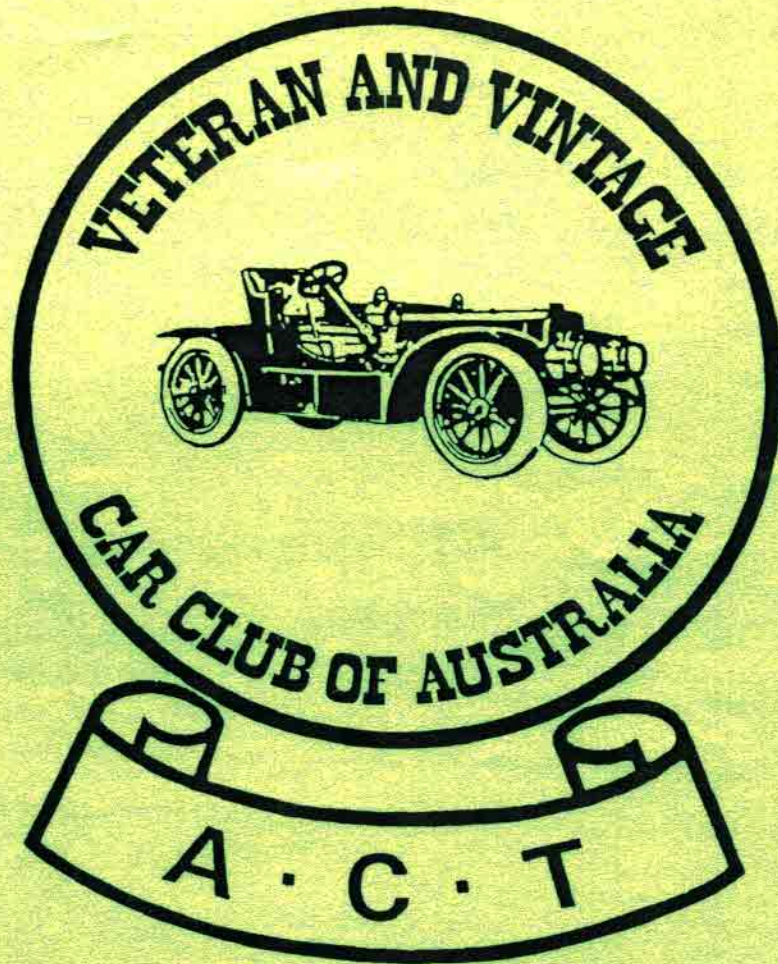


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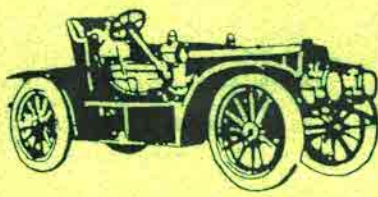
THE EDWARDIAN

Dedicated to the Preservation & Restoration of Veteran & Vintage Vehicles



V·V·C·C·A - A·C·T
NEWSLETTER

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



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

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

Tarrant 1906

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

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

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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.

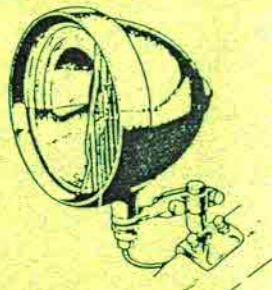
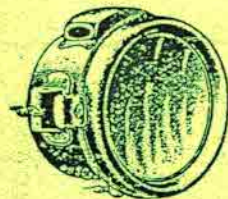
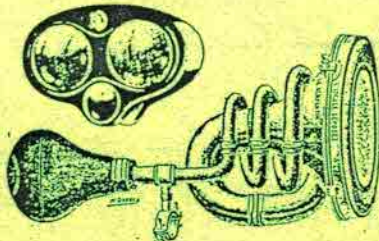
Veteran vehicles are those manufactured prior to 1 Jan 1919
Vintage vehicles are those manufactured prior to 1 Jan 1931



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



President's Report

With a good many of our members having flown North for the Winter, the names appearing beside the Committee positions on the opposite page will be their first notification of a new guard. The election of new faces was an extremely smooth affair, as usual. The fact that so many are willing to 'have a go' augers well for the club. I overheard comments, after both this AGM and our 2001 AGM, made by members who are also in other car/bike clubs, and in both instances they were amazed at how easily the positions are filled – the norm being several painful declines before someone reluctantly takes a position on. Not so in this club! Not one nomination was knocked back. I am very proud to have been elected as President of the club and I look forward to serving the club alongside my fellow elected officers. I think a word of thanks to the outgoing committee is in order. Their stewardship of the club over the last year(s) have seen it acquit itself very well, with the most recent highlight being our hosting of the National veteran Tour. The fact that we received many plaudits for this only reinforces the great job they have done. I feel confident that the current Committee will continue the good work.

Due to circumstances our recent Presentation Luncheon turned out to be a luncheon only. The club owes sincere thanks to the Robinson family for their efforts in satisfying our culinary needs, the Templers' for organising the day and to Andrew Winter for organising the venue. Apart from being a very pleasant day, with equally pleasant company, we welcomed two new cars that are sure to be regulars on future club events – the Coult's AX Renault and the Templer's very recently purchased 1926 14/40 Vauxhall. In fact in honour of the latter I have included a Vauxhall advert on the back page that includes the price. Knowing the new price I trust the Templers' adjusted this amount accordingly given theirs is essentially an ageing second hand car and no doubt already has many miles on the clock.

You may recall recent developments concerning the London to Brighton and the hue and cry when it was announced that the age of eligible vehicles was to be expanded. Much gnashing of teeth and venting of anger/disgust was the result. Thanks to an email I received recently from Euan Coult's (originating from the L to B organisers and one from the organiser of the opposition run) I can report that tradition has won the day with the organisers bowing to pressure not to change the age old eligibility rules. Whilst some are celebrating the victory, I think it might be a temporary one as other paperwork I've seen suggests that it may be a reprieve for this year only. As always, time will tell.

The AGM of the Veteran Car Clubs of Australia is being held on the 21st Sept. At the time of writing this report, (12 Sept.), we have still not received the official agenda of things to be discussed. This makes it very difficult to argue a 'Club' line on any particular issue. I'm sure the subject of such late notice will be raised, if not by others, certainly by us. If the Federal body is serious about receiving informed comment on issues that effect the movement, it quite simply needs to lift its game in this instance.

Last but not least, you'll note a new advertiser in our newsletter - John Debrincat of Australian Autocraft. John is a fellow antique car enthusiast based in Sydney. His advert says it all and I know two of our members have placed orders for tyres with him recently. Keep John in mind if you have need for any of the services he offers.

Till next month, happy restoring

Rick

And you think beaded edge tyres are a problem!

Whilst the following tale is not exactly V&V motoring, it is motoring of sorts nonetheless and I thought some members might find it of interest. It occurred about three months ago and concerns my wife's son-in-law, Richard. He drives one of those huge Euclid tip trucks in the coal mines of central Qld.

Richard was going about his normal duties, driving his loaded Euclid around the mine site whilst a fairly severe tropical storm was unleashing itself - torrential rain and lots of lightning etc. As he was driving along, a tremendous blue flash lit the cab and within a matter of seconds the truck shook extremely violently. Fearing that he'd inadvertently caused some major transmission/mechanical catastrophe he immediately stopped the truck and killed the ignition. After a few minutes all seemed well so he thought he'd have a go at cranking it up again and seeing if it would go. Sure enough it started, but within a few metres another violent shaking occurred, causing him to come to a sudden halt again. As you might imagine, he was quite perturbed at this, and was wondering what could be causing such a giant of a truck to shake so violently. At this point he looked out the windscreen to see his boss tearing across the mine site in a hi-lux at high speed heading straight for him with lights flashing etc. The boss stopped and motioned him urgently to get down out of the truck. Richard descended the ladder and made hastily for the hi-lux whereupon both immediately drove off at high speed to a distance of approx 500 meters before stopping. It transpired that the Euclid had sustained a direct hit of lightning. This had been witnessed by those in the site office, some distance away. They had been trying to raise Richard on the two way, but apparently the lightning strike had knocked it out. The truck was actually on fire. The first violent shaking Richard experienced was in fact a rear tyre exploding. The second shaking a few minutes later was another rear tyre doing the same thing. As they both sat in the hi-lux and looked back at the smouldering truck, a front tyre - the one that the access ladder is situated beside and that Richard had just descended, had a bulge in it the size of a large esky. Sure enough, as they watched, it too joined its rear cousins in departing violently from its rim. I wouldn't like to think of what might have happened had it exploded a few minutes prior. Because of the danger of the remaining tyres exploding they had to put a 500 meter exclusion zone around the truck and maintain that for 24 hours to give it time to cool. Meanwhile the fire seemed to have extinguished itself.

I'm sure Physics Master Roy Wheeler could give us a detailed explanation of what occurred, but as far as I can work it out I think what happened was this, - The air in the tyre, being sealed, expanded rapidly due to the tremendous heat generated by the lightning strike. As the gas expanded the pressure increased to such a degree that it caused the tyre(s) to explode. Anyway, whatever the cause, it was apparently considered by all and sundry to be a good excuse to knock off early and drink large quantities of beer,... while the company was left having to replace three \$20000 tyres!

Rick

OLD REGISTRATIONS

N.S.W. Motor registrations in 1917 showed a slightly different lineup in popularity than today's lineup of names.

Ford at 4,100 were undisputed sales leaders. Buick came in with 1,170, Overland had 986 cars on the road, Studebaker ran fourth with 725.

Other popular makes included Austin-161, Brasier-111, Bayard-131, Cadillac-272, Daimler-153, De Dion-101, Fiat-377, F.N-185, Hupmobile-547, Hudson-112, Maxwell-214, Minerva-165, Oakland-240, Renault-349, Standard-104, Star-257, Sunbeam-107 and Talbot-339.

LATEST PETROL RATIONING REGULATIONS

Ration Tickets Must Be Endorsed By Car Owner and Cancelled by Reseller

In a notice issued early this month, the Controller of Liquid Fuel (Mr. J. E. England) supplies the following information:—

The National Security (Liquid Fuel) Regulations impose certain duties on licensed retailers and garagemen should make themselves fully acquainted with their responsibilities in connection with the administration of the petrol rationing scheme. You should, therefore, read the following very carefully, and take the necessary steps to see that each instruction is observed, especially by employees or attendants who may sell petrol on your behalf to consumers, and receive it from bulk suppliers.

(1) YOUR DUTY ON SALE OF MOTOR SPIRIT

- (i) See that the back of each ration ticket surrendered to you bears the signature of the holder of the licence and the number of the licence;
- (ii) check these particulars with the licence which must be produced for your inspection before supplying motor spirit;
- (iii) cancel each ticket by writing or stamping across the face the word "cancelled," with your name and retailer's licence number.

(2) In the first place it is now necessary for you, before delivering any petrol, to see that each ration ticket tendered to you is endorsed on the back with the consumer's licence number and the signature of the licensee. You must check this endorsement with the consumer's licence which he must produce to you, and satisfy yourself that the particulars correspond with the licence.

DEFENCE FORCE TICKETS

In the case of special "D" tickets surrendered to you by members of the Defence Forces the registration number of

the vehicle must be endorsed, together with the signature of the driver, and you should check the endorsed number with the number plate of the vehicle.

Vehicles covered by Fleetowners licences or by Government Departments are being issued with certified copies of licences and production of these will be necessary. The information on them will be the same as on the ordinary consumers licences. The endorsement on the ticket may bear the stamp of the firm or department and signature of an authorised officer.

CANCEL TICKETS

(3) It is also necessary for you, immediately after receiving any ration ticket to cancel it, by writing or stamping across the face, the word "cancelled," followed by your name and retailer's licence number. The best procedure for you to adopt in this regard would be to have made a rubber stamp, approximately one and a-half inches square, bearing the words "cancelled," your own name or trading name, and retailer's licence number.

(4) In any prosecution or proceedings for an offence against the Regulations, the endorsement on the ticket will be prima facie evidence that the holder of the consumer's licence, whose name and licence number appears on the back of a ticket, was supplied with motor spirit by you equivalent to the denomination of the ticket. It is imperative that you safeguard yourself, therefore, by making sure that the consumer has endorsed the ticket carefully and correctly.

NOTE: The Regulations governing endorsement of tickets by consumers, and inspection of tickets and licences by retailers, are being enforced as from Tuesday, January 7, 1941.

BULK SUPPLIES

(5) The bulk suppliers from whom you acquire petrol will supply you with printed envelopes, in which it is necessary for you to place sufficient cancelled ration tickets to cover the quantities of petrol

purchased from the bulk supplier, on the occasion of each delivery. On each envelope you will fill in your name, licence number, location and the number and denomination of the tickets contained in the envelope and the gallonage represented thereby. You are entitled to an allowance of 2½%. Calculate this by dividing the amount of petrol received by 40 and disregard fractions. Example:— Delivery 260 gallons, divide by 40, allowance 6 gallons, ration tickets required in envelope 254 gallons. If petrol is delivered in drums for subsequent resale through pumps or in broken packages the same rule applies. No allowance may be deducted however for petrol acquired in drums and tins for resale to consumers in unbroken containers. On each occasion you acquire petrol fill in an envelope, sign it, seal it securely, stamp or write across the sealed portion as directed on the flap and pass it on to the bulk suppliers' representative. This will be a safeguard to the retailer against the tickets being tampered with after leaving his hands.

This envelope must not, in any circumstances, be opened other than by an official of the Liquid Fuel Control Board. You are, therefore, responsible entirely for the contents thereof. This procedure will facilitate purchases of petrol by you, as the envelopes can be prepared in advance and simply handed over to the driver of the bulk tank wagon at the time of filling your tank after allowing for the 2½% as above, and adjusting number of tickets in the envelope.

You should exercise extreme care in counting the contents of each envelope before sealing. Bulk suppliers are responsible for the safe-keeping of envelopes and will be held guilty of an offence if any envelope is opened or contents interfered with after collection thereof from a

retailer. Employees of bulk suppliers have been instructed not to accept a sealed envelope from a retailer unless same is in perfect condition. Otherwise, any liability for shortages in the number of tickets in an envelope will be the responsibility of the bulk supplier.

£100 PENALTY

Both retailers and bulk suppliers must observe this system of collecting tickets under the Regulations. The penalty for any breach, or false statement thereunder, is a fine of £100 or six months' imprisonment, or both.

Each month you must furnish to the State Liquid Fuel Control Board a return of your stocks and deliveries on the form provided to you for the purpose. This must be completed and posted within 7 days of the close of each month. Failure to do so not only renders you liable to prosecution, but also cancellation of your licence. In the case of country retailers who are also agents for bulk suppliers, retail deliveries only should be stated on the form. Figures of sales made on account of the bulk supplier are furnished in bulk suppliers' returns.

LOCK UP TICKETS

Beware of accepting ration tickets suspected of being forgeries, as possession thereof is an offence under the Regulations. Also treat ration tickets which you collect like bank notes. After the cancelled stamp has been made on them, lock them away in a safe place. Loss of ration tickets means you are unable to acquire further stock.

In observing the procedure outlined above, you will be performing a national service by assisting the smooth working of the Government's rationing scheme and materially assisting Australia's war effort.



SOME WORDS ON THE LAST DAYS OF OLDSMOBILE
(This story was sent to this Editor, courtesy of Former Historian for the
Oldsmobile History Center, Helen Earley)

Oldsmobile-The End

by Jim Walkinshaw 12-31-2000

After several weeks of planning, I finally stood at the end of the car assembly line on June 16, 1976 as a red Cutlass Supreme came down the line. It was the one millionth Oldsmobile made that year. Olds became only the third US carmaker in history to make a million cars in a model year. I was there with a great group of men and women who were celebrating the event, everyone from managers to line workers. It was an exciting time and in retrospect, perhaps the greatest day I experienced as a member of the Oldsmobile team. The Rocket was still going up and the sky was the limit.

We would go on to produce over a million cars a year in six of the next 10 years. The Cutlass was absolutely the greatest car ever made, the 88 and 98 were not slouches either. One in ten cars on the road was an Oldsmobile. How could we go from this height to the end in just 15 years?

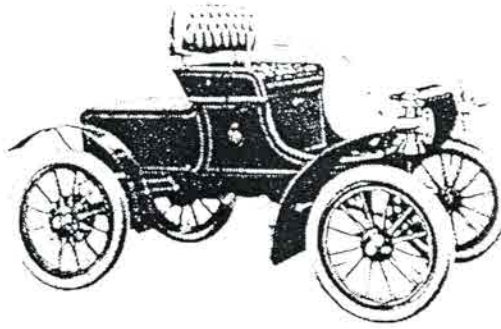
This is my view on the reasons and the issues that brought about the demise of the country's oldest car marque as announced on December 12, 2000. 20/20 hindsight is always easy. It probably started when members of Olds management recognized that we needed to get some new products as rear wheel drive cars started to be phased out. It was obvious that we would have nothing to make in Lansing if we didn't find a vehicle and the N Car became that car. Olds would produce the Buick Somerset Regal, the Pontiac Grand Am and the Oldsmobile Calais front drive vehicles starting in the 1985 model year. This set the stage for a General Motors Assembly Division like facility building non-Olds vehicles. In addition, we could not get our Rocket Engine modernized and it was going to also disappear, as front drive cars needed smaller engines.

At the same time this was going on General Motors, in its wisdom, decided to reorganize into the Buick-Oldsmobile-Cadillac (BOC) and Chevrolet-Pontiac-Canada (CPC) groups. Roger Smith was trying to eliminate the problems associated with two large bureaucratic groups, Fisher Body and GMAD (General Motors Assembly Division). These two groups had gotten difficult to control and were unresponsive to the needs of the market. Olds had struggled with these groups for years with reasonable success in getting what was needed for our products and the market. Other divisions were not as successful in these dealings. These two divisions could not believe that they were being eliminated. Prior to this Olds had been GM's most profitable division for many years, even better than Chevrolet on many occasions. We were lean, we were over 100 miles from Central Office, we had all functions in Lansing, Product Engineering, Manufacturing and Sales, we had the best work force and a great management group and we could solve any problem that came up. One thing that GM management never really understood was the wonderful labor management relationship that existed in Lansing. QWL (Quality of Work Life) programs, which GM instituted to try to improve relations with the workers, had long before been used at Olds. Whenever a new manager arrived from an non-Olds division,

many times that individual could not fit in because of his/her management style, usually autocratic. Olds managers were special, raised different and treated people as people. People at Olds were dedicated, committed and were proud of their association with Olds. It was one big family, your father worked here, you worked here and your son/daughter would work here. Lansing was Olds home and the town folks recognized that too.

So how in the world did we lose it? The organizational shift split off the engineering, manufacturing and marketing groups from the traditional Olds and GM organization. When this happened Olds was no longer in real control of their destiny. We had to rely on other organizations to implement the Oldsmobile car programs and to make the cars. When problems arose there was no one group that could solve it. Olds marketing organization was not prepared for this change. In our case it didn't work. We could not get new cars, new products or refreshed models. The cookie cutter vehicles arrived at the same time. GM put their financial resources into other divisions. Olds didn't need any help, they were doing great. The lack of a specific Oldsmobile engine like the old Rocket Engine really did not help either. Olds was recognized for its engines. The new Quad 4 was supposed to be this engine but it never achieved the Rocket's notoriety. The change in the GM organization may have fixed the Fisher/GMAD problems but it killed Oldsmobile. Chevrolet had worked with an organization like the new BOC/CPC groups for years so they were quite happy with the new Smith methods. Buick and Pontiac somehow worked through the problems. Rather than getting rid of many of the problem managers at Fisher/GMAD, GM integrated them into the organization. Many of the Chevrolet, Fisher, GMAD and Buick managers took over positions in the new BOC/CPC groups. They would bring their old approaches, many of them contrary to the way Olds would do things. Many of these managers didn't like Olds. We were too good, but we were generally right in our approach. We lost several of our good managers, Sanchez, Knight, Mooney who would have helped make the new organization more responsive to Olds needs.

Eventually GM management told the Olds marketing group to quit competing with Buick and Pontiac. The BOP group (Buick, Olds, Pontiac) had always had friendly competition within the corporation. This promoted a strong medium priced car grouping that really couldn't be beaten and was very profitable. When one was down, another would be up. We were able to share some of the product lines. The competition actually helped to make better products for all three divisions. Olds and Buick shared much of the same market. Our markets were getting smaller as buyers were aging and dying. When we were told to quit competing with Buick, we essentially gave them our customers in our quest for new foreign car customers. Olds tried to reinvent itself, to find its rightful place in the market. We were even afraid to badge the new Aurora an Oldsmobile. This combination of activities became the second major tactical error. Olds received many new products that were good but perhaps not great in a completely new market. We tried to have vehicles for all customers' needs, also not possible.



There is no doubt that the market changed in this timeframe. The foreign makes made huge inroads into our markets. GM quality wasn't the best in this era either. GM decided to focus on profitability rather than market share and our market share dropped, but so did our profitability. GM experienced continued problems with the new organization, eventually we reorganized again. Car guys were replaced with outsiders and financial people. This would further remove the upper GM management from the "Car Feel" necessary to make really great cars. Bob Stempel was the last of the car guys. The move of the marketing groups to Detroit further removed the ties to the manufacturing organizations. Plants became more removed from the markets although they were trying hard to recognize who their customers were. All of these things added another coffin nail to Oldsmobile. To top it off we had a new General Manager practically every year or two. Some of these individuals were just passing through on their way up the corporate ladder. They didn't really care about Oldsmobile as many of the previous managers had, it was just a job.

Volumes plummeted to levels not seen since the late 50's recessions. John Rock tried hard to revitalize Olds with the Centennial Plan to modernize our car lines. Out of the cars offered during the last 15 years the current Lansing built Alero had the best potential.

So we all share some responsibility for the loss of Olds. However, GM management should share most of the burden. Their poor allocation of resources during the 80's, the reorganization, the change in focus and the poor quality were major contributors. Our marketing organization failed to develop the market for our new products. GM was too big to react quickly to the needs of the market. Unfortunately, what GM needed was more of the old time Olds "can do" attitude that has been lost to the continual upheavals with ten to 15 years of reorganization.

So Oldsmobile will finish up after the current car line cycles are completed in about 2002 or 3. Olds will now join the over 2000 carmakers who have met the same fate over the last 100 plus years. There are still only a few of the carmakers left who have the longevity of Olds. The two car companies founded by R. E. Olds will be both gone now and his legacy will be much harder to maintain. Like it or not, R. E. Olds was really the father of the auto industry that we know today and Oldsmobile was the premier marque. It will be up to the Oldsmobile/GM Heritage Center to maintain the Oldsmobile name and presence for the world to understand and appreciate. Our charge at the Heritage Center in Lansing has just become much more critical. We will have to save the Olds legacy and be the spiritual home for Oldsmobile.

ADJUSTMENT OF HEAD LAMPS

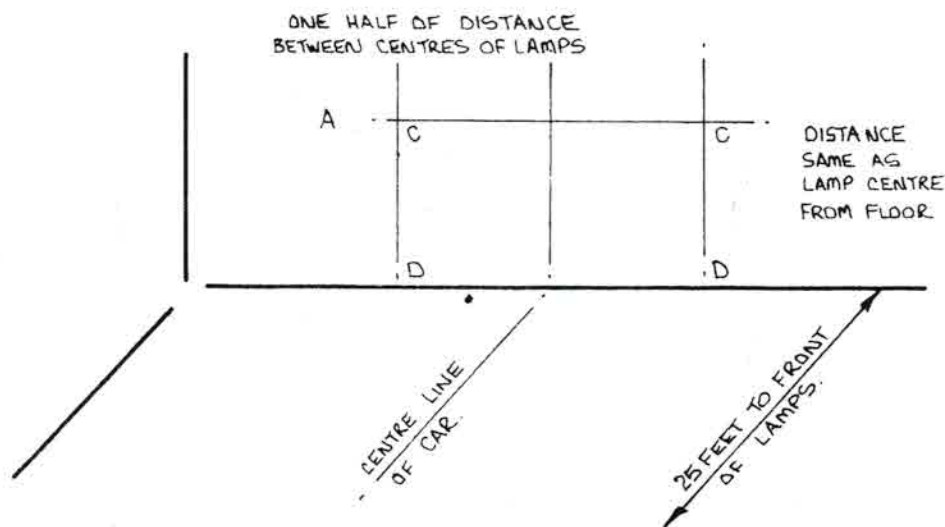
Select a level place where the car can be placed facing a wall on which the lines shown in the diagram can be drawn. The distance from wall to front of head lamps should be twenty five feet and the place should be dark enough so that the outline of the projected beam is plainly visible.

With the car fully loaded, locate a point on the wall directly in front of the car by sighting through the centre of the rear curtain glass over the radiator cap, thus determining the centre line of the car. Draw a vertical line on the wall through this point; measuring the distance between the centres of the head lamps, and draw two vertical lines "D" parallel to the centre line, these being spaced, one on each side, and amount equal to one-half the distance between the centres of the head lamps. Measure the distance of the head lamp centres above the floor and draw the horizontal line "A" on the wall at the same elevation.

Cover the head lamp that is not being adjusted, or disconnect the plug connector that supplies current to it. Focus the other lamp by means of the adjusting screw in back of the head lamp shell (this moves the bulb forward or backward in reflector) until pattern of light reflected on the wall is of the least diameter vertically that is obtainable. The centre of the pattern should not be more than two feet deep at a distance of twenty five feet.

Loosen the nut on the head lamp support and aim the head lamps so that the top centre of the pattern of light thrown on the wall is at the intersection of the vertical and horizontal lines at "C", directly in front of the lamp being adjusted. When the lamp has been properly aimed, tighten the nut securely. After the one lamp has been adjusted, repeat the adjustment on the other.

F.F.A.C.N.L.



WALL DIAGRAM FOR HEAD LAMP ADJUSTMENT.

CANDLEPOWER RATINGS OF LIGHTS

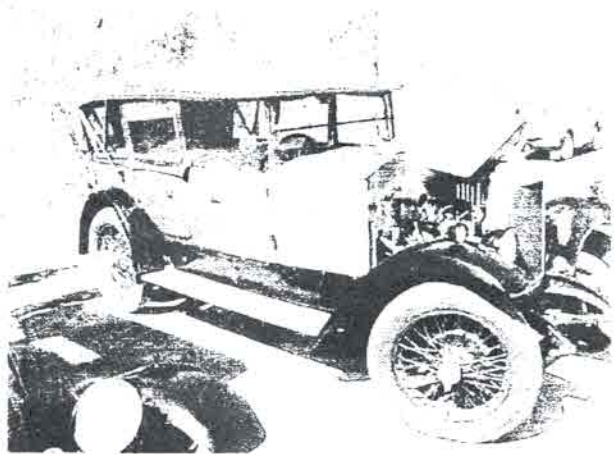
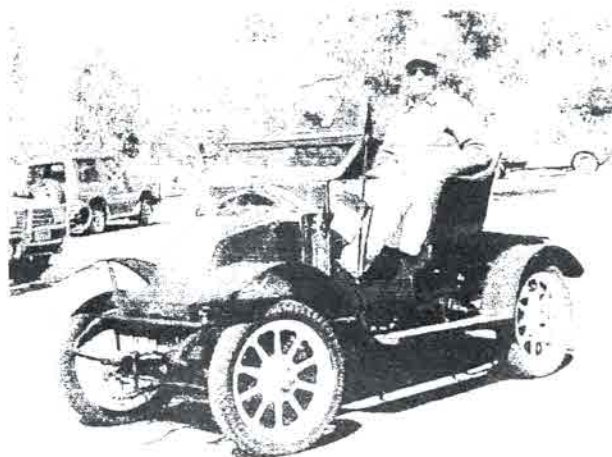
6 VOLT SYSTEM

12 VOLT SYSTEM

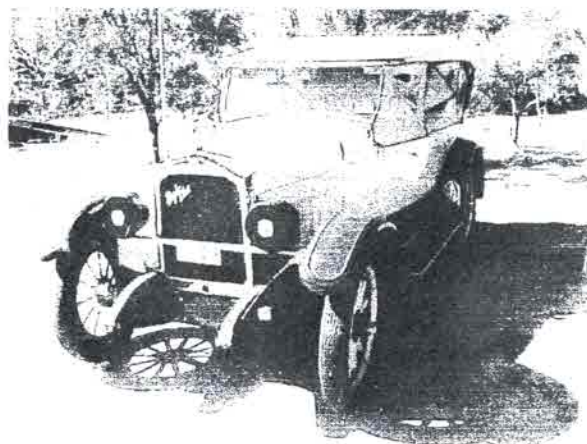
AMPS.	CANDLEPOWER	AMPS	CANDLEPOWER
0.5	3	1.0	6.
1.0	8	1.5	10
1.5	12	2.0	16
2.0	15	3.0	24
2.5	20	4.0	30
3.0	25	7.0	60
7.5	60	10.0	80
10.0	80	24.0	200

Vehicles on the recent Presentation Luncheon Run
showing the diversity in our club, four 'oldies' representing four different nations

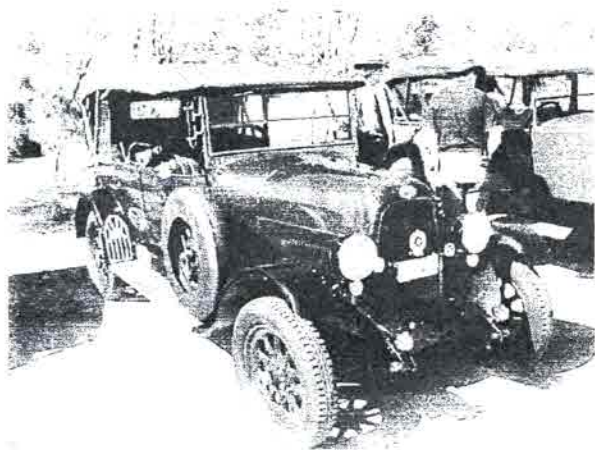
New member Euan Couits shows fellow new member Geoff Nicholas, the joys of French motoring.



Another new vehicle made its debut – this time the lovely 1926 Vauxhall 14-40 of Peter & Chris Tempter



The Presidential Limo



Bob McGuire's Fiat 501 giving the day a taste of Italy.

TECHNICAL TALK

CAN'T HEAR THOSE INDICATORS?

Try this simple Clicker.

For those who would like a louder "click" from their turn indicators, here is a simple device. Anyone with a soldering iron can make it for just a few dollars.

Figure 1 shows how it works

The capacitor is a non-polarized type which charges alternatively positive and negative as the flasher switches the voltage on and off to the indicator lights. The small current into and out of the capacitor is directed by the bridge diode so it always passes through the beeper in the right direction. The capacitor charges up in a millisecond or two, which stops the current so the sound stops, only to be repeated on the next switching of the flasher. So what you hear is a series of extremely short beeps.

All you need is:

A piezo beeper, Dick Smith part no L7022 or similar (around \$4)

A capacitor (12 volt cars) 4.7 MF - Dick Smith part no R4610 or similar

(6 volt cars) 10 MF - Dick Smith part no R4630 or similar (about \$0.60).

A diode bridge, Dick Smith part no Z3300 or similar (under \$1)

Enough hookup wire to connect the circuit to the flasher and to earth (about 25c per metre)

An empty plastic pill bottle suitable to fit the parts, and

Kwik Grip or similar contact adhesive.

Figure 2 shows how its assembled

First lay the diode bridge on the beeper so the + end and - terminals of the diode match up with the + and - terminals respectively of the beeper. Bend them, if necessary with a small pair of pliers and solder in place. The other two terminals of the diode are marked -. To one of these solder enough wire to reach to a convenient earth in the car. To the other - terminal solder one leg of the capacitor. Another piece of wire (long enough to reach the flasher unit) is soldered to the other leg of the capacitor. That's it.

Before gluing it all together, time to test it. Find the output terminal of the flasher unit, or the wire from it to the indicator switch. Connect either of the wires of the clicker to that point, and the other to a convenient metallic earth on the car. Set the flashers going and you should hear clicks as the flashers turn on and off. If you want louder clicks you can change to a larger capacitor. Go up to 22 MF if necessary (Part No R4640).

When satisfied, cut a hole in the pill-bottle lid for the sound, and glue the beeper inside the lid so the sound can come through the hole. Also glue the other bits together. Cut a hole in the bottom of the pill bottle for the wires. Tie a knot in the wires to take any strain and feed the wires out through the hole. When the glue is set just push the bottle onto its lid, make the connections to the car, and locate the clicker in a convenient place. Ensure your connections are secure and be sure to tape them up.

Don Ripper

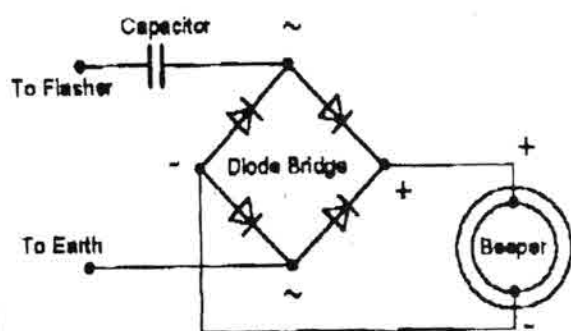


Figure 1

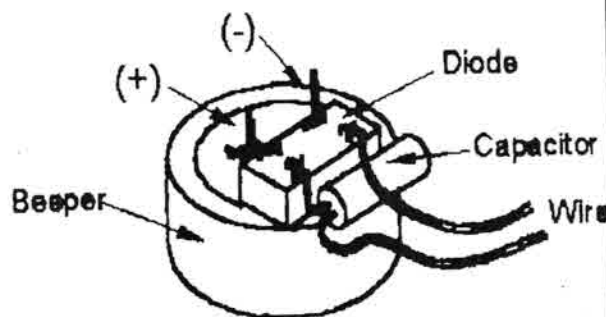
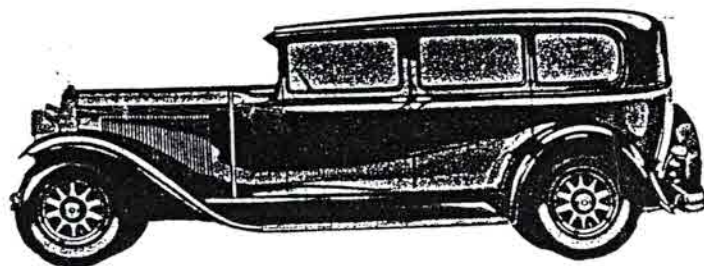
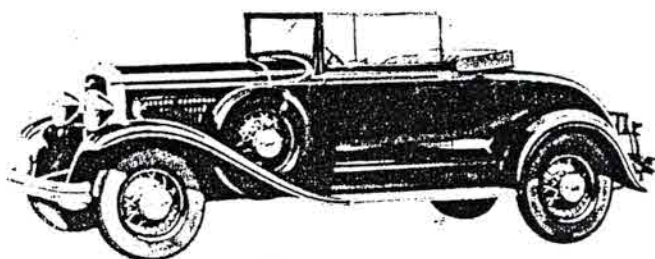


Figure 2

The above article appeared in the October issue of The Vintage Driver, newsletter of the Vintage Drivers Club in Victoria.



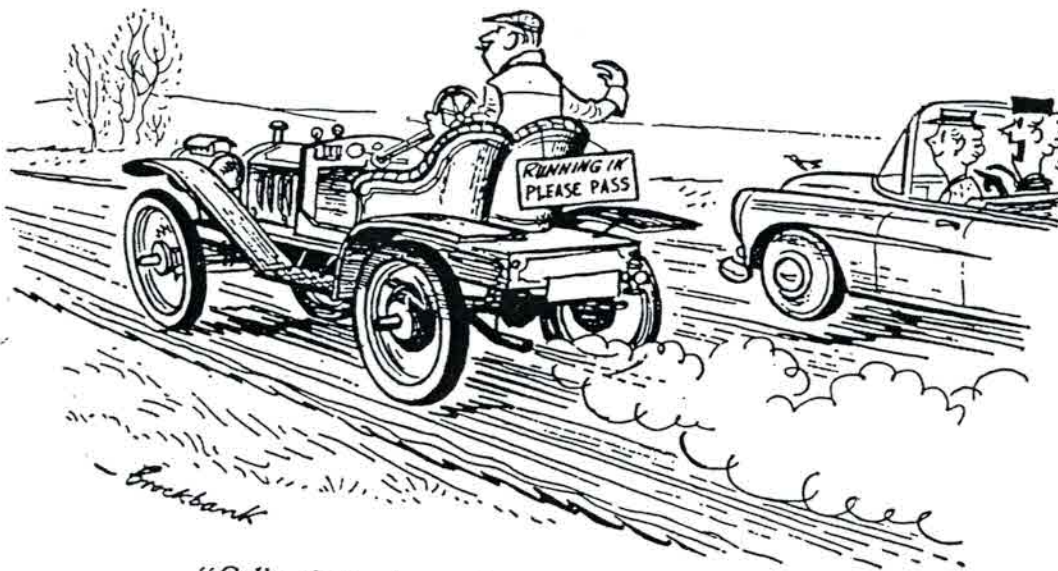
Events Calendar

Sep 18	Club Meeting
Sep 29- Oct 5	National Veteran Tour, Hamilton Vic.
Sep 28-29	Queanbeyan Swap
Sep 28 – Oct 4	35 th anniv. Chev Assn. of Aust. Run in Goulburn
Oct 16	Club Meeting
Oct 20	Club Run (Council breakfast run)
Oct 27	Canberra Swap
Nov 3	All GM day, Heritage Village Watson
Nov 16 – 17	Bendigo Swap
Dec 1 Questacon	All British day. Will be held on land between the High Court and



It's Time

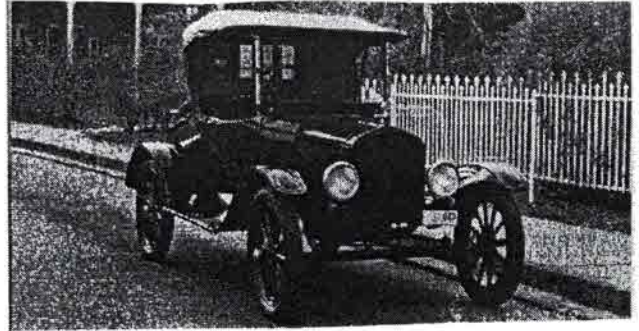
Subs for the 2002/2003 financial year are now overdue. For those who haven't already paid, the Club Treasurer would only be too glad to receive your \$40. Remember, your privilege of receiving concessional rego is dependant on you being a financial member. Note – subs renewal does not apply to those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



"Golly, they've been a long time selling THAT one."

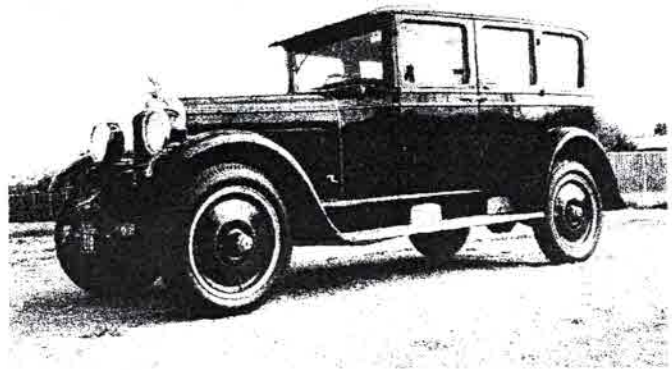
FOR SALE / WANTED

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



For Sale – 1926 Rugby Coach. Unrestored but complete. \$1800. Byron Bramwell 0407 192955

For Sale – 1927 NASH Advanced Six Formal Sedan. Fully imported 'Seamans Body', 98000 original miles. Evan Quarmby, 02 6284 7147



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

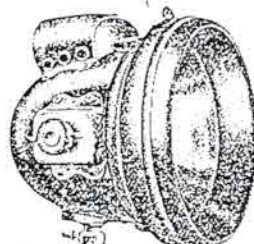
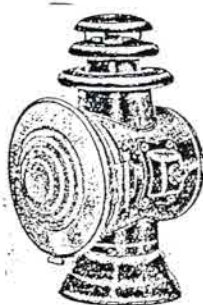
For Sale Ford Model T parts. Enough to build a car. Lloyd Adams 6236 3110

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

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

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

Wanted An updraught carburettor with a one and three eighths inch throat.
R. Wheeler, 02 / 62412250





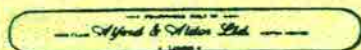
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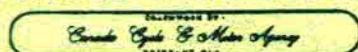
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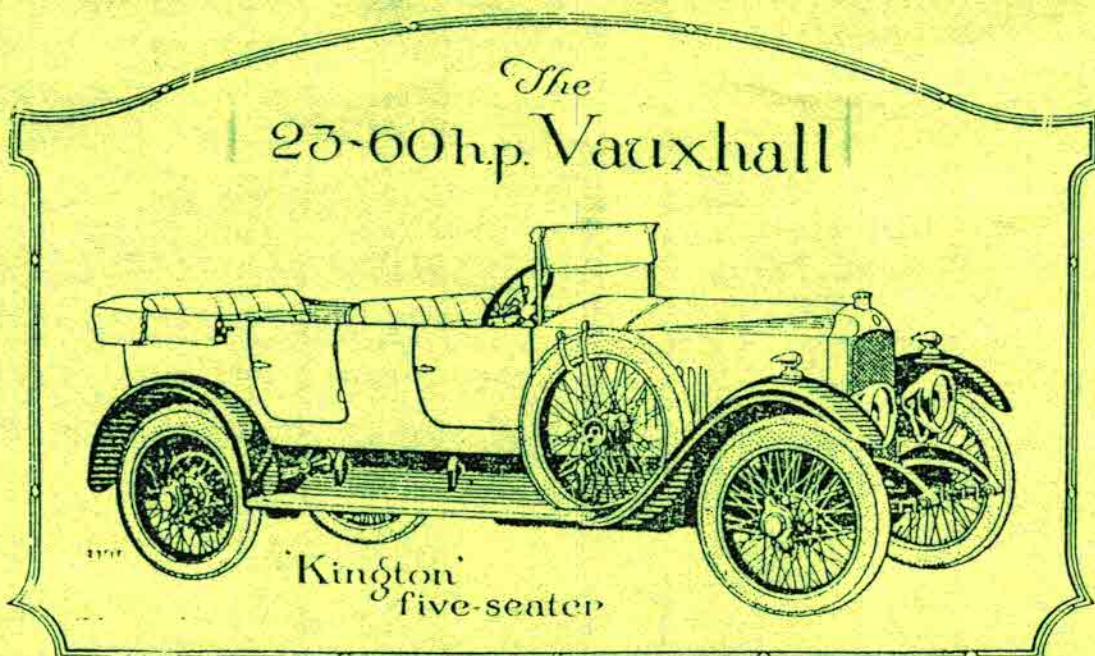
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