS REPORT

Having just returned from 16 days in New Zealand i am just starting to get back into the swing of things. New Zealand has in recent months seen the Woolleys, Ahearns, and the Southwells visit the 'The land of the Long White Cloud'. The natural beauty and the friendliness of the people make it a great place to visit. While away I had the opportunity to visit the car museum at Te Puke which is near Rotorua. This museum only contains one Veteran- a 1906 Model K Cadillac. This car was restored 40 years ago but has being in the museum since the opening in 1995. The Vintage cars contain a few Model T's and a English Bull Nose Morris.

The other museum visited was the Museum of Transport, Technology and Social History (MOTAT) in Auckland. The two cars that caught my eye were, a 1910 Brush and a replica 1902 A Model Ford. Although there were vintage trams and other cars, the museum has the only working Beam Engine in operation in the Southern Hemisphere. The museum is spread over 40 acres and covers everything from early road transport through to a very big aviation display. The highlight of this display is the only Solent flying boat in the world remaining.

In my absence several club events have taken place. The club event at the London Bridge Woolshed was on the 14th of April. I hope this went off well. Mount Gambier attracted those members involved in the one and two cylinder rally. Rob Woolley tells me that there was a great turn out and many interesting cars. David Robinson went to Queensland for the A Model Rally. Runs were short and didn't meet everyone's expectations.

In the weekend just gone, the Temora run was held. I believe that there was a strong turn out of members and that accommodation was in short supply. Given the glorious weather that has prevailed I hope that this event went off well.

As the winter months approach those members who are travelling seeking warmer weather will only be with us a few more weeks. I hope that their travels over the next couple of months are enjoyable and that they return safely,

Happy travelling,

Regards,

Gerard.

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Peter & Julie Jones

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A lady goes to the local Auto Pro store and asks for a "seven ten cap". The shop assistant asked, "What's a seven ten cap?"

Lady;- "You know, it's right on the engine. Mine got lost some how and I need a new one".

"What does it do"? asks the assistant.

She said she didn't know, but it has always been there. The assistant gave her a note pad and asked her if she could draw a picture.

Have a look at the bottom of our 'For Sales' page to see what she drew.

✍ EDITORIAL ✍

The subject of once again having initial rego inspections for Veteran and Vintage cars returned to the club is back on the agenda. Rob Woolley has made approaches to the Council of Car Clubs for them to present a unified front on the matter to Motor Registry. A few issues back I made mention of the ridiculous situation one of our members faced when he presented his vehicle at the Dickson inspection station. It sounds like we may get a sympathetic hearing from the bureaucrats this time, as I think they realise they are totally out of their depth when someone rolls up wanting to register some ancient piece of equipment. As this is the only club in the ACT that caters exclusively for Vet. & Vin. vehicles, this is good news for all of us. Of course, it all has to come to fruition, and certainly won't happen over night....but let's all hope it *does* happen.

In my March editorial I alluded to things not being well in the NSW Veteran Car club. I now hear that the fall out of this unrest has resulted in some members tendering resignations from committee positions and/or resigning from the club. This sort of thing not only does the individual no good, but is detrimental to the early car movement in general. We are small in numbers and can not afford to have a fragmented movement in this country. Let's hope common sense soon prevails and the waters once again become calm.

The other item I broke in last month's editorial was the raising of the eligibility date to 1906 for the famous London to Brighton Run. Some members have asked me why they would do this. After further investigation it would seem it all comes down to money (doesn't it always?). This famous event is run not by the VCC of GB, but the RAC. The entry fee is in the vicinity of £200 per vehicle. As it is I think there are usually about 430-475, 1904 and earlier, starters for this annual event. One fallacy was that under the present system they were knocking people back....that they had too many entrants for the number of rally positions. Not so. This hasn't been the case for the last few years I'm told. In a bid to attract more entrants the RAC has simply raised the date. You don't have to be Einstein to work out how the RAC's coffers will swell substantially by the large increase in starters that the inclusion of '05 & '06 cars will entail. I guess time will tell how successful the move has been.

Part 1 of the wonderful story of the Winter Minerva has received favourable comment and you'll be pleased to find Part 2 is enclosed. As a matter of interest, the background of last month's photo of the Minerva shows an ancient shop in the background. This is in fact the Brennan & Geraghty's' store situated in Maryborough Qld. If ever you visit that part of Queensland it's very worth while checking out the old store. It was opened in 1871 and closed by the son of one of the founders in 1972. When closed, the store shelves were still stocked with produce...some of which dated back to the 1880's! It also contained a wealth of advertising signage and business documents dating back to its early years. Luckily the National Trust stepped in and bought the premises, lock stock and barrel and it is now a unique example of what a typical country store of the early 20th C. looked like.

Heard this allegedly true anecdote about an airport control tower to pilot exchange;:
The controller who was working a busy pattern told the 727 on downwind to make a three-sixty (do a complete circle, usually to provide spacing between aircraft). The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this airplane? Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!"

And with that,

Happy restoring
Rick

Ever wondered how the process of acetylene gas generation came about? I came across the following article whilst searching for something else on the Internet. Considering a good many cars in our club use the gas for lighting and we weld with it in the restoration process, I thought you might find the following of interest.

Canadian Inventor, electrical engineer and entrepreneur, Thomas Carbide Willson in 1892 developed a calcium process that could readily supply acetylene gas. And acetylene, which won wide use as an illuminating gas because of its strong white light, would, in the twentieth century, gain even wider value through the oxyacetylene torch employed in welding, steel-cutting, and bridge or building construction. Hence "Carbide" Willson pioneered a path in modern technology of truly global significance.

Born near Woodstock, Ontario, in 1860, Willson was educated at Hamilton Collegiate. By the time he was twenty, in 1880, he and a local blacksmith had built one of Canada's earliest dynamos which gave Hamilton its first electric arc light. This budding inventor took his growing electrical expertise to the United States where he worked with various companies such as Fuller Electric until, in 1891, he launched his own firm called the Willson Aluminium Company at Spray, North Carolina. He had also been experimenting with the electrical production of calcium carbide, and in 1892 he developed the process that made commercial production of acetylene feasible. This end product came from the simple addition of water to manufactured carbide. The result was bright bicycle lamps, adaptable lighting for areas where early equipment and wiring could not easily supply electricity, and, also invented by Willson, brilliant gas buoys and beacons for marine use.



**A founder of the electrochemical age,
Thomas "Carbide" Willson**

By 1896 this pathfinder had sold his carbide patent in the United States to Union Carbide and had returned to Canada. At Merritton outside St. Catharines, he erected the Willson Carbide and Acetylene Works which harnessed water power from an old disused Welland canal to a big new hydroelectric plant; its electricity, in turn, then produced calcium carbide out of lime and coke. Willson flourished with his Canadian carbide industry that was based essentially on the water power of the Niagara region. Then in 1900 he also promoted the Ottawa Carbide Company and obtained the first power rights on the vast Saguenay River in Quebec.

In 1911 the all-but-tireless entrepreneur sold his entire Canadian manufacturing rights to Canada Carbide. He then moved to Ottawa to head his new International Marine Signal Company which was making the widely used Willson Buoys and Beacons. He was still moving and venturing when he died in New York in 1915. "A man with a very busy brain" was the apt term of the Woodstock Review for this Canadian harbinger of the twentieth century electrochemical age.

MOTORS AND MOTORING

On Selecting a Car

The great motor car exhibitions never fail to attract numbers of intending purchasers.

Not a few of these have formed ideas as to what they want ; they have decided upon the sum of money they will lay out, the form and general arrangement of the body, and perhaps even its colour, the number of cylinders and approximate power of the engine have been settled, whilst the kind of transmission, the ignition, lubricating and cooling systems, and the many other important features their ideal car is to have, have been thought out ; but, after a painstaking tour of the stands, the potential motorist will find the nearest approach to his requirements is a compromise, as indeed every car is; but there is generally on any well-known car some particular feature that is more perfect in its way than that on others in the market, and this is often why a certain car is selected in preference to others.

Of course, if this feature is a really important one, one that represents higher efficiency, marked accessibility, increased simplicity or greater durability, then the selection may be a very judicious one, but if, on the other hand, it is merely the form, or even the colour and finish of the body, as perhaps it more often is than some purchasers would willingly admit, the least said about the matter the better.

Not so very long ago it was far from an easy matter to select a satisfactory English made car, but fortunately that is not the case now, as cars more perfect in design, materials, workmanship, construction, finish, and durability are not to be found anywhere on the Continent than those which are turned out by our most famous makers.

And this can be safely said, whilst bearing in mind and duly appreciating the splendid vehicles that have been and are being constructed abroad, more particularly those which owe their development to French, German, Italian, American, Dutch, and Belgian genius.

This being the case, an intending purchaser cannot go wrong if he follows the patriotic example of His Majesty the King, and places his requirements in the hands of some well-known British maker.

Indeed, probably no sport can become truly national and advanced to the highest degree of perfection without royal patronage.

In providing for the requirements of men of very moderate means, our manufacturers have at last realised that practically a new market is open to them. So long as it was possible to find a sufficient number of customers for powerful and expensive cars they were, with very few exceptions, strangely indifferent to the economic value of small profits and quick returns.

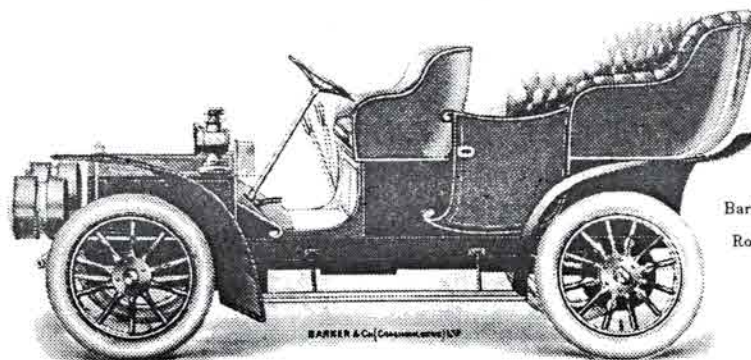
The trend of modern design is all in the direction of lighter and quicker-running engines, which is coincident with a rapid falling off in the demand for huge cars of the locomotive type, whose disappearance from our roads will be welcomed by all.

The author has for many years, in season and out of season, called attention to the folly of so many makers specialising in powerful cars for which after all, even in a rich country like our own, there can only be a limited demand.

This essay was written in 1904, by one of the leading motoring authors of the day – Henry Spooner, an authoritative and outspoken engineer. (See Henry Spooner on Brakes P. 21-22 this issue)

You can see the Union Jacks flying, the Empire drums beating, and the Guards at attention in some paragraphs

Roly Foss



This is a
Barker Coach Builder's
Drawing for a
Roi-des-Belges body.
Dated 1904

The History of Minerva. Serial No. 13280

This is a continuation of the first-rate article from last month's Edwardian written by the Late Ted Winter, one time owner of the Minerva and father of current owner and fellow club member, Andrew Winter.

In 1935 a circus passing through Bermagui became indebted to Sam for purchases it had made such as petrol, feed for the animals and repairs he had made to some of their vehicles; none of which the circus could really afford. Consequently when the circus eventually departed the Minerva stayed behind and Sam Sinclair was it's new owner.

In the opinion of locals whose memories encompass the 1930's the circus was Sole Brothers. This opinion is reasonable in that circuses such as Ashton's and Wirth's were coming to their peak as the effects of the depression eased and usually played to larger centres on the east coast ranging from Bega in the south to Townsville in Queensland to the north.

Sole Brothers, on the other hand, had not fared so well and was on the decline during the mid 1930's. With little capital and worn out vehicles and equipment the circus made more frequent stops and performed at smaller towns such as Bermagui. As the locals recall, in those days they were lucky if more than one circus visited the town each year and when it did it was, more often than not, Sole Brothers.

It seems highly probable, therefore, that it was the manager of Sole Brothers Circus in 1935 who relinquished ownership of the Minerva to Sam Sinclair.

When Sam acquired the Minerva, the registration was due and this he renewed in nearby Cobargo after fitting a set of new Goodyear tyres and, over a period of time made a few improvements of his own to the car.

These improvements included: for lighting purposes, fitting a Ford generator to charge a battery mounted on the running board and replacing the hand operated petrol priming pump with an automatic vacuum tank. He also relocated the spare wheel from beside the driver's door to the rear of the car. This made access through the

driver's door at least possible albeit extremely difficult when trying to squeeze past the handbrake and gear levers.

Although quite fond of the Minerva, Sam drove the car only infrequently. He didn't think much of its performance and an apocryphal story has it that one day, as he took the car for a run, a young boy on a bicycle rode circles around him while jeering enthusiastically. Sam did however offer the use of the car to his young friend, Noel Jones, for transporting the local football team to it's weekend matches. Sam considered the Minerva would be far more comfortable for the players than Noel's truck which he used during the week for carting railway sleepers from the logging camps in the bush to the steamer wharf at Bermagui.

The last time Sam drove the Minerva was during Bermagui's annual Boxing Day Carnival in about 1942. Fifteen years later, still perched on the car's roof was an enormous crepe paper swan in which the then Miss Bermagui sat precariously throughout the parade.

By the 1950's an appreciation of old cars was beginning to gather momentum and a number of people who knew about the Minerva had tried to buy it, but always Sam steadfastly refused to part with the car.

One other person who had become interested in the Minerva was John Winter. For a number of years he had holidayed at Bermagui with his wife, Willa, (Wilhelmina, nee Cairney), and their two sons Ted and Richard. Over those years of holiday visits John and Sam developed a friendship and mutual trust which eventually led Sam, in 1957, to allow John to have the car.

Sam Sinclair had also been firm friends with John Winter's father-in-law, Alexander Cairney who had immigrated from Scotland with his wife, Mary, (nee Kennaway) and family in 1926 and had settled on a dairy farm at Harden before

moving to the coastal town of Moruya. Added to this the fact that Alexander's son, Tom, and his wife Florence, (nee Bryce), were also long standing friends and had been local residents of Bermagui since 1947 possibly influenced Sam's decision to let the Minerva go.

For years Sam had been determined never to sell the Minerva and in the end was able to maintain his stand on the matter by simply giving the car to John rather than selling it to him. One condition applied, however; John Winter in turn had to agree that he too would never sell the Minerva, a deal which to date has remained good.

John was delighted with the arrangement but insisted that Sam take ten Pounds in exchange for the car. Whether he did this simply because he thought it was the right thing to do or whether it was to remove any suspicion about his rightful ownership of the Minerva will now never be known.

Just as the Minerva was about to be towed away from the blacksmith's shop where it had spent the last twenty two years, Sam advanced towards the car with a piece of chalk in his hand. Then, with just the slightest show of emotion and as if to remind John of their deal, he drew on the nearside rear passenger's door a sketch of a marlin (for which Bermagui is world famous) and the words: NOT 4 SALE.

John Winter was born in 1911, the oldest of six brothers and sisters to parents Edward and Greta, (nee Hoare), who lived in the comfortable middle class suburb of Greenwich. As was a common practice among middle class families at that time, John, being the oldest son, was expected to spend some time working on the land and at the age of sixteen was indentured to family friends, Mr. and Mrs. Stan Conway, who had a sheep station at Warialda on the border of New South Wales and Queensland. Here, John worked as a rouseabout and eventually gained experience and technical qualifications as a wool classer.

During his working life John progressed through all phases of the weaving industry and was ultimately employed to manage the factory of the Sydney company, Sarlon Industries. Here, John was instrumental in developing the technique of weaving extruded plastic fibre to produce what is known throughout Australia as 'shadecloth'.

John was only six years old when his father, who owned a profitable men's wear shop in bustling

George street, Sydney, not far from Central Railway station, bought his first car, a 1914 'T' model Ford.

John's exposure to motor vehicles at such an early age fostered an interest in him that was to last all his life and he was particularly fascinated with the historical development of the motor car. He saw his newly acquired Minerva as one of the finest examples of the era when motor cars had at last shed their horseless carriage image and had established an identity of their own.

After John acquired the Minerva in 1957 several years passed before the car was finally made mechanically sound and mobile and in fact, full restoration was not complete until quite sometime after the car's first outing. This was a two day run to Moss Vale in 1960 with the newly formed club: the Aird's District Antique and Classic Car Club. This name was later shortened to and still exists as the Antique and Classic Motor Club.

John Winter was one of the club's foundation members and as the Minerva was the first veteran car to become mobile it was issued with plate No.001 when club registration became available in 1961.

Always a popular car, arousing much interest, the Minerva has performed majestically at no fewer than twenty nine weddings. Also, the car has featured in a number of books, magazines and newspaper articles, has made several television appearances and was the subject of a 1986 calendar depicting examples of Australian veteran and vintage cars.

Some of the car's more significant achievements include: attending twenty two consecutive annual 'Pioneer Rallies' to the southern highlands of N.S.W.; competing in the 1970 International Bicentennial Rally from Sydney to Melbourne in which the Minerva was placed sixth overall and third in its class from four hundred and fifty one entrants.

In two events held in 1972 and 1975 the Minerva ascended Mount Kosciusko and in 1976 participated in a Bush Fire Council Rally from Sydney to Tamworth. Other club events have found the Minerva as far afield from Sydney as Woolongong, Bathurst, Orange and Dubbo.

Each event has been carefully logged and the distance covered to date is approaching 30,000 miles.

When John Winter died on January 4th. 1992, aged eighty-one, the Minerva was transported to Howard near Hervey Bay in Queensland where his son, Ted with Beverley, (nee Napier), and their children; Andrew, Gareth and Verity have lived since moving from Sydney in 1981

It is anticipated that the Winter family will preserve for many years to come one example, at least, of the four beautiful Belgian Minervas at one time owned by Dr. Henry Critchley Hinder.

Ted Winter.
June,1997 (revised August 1998)

ACKNOWLEDGEMENTS:

I enjoyed very much interviewing the following Bermagui residents. Not only were they enthusiastic and willing to help but also they treated me as a friend. Win Crome whose father Albert Middleton financed and helped organise the annual Christmas and Easter sporting carnivals; Win's brother, Keith Middleton, now living in Sydney; Donald Mead, now living in Hervey Bay, Qld.; Mollie Jagers; Mrs. Cyril Riches; Ted Reed; and my uncle, Tom Cairney.

Mrs. Sindel, of Fairfield, N.S.W. a dear lady "now in my very late eighties" spoke affectionately of her late husband who was a brick-layer and amateur boxer, "not a champion mind you, but he did so much like training the local youth". He was a friend of Albert Middleton's and travelled to Bermagui by train to perform in the sporting carnivals during the late 1930's and perhaps into the war years.

A special thank you to Noel Jones of Moruya. When I first rang Noel I could hardly believe my good fortune when, in response to my opening question, I heard the words "yes, I remember Sam's old Minerva well. Not only that, I have driven her a few times too." Noel's first hand recollections have added so much to the Minerva's story.

Above all, I would like to thank Dr. Hinder's grand-daughter, Mrs. Jennifer Baldry of Wallendbeen, N.S.W. for her invaluable contribution to the Minerva's history. For well

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over a decade Jennifer has shown a keen interest in the project and her generous donations of both photographs and family records have proved to be a real asset in reconstructing the Minerva's past.

Of course, without the initial spadework by my father, John Winter, there would be precious little to go on in the first place. Elsewhere, he has acknowledged the contributions of those who had in turn assisted him. Prominent among those are Dr. Hinder's sons; Dr. David Hinder; Mr. Max Hinder; and in particular, Mr. Frank Hinder. My father had communicated with Frank over a number of years and it was he who recalled that Dr. Hinder had owned up to four cars at one time or another and so helped clear up a few puzzling details. Max in turn visited Mona Vale twice in order to try and identify the Minerva, and it was David who directed Dad to Jennifer, the family's historian. Fellow club member Mr. Larry Le Reche worked for the import agent, Isaac Phizackerley, in the early days and from records he kept, was able to supply priceless details about the Minerva's arrival in Australia and its subsequent sale to Dr. Hinder.

Then, of course is my own family:

Bev who with uncomplaining good humour pretends not to notice when I sneak off to do a bit more on the project.

Richard, my brother. His detailed memory of events long past always surprises me.

And, my children:

Andrew for his suggestions and whose knowledge of vintage and veteran cars far exceeds my own.

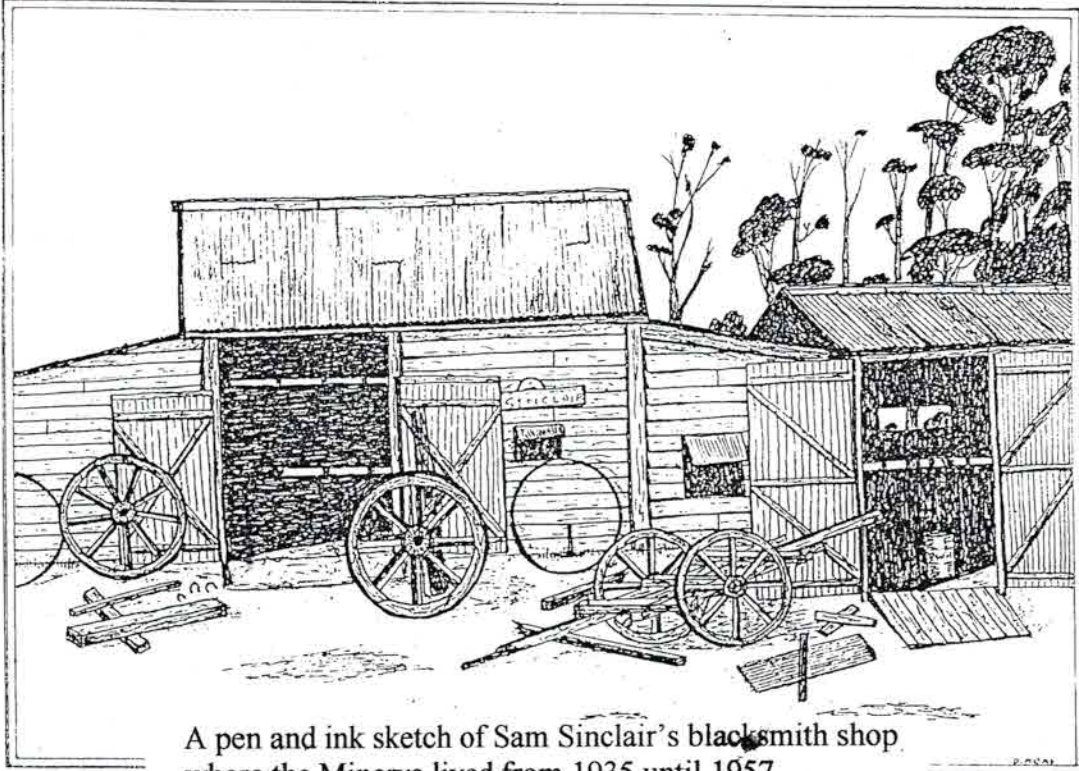
Verity who, as a captive audience, patiently endured my latest theories throughout the many hundreds of kilometres of driving to and from dance lessons.

And, finally Gareth, whose resolute and inquisitive nature led him to discover that the front doors of the Minerva were not made of aluminium as they should have been, and so, really started the whole ball rolling.

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A pen and ink sketch of Sam Sinclair's blacksmith shop where the Minerva lived from 1935 until 1957.



The S.S. OTRANTO brought the Minerva from England to Australia, arriving in Sydney on November 7th 1912



LEFT – Dr.Hinder was the Minerva’s first owner and after his death in 1913 the car was maintained by the family until at least 1916.



ABOVE – Sam Sinclair owned the Minerva from 1935 until 1957 and is pictured here in front of a Tooeys advertisement for which he posed as a young man.

Minutes of the Veteran and Vintage Car Club

Date 17 April 2002
Present As per the book.
Apologies As per the book
Welcome To new and prospective members: Peter Bretnal 1928 Oakland.

Minutes for the previous meeting – Moved Rick McDonough and Seconded Les Robinson

Correspondence in:

Cannon
Council of Car Clubs
Rego for Trailer
Entry forms for National Rally.
Ewin and Wilga Coutts subs
Peter Jones sale of business

Correspondence out: Community Information survey.

Treasurer, Accounts approved for payment

Cannon \$33.00

Horseless Carriage \$127.35

Australia Post \$52.00

Moved Peter Doering Seconded David Robinson

Coming events

4-5 May Temora Weekend.

Meeting activities

Rob Woolley spoke on the 1 and 2 cylinder rally at Mt Gambier.

Librarian Ok

Editor Ok

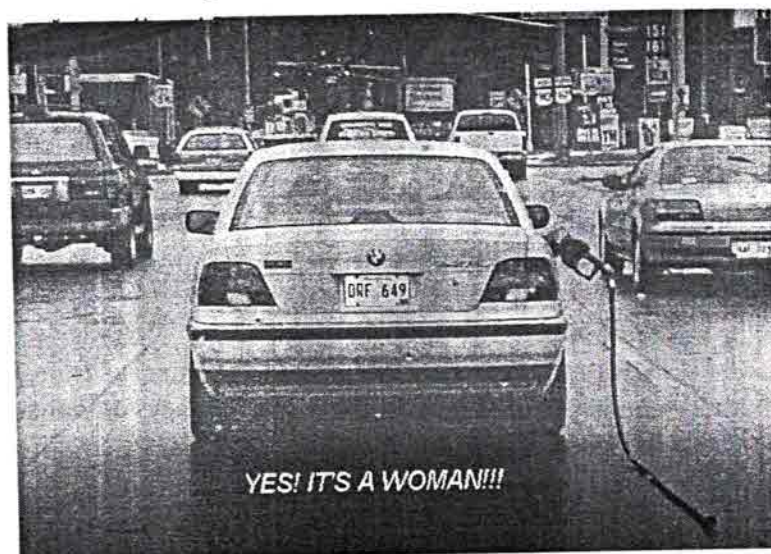
Inspection Officers – Rob report on proposed meeting with MVR to discuss Veteran Rego
Applications for membership were passed for Clive Castles.

A list of catering and equipment will be prepared and placed in the magazine for club member's information.

Wal Hick and David Robinson use of cars for weddings 7 July and 27 April

Letter of thanks to George Atherton for Chev Magazines.

Meeting closed 8.35 pm



Proving that to be able to afford a 700 series BMW
you don't have to have brains

Events Calendar

May 15	Club Meeting
Jun 16	Run to Orroral Valley (see below)
Jul 17	Club Meeting
Jul 21	Club run to be decided
Jul 21	Chrysler Restorers Club Liverpool Super Swap, Fairfield Showground. All weather venue, over 200 undercover sites. Gates open 6am.

❧ IMPORTANT NOTICE ❧

June 16th, Run to Orroral Valley

Meet in the car park on the south west side of the bridge at Tharwa from 10.15 am for morning tea. Thence to Orroral Valley for a BYO BBQ lunch. Orroral Valley is a former space tracking station site approximately 15 miles past Tharwa – all roads are sealed. We can also have a look at the old Orroral homestead nearby. As the weather has been so perfect the last couple of weekends we are expecting a continuation of the fine, although a little cooler, conditions. See you there.



This wonderful feat of parking can be emulated by Renault, Brush, De Dion and Austin 7 owners. (Ed note - I didn't put the bit about woman drivers on either of these pics!)



"What have you stopped for? Don't tell me you've run out of gas."

FOR SALE / WANTED

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

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

For Sale – 1 x "Silent Knight" engine badge from vintage Knight sleeve valve engine
Carburettors - Vintage era:

1 x Carter W1

1 x Zenith 20 B

Restored Cars Magazines (in binders):

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

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

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

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

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

Andrew Winter

(02) 6253 8526

For Sale: - 1915 Oakland tourer – large 4 cyl. Tourer. Unrestored but 95% complete. Magnificent V radiator, wire wheels. Many spares. \$3800. Noel Adams 07 5428 0941

For Sale – brass horn for veteran car, Boa Constrictor type shape. 03 9592 5088

For Sale – 1903 Model R Curved Dash Oldsmobile. Eng. No. 17941. excellent restored condition with all weather equipment and mudguards, "Neverout" lamps. \$40000 ono. Simon Ramsay 03 5472 4321

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

For Sale – collections of the following – hubcap spanners, tyre pumps, 6v bulbs, wheel braces, grease guns, kero pumps, hub caps, buzzer and motor type horns, vac. tanks, trembler coils, veteran type chain driven starter, NRMA badges, step plates, surrounds, rear window surrounds (soft top), hand rail and folding foot rest, LH spade mounted 'H&B' gas headlamp, RH 'Dietz' Dainty side lamp, RH 'Benbar' side lamp no. 1051, windscreen posts, wind deflector brackets, new and old T Ford parts. Peter Michaels 02 9546 3672 (AH) or mob. 0438 545790

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

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

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

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

Wanted – crankshaft- usable – for an IHC Motor Buggy (air cooled) 1908-10. Noel Holbrook 03 5561 2954

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

The Twenties

Any mention of the "Twenties" instantly conjures up visions of girls with very short skirts, no waists, shingled hair and long cigarette holders. These extremes of fashion did not take place immediately, however, for at the beginning of the decade Europe was still recovering from war. Although the shorter skirts were worn, they were seldom more than twenty-two centimetres above the ground.

Young women, determined to keep their new-found freedom, banished corsets from their wardrobe. This paved the way for the flat-chested look, always associated with these years.

Silk stockings were, once again, held up by suspenders attached to a separate belt, and "fast" women wore ornamental garters just under the skirt-line.

Rayon, or artificial silk, was introduced during the Twenties. Synthetic pearls were

manufactured as well, which made it possible for girls to wear the fashionable long necklaces without spending huge sums of money. What was generally thought of as the "Twenties" look only lasted for a few years. In 1925 skirts were below the knee, and it was only in 1926 and 1927 that they were knee length. By 1928 evening dresses had started lengthening at the back.

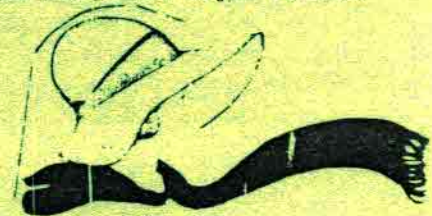
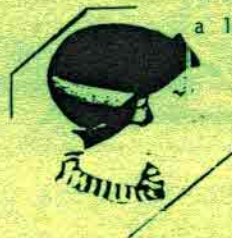
Simple skirts and pullovers, and classic suits became popular during the "Twenties". Most skirts were carefully pleated. Striped wool jersey tops with matching scarves could be worn with these skirts. A pullover with a Fair Isle pattern was thought very smart with a skirt, and was often worn to golf.

Evening dresses were made of silk, chiffon, georgette or muslin, and were often heavily embroidered with tiny coloured beads. The dresses were sleeveless. A very popular variation for the evening dress was the dress with the handkerchief skirt. A dozen or so panels of chiffon or georgette were sewn around a band at the hip line of the dress, so that the points hung down below the hem. These dresses were often embroidered with beads around the neckline.

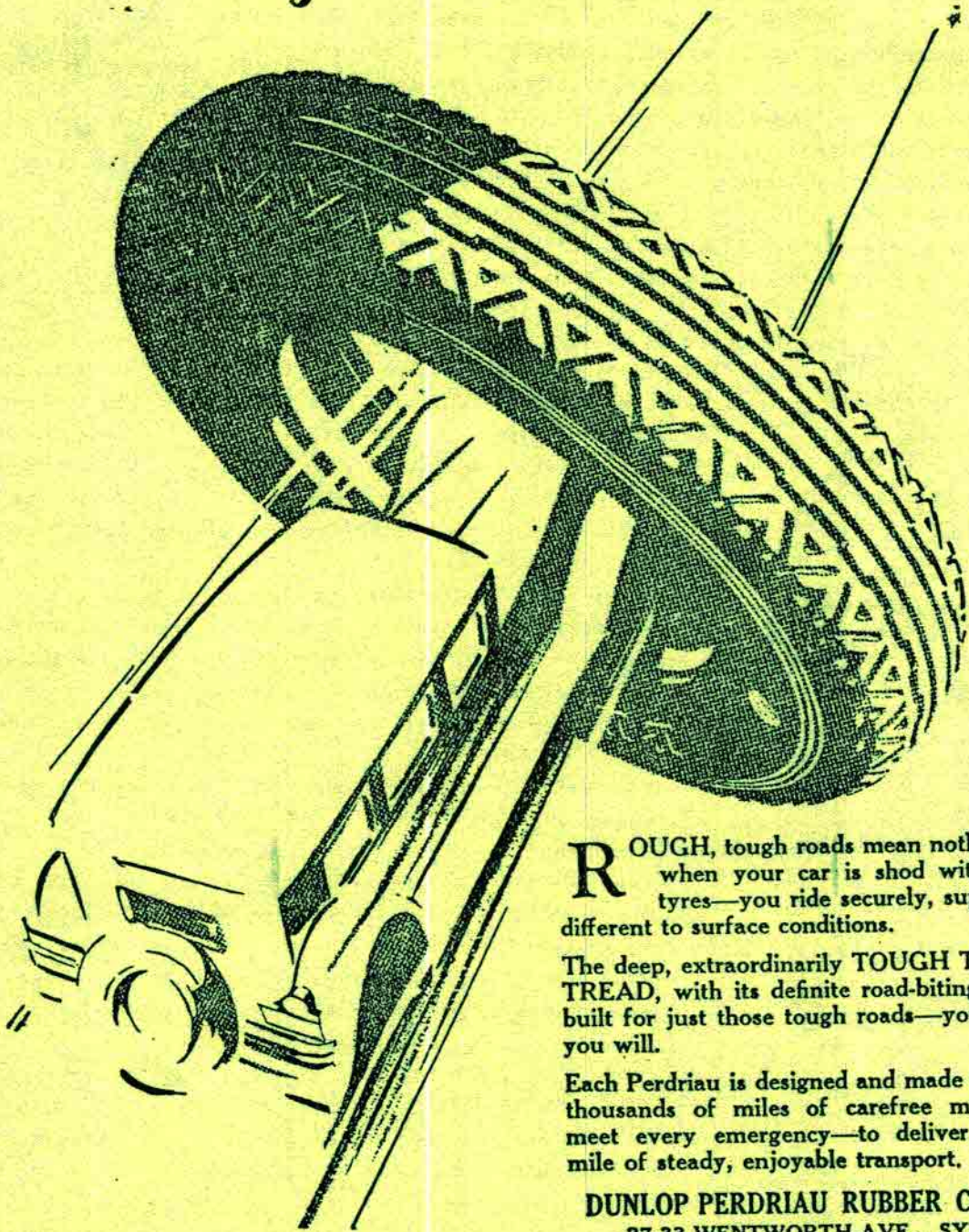
The slim, boyish, fashionable figure required the shortest hair possible. Up to 1924 the hair was simply bobbed, and then the shingle was introduced. On top of the shingled hair went another trademark of the Twenties, the cloche hat. The style was introduced in late 1923, and did not go out of fashion until 1930. The cloche was a close fitting hat, which was rounded on top. The cloche often had a small, turned brim which came right down over the eyebrows. The cloche might be of felt or fine straw for daytime wear, and gold or silver lamé for the evening. It was often adorned with bunches of feathers at the side, which looked like small feather dusters. By the end of the decade the brim was turned down all round the hat, which began to look a little like a helmet.



Evening outfit with "pearl" decoration, matching fur-trimmed cloak, 1926



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