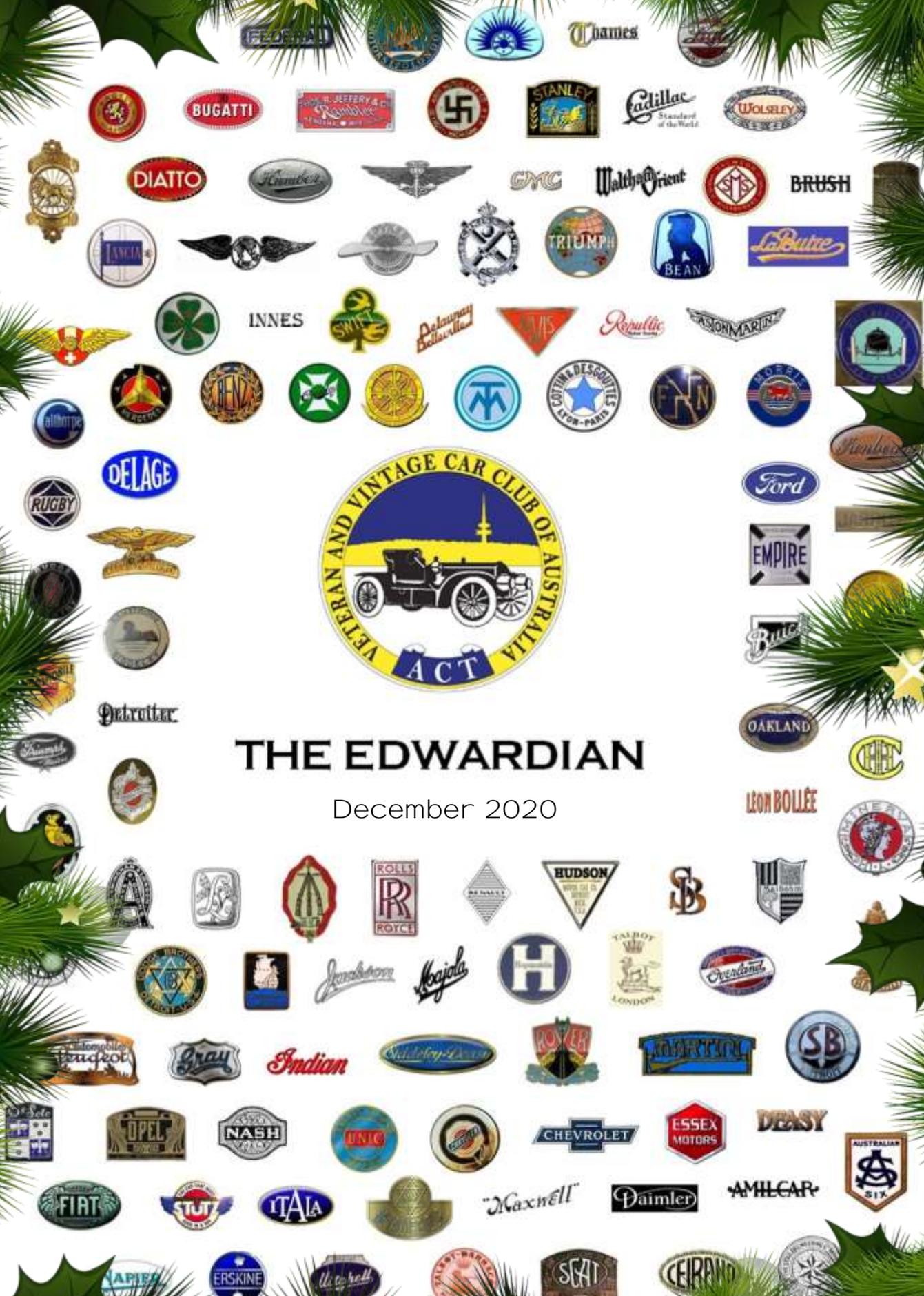




# THE EDWARDIAN

December 2020



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## MEETINGS & MEMBERSHIP

HELD EVERY 3RD WEDNESDAY OF THE MONTH AT 7.30PM.

The club has commended regular meetings at an alternate venue (Unit 7, 12 Quilpie Street, Fyshwick) until the Shannon's rooms are reopened for club use. Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and supper. Visitors are always welcome at our meetings. Standard membership fees are \$50 per year.

**Life Members – Ian Irwin O.A.M, Alan Higginson (D'csd), Garth Fisher (D'csd), Alan Pickup (D'csd)**

***Like our Front Cover? The radiator badges and scripts shown have been specifically chosen as each depicts a marque of which a veteran and/or vintage example has been represented in our Club over the years. At last count there were 116.***

## OUR CLUB

The Veteran and Vintage Car Club of Australia ACT (Inc) was formed in 1963. Its Objectives are;

- To sponsor and encourage the preservation, restoration and use of Veteran and Vintage vehicles
- To engage in rallies, exhibitions and other events suitable for Veteran and Vintage vehicles
- To encourage the retention of Veteran and Vintage vehicles in Australia
- To collect and disseminate technical and historical information as shall be of interest to the members
- To offer the services of the Club, its members and vehicles to such charitable organisations as may be decided upon from time to time
- To engage in such other activities associated or allied with all or any of these Objectives which are intended to promote a better and wider knowledge and understanding of Veteran and Vintage vehicles among club members and the public generally

## SAVE THE DATE

- |                               |  |
|-------------------------------|--|
| Sunday, 17th January, 2021    | Club BBQ at Rob and Beth Woolley's commencing at 5:30pm. Rob will provide further details nearer the time.                             |
| Early January                 | Chris Hogan may be able to arrange an afternoon/early evening event.<br>Last January a number of members went to Manuka for ice-cream. |
| Wednesday, 20th January, 2021 | Monthly general meeting. Details to be confirmed closer to the date.   |

**RETREADS**—'Re-tyred' members of many ACT Car Clubs meet informally for a light lunch at the Southern Cross Club Woden, at 12 noon on the 1st Friday of each month (**starting again from November 6, except January which is New Years Day**). The group is known as "The Retreads". Outings in their old cars are often arranged. The VVCCA (ACT) recognises these outings as legitimate events for any of its members who wish to participate

### COVID-19 Impacts on Club Events

Government regulations around COVID-19 and the potential risk it poses to members and the Community has continued to affect our regular events and meetings. While events and club meetings have now restarted they remain subject to these government regulations. Our regular Shannons meeting room still remains closed to clubs and it is likely to remain unchanged until the new year, so an alternate venue will be used.

If you were planning on attending other rallies or "old " vehicle events, please check their websites or Facebook to see if they are still going ahead or if they have been rescheduled or cancelled.

## EDITORIAL

Another year gone, and what a year it has been! With 2020 at an end, let's hope our 2021 is better than the year we have had.

My Model T restoration is coming along, but not as quickly as I had planned. The intention was to have it at least drivable again before the year ticked over, but with other personal events over recent months that has become all but a dream.

Since the last issue though I did get my new firewall cut out from my CAD drawing on a CNC machine, and decided to go for a new set of floorboards while I was at it. All of the guards and side steps have now been primed with first coats of black sprayed over, and the engine rebuild is also nearing completion. Things are not too far off from having it on a road again though. Next steps will be to investigate the reupholstery of the seats. Any advice is welcome!

Enjoy this issue, and have a Merry Christmas and a Happy New Year. See you all on the road in 2021!

### Some Highlights of This Issue

Outback Model T Ford Club at Junee
Club Run To Peter Leemhuis' Property
Club Pancake Breakfast Run
Club Christmas Dinner At Silk Café
Getting Turned On—(aka Engine Turning a Delage instrument panel)
Chassis 60799, The first silver ghost to arrive in new south wales
Thrifty Farmer Tractor Kit
A Very Special Thank You
Before Tesla, there was Edison
Books For Sale
Club Meeting Minutes



#### Have anything to share?

Taken the old car out? Been to a swap meet? Done a bit of maintenance? Something to sell? If you have a spare moment, please grab a couple of photos and jot down a couple of notes and send it through. All contributions to The Edwardian are welcome. Just e-mail [mathew.spackman@outlook.com](mailto:mathew.spackman@outlook.com).

## VIDEO(S) OF THE ISSUE

Thank you again to the messages and comments about the 2 unknown videos from the October edition. Information gathered puts these videos as being a CVVTMC Display Day at Warwick Farm in the mid 70's and the second possibly the 1974 CHMC Bush Council Annual Rally at Newcastle. I had multiple sources suggest Newcastle, so I am going with that unless I find out otherwise.

As promised I have added another two unknown videos from my collection in the hope someone may also be able to recognise those.

If you can shed some light, please get in contact with me at [mathew.spackman@outlook.com](mailto:mathew.spackman@outlook.com)

You can watch the videos at:

<https://www.youtube.com/watch?v=iDkNpnSJSCU>

<https://www.youtube.com/watch?v=Mz4N1ab8xl>



## AUTOMOTIVE NOTES

Not much to report here this edition, however I did get sent the following information which may be of interest to some people.

### **Nabiac Mega Auction Part 2**

Collector clearing sale featuring vintage cars, motorcycles, pedal cars, stationary engines, lawn mowers, traps, toys, scales, workshop equipment & much more .

It appears however it is still in the early days of items being added to the full catalogue. There is a few pages of items so far, mostly motorcycle and oil can related, with a comment that more items are being added weekly, so might be something worth watching.

**Date:** Sunday 28th March 2021, 8:30am start

**Where:** Donaldson Street, Nabiac, NSW 2312

**More details, including live bidding:** <https://thegaragecollectableauctions.hibid.com/auctions/>

## The National Calendar

- 7 – 13 April, 2021      1 & 2 Cylinder National Rally – Charleville, QLD. Hosted by the Veteran Car Club of Australia (QLD) Inc. For more information contact the 2020 National 1 & 2 Cylinder Rally Directors Graham Donges 0417 718 617 • Irene Donges 0419 751 324 or <https://www.vccaq.com/2020-1-2-national>
- 9 – 12 April, 2021      Council of Heritage Motor Clubs NSW Annual Rally - Temora, NSW. Limited to 100 entries. For entry form and accommodation options visit: <http://www.heritagemotoringcouncil.org.au/historic-and-heritage-motor-events.php>
- 10—16 October, 2021      RACV National Veteran Car Rally - Based in Swan Hill on the Murray River, the rally will celebrate Rural Edwardian Australiana. Suitable for both large and small veterans, 1&2's will easily cope with the terrain and the runs. The rally starts on Sunday afternoon (October 10th) and finishes on Saturday morning (October 16th). Rally Directors Michael & Claudia Holding 0407 008 895 or email [mholding@netspace.net.au](mailto:mholding@netspace.net.au) for the spiel: [claudia\\_holding@hotmail.com](mailto:claudia_holding@hotmail.com) for the facts! Website is [https://veterancarclub.org.au/?page\\_id=2408](https://veterancarclub.org.au/?page_id=2408)
- 8—14 May, 2022      1 & 2 Cylinder National Rally—South Western NSW, exact location to be announced at the Charleville Rally in April 2021. Hosted by the Veteran Car Club of Australia (NSW). Sunday 8th May 2022 will be a registration day and Saturday 14th May 2022 will be a farewell breakfast. Any enquiries to Robert Fordham: [rfo292535@bigpond.com](mailto:rfo292535@bigpond.com)

**Is the calendar missing any major events?**

**Please email me at [mathew.spackman@outlook.com](mailto:mathew.spackman@outlook.com) with the details for inclusion in the next issue.**

## OUTBACK MODEL T FORD CLUB AT JUNEE

13-16 NOVEMBER, 2020

The Outback Model T Ford Clubs membership base is mainly from regional NSW and meets about 5 times a year for 4 weekend rallies and a tour through outback Australia. Club meetings are held on the Saturday night of Club runs. Next year's run is to Lawn Hill National Park and Cape York an 8-week tour over mainly dirt roads.

The Junee run was organised and hosted by Col and Bobbie Macaulay who own Symington's Hill a beautiful home built in 1897 which overlooks Junee. The home is on about 1 hectare of land with plenty of parking for trailers and motorhomes and 4 spare bedrooms.

Members started arriving early Friday afternoon, unloading cars and preparing for the weekend runs before pre dinner drinks and nibbles around the pool followed by dinner.

Saturdays run started at 9.00am with all the Model T Fords lined up out the front of Symington's Hill. The run took us to Marrar a little village between Junee and Temora where we visited some people who did restomods on 1930's vehicles specialising in forming anything out of metal he also made garden furniture, arches and concrete garden pots etc. some photos of his work are attached, we also enjoyed morning tea there.

The next stop was at Lake Centenary in Temora for lunch, the lake is manmade and popular with water skiers

After lunch we visited a private collection of military vehicles and earthmoving equipment the display was very interesting with more Ford blitz's and trucks than I have seen in any museum.

From Temora to Junee we travelled some back roads passing through farming country with many excellent crops ready to harvest and canola crops cut drying out waiting for processing.

Returning home about 4.30pm cars were checked ready for the Sunday run before drinks, Club meeting and dinner.

Sundays run was to Sandy Beach, on the Murrumbidgee River, at Wantabadgery for morning tea, this is a great camping spot which we have used many times. From Sandy Beach we followed the Murrumbidgee River upstream to Gundagai where some of us visited the Australian Road Transport Heritage Museum which has about 10 trucks on display and a great collection of photos depicting the history of trucks in the area.

Lunch was enjoyed in the park near the river before returning to Junee via Cootamundra, some members had to pack up and leave for home while most stayed and enjoyed another home cooked meal by Bobbie and partners.

A great week end with no breakdowns and covering about 370kms. The next Outback Model T Ford Club run is in March 2021 in Gerringong.

Rob and Beth Woolley



OUTBACK MODEL T FORD CLUB AT JUNEE  
13-16 NOVEMBER, 2020



## CLUB RUN TO PETER LEEMHUIS' PROPERTY

SUNDAY 22 NOVEMBER, 2020

The threat of inclement weather for later in the day certainly didn't deter a great roll up of members to this event....and why wouldn't it....it was our first club run in something like 9 months! It was very obvious that members were keen to get out and socialise for the first time since this enforced hiatus.

Peter's property is only a fairly recent acquisition and also encompasses the Royalla Solar Farm. I feel I must have a go at him though....the instructions blithely said it was 6klm from the Calwell roundabout. What they didn't say is that of that 6ks, 5.5 are uphill! For you lot in your Yank tanks of 20+ horsepower, that's no problem, but I was driving one of the UK's finest....all 9.9hp of it! It was a case of, "I think I can, I think I can"!

Some members had met earlier in the day at the Fox & Bow café in Farrer for morning smoko and then headed out en-masse. Pretty much everyone was at Peter's by midday. I think we all had 'shed envy' when we saw Peter's recently erected concrete shed, all 800 m2 of it. It was the ideal venue for tables and chairs and provided shelter when a shower or two of rain came over later in the day. The view across the countryside was lovely and green, in stark contrast to what it would have been 12 months ago.

The BBQs were soon fired up and much good conversation followed at the various tables. I noted several of the 'T' boys looking under the bonnet of Darrell's '27 T truck. Hopefully they were able to solve whatever it was they were looking at. If they didn't, well, there's a couple of eroded gullies on the farm that need filling.... When there was a break from the squalls that came across, many decided to call it a day and head home.

Thanks Peter and SJ for your hospitality. Just a word of advice though, your shed will soon be full so make plans to build another one, and see if you can get the Main Roads mob to make the Monaro a bit flatter before my next visit!

Rick

Attendees – John Cadona, Janette Cadona, Geoff and Lynne Nicholas, John and Doreen Ahearn, Gerard Frawley, Wayne and Sandra Smith, Ian and Ida Irwin, Greg and Mary Spackman, Carol and Nick Nowak, Rob and Beth Woolley, Wayne and Sylvia, Terry Davis, Chris Hogan and kids, Mal Smith, Martin and Gabriella Barlow, Rick and Shirley McD., Darrel and Brody L., Peter L. and SJ.

Editors Note: Thank you to Silvia and Rick for sending the photos to include in this edition.



# CLUB RUN TO PETER LEEMHUIS' PROPERTY

SUNDAY 22 NOVEMBER, 2020



# CLUB RUN TO PETER LEEMHUIS' PROPERTY

SUNDAY 22 NOVEMBER, 2020



## CLUB PANCAKE BREAKFAST RUN SUNDAY 6 DECEMBER, 2020

The Pancake Breakfast turned out to be a great success. It was originally planned to hold this event in Lennox Gardens but the weather took a turn for the worse on Saturday evening and the venue was switched from Lennox Gardens to John Cadona's building supplies in Fyshwick. It was a good decision as Sunday morning was very wet under foot with a particularly cold wind. The BBQ trailer was set up in a protected and sunny spot in John's timber yard and worked perfectly. In fact a number of people were able to soon remove their jumpers or jackets. John had put some of his timber to good use and quite a number of us sat at improvised tables and benches held together by clamps.

The pancake cooking was professionally handled by Chris, Simone, Madeleine, Dave, Deidre and Rob.

We had 45 members turn up which was an excellent size group and I think, that the numbers attending the last couple of events indicate clearly that a lot of us are keen to get together again after what has been such a long break.

Finally huge thanks to John for allowing us to use his timber yard. It seriously made what would have been a cold miserable breakfast perfect.

Members who attended with cars:

Bob (1933 Morgan), Rob & Beth (1915 T Ford), Terry & Glenda (1960 Fairlane), Greg & Mary (1923 Talbot Darracq) Wayne & Silvia (1930 Model A Ford), Rick & Shirley (1982 Fiat X19) and Nick & Carol (1912 Overland).

Other Members:

Mal, John & Doreen, Roy & Grandson Angus, John Cadona, Kingsley & Cynthia, Geoff & Lynne, Scott & Denise, Martin & Gabriella, Don, Angelo & Jennifer, Chris, Simone, Madeleine & Cameron, Bruce & Kathy Booby (very nice to see our Goulburn members), Dave, Deidre & Andrew, Ted & Marg, Gerard and Peter Leemhuis plus a Grandson & Sarah-Jane.

Cheers Nick

PS: Silvia took a number of really good photographs. Several will be in this magazine but if you want look at the others let me know and I can send them to you.



CLUB PANCAKE BREAKFAST RUN  
SUNDAY 6 DECEMBER, 2020



## CLUB CHRISTMAS DINNER AT SILK CAFÉ, FYSHWICK WEDNESDAY 16 DECEMBER, 2020

Well the Club Christmas dinner has been and gone. Forty one members turned out and we filled the café to capacity. This is the third time that our Club has visited this café so something must work ok. We would have been in a fair amount of trouble, fitting in, if our numbers had exceeded forty one. Something to keep in mind for future events.

Darrell made the initial approach to the café owner to open up, solely for our Club, and we were well looked after by the owner, his son, Grand daughter and Chef. We were offered a short, but very nice, menu and I think I can safely say that everyone enjoyed their meals. It was BYO drinks so of course there can be no grumbles in that department.

Also thanks must go to Darrell and Peter for providing a lovely selection of cakes and biscuits for dessert. The cakes went down very well indeed.

John Cadona brought along a bottle of wine, as a lucky door prize (not the first time – thanks John), which was drawn by Alex and won by Darrell's partner Jessica.

If noise and talking is a measure of success then we scored top marks.

During the evening Darrell spoke, as Club President, for several minutes about the past awkward ten or so months, and wished everyone a Merry Christmas, safe travelling and hoped for a much better 2021.

Members at the dinner: Rob & Beth Woolley, Bob Courtney, Roger Gottlob, Nick & Carol Nowak, Terry & Glenda Davis, Don & Beverley Doering, Scott Harris & Denise Cherry, Wayne Young & Silvia Schneider (I must mention here that Wayne and Silvia turned up in the Model "A"), John & Doreen Ahearn, Mal Smith, Rick & Shirley McDonough, Greg & Mary Spackman, Angelo & Jennifer D'Emilio, Darrell Leemhuis, son Brody & Jessica Weatherby, Peter Leemhuis & Sarah-Jane, Martin Barlow, Dave & Deidre Robinson, Glen Robinson & Alex Sturgess, Roy Bendall, Darren Beauchamp, Ian & Ida Irwin, Gerard & Marie Frawley, Geoff Nicholas and lastly, but certainly not least, John Cadona. How's that for a good list???

Finally and very importantly the lovely photos were taken by Silvia. Silvia must soon twig that she is well on the way to becoming the Club's official picture taker??????

Cheers to you all - Nick



# GETTING TURNED ON

(AKA ENGINE TURNING A DELAGE INSTRUMENT PANEL)

## BY RICK MCDONOUGH

### Background

Recently I turned my attention to the restoration of my aluminium dashboard. After taking it out of the car I noticed, for the first time, the very faintest remains of an original engine turned finish. After 98 years of weathering, this decorative treatment had either corroded or worn off the majority of it, but remnants had survived in areas that had been somewhat protected by upholstery, or flanges of various instruments. Unlike Louis Delage, who no doubt had a gaggle of underpaid apprentices do this task originally, I embarked on a journey of research on You Tube to see how the home handyman might do it. I was quite amazed at the numerous ways to skin this cat...and somewhat dismayed at the outcomes of the majority of them – in fact some were downright crude. They may have been good enough for the tappet cover on a '68 Comaro, but not a fine Froggy mademoiselle.

Upon asking around on the subject I struck gold when one of our members, Wayne Smith, informed me he had indeed done it himself on both his Vintage Salmson and recently finished Cottin. A quick look at these fine machines showed the finish from his method to be superior to anything I'd seen online. With his very generous offer of lending me his home-made jig, the following is how I applied his technique to the task at hand.

### Method

The whole process is based around a standard 24mm diameter wine cork. It requires a way to hold the cork, and the abrasive used to create the swirls, and a jig to ensure symmetry of the swirls. The latter is a simple frame made of flat aluminium bar of both 50 x 3 and 40 x 5 stock. Its secret is in the indexing of its side members. As pictures are worth a thousand words...



***You mount your item securely on the frame above. Note the evenly spaced holes (12mm apart) in the far left and right side members. These provide the necessary indexing to keep your lines spaced evenly. The two parallel lengths of angle below this are spaced 24mm apart. They will eventually sit on top of the dash. At each end of these 'rails' is a bolt that will engage into the 12mm spaced holes of the side members. You will see that the spacings of this jig suit 24mm diam, corks.***

Re the cork and abrasive - The idea is to stick abrasive discs onto the base of a cork that has been mounted in a drill press. The cork gives a nice amount of 'give' when downward pressure is applied to it and therefore won't score the aluminium by being too rigid (as say a piece of timber dowel would be). Again, photos are called for.



**ABOVE:** An essential ingredient - corks. No, I didn't consume 20 bottles of plonk! - I obtained these online from a brew shop. The corks measure 24mm in diam. and have straight cut ends (not chamfered).



**ABOVE:** More vital pieces. The item on the left is a home made hole punch that will cut out 24mm diam discs of sandpaper. You then stick these discs of sandpaper onto the face of the cork. The item on the right is the cork holder. Its ID is a shade under 24mm, thus making the cork a snug fit up in it. The holder then mounts in the chuck of your drill press.



**LEFT:** A cork mounted in the holder with a disc (24mm diam.) of sand paper stuck to the cork face. I used double sided tape to stick the discs on. A fairly fiddly and time consuming task.

**RIGHT:** Before tackling the main job, it is advisable to experiment on a scrap piece of aluminium. I tried different grades of paper – 120, 240, 360 and 600.

Apart from seeing which finish I liked the best, it also serves to give you practice at what sort of downwards pressure to apply. While both 120 and 240 gave a good prismatic effect, (the ones on the far right of the photo) I settled on 240 as 120 tended to cut fairly deep grooves- a bit like an old LP.

Also note that, as far as spacing is concerned, the swirls on the trial piece were done freehand. This approach is not good enough for the actual dash. For that you need the jig...



**ABOVE:** My dash mounted in the base part of the jig. To give you an idea of scale, the dash measures 900 wide and 250 high at its peak. This jig can clearly accommodate larger items, like a firewall for example. Critical note number one – it is vital that the dash is mounted securely in the jig. It must be fixed, relative to the indexing holes on the side members, and stay that way until the job is finished. In my case I drilled small 1/8 holes in areas of the dash that didn't matter, through into the jig, and then tapped these holes to take suitable sized metal threads.

**RIGHT:** A piece of plywood, or similar, bolted to the drill press table gives support to the jig.

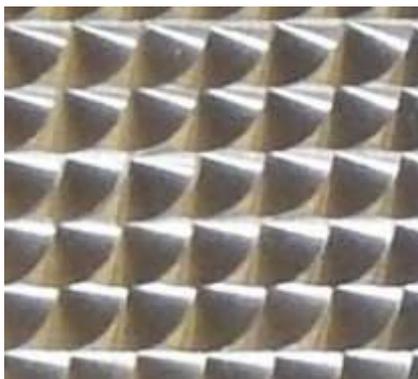


**LEFT:** The two bits of parallel angle sit on top of the dash, and are fixed at each end to the indexing holes in the base jig. They ensure you keep a straight line with your swirls. Note the equally spaced holes in the angle and the two brass rollers. As previously stated, the parallel rails are 24mm apart. The space between the two rollers is also 24mm, thus you effectively have a 24mm square box that the cork fits neatly down into, ensuring accuracy. The rail holes are spaced 12mm apart, so once you do a swirl you pull the pin out of the leading brass roller – advance it down the line one hole – do the same with its trailing mate and then down you plunge for another swirl. By advancing 12mm every time you overlap the previous swirl by half.

**BELOW:** The first row complete. You're looking at about two hours work to get this far. You can please yourself whether you start from the top or bottom. I chose to go from the bottom as that was the only straight line I had to go by as a reference. If I'd started from the top and worked downwards I ran the risk of the bottom row (and arguably the most noticeable) tapering off the edge in a crooked fashion.



**Critical note number two** – It pays to check each swirl as you've done it before advancing down the line and doing the next one. Reason?...if you waited until you'd done a whole row, (or more), and you found one that needed doing again, then by all means redo it, but you're going to have to redo every single one following it since the overlap pattern will now be out of sequence from that 'repair' onwards!



**Just to reiterate, the jig is based on a 24mm cork. By advancing my cork 12mm each time in the horizontal plane and, after a row was completed, then 12mm in the vertical plane, I achieved this pattern. This jig can be used to create different patterns, eg, you could use every second hole in the horizontal rails and not overlap by half as I did, or vice versa with the vertical holes, or even stagger alternate rows. This way a number of different effects can be produced.**

I found each disc of sandpaper was good for about 12 or so swirls before it lost its effectiveness. Occasionally, when doing a swirl close to an edge of an instrument cut-out, the paper would grab and pull off, sometimes damaging the face of the cork. The corks are double ended so when this occurred it was a simple task of pulling them out of the holder and turning them around. It's another good reason to be using cork as it will disintegrate and can't damage the aluminium face as a harder medium would.

I should state that before I even did my first swirl on the actual dash, I spent a good couple of hours with a block and various grades of paper to give it as smooth a surface as possible. This took off the oxidised/weathered surface and got rid of all of the scratches accumulated over its life. The swirls really only just mark the surface and thus any deeper underlying imperfections will still show and mar the finish.

Make no mistake, this job is very tedious. While each swirl only takes a few seconds, it took roughly 1 minute for each when allowance is made for advancing the brass guides each time, cutting the discs out, applying tape to the back of the discs etc. My dash has 1078 swirls – thanks for asking!

Yes, very tedious, but immensely rewarding after the final swirl is done and you stand back to see the overall effect.



**ABOVE:** *The last job was to have it painted professionally by Dave Robbo with an automotive clear coat. This gives it a nice smooth gloss finish and will prevent future oxidisation.*

**BELOW:** *With the various holes filled in.*



In finishing I would like to make it very clear that any credit due for the results achieved belongs entirely to Wayne Smith. The accuracy and workmanship of his jig, and other bits mentioned in this article, was first class. Thanks Wayne!

Rick

# CHASSIS 60799, THE FIRST SILVER GHOST TO ARRIVE IN NEW SOUTH WALES BY IAN IRWIN (ACT)

This article originally appeared in the national RROC magazine Praeclarvm in November-December issue of 2020, our thanks to the Editor Tim Dean, for permission to reprint it in The Edwardian.

**Preamble—The following article is supplied as a tribute to the quality of an early Australian coachbuilding achievement.**

After extensive research, Silver Ghost enthusiast, historian and ACT Branch member, Ian Irwin, corrects and enhances the record of a very historically significant car. The 1908 car, Chassis 60799, can now legitimately lay claim to having been the first Silver Ghost fitted with Australian coachwork.

One of the most important aspects in the documentation of historical fact, is the need to validate much of what is read. So much that has been written was based on memory or hearsay. Supposition has no place for documenting an historical record. Unless it can be substantiated from period documentation, as Henry Ford once said, (in a slightly different context) 'history is bunk.'

For more than 40 years now, the phenomenon of the 'reiteration effect', or 'illusory truth effect'<sup>1</sup> has been recognised in the discipline of psychology. The principle of this is that when something is repeatedly said or read, whether it is true or otherwise, it becomes accepted as fact. As historians, we need to always be on guard against repeating untested information presented to us as fact. Sometimes what is recorded as fact has been based purely on unwitting blind acceptance. Historians need to question and search for the actual, and undeniable 'true facts'.

With the ever-expanding breadth of media coverage on the National Library of Australia's Trove website, we are occasionally able to gather new information that enables researchers to review and revise aspects of our past. In particular, in this issue, we take a long overdue backward glance into the origins of the first Silver Ghost to arrive in New South Wales. In so doing, once again, we find that the course of the early historical record needs to be realigned, with the indisputable facts of the day.

The first Rolls-Royce 40-50 HP Silver Ghost to arrive in NSW was the 1908 model, Chassis 60799, in May of 1909. Rumours that its crate was opened on a footpath for the all to see, is almost certainly a myth. Its arrival, however, had been preceded by no fewer than seven 40-50 HP Rolls-Royce deliveries, six to ownerships in Victoria, and one in Western Australia. These facts are not in dispute.

We know that Melbourne's Kellow Motor Company of 188 Exhibition St, Melbourne had claimed a Rolls-Royce Sole Agency by October, 1906<sup>2</sup> continuing through to operating from their 206 Russell St premises. Research reveals that the 1907 car 60589, and, with the exception of 60739, all other 1908 model Rolls-Royce Victorian-delivery cars, 60747, 60749,

above: The Rolls-Royce Factory Order for Chassis 60799. Apart from the anticipated weight of the body to be constructed, it lacks the usual details of refinement, fixtures and fittings which would, in this instance, have been negotiated by Major Charley with the Sydney coachbuilders.<sup>3</sup>

60754 and 60757 were all prepared for export, shipping and importation into Australia by the firm of Tozer, Kemsley and Fisher (TKF) of London. In each case, the cars were ordered by, and 'sold to' the TKF firm, whose financial services division handled all such matters on behalf of the Australian buyers. Although the Kellow Motor Company, was the only Australian motor agency whose principal had become acquainted with Henry Royce and Charles Rolls, with their association commencing in 1906, there is no evidence to confirm that

<sup>1</sup> The 'Illusory Truth Effect,' [https://en.wikipedia.org/wiki/illusory\\_truth\\_effect](https://en.wikipedia.org/wiki/illusory_truth_effect)  
<sup>2</sup> Kellow Motor Co Advertisement. *The Australasian*, 6 October, 1906, p.22.  
<sup>3</sup> Rolls-Royce Ltd. 13 December, 1908.

these cars were handled by Kellows upon arrival in Victoria. But they almost certainly would have been.

Kellow's early 1909 full-page block advertisements list the Rolls-Royce marque along with Wolseley-Siddeley, Talbot, Renault, Minerva, Napier & Isotta-Fraschini cars and Albion Truck Agencies in April and May, 1909<sup>4</sup> (when Isotta was dropped from the offerings).

For 40 to 50 years, we have been encouraged to accept that this first 40-50 HP Rolls-Royce to come to New South Wales, was 'imported' via the firm of Isaac Phizackerley. This can now be shown to be not precisely correct. 'Handled' would perhaps be more correct.

In New South Wales, unsubstantiated accounts from the memories of persons no longer with us, were unfortunately tainted by hearsay and/or partly incorrect recall. Let us now take a closer look.

With copy of the original order for Chassis 60799 to hand, and sleuthing to unearth authentic documentation from the period NSW press, we are better informed than ever before on this car's origins and its earliest Australian history. Small though that sample of evidence may be, we are now in possession of an important bundle of facts that are indisputable and which empower us to significantly alter previously published distorted 'histories' of the car.

The placement of the order for Chassis 60799, was effected with a deposit of £286 lodged on 2 December, 1908,<sup>5</sup> directly through the services of the shipping and export/import agency TKF, of 84 Leadenhall St, London, EC. This highly respected firm had been

extensively used by various Australian motor agencies through its offices in this country, and had long handled all aspects of importation of a wide variety of makes of a few hundred British cars, and some Continental cars into Australia since very early in the 20th century.

But it would appear that in this instance, the services of this firm had been engaged directly by Phillip Charley.

Curiously, the Rolls-Royce factory order for 60799, nowhere mentions the principal behind the purchase, Major Phillip Charley, (1863-1937) of Richmond, NSW. On the other hand, we discover from the document that this car was 'Sold to' the forwarding agency (TKF) that appears to have been engaged directly by Phillip Charley. We have yet to establish just how this service operated in both Victoria and NSW.

Isaac Phizackerley of Elizabeth Street, Sydney had indeed used the services of TKF to import Talbot and Minerva cars for some years. TKF had been responsible for the importation of many Talbots and Minervas, including Phillip Charley's 1906 Talbot.

But before we proceed to the specifics of this car, let us first look into the firm chosen to receive 60799 into Australia. The firm of I. Phizackerley had been



above: The 1908 model Silver Ghost, Chassis 60799, photographed at The Hotel Hydora at Blackheath NSW during an RAC Trial, reputedly in 1912.<sup>6</sup>

Even the casual observer would see the similarities of the front wings. 60799 made an arduous tour into far north Queensland in 1910.

Charley had interests in the Mount Morgan Copper Mine. (Photo Margaret Gillings)

The copious premises housed the company's street level Showroom and Accessories Department, Coachworks and Body Shop, Garage, Service Workshop, Machine Shop, Paint and Finishing Department, and finally their Blacksmith's Shop on the rooftop. It was one of the best equipped motor houses of Sydney.

In all there were five floors, comprising a total of 41,070 square feet. The ground floor was devoted to showroom space for the Minerva and Talbot cars, while at one end of the second floor were clubrooms for the Sydney Bicycle Club. The third floor was the focus of the company's coachworks; the fourth was involved with radiator repairs, casting of components, machining and associated mechanical roles. 'Two electric lifts capable of carrying the heaviest cars are provided and go right through to the top of the building.'<sup>7</sup>

For the importation into Sydney, of any chassis requiring the construction of its coachwork, there was little competition with the premises, facilities and the experienced and competent staff of I. Phizackerley & Co.

In early May of 1909, the Sydney press, *The Star*<sup>8</sup>, reported thus: 'Captain Phillip Charley of Richmond, recently imported through Mr Phizackerley, a Rolls-Royce car.' Where no Rolls-Royce Factory-appointed Agency existed, private individuals were able to negotiate



above: Major Charley's 1906 20/24 HP Talbot, Model 4-OB. This car looks a little too cramped, and not all of the family is aboard. This probably accounts for the placement of the order for the larger car, the 1908 model 40-50 HP Silver Ghost. Major Charley is seated in the front passenger's seat. Note the flared front wings, or mudguards. Charley's satisfaction with these quite likely influenced him to adopt a version of the same style on his 1908 Rolls-Royce. This Talbot carried the NSW registration 400. Charley drove this car to Queensland in April/May 1907.

founded in the bicycle industry in the late 1890s and grew along with developments, to become, like so many others, engaged in the motor trade, in 1902. From these small beginnings, the firm achieved rapid growth, and through adopting the agencies for the very popular Talbot, and shortly after, the Belgian Minerva, extraordinarily rapid growth followed.

Isaac Phizackerley invested heavily in substantial premises at 169 to 171 Elizabeth Street, Sydney, opposite Hyde Park, in the CBD of the city. Their five-storey premises with frontages to Hyde Park for their showrooms, and major rear access from Castlereagh Street, was soon a Sydney landmark.

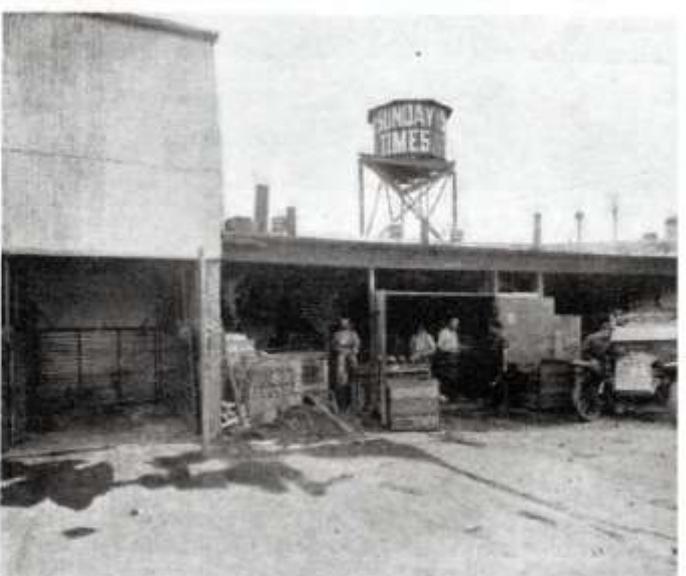
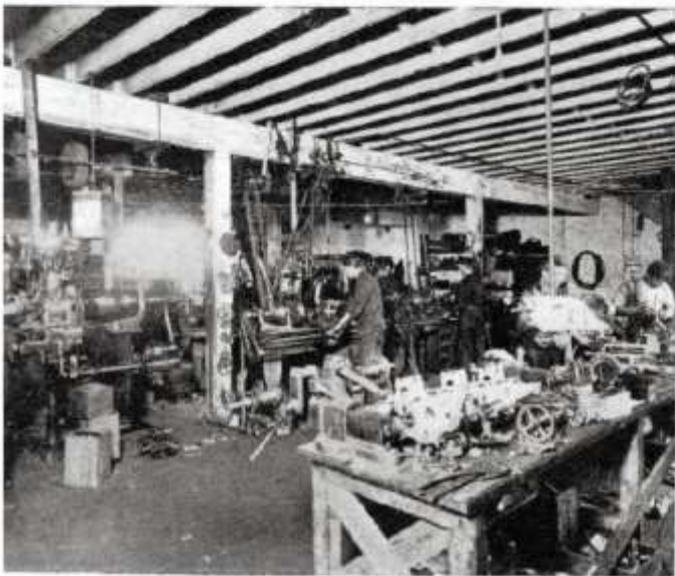
<sup>4</sup> *The Australian Motorist*, April 20, 1909. P. 402, and May 20, 1909, p. 458 (Author's Library collection)

<sup>5</sup> Rolls-Royce Ltd. Factory Order Sheet, Chassis 60799. Dec 31, 1908.

<sup>6</sup> Belmont Park Estate. *London & Derby*. RROCA NSW. March 1992, pp11/12. Courtesy of Margaret Gillings.

<sup>7</sup> *The Australian Motorist*, January, 1910, p. 323

<sup>8</sup> *The Star*. Sydney, NSW. 11 May, 1909. P.13.



Views Inside the premises of Isaac Phizackerley's in 1909.  
**top left:** The Showroom and Accessories Department.  
**top right:** A General view of the garage.  
**centre left:** The Machine Shop.  
**centre right:** Paint Shop and Finishing Department.  
**bottom left:** The Coachbuilding Workshop.  
**bottom right:** Blacksmith's Shop on the rooftop. 9

9 A Visit to Phizackerley's in Elizabeth Street, Sydney. *The Australian Motorist*,  
January 1910. P.324. (Author's Library Collection.)



left: 169-171 Elizabeth St frontage of the premises, and above: The 142-146 Castlereagh St entry to the garages of Phizackerley and Company, in 1909<sup>12</sup>. These historic premises remain today, now known as Legacy House.

below: In the double-column classified advertisements of the Sydney Morning Herald of 19 June, 1909, Phizackerley appears to have placed greater focus on the new 12 HP Talbot in stock, than upon the glorious car which was being displayed at his premises. Note that there is mention of the marques of cars for which his business held a sole agency, but Rolls-Royce is not one of them!<sup>13</sup>

direct with an established motor firm, to receive their car which was privately imported. As Charley had dealt with Isaac Phizackerley's firm previously with his 1906 Talbot, he placed his confidence in this firm.

Continuing, it went on to report, 'He has instructed Mr Phizackerley to build a seven-seated body on the car. It is the first of its kind to arrive in New South Wales.'<sup>10</sup>

Phizackerley's would have received the usual Rolls-Royce Body Specifications data and chassis layout plans provided by Rolls-Royce Ltd, well prior to the arrival of the chassis, enabling some basic work to proceed while the chassis was under construction at the factory, and in transit. It would have been the completion of the body, with subsequent fitting, painting, upholstery, hood and accessories that consumed some weeks prior to the eventual delivery.

Again, from The Star press of the day, we ascertain that it was fully six weeks after the chassis' arrival at the Phizackerley workshops in Elizabeth Street, before the car passed into the possession of its owner: 'Messrs Phizackerley have just completed a 50 HP Rolls-Royce car.

A study of the Isaac Phizackerley classified block advertisement<sup>11</sup> for a 12 HP Talbot, claiming it to be 'one

**BICYCLES AND MOTOR CARS.**

**THE NEW 12 H.P. TALBOT.**  
**THE 15-H.P. TALBOT'S YOUNGER BROTHER.**  
 NOW ON VIEW ONE OF THE  
**FINEST CHASSIS EVER IMPORTED.**

12-h.p., 4 Cylinders, 2 separate synchronized ignitions, magneto and accumulator, lubrication by pump, four speeds and reverse, gear change, transverse lock spring, large steering lock, steering arm on top of axle, hand adjusters on all brakes, 31.5 x 106 tyres.

**IN FACT, A MOST DESIRABLE MODEL.**

**'A MAGNIFICENT MOTOR BODY.**  
 ON VIEW FOR TO-DAY ONLY.

Fitted to a 40-45 h.p. Rolls-Royce Chassis, specially imported in the order of a well-known motorist.

**SOLE AGENT, TALBOT, MINERVA, STANDARD, and RINGER CARS.**

**I. PHIZACKERLEY.**

169-171 ELIZABETH-STREET, and 142-146 CASTLERRAGH-STREET, HYDE PARK, SYDNEY.

<sup>10</sup> The Star, Sydney, NSW. 11 May, 1909. P.13.

<sup>11</sup> The Sydney Morning Herald, Sat. 19 June, 1909. P.3.

<sup>12</sup> A Visit to Phizackerley's in Elizabeth Street, Sydney. The Australian Motorist. January 1910. P. 323. (Author's Library Collection)

<sup>13</sup> The Sydney Morning Herald, Sat. 19 June, 1909. P.3.

of the finest chassis ever imported' is quite incongruous with the lower half of the advertisement. There we find the firm claiming in bold print, indeed rightfully, 'A Magnificent Motor Body On View For Today Only', then in the very fine print that followed, mention is made of the display of the Rolls-Royce. One imagines, that if the firm of Isaac Phizackerley had ever hoped to secure a Rolls-Royce Agency for New South Wales, that a more significant promotion of the 40-50 HP Rolls-Royce would have been justified.

The Star press commented: 'The car ... on display at their garage, .... is of handsome design.'<sup>14</sup>

60799 we understand was accompanied to Australia by J. Harold Ferson, a Norwegian, and a chauffeur. Ferson is said to have been acting as something of a chaperone to the car in transit, and possibly was involved in advising Charley on the intricacies of the car, as was often the case. Charley was, however, very much the owner-driver.

Moving on a couple of years, we find in the 'Motor Notes' columns of a 1912 copy of the Melbourne Punch<sup>15</sup>, reference to the car having covered 150,000 miles since it had been on the road. A statement is made that Major Charley 'runs almost daily to Sydney and back (90 miles) in his Rolls-Royce car.'<sup>16</sup>

And a further 12 years later, in the hands of a subsequent owner, we find reference to the car having passed 250,000 miles by January 1924<sup>17</sup>. 60799 passed through a number of later ownerships in NSW and Victoria, and was last recorded in Victoria in 1934.

The body fitted to 60799 was quite magnificent. Little wonder that our forebears accepted unquestioningly for many decades, that the body had been constructed by Barker and Co, of London, to the highest of British coachbuilding standards.

Our friends in the UK will be disappointed, but that assertion can now be shown to be patently incorrect. The time line from final payment by TKF and delivery to this firm in London, its arrival in Sydney, and the subsequent delayed handover of the car to Captain Charley, fully concur with the writer's conclusion.

Perhaps, more importantly, we can all be extremely proud in the knowledge that this truly delightful car, was actually the very first Rolls-Royce Silver Ghost to be bodied by an Australian coachbuilder.

Chassis 60799 was sold by 1919, and was last known in Victoria with H. Jones of Melbourne in 1922. For nigh upon a hundred years, nothing has since been heard of the whereabouts of what was once the King of the cars of Sydney,

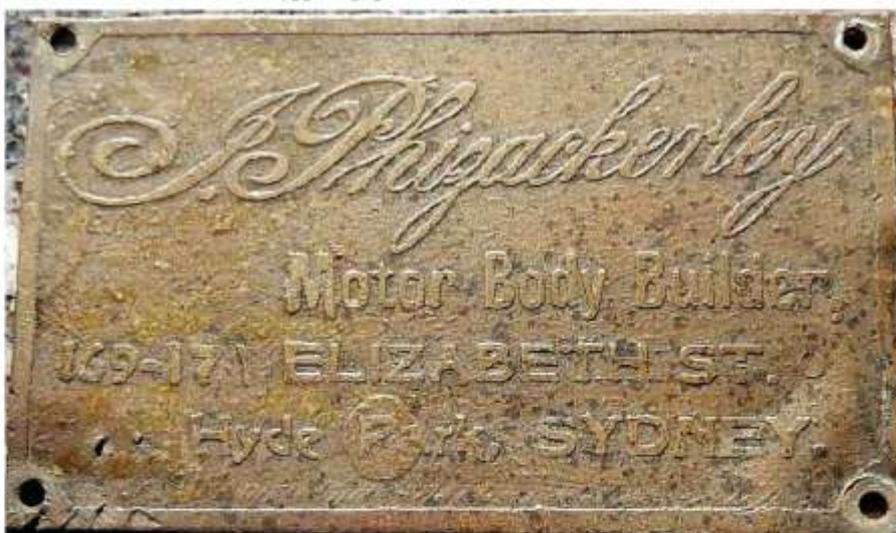
Sadly, we must presume that 'Le Roi est Mort.'



above top: 'Belmont' at Richmond was built by Phillip Charley in 1892 at a cost of £55,000. (Photo with acknowledgement to *The Hawkesbury Gazette*).

above: Major Phillip Charley's 1908 Silver Ghost, Chassis 60799, with its seven-seated coachwork outside the family's home, Belmont Park, at Richmond, NSW. This was truly a most magnificent piece of craftsmanship by the firm in Sydney, and now, as the first Silver Ghost bodied in New South Wales, becomes notable for this, as well as its superb lines. The car carried the plate NSW 282. (Author's Collection)

below: This body plate inscriptions reads, 'I. Phizackerley Motor Body Builder 169-171 Elizabeth St, Hyde Park, Sydney', This is an original example of an early Phizackerley body plate as would have been fitted to Chassis 60799 in 1909.<sup>18</sup>



<sup>14</sup> *The Star*, Sydney, NSW. 22 June, 1909. P.3

<sup>15</sup> *Punch*, Melbourne, 31 October 1912, p. 50.

<sup>16</sup> *Punch*, Melbourne, 31 October 1912, p. 50.

<sup>17</sup> *Smith's Weekly*, Sydney, 19 January, 1924. P.26.

<sup>18</sup> An early Phizackerley body plate. Photo: Rick McDonough, Canberra

## THRIFTY FARMER TRACTOR KIT

During the 1930's farmer's could make their own tractors with only a few basic tools, a donor car, and often with the help of a pre-manufactured tractor kit. Alternately you could find DIY instructions published in almanacs and magazines. One of these kits was called the Thrifty Farmer sold by Sears, Roebuck & Co advertised in their spring and fall catalogs from 1932 to 1941. For about for about \$100 they were initially available for Ford Model T or Model A vehicles only, but later also became available for 1929-1931 Chevrolet's. All of those early cars had 4-cylinder engines. By 1935 Sears had added kits for newer Ford-V8 powered cars along with Plymouth, Dodge, Chevrolet autos with 6 cylinder engines. It is said as many as 80 companies at one time were manufacturing these kits.

Though they only moved at speeds of up to 4mph, the tractors were economical and useful for farming. While the bigger wheels reduced the mph, it gave the tractor better traction and ground clearance. They could do the work of 2 to 4 horses, and didn't get tired. The kit's were designed so there was no welding, just cutting things and bolting them to the car frame. The kit's included the framework, axles, wheels, and gears in the wheel. Installation of the kit was not complicated, it required just removing part of the body, rear spring, and rear hub and brake housing, and installation of the pinion gear. The rear differential also had to be turned over since the ring gear's teeth are on the outside, to avoid having only one forward speed and three in reverse.

Thank you to Ian Irwin for sending me the information below of a Thrifty Farmer Tractor Kit restoration closer to home, and what made look further for the information above and the old advertisements on the next pages.

Mathew Spackman

This veteran Ford 'Thrifty Farmer' Tractor Kit, based on the 1916 Model T, was marketed by Sears Roebuck in the USA. It was sitting outdoors at a commercial factory unit property on the north coast of NSW, in 2013, as a garden ornament when spotted by Francis Ransley. Francis asked what this was in the garden. He was told that it was a Model T Ford tractor, and considered to be incomplete, and unrestorable. Now that's not something you say to Francis. To Francis, as most would know, nothing is impossible, for he has always liked a challenge. So he acquired it, and rebuilt it inside 12 months.

It has recently been sold, and it's on its way to Canberra. When I spoke to Francis today (20 December) he told me that it is currently being stored in Melbourne until the border re-opens once again.

Mum's the word on who has bought it, for now.

Ian

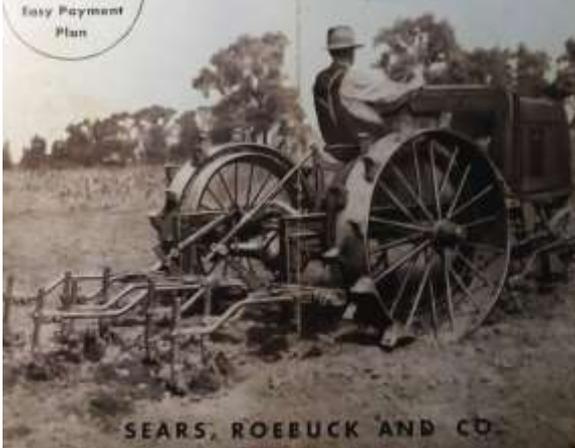
*Right column: As found*  
*Below: Restored*



**Now! Your Old Chevrolet or Ford Chassis Makes a General Purpose Tractor, with . . .**

**SEARS**  
**THRIFTY FARMER**  
**TRACTOR UNIT**

See Our Big General Catalog for Easy Payment Plan



SEARS, ROEBUCK AND CO.

Does the Work of Two Horses  
and Costs Less

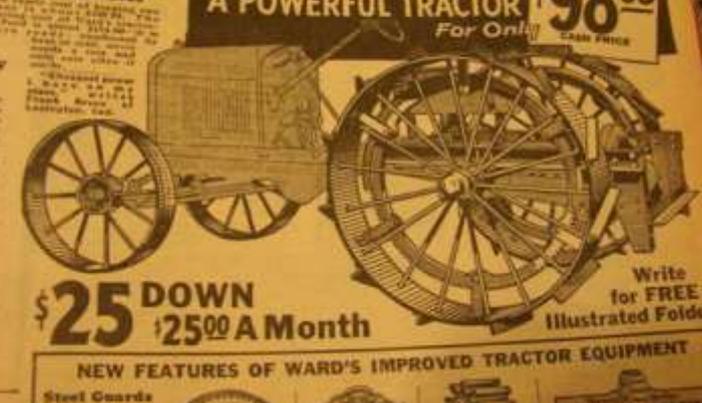
Any Ford Chassis PLUS Ward's  
**IMPROVED EQUIPMENT**  
Does the Work of  
**A POWERFUL TRACTOR** \$98<sup>95</sup>  
For Only CASH PRICE

**\$25 DOWN \$25<sup>00</sup> A Month**

Write for FREE Illustrated Folder

**NEW FEATURES OF WARD'S IMPROVED TRACTOR EQUIPMENT**

Steel Guards Over Bull



**Build This Tractor at Home**

**THRIFTY FARMER**  
**TRACTOR UNIT**

**SPECIFICATIONS:**

**GOLDEN JUBILEE**



**A New Tractor From Your Old Car**

**EASY to BUILD** with **SHAW Tractor Equipment**

We Tell You How!

**PRICES GREATLY REDUCED**

Massive tractor wheels give firm footing on spongy soil

**DOES ALL FARM WORK!**

**INCREASE** profits—though prices are low—with a tractor. You can make a powerful dependable tractor—at low cost—from your old Model "T" or "A" Ford, Chevrolet and many other old cars—with **SHAW Tractor Equipment**. Does farm power jobs as well as expensive tractor! Pulls 16-inch plow, or two 12-inch plows, 7-foot disc, 1 or 2-row corn cultivator, large harrow. Also runs feed grinders, concrete mixers, saws and other belt machinery.

**NEW HIGH ARCH Model** with 30 inches clearance straddles corn and other crops without touching. Cultivates 1 or 2 rows at a time. Easy to Attach **SHAW Equipment** in short time with monkey wrench and screw driver. You needn't be a mechanic. We furnish all parts; easy-to-follow instructions. Will plow 5 acres per day.

Prices Greatly Reduced to meet present conditions. But subject to change any day. Act quickly! Write for details, Reduced Prices, Easy Payment Plan, 10-day Trial Offer! **Free Literature**—Gives full information on **SHAW Tractor Equipment**—tells how **SHAW Tractorized Car** has made more money for hundreds.

**SHAW MANUFACTURING CO.**  
Dept. MM2, Galesburg, Kans.

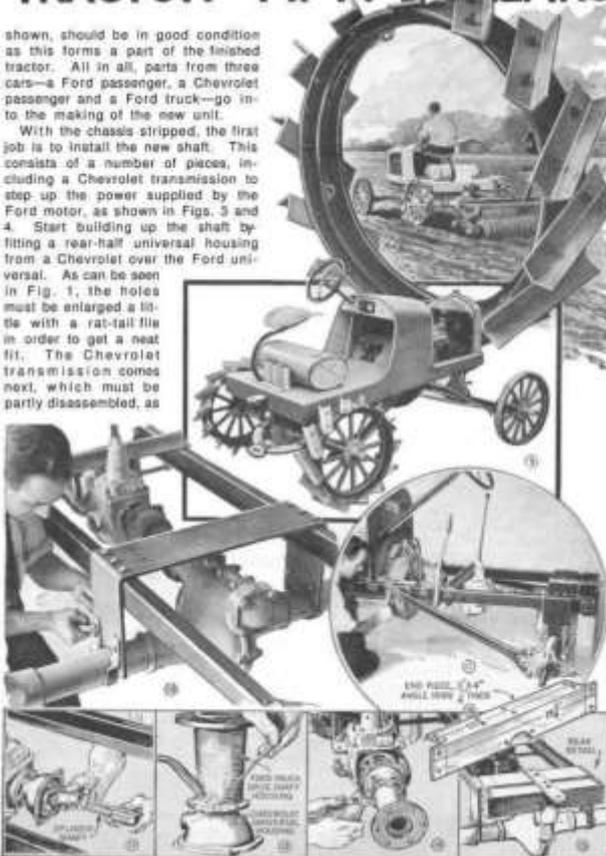
**Write for FREE Book**



**TRACTOR FOR FIFTY DOLLARS**

shown, should be in good condition as this forms a part of the finished tractor. All in all, parts from three cars—a Ford passenger, a Chevrolet passenger and a Ford truck—go into the making of the new unit.

With the chassis stripped, the first job is to install the new shaft. This consists of a number of pieces, including a Chevrolet transmission to step up the power supplied by the Ford motor, as shown in Figs. 3 and 4. Start building up the shaft by fitting a rear-hall universal housing from a Chevrolet over the Ford universal. As can be seen in Fig. 1, the holes must be enlarged a little with a rat-tail file in order to get a neat fit. The Chevrolet transmission comes next, which must be partly disassembled, as



END VIEW, 3/4" WHEEL DIA. 2" TRACK

REAR VIEW

FRONT VIEW

LEFT SIDE VIEW

RIGHT SIDE VIEW

TOP VIEW

BOTTOM VIEW

**A Twenty Dollar TRACTOR**

With T Fords available throughout the country any shop man can easily convert one into a practical tractor.

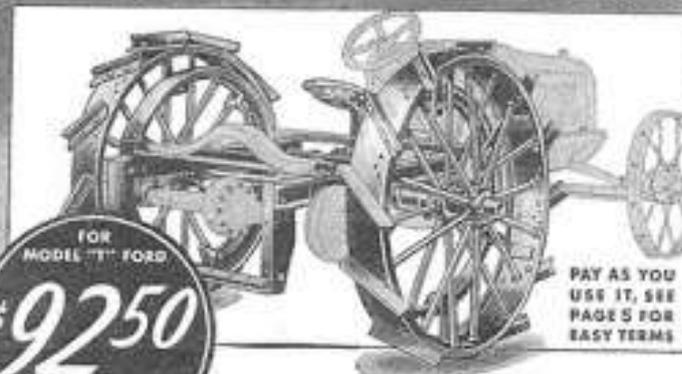


The plan shows where the rest of "Twenty Dollar" and many of other bodies. The plan that is issued to the user, this section in which alterations is concerned to the user. The drawings depict the manner in which this is done.

Worked out in an effort to build this tractor

**MAKE THIS DEPENDABLE TRACTOR**

*from your old Ford or Chevrolet*



FOR MODEL "T" FORD  
**\$9250**  
 FOR EASY TERMS  
 SEE PAGE 5

**PAY AS YOU  
 USE IT, SEE  
 PAGE 5 FOR  
 EASY TERMS**

**Sears Thrifty Farmer Tractor Unit . . Low-Cost Farm Power**

Don't let your old Ford or Chevrolet go to waste. Use it to make a practical general-purpose tractor that has the pulling power of from two to four horses, yet costs less than the price of one horse. Simply remove the body of your Ford Model "T" or "A," or a 1926 to 1935 Chevrolet, and attach Sears Thrifty Farmer Tractor Unit—a quick, easy operation. Then you have a serviceable tractor that will do practically every job that many regular-type tractors will do. Has speed and power to operate your horse-drawn tools. Works in any soil and where horses can work often where auto engines cannot go. The Thrifty Farmer Unit is sturdy enough to outlast several ordinary auto engines. Results depend entirely on the condition of your auto engine.

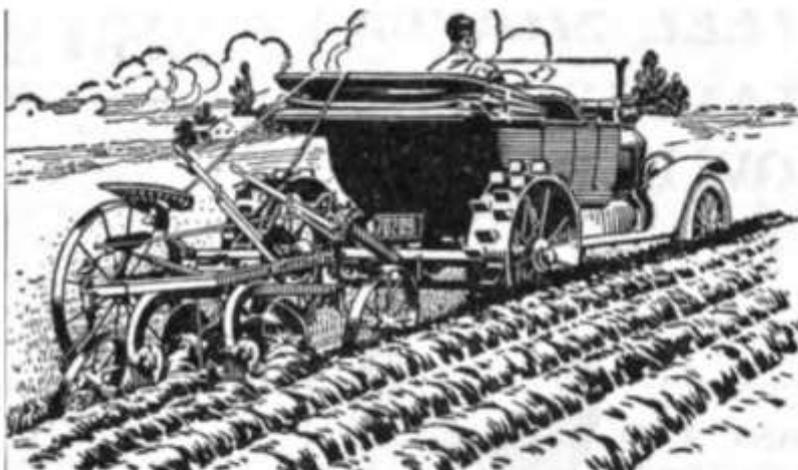
Shipped from factory near La Salle, Ill., from where you pay the freight. Send orders to Sears nearest Mail Order House. See Page 5 for Easy Payment Terms.

For more complete information on the Thrifty Farmer Unit and attachments, write Sears Personal Service Department for FREE Circular Number 8417L. It shows you how to equip your farm for power farming at a lower cost.

PAGE 908, SEARS

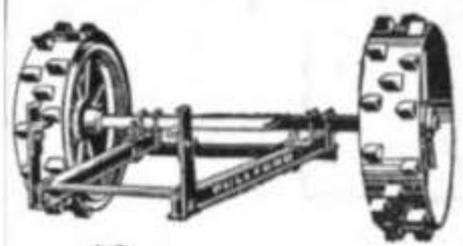


- 23 LM 940—Equipment to convert Model "T" Ford, less Front division. Shipping weight, 1055 pounds. . . . . \$57.50
  - 23 LM 941—Equipment to convert Model "A" Ford, less Front division. Shipping weight, 1063 pounds. . . . . \$59.50
  - 23 LM 942—Equipment to convert 1926-1935 Chevrolet, less Front division. Shipping weight, 1070 lbs. . . . . \$104.90
  - 23 LM 950—Front Driveline assembly, consists of two splines, spline-to-crank pin, and shaft cap. For extremely hard pulling. Specify whether for Ford "T" or Chevrolet. Weight, 31 pounds. . . . . \$4.50
  - 23 LM 953—Special Front Steel Wheels, 20 in. high, 12-in. high-tension ground tires to replace regular Ford wheels. Wt., 114 lbs. Plus, 16-in. tires. . . . . \$8.95
  - 23 LM 954—Non-tired chain to fit 23 LM 953 wheels. Shipping weight, 30 pounds. . . . . \$2.75
  - 23 LM 922—Special Front Wheel Assembly with special axle rods and 24-in. wheels. For Model "T" Fords. For cutting rear cover nuts. Wt., 136 lbs. . . . . \$15.50
  - 23 LM 921—Front Wheel Assembly for Model "A" (air-wheel). Shipping weight, 175 pounds. . . . . \$22.75
  - 23 LM 905—Set of 48 spoke lugs in place of single chain. . . . . 5.50
  - 23 LM 906—Set of 48 spoke lugs when desired as an option. Wt., 120 lbs. . . . . \$14.95
  - 23 LM 917—2-Rate Calculator for Model "T" and "A" Fords and Chevrolets. (See above.) With lever and directional markings 23 LM 910 before. If wanted less lever and directional markings and defect \$1.50. Lugs straight. (See above.) Shipping weight, 385 pounds. . . . . \$49.50
  - 23 LM 910—Lever and Direction Assembly necessary with 23 LM 917-Rate Calculator. Shipping weight, 65 pounds. . . . . \$9.00
  - 23 LM 948—Cutting clearance spacers for front wheels of Model A Ford. Shipping weight, 17 pounds. . . . . \$9.90
  - 23 LM 949—Set of 12 spools with bolts to widen tread 7 inches for cutting. Shipping weight, 20 pounds. Per set. . . . . \$4.25
  - 23 LM 919—Pile Attachment to convert walking plow into tractor plow runner. With lever assembly. Fits Thrifty Farmer unit only. Wt., 185 lbs. . . . . \$8.50
- Rear wheels with drop-center rims and regular tractor tires can be furnished. If interested, write for prices.
- When ordering state make and model number of auto you will use.



**Plow and Pull**  
 With **FORD** All That 4  
 Your **Horses Can**  
**Pullford \$155** F. O. B.  
 Quincy, Ill.

**M**AKES a practical tractor out of a Ford or most any other car. Easily attached to or removed from the car in thirty minutes. No holes to drill, no springs to remove. **Practical, Durable, Reliable.**



**New FAN DEVICE Prevents Heating**  
 Hundreds **WORKING NOW** for Satisfied  
 and Enthusiastic Owners

Pulls plows, harrows, drills, mowers, binders, hay loaders, road graders, wagons, trucks, etc. Steel wheels with roller bearings and tires 10 inches wide, two pairs of hardened Vanadium steel pinions, one for plowing and one for hauling speed. A tractor with the reliability and durability of the Ford car. Prompt shipment. Write for catalog.

It was the Pullford attached to Ford cars pulling two 12-inch plows running on Kerosene, equipped with new fan device, that made a most successful demonstration at Fremont, Nebraska.



**PULLFORD COMPANY, Box 319C**  
 Telephone No. 84 **Walton Heights, QUINCY, ILLINOIS**

## A VERY SPECIAL THANKYOU

Some time back, I just can't recall when, I apologised at a club meeting, that because of health issues, members of our club had rarely had the opportunity to see our Edwardian Silver Ghost on the road.

Cranking a Silver Ghost is a big ask, and must be taken with caution, to avoid injury. Many a Ghost owner has suffered a broken hand, wrist or arm from a backfire. Amongst these are at least four Australian owners. But that aside, cranking a 7.4 litre 6-cylinder engine that has been overhauled, and is fresh for the road, is no easy task for a near octogenarian, let alone one with recent health issues. So our car had been sitting relatively idle while alternatives were considered.

When I mentioned this at a meeting, Greg Spackman took my concerns to heart, and he told me he would do all he could to help. I had not been not seeking help, but Greg insisted he wanted to help me. From that moment onward, he has been a tower of strength. Having moved from our large purpose-built workshop at Murrumbateman, and into town again, I no longer had the facilities to lift the engine in my home garage. For some time, I had known that a number of 1 and 2-cylinder Edwardian cars had been equipped with starter motors. A small handful of these had been fitted with serpentine belts around the flywheel.

I wondered could this be done for a 6-cylinder Ghost? I did not know of anyone having considered or pursued this route.

So I undertook extensive research, beginning around early-2019, and found only one instance in the world, although there may be others, where a large HP Edwardian car has been so-fitted. This was with a 70 HP Mercedes, in the USA. I discussed this with Ida's brother Ian Brown, a retired electrical engineer, living on the NSW Central Coast. And with Greg. Neither could see any reasons why this might not be possible, but both held concerns as to whether it was really feasible.

Then Covid-19 stepped in, and progress with experimentation was retarded.

Well to cut a truly long and noteworthy story short, I can now say that it does work. Greg and Ian joined up to make a formidable, cohesive and committed team, with Greg saying with regularity, "It will be done. It is achievable."

In these last few days leading up to Xmas, Greg's brilliant design concept, and creation for the engineering aspect, and Ian Brown's concept for the electrical circuitry have been completed. Both have been time consuming and major tasks that have broken new ground for larger HP cars. The engine burst into life on the first press of the button.

The suppliers of the belting, have just advised Greg that a stronger and slightly wider new belt is now available, and so some redesign of the pulleys and tensioning is to be undertaken to ensure greater reliability.

I am stoked with what has been achieved, and cannot express my gratitude appropriately in words.

In 2021, it is hoped, when the new belting system is fitted, that this car can be out and about more frequently.

To Greg and Ian, Thank you. Your blood is worth bottling, as my grandfather would say!

Ian Irwin.



***The smile on Greg's face says it all. Greg was clearly delighted when the car started on the button. Mary told me that Greg had been concerned all along, that some gremlin might have crept in that would thwart the task.***

***Greg in the foreground, and Ian Brown by the driver's side of the car, have achieved a formidable task with fabulous success. I will forever be in their debt for their commitment, and in awe in of their skills.***

## BEFORE TESLA, THERE WAS EDISON

With more and more interest now in electric cars, let's revisit where they started. A great article "1880—1920—The First Electric Cars" with accompanying photographs on Mashable, you can read this article here: <https://mashable.com/2015/07/20/early-electric-cars/>.

Thank you to Ian Irwin for sending through the link.

RIGHT: c1912. A woman uses a hand-cranked battery charger to charge her electric Columbia Mark 68 Victoria automobile. The Pope Manufacturing Company made the car in 1906 and the charger in 1912.



## BOOKS FOR SALE

### FORD BOOKS FOR SALE. (PERSONAL LIBRARY DOWN-SIZING. Stage 1)

- Henry Ford. My Life and Work. 1st Edition. 1923. VGC. Doubleday. NY. \$30
- Lorin Serenson. The Good Old Fords. Lg. Format Early Days to the Fifties. E.C. \$120
- Lorin Serenson. The Commercial Fords. Lg Format. E.C. \$120
- Peterson. Ford in the Thirties. E.C. (Soft cover) \$30
- G. DeAngelis ET al. The Ford Model A As Henry Built It. 2nd Edition. 1975. VGC \$45
- Jacqueline Harris. Henry Ford. 1984. GC \$20
- Murray Fahnestock. Those Wonderful Unauthorised Accessories. E.C. 1971 \$50
- Ray Miller. Henry's Lady. 1972. First Printing. (Award inscribed to the owner). VGC. \$50
- Paul Moller. Model A Ford. Restoration and Maintenance Handbook. Vol 2. (S.C.) \$10
- James W. Thomas. Advertising the Model A Ford. 2008. (Signed by the author). MC. \$65
- Peter Winnewisser. The Legendary Model A Ford. 1999. MC. \$70
- Ford M. Co. Ltd. Dagenham. Parts Price List. (UK) Models A, B, AF and BF. Dec 1933. (May '35 reprint). \$80 (Loose covers, complete, well used, but rare.) \$75
- For the Ford Motor Company by Russ Banham. The Ford Century. Centennial Edition. 2002. VGC. \$60
- Douglas Brinkley. Wheels for the World. EC. 1903-2003. \$20
- M.D. Cook and D.M. Wallace. Ford Australia. EC. \$40
- Floyd Clymer. Ford Model A Service Manual and Owner's Handbook. 1961. (S.C.) GC. \$20

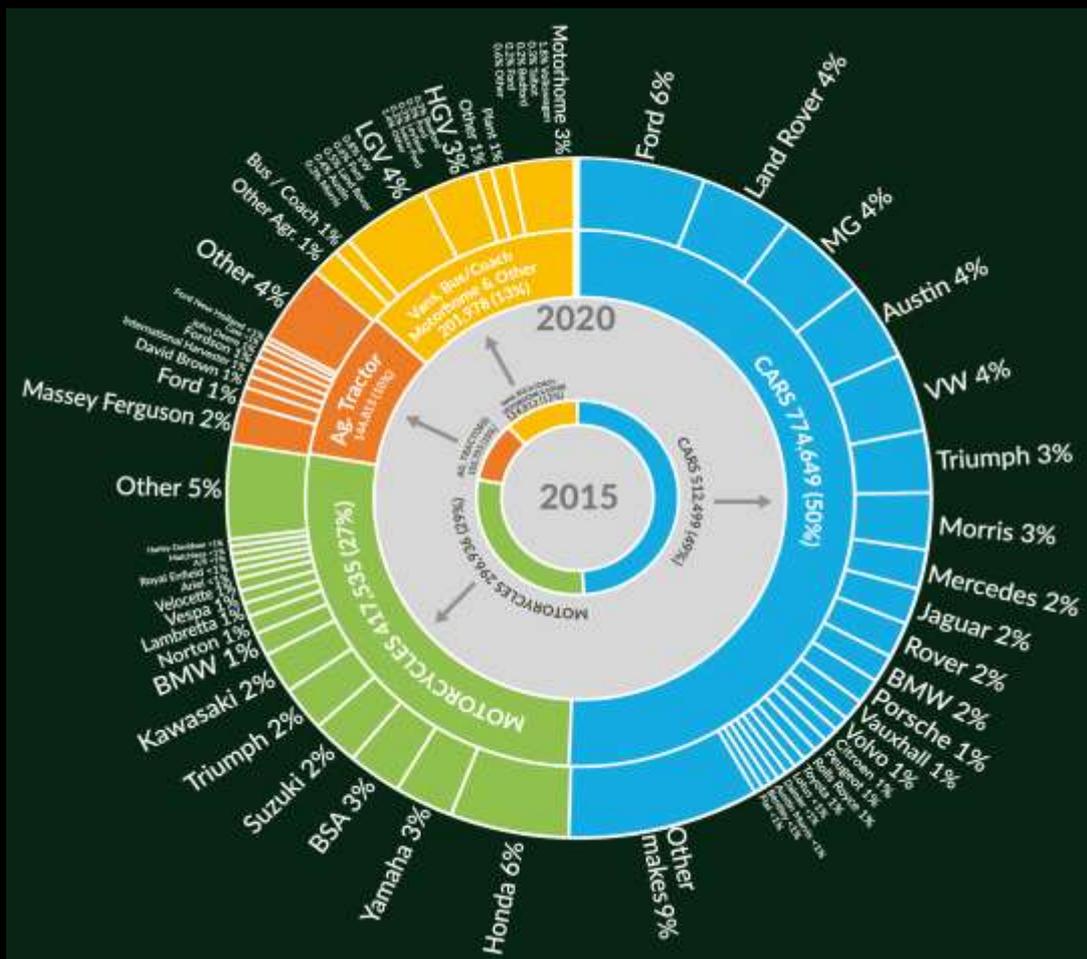
NOTE: Condition MC=Mint Condition; EC=Excellent; VGC=Very Good; GC=Good; SC=Soft Cover

Some books are unused duplicate gifts. Postage and packing extra. 2 or more items in a single purchase will be discounted 5%. 5 or more items in a single purchase will be discounted 10%. Direct debit preferred, or cash. No cheques please, and No rain checks. [Ian Irwin](#). ACT.

Contact: Email: [eleanor.11@bigpond.com](mailto:eleanor.11@bigpond.com) or Mobile 0413582687.

**Did you know?**

- As of 2020 there are 1,538,927 historic vehicles registered in the UK, up from 1,039,950 in 2015. This is across an estimated 683,967 vehicle owners, up from 493,000 in 2016.
- Historic vehicles represent 3.4% of all registered vehicles
- The average number of times a historic vehicle is taken out per annum is 16 times, with an average distance travelled per annum of 1200 miles



SOURCE—2020 National Historic Vehicle Survey (Historic Vehicles in the UK) conducted by the Federation of British Historic Vehicle Clubs during the summer and autumn of 2020. Other figures are from DVLA published statistics.

Watch the video detailing more of these results here: <https://fbhvc.co.uk/2020-research-result-headlines>

Thank you to Ian Irwin for sending this information through.



**Upcoming Swap Meets and Shows**

**Sunday 28th February 2021**—Shannons Wheels is scheduled at Queanbeyan Showground. Funds raised at the 2021 event will be donated to Technology for Ageing and Disability (TADACT).

**NOTE: This event was previously advertised in the Edwardian as being the 7th March**

<p style="text-align: center;">MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 18TH NOVEMBER 2020</p>
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**Location:** Meeting held at Darren Leemhuis' office in Fyshwick

**Meeting Opened:** 7:32pm by President Darrell Leemhuis

**Attendance:** 16 Members, 3 Apologies, Nil Guests.

**Minutes of Last Meeting**

Accepted – Moved: Rob Woolley, Accepted: Chris Hogan

**Secretary's Report**

Correspondence In:

- Several magazines and newsletters.

Correspondence Out:

- Several emails to members about future events, mid-week coffee etc.

Secretary's report accepted – Moved: Nick Nowak: Seconded: Roy Bendall

**Treasurer's Report**

Account balance: \$ 467.50

Expenditure: no claims this month.

Treasurer's report accepted - Moved: Mathew Spackman, Seconded: Gerard Frawley

**Editor's Report**

Mathew reminded members that he requires a report for every Club activity. He has commenced the next magazine. Mathew would like articles from members.

**Membership Secretary Report**

Carol informed the Club that it had 59 members.

<p style="text-align: center;">MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 18TH NOVEMBER 2020</p>
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#### **Dating Officer's Report**

Dating Officer, Ian Irwin, has been asked by Geoff Nicholas to date Geoff's Vintage "A" Model Ford. Ian said that the dating was a relatively simple job as there was lots of information available for Fords but that he had concerns about issuing a Dating Certificate for a Vintage vehicle. The current dating procedure for a Veteran vehicle is very different and cannot be applied to Vintage vehicles. Geoff's Ford is the first Vintage vehicle, in our Club, that Ian has been asked to date. Ian said that he was unable to issue a certificate until the Club had considered and agreed as to how the dating of Vintage vehicles would be handled. It was agreed that the two current Dating Officers, ie: Ian and Greg Spackman with help from Rob Woolley and Rick McDonough would consider this matter and put together a recommendation for consideration/discussion by the Club as a whole.

#### **Events Report**

- The mid-week coffee at Daughter's Café in Hall on Thursday 5th November was successful and well attended. Mid-week coffee will continue (Nick & Rob organize these coffee mornings).
- Sunday 22nd November 2020- Club run to Peter Leemhuis' property. Members have been notified of details regarding the event. The day will commence at 10am with a coffee at the Fox & Bow Café at the Farrer Shops and then on to Peter's farm for BYO lunch. President Darrell Leemhuis collected approximate numbers (15) going to coffee so that he could notify the Café.
- Sunday 6th December 2020- Club Pancake Breakfast commencing 8-30 am at Lennox Gardens at the rear of the Canberra Hyatt Hotel. Chris Hogan & Dave Robinson and families will cook the pancakes using the Club BBQ trailer. The Secretary will send out details to all members soon. Numbers will be required.
- Thursday 10th December 2020 – Midweek coffee morning at the "Daily Grind Café at the Gowrie Shops commencing at 10 am. The Secretary will notify all members shortly.
- Wednesday 16th December 2020 – Club Christmas Dinner commencing at 6-30 pm at Silk Café in Fyshwick. The Secretary will notify members nearer the time. The menu will be the usual café menu. BYO wine/beer etc. Darrell to provide glasses. Numbers will be required.
- Sunday 17th January 2021 – BYO – BBQ at Rob and Beth Woolley's commencing at 5-30 pm. Notification nearer the time.
- Wednesday 20th January 2020 – Club General meeting. Future events will be planned.
- Early January – Chris Hogan may be able to arrange an afternoon/early evening event. Last January a number of members went to Manuka for ice-cream.

<p style="text-align: center;">MINUTES OF GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 18TH NOVEMBER 2020</p>
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**Librarian's Report**

Roy Bendall had nil to report as the Club library is within the Shannons building and unable to be accessed until the COVID problem is settled.

Roy did mention also that he had a number of magazines requiring binding. The Club authorized Roy to proceed and that costs would be reimbursed.

**Registrar's Report**

Both Rob and Nick reported that they had registered several Club cars.

**General Business**

1. Darrell was pleased as to how tonight's meeting had turned out being held in his office for the first time and the Club is welcome to keep using his premises until the Shannons meeting room re-opens.
2. Gerard mentioned that the UK had announced that new petrol/diesel cars would cease to be sold after 2030.
3. Rick mentioned an auction to be held shortly at Mittagong for vintage cars. Hudson's and Sunbeam's were mentioned. Ian said it was the remains of a previous deceased estate auction. Hundreds of cars and bikes have already been sold.
4. Mal had an unknown single headlight lense to give to anyone who wanted it. Darrell took up the offer.
5. Tony Watson informed the Club that the "new" 60 day rego scheme would likely be introduce mid- 2021.
6. John Cadona has provided safekeeping for the Pie Cart (late 30's Chev.) owned by the ACT Motor Council. The car was recently picked up by Council Members to be checked over and cleaned up. It will be displayed at the North Building Museum in Civic for a period of time and eventually returned to John's for safekeeping.

**Meeting Closed:** 8:17 pm

**Post Meeting Activity:** No activity tonight

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