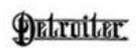


THE EDWARDIAN

FEBRUARY 2020

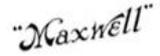


INNES



THE EDWARDIAN

FEBRUARY 2020



OFFICE BEARERS 2019-2020

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VICE PRESIDENT	Chris Hogan	simandchris@optusnet.com.au	6259 5250
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Address for Correspondence:- Hon Secretary, VVCCA ACT (Inc), PO Box 3394, Manuka ACT 2603

MEETINGS & MEMBERSHIP

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

The Club meets in the meeting room of Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick. The building can be accessed from either Yallourn St, or the Canberra Ave Service Rd. (access between Bristol Paints and Classic Car Wash – next to United Petrol) 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 our meetings. 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

February 23	Run & BBQ Breakfast @ Cotter (details below)
March 1	Shannon's Wheels in Queanbeyan
March 7-9	Club Weekend away in Junee
March 22	Run & Visit to Bob Courtney's Garage
April 19	Motor Skills/Edwardian Day
May 15-17	RACV Pre-1905 Pioneers Run in Ballarat
May 23-24	National Trust Historic Houses Tour
May 24	Club Event

RETREADS—'Re-tyred' members of many ACT Car Clubs meet informally for a light lunch at the Southern Cross Club Woden, at noon on the 1st Friday of each month. 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

FEBRUARY RETREADS

The next February Retreads lunches will be at the Calwell Club on Friday, 21 Feb 2020 at 12:00 noon. The First Friday lunch as usual at the Woden Southern Cross Club.

Contact Graham Bigg (who has recently taken over from Alec McKernan) if you have any questions. His email is grahambigg46@gmail.com

CLUB RUN – 23RD OF FEBRUARY – COTTER BREAKFAST

The February run is breakfast at Cotter Reserve on 23rd of February, 2020 at 8:30am. BYO everything you want for breakfast. Rob will arrive at 8:15am to reserve BBQs. For more information contact Rob on 0409 549 485.

EDITORIAL

Welcome to the first Edwardian of 2020. It's not been the best start to start to the year, with the seemingly never ending smoke, horrendous bushfires, giant hail and now flooding in some parts of the country. My thoughts are with everyone that has been affected, particularly those by the bushfires.

I hope despite it all, everyone had a lovely holiday period. This year the family and I skipped the big Christmas get together and instead went on a Boxing Day and New Year's cruise of New Zealand. It was a fantastic experience.

Other highlights of the last couple of months include getting most our renovations finished. A few more things to do but I should have a bit more time soon to work on the car, which still needs a fair bit of work until it'll be back on the road.

This issue isn't a big as our last two as there weren't any major rallies to report on, but I still hope you all find it an interesting read. Once again, I want to thank all the members who sent me contributions. Please keep them coming!

Now the school holidays are over the motoring calendar is starting to ramp up, beginning with our February run and Wheels. I'm also still really looking forward to our own Canberra Long Weekend tour to June. I look forward to being able to tell you all about them in the April issue.

Some Highlights of This Issue

From the Archives
Automobile Notes
Canberra Day Weekend Tour Info
Pre-31 Rally
Video of the Issue
The Singer Story
January BBQ
The Story of the Grease Nipple
Motoring Around Canberra
January Meeting Minutes
Classifieds



A few cars we came across on our holiday in Napier, NZ.

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

FROM THE 1969/1970 ARCHIVES

December 1969

- A report that the first swap meet held in Australia (well certainly on the mainland) held at Cooma was a great success.

January 1970

- January's run was to be a progressive lunch, with a light first course (bickies, cheese, peanuts, chips), including sherry at the first house, BBQ main course and wine at second house and sweets and coffee at a third house. - with a bit of indirect driving between each course.

Did you know?

Before European settlement Aboriginal people lived on the Monaro Plains for more than 20,000 years. The main group was the Ngarigo who moved in and out of the region according to the seasons.

In 1827, cattle were brought from Sydney and the area quickly became popular with settlers. The village of Cooma was surveyed in 1849.

Discovery of Gold in the 1860s at Kiandra brought about a permanent increase in Cooma's population and the railway opened in 1889. Cooma was booming and prosperous and by 1900 the town boasted its "Regional Capital" status with many grand official buildings. The start of the Snowy Scheme in 1949 changed the character of Cooma dramatically with the influx of many thousands of workers from post war Europe.

AUTOMOTIVE NOTES

News from the [Council](#)

- The Council notes that some vehicles incorrectly on NSW Historic plates were identified at both Wheels and Summernats.

Other

- The Council of Heritage Motor Clubs NSW is encouraging clubs to tailor drives to include areas hit by the tragic bushfires. They also advise that an information sheet has been published for anyone whose historic vehicles or machinery have been impacted by fire. It is available on the [CHMCNSW website](#).

THE NATIONAL CALENDAR

- | | |
|---------------------|--|
| 1 – 7 April, 2020 | 1 & 2 Cyl National Rally – Charleville, QLD in 2020 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 |
| 11–17 October, 2020 | 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 11th) and finishes on Saturday morning (October 17th). Rally Directors Michael & Claudia Holding 0407 008 895 or email mholding@netspace.net.au for the spiel: claudia_holding@hotmail.com for the facts! |

CANBERRA DAY WEEKEND TOUR MARCH 7TH–9TH, 2020

Calling all Members and owners of Veteran and Vintage motor vehicles.

You are invited to attend our Canberra Day Long weekend tour to Junee March 7, 8, 9 2020.

This weekend will be a low key event with an opportunity to get your Motor Vehicles out and drive on quiet country roads. The days will not be jam-packed with activities giving plenty of time to look around the areas we come across.

Our tour will kick off on Saturday March 7 after lunch with an afternoon run followed by a BYO everything BBQ at the Tourist Park

Sunday, March 8 will be a full day touring around.

Monday, March 9 is planned as a town day in Junee to take in the sights before heading home at your leisure.

There are a few Accommodation options :

Junee Motor Inn (Kerry) phone 6924 1266 there are rooms range from \$130 to \$145 and they will match any online price.

Junee Tourist Park (Jodie) phone 6924 1316 and they have cabins available ranging in price from \$110 to \$140 and will match any online price.

We encourage you to book you accommodation at your earliest conveyance as there are other events on in Junee at this time

Could you also drop us a line to let us know you are attending to assist with planning?

Regards,

Rob Woolley 0409 549 485 Email robwoolley275@gmail.com

Chris Hogan 0402 745 587 Email simandchris@optusnet.com.au

David Robinson 0414 369 214



PRE-31 RALLY

At the last meeting the pre-31 Autumn Tour was mentioned. Nick kindly provided the following details for those who might be interested:

- All vehicles manufactured prior to the 21st of December, 1931 are eligible.
- The tour will be held on the 1st, 2nd and 3rd of May 2020 in Dubbo, NSW.
- Enquires to “Tour Secretary”, Dubbo Antique Automobile Club (Email: daac2830@gmail.com or Phone: 6884 4572). You can also enquire via [Facebook](#).
- More details and entry form are available [here](#).



DUBBO ANTIQUE AUTOMOBILE CLUB
AUTUMN TOUR 2020



BLAST FROM THE PAST



So here is a bit of a mystery to solve. This photo was taken in Jugiong and car in the background is my grandfather John Cherry's Chev.

However, that's all the details we have. Any ideas on the car in front? Or what event this might have been?

VIDEO OF THE ISSUE

The Video of the Issue this month is a little different as the only description we have for it is 'Canberra Rally'. If you recognise the specific event, please let me know.

[Watch Now](#)



THE SINGER STORY

The Singer Story

Nearly a hundred years ago a young man by the name of Singer arrived in Coventry, a town noted then only for its ribbon and sewing machines, to start work in the bicycle trade. In 1876 he started work on his own account and produced bicycles with a curved front fork, which achieved such success that the crowned heads of Europe, including the Queen of Portugal and the Prince of Wales, began to ride his machines.

Another Autobiography



FIRST SINGER.

When the petrol engine could be applied to mechanically-operated vehicles, the Singer resources were turned to motor bicycles and the first vehicle was introduced early in the new century. Being one of the first of this type of vehicle on the road it caused much interest. After a time these engines were fitted to tricycles and made to pull two persons, the passenger being accommodated in either a high "carriage" fashioned in the shape of a trap, or in a bath-chair arrangement placed behind the rear axle, the passenger facing to the rear. The engine was mounted on the front wheel hub. The single brake, which operated on the front wheel, was a horse-shoe arrangement which applied on the outside of the tyre. In 1904 the first Singer motor car appeared, and although no doubt loudly praised, it was, in appearance, somewhat frightening. It had a tall, straight-backed hood, the forepeak of which projected almost right over the bonnet, which housed the two cylinder engine. The gear and brake levers were outside the body and the high windscreen of two-piece construction, and the large lamps almost hiding the radiator, presented an unusual appearance. There was, of course, no stopping them—not literally speaking—although, perhaps early motorists did not have quite that confidence in their brakes as owners of present-day Singers can have.

THE 1910 RECORD. CAR v. PLANE!

About 40 years ago Singer cars amazed everyone by running round Brooklands at 77.108 m.p.h., thus breaking the 15 h.p. record. On this occasion they attained a speed of 81 m.p.h. with a flying start over half a mile. On the last lap of this meritorious event, a Singer entered the straight together with a monoplane. The car then proceeded to leave it standing, for whereas the monoplane was doing 40 m.p.h., the car was doing nearly double the speed!

Singer cars, however, had yet to make their name, for the models, although reliable and possessing a good performance, were all too large to appeal to the general public. In 1912, however, Singers entered the "popular" market with a 10 h.p. model which soon proved a success. One of these models lapped Brooklands at 64 m.p.h.—a good speed for a 10 h.p. car even in 1935.

A LIGHT CAR.

Following the First World War, the Singer quickly went ahead, and in order to meet the demand for a family car the famous 10 h.p. was introduced in four seater form. This was in 1923. A little later the first saloon model with sunshine roof appeared and created almost a sensation.

Of the cars between that date and ten years later, one stands out clear-

ly. It was the 1931 8 h.p. coach-built saloon, with four doors and a rear petrol tank for safety. It was the first small to be so fitted, and as a result of its appearance other manufacturers followed suit.

SINGER IN THE THIRTIES.

The Singers of the thirties saw this popular overhead camshaft style sweep to success with the sports car designed after its Le Mans wins. This was a Nine, developed after the popular Junior, and was introduced in 1934. Its wire stone guard in front of the radiator and low lines would make it a worthy sports car even today.

In those days the Singer Co. began to introduce some radical improvements which were ahead of their time.

For instance the 1933 Kaye Don six cylinder model had centralised chassis lubrication. The 1934 model had a clutchless gear change. The 1935 Nine had fluid drive. For 1936 the Bantam came on the scene, with an underslung chassis. A streamliner was introduced in England similar to the Airflow Chrysler in style. Of late the Company has been concentrating on Nines, Ten and Twelves of high performance, and this year introduced their post-war SM1500, one of Britain's most modern medium sized saloons. This was reviewed in Motor Manual No. 39.

JANUARY CLUB RUN-BBQ AT THE WOOLEYS



THE STORY OF THE GREASE NIPPLE

This article has been reproduced with permission from "The Generator – The official newsletter of the Willys – Overland Club of Victoria Inc" as compiled by Ken Aitken from the original article on the "Farm Collector" website by Sam Moore ([link](#)).

Anyone familiar with machinery of any kind, especially in the days before modern sealed and lubricated-for-life bearings, knows about grease fittings. My first job after high school was grease monkey at a Nash dealership. Back then, each car must have had 15 or 20 of the little things. I don't think today's cars have any.

You know what I mean: the little ball-shaped gadget at every place on a machine of any kind where two metal parts rotate, slide or otherwise move in contact with each other. A lot of people call these Zerk fittings or just Zerks, but they should more properly be called Bystrickys or Alemites.

In the early days of slow speeds and iron-on-iron bearings (sometimes with a brass or babbitt insert), open oil holes, into which a shot of oil was frequently squirted, sufficed. Of course, lots of dirt got into the holes, so spring-loaded, self-closing metal caps were added, and, in some cases, automatic drip or mechanically operated oilers. Bearings that required what was called "hard oil" (grease to you and me) had a grease cup. The cup held a day or two's worth of grease and when the top was periodically turned down, grease was forced into the bearing.

Keeping all those cups and holes filled took a lot of time and, as usual, a guy who had to do the job thought of a better way. Early in the 20th century, Arthur Gulborg had to keep the oil cups full on all the die casting machines in his father's Chicago factory, the "Alemite Die Casing & Mfg. Co). In about 1916, he devised a screw-type grease gun and a straight, hollow fitting with a spring-loaded ball in the end to keep the grease in.

Save Transportation Costs—One of Our Stores is Near You 45

Genuine Alemite Lubricating Systems and Parts

* You can install a complete Alemite system on your car from the parts we offer or replace any worn or lost part.



STRAIGHT NIPPLE DUST CAP ELBOW NIPPLE 65 DEGREE NIPPLE

X9000—Compressor Gun, 6 $\frac{3}{4}$ "x2", holds $\frac{1}{2}$ -lb. grease (Ship. wt., 2 lbs.).....**3.00**
X9003—14" Compression Hose (Ship. wt., 1 lb.)...**2.00**

Straight Nipples
The shipping weight on Nipples is 1 oz., each.

X9006— $\frac{1}{8}$ " thread**13**
X9007— $\frac{1}{4}$ " thread**.19**

Elbow Nipples

X9013— $\frac{1}{8}$ " thread**.26**
X9014— $\frac{1}{4}$ " thread**.36**

65-Degree Nipples

X9019— $\frac{1}{4}$ " thread**.30**

Dust Caps

X9016—Bayonet Dust Cap.....**5c**

Alemite Jr. Compressor

Has special nozzle. Requires no hose. Holds 3 oz. of grease. Ship. wt. 1 lb.
X9001—Jr. Compressor**2.25**

Advertisement for Alemite's "High Pressure Lubricating System." From a 1928 Western Auto catalogue.

A flexible hose on the end of the gun had a slotted nozzle that was twisted onto the fitting and was held there by a small projection on each side, similar to the small automotive light bulbs still used today. After greasing, a small brass dust cap was twisted onto each fitting. Gulborg's gun used a plunger on the end of a threaded rod at the end opposite the nozzle. A T-handle on the outer end of the rod was turned to force the plunger and the grease into the fitting and then into the bearing.

"The Alemite High-Pressure Lubricating System" didn't really take off until 1918, when the U.S. Army was persuaded to try it out on some of the Army's White trucks. Gulborg's system made the lives of Army truck drivers and mechanics much easier; in July 1918 the system was adopted Army-wide. Soon automobiles were using the Alemite system as well.

Alemite introduced the "button-head" grease fitting in 1922. The heavy-duty, low-profile fitting was used on heavy equipment like crawler tractors; a "junior" button fitting was used on early Harley-Davidson motorcycles.

THE STORY OF THE GREASE NIPPLE

Meanwhile, Oskar Ulysses Zerkowitz (born in 1878 in Vienna, Austria) became interested in the newfangled motorcar. He had been trained in mechanical engineering and worked in the textile industry. One account says he developed the first 6-cylinder engine and a crude automatic transmission in Austria before coming to the U.S. in 1907, when he changed his name to Oscar Ulysses Zerk.

Zerk had the idea for a new automobile lubricating system, and established a company in Cleveland to manufacture it. The Zerk fitting was smaller than Alemite's and had a tapered nipple onto which the gun nozzle was slid and held sealed by the pressure of the operator pushing a pistol-grip gun handle to force out the grease. Reportedly Zerk had contracts with many U.S. automakers and employed 500 men.

In about 1913 or '14, he sold out and returned to Austria (possibly due to the war) where he served in the Austro-Hungarian army as a captain. Zerk married and had a daughter before returning to Cleveland in 1920, when he started Allyne-Zerk Co. to make his Zerk line of grease fittings and hand grease guns. At the end of 1924, Allyne-Zerk was sold to Bassick Mfg. Co., Chicago. Edgar Bassick was also associated with the Stewart Co. that made speedometers for many American automobiles.

At about the same time, Stewart merged with Warner Instrument Co., a longtime supplier of automobile instruments, to form Stewart-Warner, which then bought the Alemite and Bassick companies. Now both the Alemite and the Zerk systems were owned by one firm. While Chrysler and others used Alemite fittings, Henry Ford, beginning with the 1928 Model A, used Zerks exclusively.



Present-day reproductions of the original Zerk fitting as used on Model A Fords.

In a patent application filed in March 1933, a Stewart-Warner engineer named Joseph Bystricky outlined his improvement on the Zerk system that didn't rely on pressure by the operator to maintain the seal between gun nozzle and fitting. The grease fitting's business end was formed of a small ball over which annular, spring-loaded jaws inside the gun nozzle would slip and lock the nozzle to the fitting.

Stewart-Warner retained the Alemite name for its lubrication line and the new system was announced as the "Alemite Specialized Hydraulic Lubrication System," that had already in 1934 been "adopted by 99 percent of motor cars made today. And, hailed by automotive engineers as the greatest advance since the invention of the original Alemite system over 17 years ago."

Today's grease fittings are basically identical to the ones invented by Joe Bystricky back in 1933, although Bystricky himself is forgotten, as are Arthur Gulborg and Alemite. For some reason, though, Oscar Zerk's name remains attached to grease fittings. Fame is capricious, and can be fleeting, but not always – even though probably not one person in 10 has a clue as to why Zerk fittings are called, well, Zerk fittings.



An assortment of modern grease fittings that is nearly identical to those patented by Joe Bystricky in 1934.

MOTORING AROUND CANBERRA

Due to the holidays it's been a bit quiet on the motoring front, but a few of the motoring-related goings on since our last issue.

Summernats — The annual street machine festival was held in January. According the council three CACTMC vehicles attended the Club Display on the Sunday. You can have a read about the show [here](#).

Classics at Kambri — The ANU recently hosted Classics at Kambri. This was the inaugural show hosting classic cars and bikes, with a optional gold going donation to the Givits Bushfire Appeal. The [Pie Cart](#) even made an appearance.

Did you know?

Car insurance has been a hot topic in Canberra after the recent golf ball sized hail that led to thousands of damaged cars and thousands of insurance claims. But did you know that the world's first automobile insurance policy is thought to have been issued in Dayton, Ohio in 1897.

In 1897, Dayton resident Gilbert J. Loomis (of the Loomis Automobile Co.) purchased a liability insurance policy from the Travelers Insurance Company for one thousand dollars. The policy was based on a horse and carriage policy and protected Loomis if his car killed or injured someone or damaged their property. The first non-liability insurance policy that was specifically written for cars was first offered to the US public in 1902.



Upcoming Swap Meets and Shows

28-29/02/2020	Ballarat Swap Meet—Ballarat Airport
29/02/2020	Gundagai Swap Meet— Gundagai Showground
08/03/2020	Inverell Swap Meet—Inverell Showground
29/03/2020	Lithgow Swap Meet—Lithgow Greyhound Track
05/04/2020	Goulburn Swap Meet—Braidwood Road, Goulburn
12/04/2020	Narrandera Swapmeet—Marie Bashir Park, Narrandera
18/04/2020	Echuca Swap Meet— Rotary Park, Echuca

MINUTES OF MEETING

VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)

15 JANUARY 2020

Meeting Opened: 7:30pm by President.

Attendance: Members: 18, Apologies: 2, Guests: 1 (Terry Davis).

MINUTES OF LAST MEETING: (November 2019)

Accepted – Moved: Gerard Frawley, Seconded: Rob Woolley.

SECRETARY'S REPORT:

Correspondence In:

- Email from Graham Bigg about "Retreads".
- Various magazines and newsletters distributed to members.
- 21-11-19 – Letter from ACT Govt. about changes to Legislation for Incorporated Associations.
- CHMC NSW half yearly minutes and reports plus a letter listing the Council's "Important Events" for the coming year.
- "Automobile" magazine renewal due – 12 issues for 88 English pounds (approx. \$166-14).
- Email from Suncorp advising that Shannons \$100 fee for the 12 month advertisement in the "Edwardian" has been passed to their Finance Section for payment. Will be paid into our "rally account".
- Vic. Vet. Club details for the "Pre-1905 Pioneers Run" to be held in Ballarat, May 16th & 17th May 2020.

Correspondence Out:

- Email to Committee members re Govt. letter to Club about "Changes to the Legislation for Incorporated Associations.
- Email to members with events program for next 6 months.
- Email to members re January meeting and BBQ at Rob Woolley's house on 19th January.
- Invoice sent to Shannons/Suncorp for \$100 for advertisement in Edwardian.
- Email to members about the Vic. Veteran Vehicle Rally at Swan Hill in September.

Secretary's report accepted - Moved: Nick Nowak. Seconded: Rick McDonough.

TREASURER'S REPORT:

Account balance: Report tabled.

- Treasurer advised that he has around \$90 for tubes of polish and additional badges which will be paid in shortly.

Expenditure:

- Librarian Roy Bendall advised that he has purchased three plastic boxes at \$6 each (total \$18) to store old Club records. This will provide the Club with more library space. The boxes and records will be kept at Treasurer, John Cadona's premises. Treasurer to refund Roy \$18.
- Nick to pay for renewal of UK Automobile magazine to be refunded by Club.

Treasurer's report accepted - Moved: John Cadona, Seconded: Darrell Leemhuis.

MINUTES OF MEETING

VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)

15 JANUARY 2020

EDITOR'S REPORT:

Mathew is about to commence February's magazine. Any photos, articles or items of interest would be welcomed.

MEMBERSHIP SECRETARY'S REPORT:

- Carol Nowak advised that the membership remained stable at 58 members however the Club may acquire a new member tonight.
- Carol also asked about log books. Rick had several log books to hand out to Registrars tonight. Darrell will print off several more log books so that the Club has some in reserve.
- Carol has still quite a few badges to hand out to members plus additional badges for sale.

DATING OFFICER'S REPORT:

Ian Irwin advised that he has completed dating Rob Woolley's Renault and Model T Ford. Ian presented Rob with Dating Certificates. Rob did not receive a previously issued dating certificate when he purchased the Ford and Ian has issued a new certificate. Ian emphasized that Dating Certificates automatically become the property of the car and must remain with the car when sold. The same rule applies for the 100 year badge.

Ian mentioned that at the recent meeting of State and Territory Dating Officers at the Bundaberg Veteran Rally it was agreed that all State and Territory Clubs will not issue a Dating Certificate for a Veteran vehicle where restoration has not been completed. John Bourke (VCCA – NSW) is coordinating dating requirements for all member clubs. In the meantime, and prior to knowing this particular requirement, Ian has been dating Bob Courtney's unrestored 1910 BSA car. As dating the BSA has involved considerable work, by both Ian and Bob, Ian has drafted, and will issue, a "Preliminary Assessment of Dating of Motor Vehicle" to cover the BSA which will confirm the date that Bob's BSA was manufactured.

Ian has sent a copy of his "preliminary assessment of the age of an automobile" form to John Bourke to distribute to other member Clubs for comment and/or acceptance.

A preliminary dating assessment will not be conducted unless the vehicle being dated contains at least 5 of 7 original major components.

EVENTS REPORT:

- Both the pancake breakfast (early December) at the rear of the Hyatt Hotel (Hogan & Robinson families) and the Christmas dinner at the Woden Hellenic Club (John Cadona) went off very well. Mathew has photos from the pancake morning.
- Nick Advised that he has a brochure from the Vic. Vet. Club about the RACV Pre-1905 Pioneers Run to be held in Ballarat in May (16th & 17th) 2020. Talk to Nick if interested.

Future Club Events

- Club BBQ at Rob & Beth Woolley's next Sunday (ie:19th Jan.)
- Rob has arranged Club breakfast BBQ at the Cotter for Sunday 23rd Feb. Start 8-30am.
- 1st March. Shannons "Wheels Show" in Queanbeyan. Nick to find out more info re parking and times and advise members.
- Club weekend at Junee on 7th, 8th & 9th March, (Sat/Sun/Mon). Rob will provide Nick with details shortly for distribution. Rob strongly recommended that members going should arrange and finalise their accommodation promptly as other unrelated activities were happening in Junee over the same weekend.
- 22nd March, Sunday – Visit to Bob Courtney's home for BBQ lunch to view/discuss Bob's many projects. Both cars and

MINUTES OF MEETING

VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)

15 JANUARY 2020

- 22nd March, Sunday – Visit to Bob Courtney’s home for BBQ lunch to view/discuss Bob’s many projects. Both cars and bikes. BYO lunch & drink. Details next month. Coffee or short run first???
- 19th April – Sunday. Motor Skills/Edwardian Day at Kingsley & Cynthia Southwell’s property. Geoff Nicholas is organizing this event. More details nearer the time.
- Darrell will organize an event for May.

LIBRARIAN’S REPORT:

- Roy Bendall has purchased boxes for Club records mentioned previously in the Treasurers Report. Nothing further to report.

REGISTRARS’ REPORT:

- Rob has carried out 3 or 4 registrations over the Christmas period and Nick has done 7.

GENERAL BUSINESS:

- Tonight’s guest is Terry Davis. Interestingly Terry was originally a member of our Club in 1964. He is wishing to join again. Terry has had a number of vintage cars over the years including a Model T Ford and a Model A Ford, ‘27 Chev, ‘24 BSA Motorbike and several later cars including a Ford Edsel and a 1950’s Consul. At the present time he has a 1936 Ford Fordoor and a 1950 Fairlane. Quite a number of current members know Terry. It was suggested to Terry that he might like to fill in the paperwork and join this evening. All members were in favour and Terry is now a member.
- Ian Irwin spoke to the Club about an interesting chap (Brian O’Connor) he has recently met in Yass. Brian is elderly and has talked to Ian about the early history and cars in Yass. Brian still resides in Yass in an old home built in town in the 1840/50’s. He has a vast knowledge and collection of early newspaper articles, tales and photos. Amongst the collection there are details of a 1904 Darracq which was owned by local baker T J Williamson. Brian’s Grandmother was a Williamson. Ian is extremely surprised as to the quantity and quality of cars in the Yass district at the turn of the 1900’s. Ian will be visiting Brian again shortly to find out more about the area local history and will pass it on to members.
- Gerard mentioned that a property containing many old engines was lost near Mogo in the recent bushfires. Rob Patterson lost his home/engines. Rob is a former member of our Club.
- Rick, of course, will shortly be moving to Bateman’s Bay and has re-registered several of his “old” cars under the NSW concessional scheme. Rick praised Qbn. rego for a trouble free changeover.

MEETING CLOSED: 8:25pm

AFTER MEETING ACTIVITY:

- No activity tonight. Just a chat.

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