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MEETINGS & MEMBERSHIP

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

Meetings have returned to Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick. The Shannon's building can be accessed from either Yallourn St or the Canberra Ave Service Rd (using driveway between Taubmans Paints and Fyshwick Car Wash – next to Ampol Petrol). 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)

WEBSITE

Visit our website to find out about club news, upcoming events, and digital copies of The Edwardian. You will find many previous editions of The Edwardian here, with more to come in the future as we digitise printed copies of the magazine dating back much further.

<http://vvccaact.org.au/>

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

(DATES MAY BE SUBJECT TO CHANGE)

Thursday 4th August	Coffee Run at Tulips Café, 8 Beltana Road, Pialligo from 10am. Tulips is down a short laneway and is next to Stonehenge on the right hand side of the road. Tulips is a big café so shouldn't be an issue for numbers and parking.
Wednesday 17th August	Club meeting at Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick from 7:30pm. NOTE: Change in venue back to Shannons meeting room.
Sunday 21st August	Club run. Meet at Spence Friendly Grocer at 10am for coffee and finish at the Sutton bakery for lunch. Contact Chris Hogan on 0402 745 587.
Thursday 1st September	Coffee Run at "Two before Ten", 68 Bandjalong Crescent, Aranda from 10am. The café is located on the old Aranda shops building. Parking available in the carpark or on Bandjalong Crescent.
Sunday 18th September	Club Presentation Lunch at Gold Creek Station, Hall, ACT from 12pm. Cost is \$25 per person (12 and over) and \$12.50 for children (Under 12). Visit https://vvccaact.org.au/2022/07/29/presentation-lunch-2022/ to confirm attendance.
Wednesday 21st September	Club meeting and Annual general meeting at Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick from 7:30pm.
Thursday 6th October	Coffee Run. Details to be confirmed closer to date by email.
Wednesday 19th October	Club meeting at Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick from 7:30pm.
Sunday 23rd October	Club run. Details to be confirmed closer, although likely to be a run and motor skills event organised by Darrell Leemhuis at Peter Leemhuis's property on the Monaro Highway.

RETREADS—'Re-tyred' members of many ACT Car Clubs meet informally for lunch at the Southern Cross Club Woden, 12 noon, on the 1st Friday of each month. Also at 12 noon on the 3rd Friday of each month a lunch is held where members, partners, and friends of all car clubs are also welcome to attend. **If you plan on attending either, please contact Wayne and Sandra Smith on 02 6254 8524 or email whssec@webone.com.au so bookings can be increased if necessary.** 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.

Upcoming Partners run/lunch

August—Friday 19th August @ 12 noon. Murrumbateman Country Inn aka ... 'Murrumbateman Pub'

September—Friday 16th September @ 12 noon. Burns Club, 28 Kett St, Kambah.

PRESIDENT'S REPORT

Greeting and welcome to the August addition of The Edwardian.

It is with a sad heart that I advise of the passing of 3 of our members since the last Edwardian, Bill DeGraff, John Ahearn and Les Robinson.

Bill, John, and Les must have contributed over 100 years of service to the Club and were highly skilled tradesmen who gave generously of their time, knowledge and skills to many Club members with their restoration projects. Many of my projects would not have been completed without their skills and workmanship. We extend our deepest sympathies to their families.

To all our families that have had Covid or have been unwell we wish you a speedy recovery.

Thanks to Darrell and Chris for standing in as President while Beth and I enjoy a couple of months in NSW and QLD in warmer weather.

Thanks to John Cadona for organising a visit to the Cooma Car Club Museum, I was fortunate to visit the Museum in February after they had just finished the restoration of the Museum, they have a very good collection of vehicles.

The Presentation Lunch on Sunday 18 September 2022 is at a new venue, Gold Creek Station, Victoria Street, Hall, it is a Rustic Reception Centre and the owner is Craig Starr who owns a 1929 Chevrolet recently purchased from Kingsley Southwell. Craig is very keen to welcome us to the venue and check out our vehicles. There is plenty of room for parking and it is an ideal place to take your veteran or vintage vehicle. To attend you need to register on line.

Antony Davies, or Club member from Braidwood is organising a fantastic weekend for us from Friday 18 November to Monday 21 November 2022 in Braidwood in conjunction with the Sunbeam Register of NSW. Details of the weekend will appear in the Edwardian. Antony advised that you should book your accommodation early as Braidwood has a limited number of Motel and Hotel beds.

The 2023 Griffith National Veteran Car Tour Committee have continued to work on plans, runs and events for the Tour and have been able to lock in the venue for the Presentation Lunch and menu. Some of the committee will be meeting with the Mayor in early October to lock in a number of events that the Mayor and Council have agreed to sponsor.

We look forward to catching up with members at our September Coffee morning.

Rob Woolley

VIDEO OF THE ISSUE

The 2022 Audrain Motorsport Newport-Bristol-Newport Veteran Car Tour is a 40-mile route in the USA on beautiful roads from Ochre Court mansion in historic Gilded Age Newport to Bristol Harbor Inn in historic Bristol and back, for pre 1907 cars.

A celebration in honour of the great history of early automobiling in Newport and Rhode Island and offering the opportunity for owners of these products of astonishing imagination to use them in the manner in which they were intended.

<https://www.youtube.com/watch?v=-8Py0GViHQ>

Do you have a video you might like to feature in an upcoming edition? Please send the details to

mathew.spackman@outlook.com

EDITORIAL

Welcome to the August edition of The Edwardian. Thank you to all those that have contributed to this months edition.

Since the last edition we have unfortunately lost several members with the passing of John Ahearn, Bill DeGraff and Les Robinson. An extra particular thank you to those that have contributed their memories and information about their lives to this edition. They will be greatly missed by all in the club.

In this edition we also have an excellent read by Ian Irwin about 'Henry Ford's Lost Silver Ghost'. Thank you to Ian and the RROCA national journal for allowing me to republish the article here for our members and other readers to enjoy.

On the home front, only just a few days before publication my Model T finally made its journey back home to me in Canberra (my uncle has been doing some engine work for me). I was starting to wonder whether it would be running for the upcoming Model T Ford National Rally in Dubbo. Assuming no more major issues it will be there amongst the others. I can't wait!

Do you have anything you would like to contribute to the next edition? Email me at mathew.spackman@outlook.com. It would be great to see more write up's and photos of events attended, as well as other information articles (can either be written by you or things you have found), and interesting videos I can link to.

Until the next edition (October) stay safe.

Some Highlights of This Issue

P6—Save the Date—Presentation Lunch

P7—Save the Date— Weekend in Braidwood

P8—Coffee Run to Three Mills Bakery

P9—Club Run to Battle of Waterloo

P10—Club Run to Frankies in Forde

P11—Club Run to Cooma Car Club Museum

P14—Henry Ford's Lost Silver Ghost by Ian Irwin

P19—Vale John Ahearn

P21—Some Random Memories of John Ahearn

P23—Vale Bill DeGraff

P25—Vale Les Robinson

P27—Microcars at Powerhouse

P30— Did you know?

P31—Minutes of June Meeting

P34—Minutes of July Meeting

THE NATIONAL CALENDAR

25 September- 1 October, 2022	Model T Ford National Rally 2022 (20T2) Rally in Dubbo, sponsored by the Model T Ford Club of Australia (NSW) Inc. For more information look under the tab "National Rally" on the Model T Club of Australia (NSW) Inc. website http://www.modeltfordclubnsw.org.au/national-rally-2022.html or email rally20t2@gmail.com
4—7 October, 2022	Parkes Motor Museum 50th Anniversary Rally for Veteran, Vintage, and Post Vintage Vehicles. Organised by the Parkes Antique Motor Club. For more information email parkesantiquemotorclub@gmail.com
23—28 October, 2022	2022 National Veteran Vehicle Rally, held in Busselton of south-west of WA (2 hours south of Perth), for all roadgoing vehicles build before 31 December, 1918. For more information visit the website https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally or email busso2021@gmail.com
2—8 October, 2023	2023 National Veteran Vehicle Rally, held in Griffith NSW, for all veteran cars, motor cycles, trucks and steam driven vehicles built before 31 December, 1918. For more information visit the website https://griffith2023.vvccaact.org.au/ or email griffith2023@vvccaact.org.au . An optional pre rally event on the 30th September and 1st October is also available.
17—22 March, 2024	2024 1 & 2 Cylinder National Rally held in Albany, WA. For more information contact Bob Henley at bobjos89@westnet.com.au

UPCOMING PRESENTATIONS

The August general meeting is usually followed by the AGM therefore no presentation had been organised, however the AGM has now been moved to follow the September meeting. Therefore there will be no official presentations following either the August or September meetings.

SAVE THE DATE—PRESENTATION LUNCH 18 SEPTEMBER, 2022 @ 12PM

Where? Gold Creek Station, Victoria Street, Hall, ACT 2618

Gold Creek Station is a 400-acre sheep property and has been established as a Function Centre for weddings and social events with a seating capacity of about 150 people. It is situated about half way between the Barton Highway, coming from Canberra, and Hall Village, it is set back 100 metres from the road on the right.

This is an ideal place to drive your Veteran or Vintage Car too as there is plenty of parking and it will be a private function. Craig Starr the owner of Gold Creek Station owns a 1929 Chevrolet, ex Kingsley Southwell, and he is looking forward to seeing our cars.

The lunch menu will consist of barbeque steak, sausages and chicken plus vegetables, salads and bread.

Dessert will be alternate drops of 2 different desserts.

Special diets will be catered for.

Cost \$40.00 per head, the Club will subsidise the cost and members will pay \$25.00 per head. Children under 12 \$12.50

Wine, beer and spirits can be purchased at the Bar or you can BYO wine and pay \$5.00 per bottle corkage.

Numbers, special dietary requirements and payment will be required by 4 September to confirm booking.

For more information contact Rob Woolley, email robwoolley275@gmail.com or phone 0409549485.

To confirm attendance and pay via direct deposit visit <https://vvccaact.org.au/2022/07/29/presentation-lunch-2022/>.

Upcoming Swap Meets and Shows

5th November 2022—Cooma Motorfest—Cooma

19th February 2023– Shannons Wheels—Queanbeyan Showgrounds

2nd April 2023—Auto Italia—Queanbeyan Park

SAVE THE DATE–WEEKEND IN BRAIDWOOD

18–21 NOVEMBER, 2022

Antony Davies, our Club member from Braidwood NSW has invited our Club to join with the Sunbeam Talbot Darracq Register for a weekend in Braidwood.

The suggested dates are Friday to Monday 18-21st November, in Braidwood NSW. Braidwood is a delightful Georgian village set in the picturesque Southern Tablelands of NSW, about an hour from Canberra, Goulburn and Bateman's Bay. A cold climate area, Spring offers quite beautiful driving weather with crisp mornings and the promise of generally clear days. The town was the first entire village to be included on the NSW State Heritage list and is famous as the location for several significant movies including Mick Jagger's 1969 movie "Ned Kelly" (did you know that the song "Brown Sugar" was written in a pub in Braidwood?), "The Year my Voice Broke" and Joan Sutherland's "Dad & Dave". There is an excellent museum, several good cafes and restaurants and lovely rural settings.

Surrounding the town are a series of delightful small villages and settlements and some wonderful country roads, both sealed and unsealed. Accommodation is limited, but there are three motels and several good air B&B options, and we will help find appropriate beds for whoever wishes to attend.

The tentative programme is:

Friday 18th November – Meet and greet, informal look around Braidwood village, dinner at Casanovas Restaurant

Saturday 19th November – Informal breakfast in Braidwood, meet at Braidwood Museum for a private tour of the collection, run to Majors Creek Hotel for lunch, and then afternoon tea at the Reidsdale Cheese Factory. Dinner in Braidwood. (80kms, mixture of good unsealed and sealed roads)

Sunday 20th November – Drive to Farrington for a motorkhana and picnic at Mount Elrington homestead, followed by a BBQ dinner and an outside movie in Braidwood. (50 kms, choice of good unsealed country road or sealed road with short river crossing)

Monday 21st November – Private view of the Braidwood Model Car Shop and "It's all about Chocolate" and depart.

The suggested routes have good all-weather access and are relatively level with a few easily achievable hills. Needless to say, we'd love to see as many members and period cars as possible, and accommodation will fill quickly as Braidwood in Spring is popular for tourists and for weddings. There's no charge for attendance and the Register will cover some of the food and ancillary costs. We realise that the Bendigo Swap Meet is on the previous weekend and perhaps interstate members might work this into their travel schedule.

Expressions of interest to Antony Davies - antony@pennyfeather.com.au or telephone 0438 126 987 for more information.

<u>Accommodation in Braidwood</u> Antony recommends that you book your accommodation early as it can be difficult to get a room.	Torpy's Historic Accommodation 18 McKellar Street, Braidwood NSW 2622 Phone: 02 4842 1830 Mobile: 0447 421830
Braidwood Colonial Motel Contact: Trish Young 199 Wallace Street, Braidwood NSW 2622 Phone: 02 4842 2027	Braidwood Showground - Caravans and Camping has powered sites and toilets and showers 6247 Kings Highway Braidwood NSW 2622 Australia Phone: 02 4842 2027
Royal Mail Hotel Braidwood 145-147 Wallace Street Braidwood NSW 2622 Australia Phone: 02 4842 2488	Cedar Lodge Motel 64 Duncan Street Braidwood NSW 2622 Phone: 02 4842 2244

COFFEE RUN TO THREE MILLS BAKERY 2 JUNE, 2022



Are any of our calendars missing major events?

Please email the details to mathew.spackman@outlook.com for inclusion in the next issue.

CLUB RUN TO BATTLE OF WATERLOO 19 JUNE, 2022

Several Club members joined in with Battle of Waterloo French and British Car/Bike display. This display is held annually.

A small group of members decided to meet at “Three Mills Bakery” in Fyshwick for a coffee prior to the display – Rob & Beth Woolley in the T Ford, Chris & Simone plus their children in the Chev, Wayne & Silvia and Nick & Carol.

After the coffee Rob & Beth drove their T to the Display

Cheers Nick

Two of our members joined in the display:

Tony Watson in his 1954 Peugeot 203 Station Wagon and Greg Spackman in his 1923 Talbot Darracq Tourer.

Rob and Beth were amongst the viewers in their 1915 Model T.

There were 29 French cars and 49 English cars. The largest one make was the MG Car Club with some beautifully restored cars.

It was an enjoyable morning with sunshine and no wind

Regards Rob



Above Left: Greg Spackman's Talbot Darracq

Above Right: Tony Watson's 203 Peugeot

Left: Bonus photo of a Bugatti

COFFEE RUN AT FRANKIES IN FORDE 7 JULY, 2022

We had a small group for coffee this month as it was school holidays and some members are away travelling.

It was very pleasant in Frankies, as there were quite a lot of families having breakfast or morning tea hence there was a lot of chatter all around.

Wayne and Silvia came in their Model A, Wayne and Sandra, Greg and Eric (one of our new members who unfortunately left before I thought to take a photo). Apart from Wayne and Silvia the rest of us came modern. I had to leave Nick at home as he has a nasty dose of bronchitis.

Bye for now

Carol



CLUB RUN TO COOMA CAR CLUB MUSEUM

24 JULY, 2022

It was a great idea of John Cadona's to have a run to Cooma to visit the Cooma Car Club Museum including lunch.

Thirty four members made the trip in perfect weather which really made the day a success. The only Club car to do the run was the very nice ex Hawke/ Keating Holden Caprice V8 now owned by Martin and Gabriella Barlow. I'm sure the car appreciated the run as much as its owners.

We also had several "out-of- town" members join us. These members were Anthony and Donna Sinclair (Oakdale), Jim and Chris Hatton (Cowra), Bruce and Kathy Booby (Goulburn) and Terry and Glenda Davis (Bungendore). It was particularly nice to meet Anthony and Donna and Jim and Chris for the first time. Jim informed me however that I had met him at Dubbo quite a few years earlier. The old memory is not quite as good these days.

The actual Museum is excellent with a considerable collection of cars and bikes of all makes and in very good condition. I'm left thinking how does a relatively small town like Cooma have such a variety of really good vehicles?

The Cooma club members looked after us well also and answered dozens of questions. I was interested to see a photo of Carol and myself and out two very young children driving a 1927 Chev truck in the Snowy Mountain Festival in 1974 (our Canberra Grandson who we had with us was suitably impressed). We drove the truck from Canberra to Cooma for the festival all on the same day. The car actually belonged to my friend Gabby Tomassini. Many car people knew Gabby and he only passed away last year in his 90's.

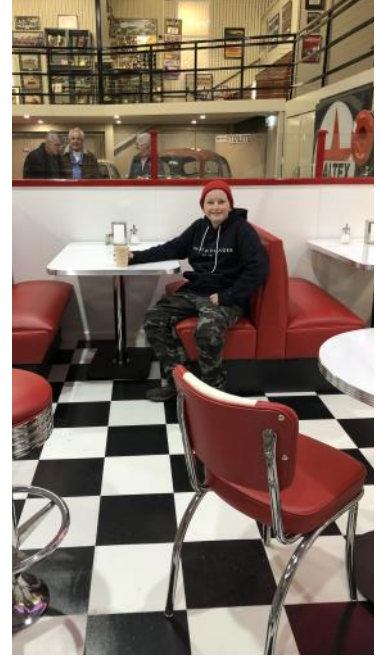
We spent about an hour looking at the cars, bikes and memorabilia. This was followed by a BBQ lunch put on by the Cooma club and a short interesting talk by the Club President as to how the club was started and developed and how they managed to purchase the old basketball centre and set up the museum.

We left for home after lunch around 1:30pm which meant we missed the heavy snow traffic.

A very nice day – Thanks John

Nick







The following article has been reprinted with permission of the author, and of the editor of the RROCA national journal, Praeclarvm, June, 2022.

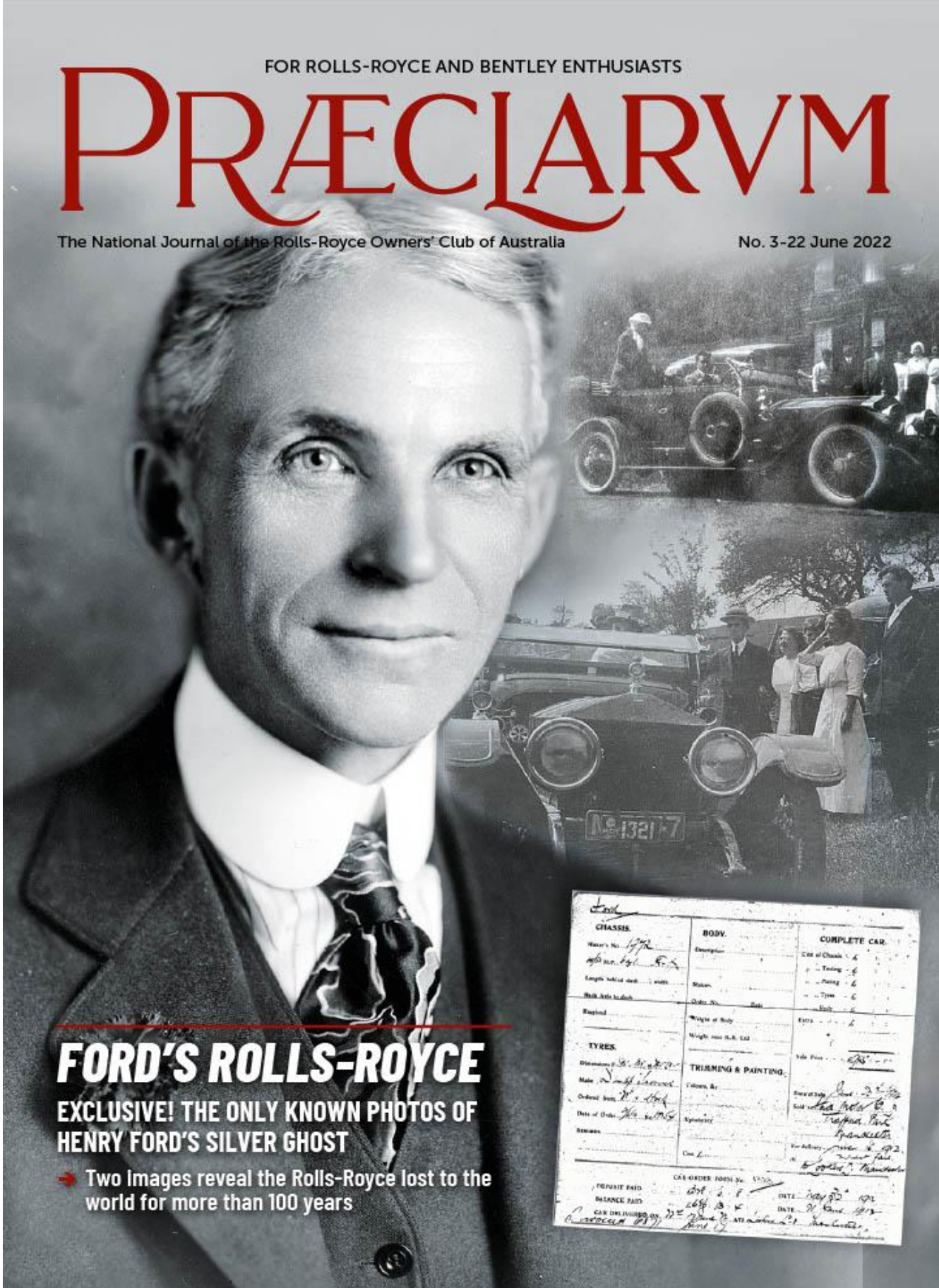
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FOR ROLLS-ROYCE AND BENTLEY ENTHUSIASTS

PRAECLARVM

The National Journal of the Rolls-Royce Owners' Club of Australia

No. 3-22 June 2022



FORD'S ROLLS-ROYCE
EXCLUSIVE! THE ONLY KNOWN PHOTOS OF HENRY FORD'S SILVER GHOST

➔ Two Images reveal the Rolls-Royce lost to the world for more than 100 years

CHASSIS	BODY	COMPLETE CAR
Make's No. 1772	Description	Cost of Chassis - £
Engine No. 1772	Make	Painting - £
Length wheel base - 110 in.	Color	Body - £
Body style	Weight of Body	Exits - £
Engine	Weight incl. H.P. Ltd	Value - £
TYRES	TRIMMING & PAINTING	
Make - Dunlop	Color	
Order from - H. Ford	Appliances	
Date of Order - 10/10/1901	Cost	
Signature		

CAR ORDER 10051 34 1901

DEPOSIT PAID - £250 0 0

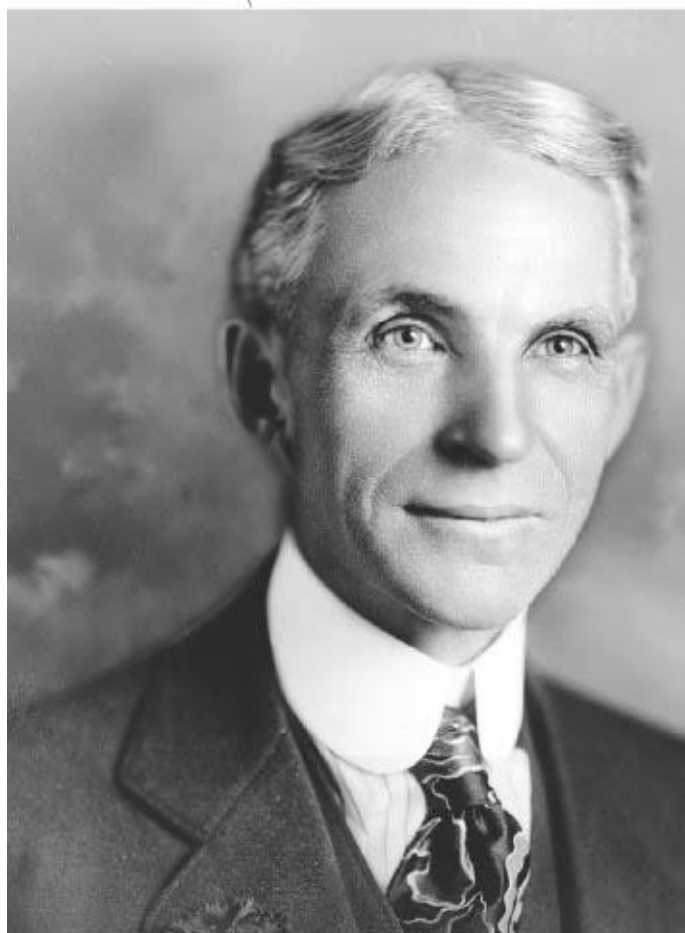
BALANCE PAID - £250 0 0

CAR DELIVERED BY - 11/11/1901

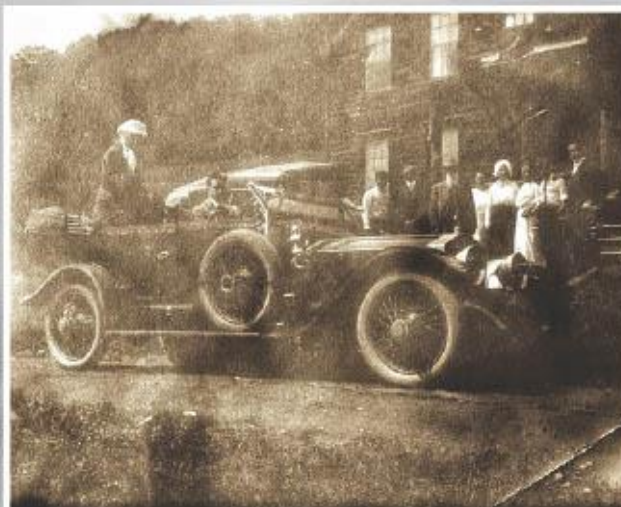
DATE - 11/11/1901

SIGNED - H. Ford

WITNESSED - J. H. Ford

FEATURE  1912 ROLLS-ROYCE SILVER GHOST CHASSIS 1972

HENRY FORD'S LOST SILVER GHOST



Above: In this image, Henry Ford is second from left in the group standing behind the car, with the bearded John Burroughs on his left. It is believed that Henry Ford was the guest on this occasion at one of Burroughs' remote hideaways. The very stylish lines of 1972's torpedo body are evident here



Above: For the sceptic 'Doubting Toms', Henry Ford appears in both photos. He is in the left of the rear seat in this frontal photo, with the bearded American naturalist John Burroughs in the front seat partly obscured, wearing the hat. The 1918 Michigan registration plate 1321 obscures Henry Ford's original UK plate

>> IAN IRWIN OAM (ACT)

After searching for more than 40 years, Ian Irwin has tracked down the only known photos of Henry Ford's Rolls-Royce, published here for probably the first time!

It is well known that the electrical engineering firm of FH Royce & Co, Cooke Street, Hulme, Manchester was founded in 1884. Widely known is that it was in that same city, 20 years later, that the legendary formative meeting took place between CS (Charles) Rolls and FH (Henry) Royce in 1904, fortuitously paving the way for the creation of Rolls-Royce Limited.

Over the years, a great deal has been written about the coincidences of the lives of Henry Royce and Henry Ford, recognised as leading illustrious manufacturers of automobiles, albeit approaching their roles from quite differing philosophies, engineering principles and policies.

But in neither the Rolls-Royce global domain, nor that of Ford followings, has much attention at all been given to the role of the Ford Motor Company in Manchester, nor to an extraordinary important event in that city involving Henry Ford himself.

This treatise reveals events leading to the construction of the Trafford Park Ford assembly plant, and documents Henry Ford's placement of an order for the purchase of his 1912 Rolls-Royce Silver Ghost, with supporting period photographs, almost certainly published for the very first time. It is the only Silver Ghost known to have been purchased by Henry Ford.

FORD SETS UP IN THE UK

Construction of the Manchester Ship Canal commenced in the early 1890s, enabling the conversion of a woodland, principally the domain of wild deer, into a huge industrial estate. At first development was slow, but from 1902 the attractions of the canal site brought the beginnings of tenant occupancy. The Westinghouse Electrical Company was the first large firm to take up residence, manufacturing large turbines and generators from 1902.

England's principal Ford dealer, Percival Perry, visited America and held discussions with Henry Ford in Dearborn, Michigan. Perry, following unprecedented sales of over 400 fully imported Model Ts in 1909 from his premises in London's prestigious Shaftesbury Avenue, was instrumental in making the early Model T Ford cars a great success on the highly competitive English motor market. The first completed car left the Trafford Park factory on 23 October 1911.

Following a visit to Dearborn by Perry in 1910 Henry Ford was convinced of the merits of developing a Ford plant in the UK. The strategic attraction of the Manchester Ship Canal and the Trafford

Park Industrial Estate aligned well with Ford's business concepts. Never one to miss a business opportunity, Ford soon signed up to the proposal, losing little time to create plans for the project.

The Ford Motor Company of America gained its first foothold into the British motor industry in 1911, with the purchase of a failed and disused tram carriage factory site for the Ford Trafford Park Assembly Plant. The Ford Motor Company (England) Limited rapidly materialised.

It is believed that one of the earliest shipments of chassis to reach Trafford Park shared premises with a motorcycle manufacturer or assembler until the Ford Factory was ready for occupation.

By the end of the year, when assembly began at the new factory, Ford had 60 employees, but meteoric growth followed. Chassis were imported in complete knock-down (CKD) form for assembly, to be fitted with locally manufactured bodies constructed under licence and fully compliant with Ford's specifications.

In 1912, 3000 cars were completed. Following implementation of Ford assembly-line techniques at Trafford Park, annual production increased to 6000 in 1913.

Meanwhile, John Looker had founded a small business in Manchester in 1908, selling bicycles, bicycle parts and accessories and occasionally second-hand motor vehicles. In 1910, Looker's business merged with an established garage proprietor in Hardman Street, Manchester to form Lookers Ltd, embracing that city's first Ford Agency. By 1911, the success in sales of the Ford Model T necessitated a site rebuild and greatly enlarged Hardman Street premises of Lookers Ltd, to accommodate their rapid growth. It is understood that his business had originated in the wagon and coach-building industry in the nineteenth century.

In the northern summer of 1912, Henry and Clara Ford, together with their son Edsel, sailed on their maiden voyage to Europe, aboard the world's third largest passenger vessel, the SS *George Washington* of the North German Lloyd shipping line.

HENRY FORD ORDERS A GHOST

Factory documentation records that on 20 June 1912 a new Rolls-Royce chassis was ordered from Rolls-Royce Ltd, Derby, and invoiced to the Ford Motor Company, Trafford Park, Manchester at the standard Rolls-Royce chassis price of £985, with a one third deposit of £328/6/8d paid on 30 May 1912, for delivery on 15 June 1912 to Lookers Ltd, Manchester, of the fledgling Ford dealership in Manchester City. The remaining balance of £696/13/4d was paid on 21 June 1912 with delivery effected the following day. Chassis 1972 with Engine No 88 was on test on 5 July 1912.

The dates here do not provide the neat timeline you might expect. The on-test date of 5 July is clearly incorrect. There would probably have been delays in international financial transfers that in some way impacted on the records, but we will never know. The delivery of this car would probably have been expedited to meet Henry Ford's schedule.

I'm fairly certain that 1972 was a car already prepared for

CHASSIS.	BODY.	COMPLETE CAR.
Motor No 1972	Description	Cost of Chassis £
Length behind axle	Meters	" " " "
Wheels	Order No	" " " "
Weight of Body	Date	" " " "
Weight incl R.R. Ltd		" " " "
		Cost Price £
TYRES.	TRIMMING & PAINTING.	
Description	Colour	Cost of Body
Make	Upolstery	Cost of Paint
Order No	Can	
Date of Order		
Remarks		

CAR ORDER FORM No. 1972

DEPOSIT PAID £328 6 8d DATE 30 May 1912

BALANCE PAID £696 13 4d DATE 21 June 1912

CAR DELIVERED ON 22 June 1912

Left: Copy of the original order for the 1912 Rolls-Royce Silver Ghost chassis 1972, placed by the Ford Motor Company, Trafford Park, Manchester on behalf of Henry Ford of Detroit, USA. Unusually brief on detail, it does provide us with the information that Rudge-Whitworth wire wheels had been chosen in preference to the standard artillery wooden wheels, with one spare wheel. The reverse of the sheet is even more sparse, indicating only that 'the usual tools' were to be provided with the car. Note the inscription 'Ford' at the top of the order.

FEATURE



1912 ROLLS-ROYCE SILVER GHOST CHASSIS 1972



Above: The beginnings of something big to come. The Ford Motor Company premises at Trafford Park in 1911. Imported chassis in one lane await the fitting of their radiators, bodies and accessories. On the extreme right, we get a glimpse of a lane of bodies awaiting fitting to the Ford frames, while over to the left we see some tourers and a few single-seater cars, sans their bonnets, but almost ready for delivery to dealerships

delivery to a dealership floor, in chassis form, before the Ford order came in. It was then subject to minor modifications to meet Henry Ford's order, such as the fitting of the Rudge-Whitworth wire wheels. Ford took the unusual step of not ordering any personalised accessories, which to me indicates haste in streamlining the process of purchase.

The car's torpedo style coachwork was undertaken by Lookers. The car was delivered to Henry Ford upon his arrival from Detroit to inspect progress at the Manchester Ford assembly plant. It was registered in his name, in Manchester and later in Detroit, Michigan, carrying the Michigan plate 1321. No subsequent owner was ever recorded at the Derby factory, and the car has never been discovered.

On 20 July 1912, when the Ford family disembarked at the docks at Plymouth, chassis 1972 in all its splendour was there to greet them, with Percy Perry as their chauffeur. Following mutual greetings, the party set forth on a pleasant journey which took them to Exeter Cathedral, Bath, Windsor Great Park and Windsor Castle and on to London's Piccadilly Hotel. In days to follow, the tourists visited Kennilworth Castle, Stratford-upon-Avon and Warwick, the city of Clare Ford's mother's home.

Needing a rest from all the activity, the party moved to Cheshire to become guests at the grand old home of Percival and Cath Perry. Here time was taken to attend to vital Ford business discussions.

There were several visits to the Trafford Park site, and a 'secret visit' to the Napier Factory at Acton in south-west London.

In various Ford publications, it has been written — with some degree of understandable cynical pride — that an outspoken employee of the Manchester Ford plant commented to Henry Ford, "Your visit would have been more welcome had you come in one of your own machines."

Ford tactically avoided the criticism, stating, "The first thing I did when I arrived at Plymouth was to try to buy a Ford. But they were all sold for several months in advance, so I decided to buy the next best car that was immediately available."

Henry Ford's much awaited low-key private visit to Cork in

Ireland was now high on the touring agenda. A stopover in Gloucester offered the opportunity to relax, driving country lanes of Pembrokeshire around the port of Fishguard, the departure point for the forthcoming overnight sea journey to south-western Ireland.

Henry Ford held strongly to the family ancestral roots in Ballinascorthy, County Cork in Ireland. Thomas Ford and his brothers arrived there in the early 1700s from Somerset, as tenant farmers. Their 40-acre farm grew to more than 200 acres over time.

The party arrived in Cork in early August 1912, staying for several days at the luxurious Metropole Hotel in MacCurtain Street, built in 1897 to the highest standards of opulence. On 10 August 1912 the Ford family took a guided stroll with Perry around the city of Cork.

The attraction of Cork, for Henry, was the ancestral Ford family farm, now known as 'Ford Farm'. The stone cottage where Henry Ford's grandfather, great-grandfather and great-great-grandfather lived still stands and has become a tourist attraction in recent years. During the great famine of 1847, Henry's grandfather and father emigrated to Dearborn, Michigan, where Henry was born in 1863.

Ford's UK and Ireland adventure of 1912 came to an end with Ford crossing into Europe, presumably aboard chassis 1972, visiting Spain and France where obscurity offered protection from the media, which doubtless comforted the family used to media frenzies wherever they travelled.

Mysteriously, no period image of this car has ever been published to my knowledge, in any Rolls-Royce Company publication or any Rolls-Royce club journal in the United Kingdom, the United States, Australia or New Zealand, nor in any period UK motoring journal. Please correct me if I'm wrong.

Indeed, when John Fasal and Brian Goodman published their wonderful two-volume tome, *The Edwardian Rolls-Royce*, no photo had been found of the car when new. It always seemed mysterious that a Rolls-Royce car owned by the great Henry Ford may never

have been photographed. Curiously, too, the car has never been located, and no subsequent owner's identity is documented in Rolls-Royce company archives.

WHAT HAPPENED TO 1972?

Over 50 years ago, the inventory of an Australian private collection of Edwardian Rolls-Royce cars was listed in both the NSW Club membership and the RROC in America. It included chassis 1972 with Vanden Plas London-Edinburgh coachwork. While another 1912 model in the collection, chassis 1958, was correct, the record of chassis 1972 was clearly incorrect. But the reference to chassis 1972 was indeed puzzling, which necessitated research into the origins and destiny of that particular car.

I joined the ranks of Silver Ghost owners back in 1970 and have long known that the recording of 1972 as an Australian-owned car was wide of the mark. This disconnect has been niggling away and, after 50 years, has finally been resolved. That was simply an error. We now know that 1972 was purchased in his name at Henry's behest, by the Ford Motor Company, Trafford Park, Manchester, and delivered to the local Manchester firm of Lookers Ltd to be fitted with torpedo coachwork.

As an enthusiast and owner of several pre-war Ford models, I began trying to find more about chassis 1972, which it was believed would have been in America and not down under.

To be frank, almost nothing had been recorded during Henry's visit to England, and it seems as if the purchase of this car by the world's most eminent and prolific manufacturer of automobiles, the man who is revered for having "put the world on wheels", was insignificant at that time.

With my profound interest in both early Rolls-Royce and early Ford Motor Company products, I began searching more than 40 years ago for an original photo of 1972 with its Lookers Ltd coachwork. Surely there had to be a photo! But time after time, searches led up blind alleys with nothing to show for countless hours of personal endeavour.

From time to time, it was wise to accept defeat, at least temporarily, only to resume the campaign again at some later date, with high expectations. But again and again, failure after failure ensued.

PHOTOS FOUND!

I was never inclined to give up entirely. COVID restraints and protocols inevitably produced some strange benefits for those deeply into research. Confined in our homes, we had access to our computers and the internet.

In late January 2022, I saw the elusive car for the very first time, 110 years after its manufacture. Hallelujah!

We can be most grateful for the wondrous years of gaiety and pleasure sought by Henry Ford (aged 46) and some of his closest and dearest friends. The high fliers in the worlds of commerce, technology and science clearly felt at times they were missing out on aspects of the good life. In 1914, Ford and his lifelong friend, the eminent naturalist John Burroughs (77), visited Thomas Alva Edison (68), celebrated inventor of a huge range of electronic devices. This was the inspiration for further camping tours through the years of the Great War. The trio embraced Harvey Firestone (51), inventor of rubber tyres for carriages, and the foursome called themselves the Vagabonds.

Taken from a glass negative, probably of the dry plate gelatin variety, the photo had lost much of its brilliance and clarity in the 104 years since it was taken. But we can be extremely thankful that we finally have the chance to see the car after so long.

"It seems as if the purchase of the Rolls-Royce by the world's most eminent and prolific manufacturer of automobiles was insignificant at that time"

With this success, further probing revealed yet another image of chassis 1972. Both images were seriously deteriorated from the ravages of time and required much skilled work to bring them back from the brink. This was particularly the case of the side-profile image.

Readers seeking insight into the lifestyle of the Vagabonds will find a plethora of websites covering the journeys of the foursome. In the safety of seclusion and privacy, the participants and their entourage could relax and enjoy the great outdoors.

It is worth noting that more than 100 years ago Henry Ford was granted approval by the British wartime government in 1917 to establish a factory to build tractors amid rising concerns of food shortages and agricultural self-sufficiency of basic foods. But that's another story. ■

*Acknowledgements: Cy Caldwell, Henry Ford, Bodley Head, London, 1955; Membership Register RROCA NSW Branch 1973; RROC USA Register of Members, 1972 & 1973; Henry Ford Archives, Lookers Ltd History, www.lookers.co.uk/about-lockers. John Fasal and Bryan Goodman, *The Edwardian Rolls-Royce*, 1994; Ms Alison Irwin and Rick McDonough — independent photographic enhancements. *Aspects of Motoring History* #16. Snapshot 156. Ford Motor Company Trafford Park 1923. *The Metropole Hotel*; £50,000 Hospital Riddle, *The Irish Examiner* Sat 15 April 2015; websites of John Burroughs, Harvey Firestone and Thomas Edison; *The English Model T Ford*, Neil Tuckett and Chris Barker joint authors of *The English Ford*. For their help and guidance. Francis Ransley (Tasmania) and Rob Heyen (USA) for sharing their archives.*

Below: One of the Vagabonds appears to be arriving in a Stutz Bearcat. Henry, a very tall man, can be seen in his characteristic banded straw hat



VALE JOHN AHERN

I know I speak for many when I say “it is with great sadness that I report the passing of John Ahearn after a short illness on Friday 17th June 2022”. John is one of our Club’s earliest members and joined in 1968. He has been a continually active member in the Club since that time.

John originally grew up in the Newcastle area where as a young man his love of all things mechanical started with motor bikes. John trained as a welder and very soon became a master of his trade.

After meeting Doreen in Wellington, NSW they soon married and had three children – David, Eric and Dianne. Doreen unfortunately, passed away only a few weeks before John. John worked as a welder on the construction of Wyangala Dam, near Cowra, for several years before moving to Canberra. John had several jobs in Canberra including at the ANU where he was required to build all sorts of weird and wonderful apparatus for scientific experiments. He eventually moved to the Canberra Institute of Technology to become a head of several trades.

John’s passion for Model T Fords started soon after he and Doreen moved to their house in Pearce. For many years John has restored and built Model T’ Fords (I believe the actual number of restorations is something like 15). For many of the restorations he has had to manufacture new metal and timber body parts. John could knock up a door, mudguard or windscreen in an incredibly short time. His skill was obvious as whatever he made would invariably fit perfectly. His favourite car has always been the 1913 “T” Tourer in which the family participated in many rallies over the past 50 years. It is interesting to note that John actually drove the car to most of the rallies, quite often in the company of current members Ted and Marg Clifton and John (deceased) and Shirley Downes (also Model T owners). One of the longer drives was to Adelaide. Amongst the many Model T’s that John built he decided in the 1980’s to purchased the body for a particularly rare Model “T - Mercury” from the United States. John spent many hours restoring this car into an immaculate condition. I don’t think any old car enthusiast who saw this bright yellow sportscar could ever forget it. Eventually the car was sold and went back to the US. Another of John’s favourite cars was his 1927 Doctor’s Coupe.

Over the past 50 years John has also spent an enormous amount of time assisting other Club members to see their cars restored and registered, or solving problems when cars broke down. John was a quiet person with an amazing ability to solve almost any mechanical problem. If the measure of a person is what that person has done for others then John has definitely won several gold medals.

John never sat still for long and was always building something. Apart from Veteran and Vintage cars he had several other hobbies. One of those hobbies was repairing and re-building antique clocks. With clocks it was yet another challenge and he soon became exceptionally proficient at repairing them. Many clock enthusiasts will miss his help and advice, including several of our own car Club members. At last count John had a collection of 360 antique clocks some of them rare. If cars and clocks wasn't enough for him John was also a very good metal sculptor. Anyone who has seen his full size bronze of his father sitting in the back yard on a chair, the huge cactus, the running dog made from horseshoes, the corrugated iron cows, the six wheeled model T truck and of course the incredible fire-pit made from a hundred or so model T engine and steering parts, plus many more items will attest to John's ability as a serious artist.

Furthermore, many years ago, as if John and Doreen weren't already busy enough, they decided to look for opal. As a result they ended up owning their own opal mine at White Cliffs. Opal mining soon became a major part of John and Doreen's life and they subsequently purchased a block in White Cliffs and built a small house. For many years John and Doreen have escaped the worst of Canberra's winters in that house. Over the years they must have had some mining success as Doreen often wore several very nice pieces of jewellery. John's many stories about mining and the people at White Cliffs were fascinating.

John and Doreen did almost everything together and I don't think I ever saw John at an event without his wife. Doreen was his solid supporter and it was a wonderful long marriage.

If John wasn't in the shed you would quite often find him in the house reading a 1950's "Western". He loved his western magazines and re-read them several times over.

John was a unique thoughtful man who has made a substantial contribution to our lives and the Club. He will be sorely missed and I know I will miss picking up the phone and hearing John say "it's big John here".

If there is anything positive to be said it is that he is now reunited with Doreen. John has been a friend to many of us and our thoughts are with his family and friends.

Farewell John

Nick and Gerard

SOME RANDOM MEMORIES OF JOHN AHERN

BY IAN IRWIN

I first met John when he joined our Veteran Car Club as it was then, in 1968. I had been a member for some five years. John had been actively gathering Model T Ford parts and was building an early model T Ford. It was clear that he was a 'dyed-in-the-wool' Model T enthusiast.

At the time I had the remnants of the Spyker I had found on the outskirts of Queanbeyan, and he came to visit to see what we had. He was very quiet for some time, and had clearly taken it all in, and gathered his thoughts before he commented.

'You're a braver man than I am, Ian,' he said. 'That will be a massive job. Why don't you get a Model T Ford? I told him that I'd had the remains of a 1917 Ford T Roadster that I had bought from Roy Wheeler, and a 1926 Tourer cut down to a farm ute that I'd acquired from a property at Colinton near Bredbo. But I had parted with these as Ida and I had bought a house and had to put the hobby aside.

Being the kind person he was, he offered to let me build a Model T up from parts he could supply on some form of pay-as-you-go, but I had nowhere to put parts or build a car at the time.

Moving on through the years, I had witnessed him perform miracles with metals. As I understand it, John had gained trade certificates in welding, boiler-making, sheet metal work, and acquired associated skills along the way including founding, casting, smithing, moulding and machining and no doubt many others I cannot recall. Members will know that John also created a bronze life-sized effigy of his dad, as a tribute to his late father, which he placed in his back garden in Pearce.

John was a man who worked with his hands, but he was always one to support the club in any way he could. He served on several committees, including events, dating and various rally committees.

Some years on, I asked John if he would join a small team to drive to Griffith NSW to help recover the incomplete remnants of our 1910 Rolls-Royce. He was very enthusiastic about this, and prepared his own big trailer with electric welder, all manner of gas welding gear, portable generator and loads of hefty hand tools. We set out from the Reid TAFE where the trailer had been loaded during the week.

The task involved extracting the chassis from under a farm water cart, replacing the frame with a purpose-built one, and removing the R-R front and rear axles from beneath an antique farm horse- drawn wagon and fitting two new purpose-built axles to keep the old cart going for many years to come. It was a very big day's work in August 1980, but when all was completed, and trailers loaded John said in his dry sense of humour, with his charming smile, 'You'll never build that into a car.' At that time I had not told anyone that I had established that the remainder of the car's original running gear had been found in Queensland, so the task, big as it appeared, was not too daunting, or anything like he may have imagined, and that it would eventually return with its integrity intact, as a matching numbers car.

Well, over the years that followed I called upon John's range of skills to resolve various tasks. This kept him abreast of what progress was being made.

In 2012, he was part of a crew of V&VCC ACT members and friends on hand to lift the body onto the restored chassis and running gear at our property at Murrumbateman, NSW.

He had not seen all of the developments as many items were stored on shelves, in cupboards etc, under covers awaiting the assembly. When John took it all in on this occasion. Then he commented: 'Bloody hell! I really didn't think you'd ever do it, but hell, you've bloody done it.'

John was a lovely guy, a generous mate, a true-blue friend, and loaded with talents second-to-none.

We will all miss you immensely, John. May You Rest In Peace, with your beloved Doreen at your side.

Ian Irwin. June 2022

VALE BILL DE GRAFF

Early on 12th June 2022 Bill de Graaf passed away aged 86. Bill has had a long association with the Veteran and Vintage car movement spanning many years. He will be sorely missed by his many car enthusiast friends.

Bill married Mary in the Netherlands and they immigrated to Australia in the early 1960's. Unfortunately Mary passed away several years ago. Bill continued on but, by his own admission, he often felt very lonely. Bill and Mary had four boys but sadly one, Rudi, passed away many years ago. Ron, Bill and Robbie will carry on the family name. Bill trained as a Boiler Maker in a Dutch ship building factory and was a specialised welder. He used welders from the age of 12 up until his passing at 86 so had 74 years of experience (no wonder he was good at it). His abilities in this field were in constant demand and he could stick weld cast iron equally or better than almost anybody and oxy-weld hard-face onto broken or worn gears and other tricky things like camshaft lobes. His repairs were almost legendary and many local old cars have survived to this day because of Bill's prowess at welding and generally being able to make anything from metal be it steel, brass or aluminium. Bill was predominately an "old school" style welder and more importantly he didn't ever really want to progress to the later Mig and Tig welders. Bill always reckoned he could fix anything with his electric welder and I have to admit he was usually right. Growing up in the Netherlands very close to the German border Bill also had an extremely good grasp of WW11 history for that region of Europe.

In the 1960's after arriving from Holland, Bill and Mary soon ended up in Canberra and rented a house in Hall. After several years in Hall they moved to a new home in Matina Street, Narrabundah and remained there for the rest of their lives. In the early days Bill worked for many years as a boiler maker at the Canberra Hospital. Eventually he moved from the Hospital to the ACT Bus Workshops also as a welder for duration of his working career.

Before I knew Bill I am informed that he was a competent guitar player and part of a popular local band. He also sang with the band most weekends. Bill often broke into song when looking for car parts. You knew that he was pretty excited.

Bill has restored many old cars and the ones I can think of at the moment are Sunbeams, Austins and his Singer. I think there was a Chev somewhere in the mix as well. After Mary died Bill was at a bit of a loss for quite some time until one day he

spied an advertisement for a 1922 AC Sports-car. Bill and his close club friend Ross decided to go to Victoria to have a look at the car. Well the car soon found its way to Canberra and after a frantic eight months of restoration, with the help of two of his boys (Bill and Robbie), the car was fully restored a few weeks before Bill passed away. The AC body is all aluminium and Bill altered the rear of the car and polished the whole car until you almost needed dark glasses to look at it. His previous build of the Sunbeam Special and the AC will remain in the family. Bill was also instrumental in helping his Grandson, Allen, to recently purchase the partially restored 1911 Star Roadster from the McGuire family.

In addition to cars Bill spent hundreds of hours building quite large scale models of early 17th or 18th century wooden Dutch fighting warships. The first galleon he completed took him three or four years and is spectacular. The detail that has gone into the boat is staggering and for most of us it's unimaginable that anyone could spend the amount of time that Bill did doing it. His second boat is around about three quarters complete and if his three sons don't want it I seriously hope it goes to someone who will finish the job. It would be a shame to see such an achievement lost for ever.

Another hobby that took up a lot of Bills time was his collection of very early guns and pistols. Once again Bill had both the patience and ability to find and restore/repair these early firearms. Bill also made several replicas of early flint-lock pistols and it would take an antique firearms specialist to spot the differences from the original. Also who could ever forget the full size cannons in Bill's front garden. Furthermore Bill acquired some ten or twelve antique (mainly Dutch of course) clocks.

It was always a lot of fun to accompany Bill to swap-meets. He was always searching so hard for guns and car parts you never knew what leads you would get and what town you would end up in. Quite often a very early morning start and a late evening finish for the day.

Bill was an energetic special character and there are a lot of us that are going to miss him very much. Never again will I hear his whistle that sounded like an old fashioned phone. It certainly fooled many people.

It's been good to know you Bill – Rest in Peace

Nick

VALE LES ROBINSON

Les Robinson was born on the 10th of August 1930 at Newtown, Sydney. The second child to Walter and Martha Robinson, he had an older sister Norma and later a younger brother Wally.

Les grew up in Concord, Sydney and as times were tough and money was tight, though things were simple, he was grateful for all the little things that he had. As a young lad would often reminisce how he and Wally would go to the Massey Park tip on Friday afternoons where the local shop would often dispose of broken biscuits and old lollies. If they were lucky he and his brother would eat their fill and then take some home if anything was left. Other times you would find Les and Wally out and about catching rabbits and pigeons to help with food for dinner. Les loved rabbit but once married to Mary it wasn't often allowed on the menu.

Other past time favourites, you would find these two joined at the hip even when playing for the local rugby league team together. Les was thought of as a mild mannered player but Wally often got sent off because of his ability of starting a fight.

Years went on and Les took up an apprenticeship in panel beating at Blowes Brothers after completing his 9th of schooling . He excelled in his trade, often winning many prizes for art panel beating. His strong work ethic was often seen throughout his life and always portrayed through his work. During this apprenticeship he met David Latimer, who would quickly not only become a great friend but would also then become family marrying Les's Sister Norma and in doing so became his brother in law.

Another close friendship in youth was his mate Martin Brown who had been his friend since childhood, this time it was he who was lucky and was introduced to Martin's sister Mary. As time progressed so did their courtship which would then lead into a magical story of love and commitment lasting 72 years.

Les and Mary married in May of 1954 and settled in Rydalmere. Les worked as a panel beater through the week and did backyard jobs every weekend. In 1956 they welcomed their first child, Jenness, three years later David in 1959 and finally the family was made whole with the birth of Ian in 1963.

In 1956 he started at Ultimo Tech in the auto trade area, then in 1961 he also started to take flights to Canberra to teach classes at the local CIT, but his work day wasn't finished there, he would then catch a train out to Goulburn where he taught more classes before taking a train back home to his family.

In 1962 after much commuting back and forth, he and Mary decided to relocate to Canberra settling down in Watson with his family. Once settled Les went on to teach panel beating in Canberra for 33 years, then becoming Head of department at Reid CIT campus. There would have been many apprentices taught by Les over the years.

In between work, Les's playful side became apparent when he restored his first full veteran car - a 1914 Zero Fiat. This car then went onto win the Sydney Concours d-elegance in 1966 amongst other awards and trophies. Seeking out other like minded friends he joined the Veteran and Vintage Car Club in 1966 but due to work wasn't at the first meeting. He later went on to create over 300 sets of T Model guards, as well as other car bodies and panels. One of Les's most cherished moments was that of how he and David bonded over the love of restoring Veteran cars. David now has both the memories as well as being the proud owner of the last restoration that they did together as father and son, in an AX Renault 1910. Ian, not to be forgotten is also the proud owner of a 1912 T Model Tourer that Les restored. Les and Mary loved their old cars and attended many rallies and were accompanied by David and Deidre, the grandkids and at different times Jenness and Keith.

Les's other passion was his farm at Lynchmere. On seeing an auction sign, Les and Mary sold their Watson home and Fiat to purchase the farm. Lynchmere was to be Les's and Mary's home for the next 53 years. He loved the idea of farming just as much as he embraced fixing cars. Les was willing to try anything once, calves, milking the cow, chickens, sheep and pigs which were then fed scraps from the food section from the Tech. Les's love of farming was passed onto Ian. Wanting this side of his passion to grow Les, Mary and Ian purchased land at Braidwood to run cattle. Ian and his wife Karen spent much time from their weekends working the farm and making their father proud.

But front and foremost Les was a family man, he helped his children buy and repair cars and again helped them when they purchased their own homes helping to create memories of their own. Sadly as time passed Les had his share of illness; having cancer 3 times and open heart surgery only 7 years ago. But this did not stop him, at 85 after his open heart surgery he did his rehab and then came back to look after Mary. All the while keeping his farm groomed and well presented.

Les and Mary were blessed with 3 children, 6 grandchildren and 3 great grandchildren. Les Robinson will always be remembered as a kind and generous man and always a true gentleman.

Rest in Peace Les.

Gerard and Marie Frawley (Text from Les Robinson Eulogy)

MICROCARS AT THE POWERHOUSE MUSEUM, SYDNEY

BY MATHEW SPACKMAN

The Microcars exhibit was on display at the Powerhouse Museum in Sydney from the 5th November 2021 to 7th August, 2022.

Extracted from the guide “Microcars, Powerhouse Museum, Museum of Applied Arts and Sciences, printed November 2021”. You can access a copy of the full guide with more information here: https://maas-website-media.s3.amazonaws.com/maas.museum/uploads/2021/02/Microcars_Large-Print-Guide_FA_For-Website_12Nov21.pdf

After WW2 factories across Europe, no longer making military aircraft and equipment, re-tooled to meet a new demand: freedom!

It was a period of austerity but with the war over people could travel freely. Tiny, economical cars were a perfect innovation for the time. Companies such as Messerschmitt, BMW, Heinkel, and Lambretta combined scooter engines and super lightweight bodies to create microcars.

In the 1950's these appealing, if cramped, vehicles were exported all over the world. The United Kingdom, Japan, and Australia all had a go at making their own, but by the mid 1960's the microcar trend had waned.

The early 2000's produced a new generation of electric and hybrid microcars. Many contemporary enthusiasts argue microcars could reduce society's dependence on large petrol-powered vehicles and help save our planet.





Messerschmitt KR200
Messerschmitt Works, Germany, 1955



Mazda R360
Mazda Motor Corporation, Japan, 1963



Goggomobil Dart
Hans Glas GmbH, Germany Buckle Motors, Australia, 1959



Bartschcar
Dieter Bartsch, Australia, 2013



Zeta 'Runabout' Wagon
Lightburn & Company, Australia, 1964



Zeta Sports
Lightburn & Company, Australia, 1964



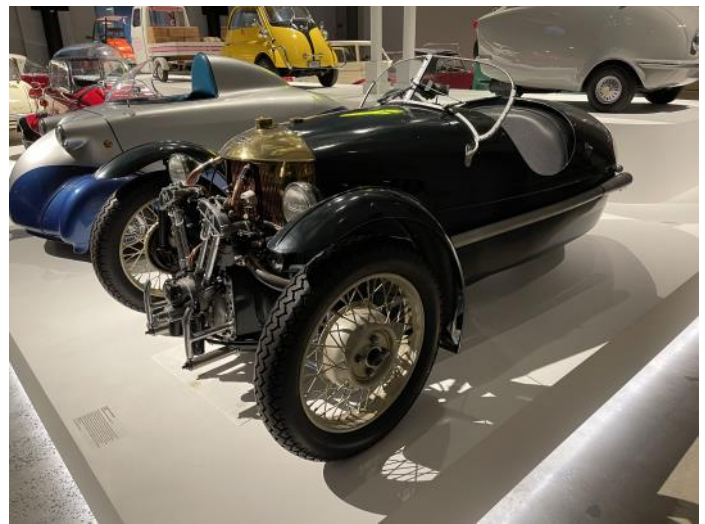
Goggomobil Carryall
Hans Glas GmbH, Germany Buckle Motors, Australia, 1958



Heinkel Kabine
Heinkel Flugzeugwerke, Germany, 1960



Scootacar Mark III
Hunslet Engine Company, UK, 1964



Morgan Three-Wheeler
Morgan Motor Company, England, 1946



Messerschmitt KR200
Messerschmitt Works, Germany, 1955



Goggomobil Coupe
Hans Glas GmbH, Germany Buckle Motors, Australia, 1959

Did you know?

A calendar of events is available on our website. You can view all events, or just those of interest to you by category including club events, regional events, and national events.

Do you use an electronic calendar, for example Google Calendar or Outlook Calendar?

You can also have these events automatically added and updated to your electronic calendar, so you can always see the most up to date details any time and wherever you are.

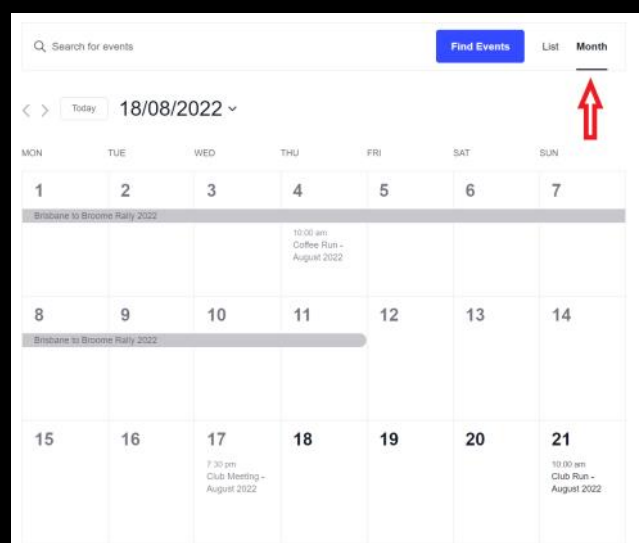
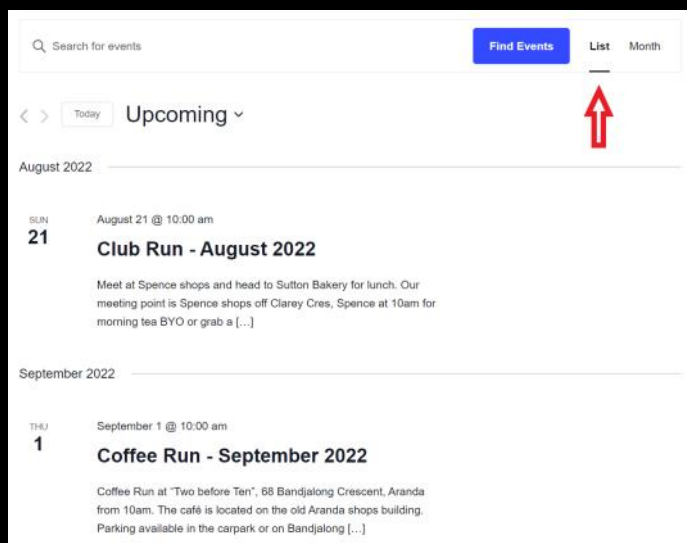
Accessing the online calendar through our website

All Events—<https://vvccaact.org.au/all-events/>

Club Events—<https://vvccaact.org.au/all-events/category/club-events/>

Regional Events—<https://vvccaact.org.au/all-events/category/regional-events/>

National Events—<https://vvccaact.org.au/all-events/category/national-events/>



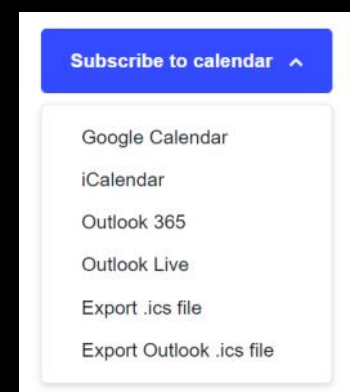
Events can be viewed either in a 'List' view or 'Month' calendar view (see the arrows in the photos).

Automatically include events in your electronic calendar

Go to the page containing the type of events you would like to add to your electronic calendar. That is, would you like 'All Events', or only 'Club Events', 'Regional Events', or 'National Events'.

At the bottom of the page on the right hand side, is a button 'Subscribe to Calendar'. Click this button, choose your type of calendar, and then follow the prompts.

For instance Google Calendar will launch your calendar (may prompt you to sign in to your Google account) and then prompt you whether to add it.



Adding and Updating Events

Do you know of an event that does not exist in the calendar? You can send through the details to mathew.spackman@outlook.com, or alternately use the [Suggest an Event](#) page on the website.

Keeping these events up to date requires some manual work, and while not necessarily difficult, would be much easier spread across a few people. If anyone is interested in helping to keep these events up to date, or even just occasionally checking that everything looks correct, please have a chat to Mathew or email him at mathew.spackman@outlook.com.

MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 15 JUNE, 2022

Location: Meeting held at Darrell Leemhuis' office in Fyshwick

Meeting Opened: 7:31pm

Attendance: Members: 16. Apologies: 3. Guests: 2 (Eric and Robyn Warton)

MINUTES OF LAST MEETING

Accepted – Moved: Darrell Leemhuis, Seconded: Roy Bendall.

SECRETARY'S REPORT:

Correspondence In:

- Email from Louise Yeomans re the virtual tour of the National Motor Museum Birdwood on Thursday 23rd June at 8pm.
- Receipt for rego. for Club trailer received.
- Letter from St George re Club term deposit. Matures on 8th December 2022.
- Advice from Steve Farmer that Shannons meeting room will be available to use from July.

Correspondence Out:

- Email to members re the passing of Bill de Graaf (Sunday 12th June). Also a card from the Club has been sent to Bill's sons with our condolences.
- Letter and Invoice to Shannons seeking the \$100 fee for the ad in the Edwardian. Received a call from Steve Farmer – now being processed.
- Letter to Mick Beltrame who has decided not to renew his Club membership.
- Email to members re the virtual zoom Tour of the National Motor Museum Birdwood on June 23rd. Also thanks to Louise Yeomans VCCA – NSW for thinking of our Club.
- Report and photos sent to Editor re coffee meeting at the Spence Friendly Grocer.
- Report and photos sent to Editor re the coffee meet at Chisholm "Public Place" Café.
- National Veteran Vehicle Tour "Newsletter No 1" sent to members.
- Email from Club members Robbie and Neil Ladbroke notifying the Club that they have moved permanently to Tumbarumba to establish a Gin Distillery. Neil and Robbie have renewed their Club membership. They have also asked the Club to place an ad for the Distillery in the "Edwardian". The ad is paid for and will commence in the June "Edwardian". Robbie will write up an article for the magazine. They have a restored 1929 Whippet and have invited the Club to consider organizing a weekend away to visit Tumbarumba.
- Sent out reminder and details re the Battle of Waterloo Day next Sunday.

Secretary's report accepted - Moved: Nick Nowak, Seconded: Bob Courtney.

TREASURERS REPORT

- Balance: Balance tabled. Treasurer, John Cadona, said that the increase in the balance was due to a number of members having paid their Club fees.
- Carol Nowak submitted receipts for \$76 (after meeting biscuits, stamps and postage). Carol also handed \$350 (fees collected) to the Treasurer.

Treasure's report accepted – Moved: John Cadona, Seconded: Rob Woolley,

EDITOR'S REPORT

Editor, Mathew Spackman, advised that the "Edwardian" would be distributed to members on the weekend. Mathew would like to receive articles from members.

WEBMASTER

The Club's webpage is an ongoing work in progress.

MEMBERSHIP SECRETARY'S REPORT

- Membership Secretary, Carol Nowak, reported that the Club has 63 paid up members.
- She also advised that she has received two new applications for membership namely David Ahearn who will eventually take over John Ahearn's 1913 T- Ford Tourer and Eric and Robyn Warton who have recently purchased a beautifully restored 1946 Morris 8 Tourer.
- Both applications were put to the meeting and unanimously supported. Welcome to the Club David, Eric and Robyn. Eric briefly spoke to the meeting about his car and why he particularly wanted a Morris 8.
- Carol advised members that she has paid the ACT Council of Motor Clubs \$75 Affiliation Fees.

EVENTS REPORT

- Rob and Nick will meet with Steve Farmer, (Shannons), next week to talk about sponsorship for the 2023 National Veteran Vehicle Tour to be organized and run by the Canberra Club.
- Next coffee get-together will be a Frankies Café in Ford (Gungahlin) – Thursday 7th July. Nick will send out notification.
- Nick mentioned that there was a great turn out for the June mid-week coffee at Chisholm Shopping Village. 22 members turned up.
- Events Director, Darrell Leemhuis, mentioned that John Cadona had arranged for the Club to visit the newly opened Motor Museum in Cooma on Sunday 24th July. It is proposed that members go in their modern cars, leaving fairly early in the morning and returning from Cooma at 1-30pm to avoid the snow traffic later in the afternoon. This event will include lunch and museum admission at \$25 per head. The lunch will be a BBQ and the Club may, depending on numbers, partially subsidize the event. Darrell will send out details, and seek numbers, a bit closer to the date.
- Member Antony Davies has contacted President, Rob Woolley, proposing that our Club schedule an event to visit his new heritage property "Mt Elrington" near Braidwood. Antony and Andrew have completed restoration work, including a display area for Antony's old car collection, and have invited our Club to visit. A Sunbeam rally to the property has been scheduled for the weekend Friday to Sunday – 18th to 20th November. It will suit Antony if we could plan our visit to coincide with the Sunbeams. Rob and Darrell will plan for a Club weekend away for those dates.
- Rob presented the last of the certificates to go with last year's club trophies. Two Certificates were presented to Chris Hogan (Vintage Touring Trophy) and the Hogan Family (Barry Roberts and Ian Irwin Motor Skills Trophy). Also a certificate was given to Nick to pass on to Wayne Young and Silvia Schneider for the Murdoch McDonald Trophy for attending the most outings in a Veteran or Vintage Vehicle.

- Rob advised that the Club Presentation Lunch would be held, this year, at Gold Creek Station Restaurant near Hall on Sunday 25th September. Rob/Darrell will notify members and seek numbers etc. a bit nearer the time.
- Rob spoke at some length about the 2023 National Veteran Vehicle Tour to be held in Griffith (NSW) from 2nd to 8th October 2023. Newsletter No 1 was recently sent to members and Rob recommended that Club members planning to attend the Tour arrange/book their accommodation immediately. The “Edwardian” magazine, which will include the Newsletter, will be sent to all Veteran Vehicle Clubs throughout the country this coming weekend. At this point in time the Club Tour Committee is of the opinion that the Tour is likely to be strongly supported. The cut-off for the maximum number of vehicles is 200.
- Darrell asked if any members were going to the “Battle of Waterloo” display day (French and British vehicles) next Sunday 19th June? Greg Spackman intends to go. Darrell suggested that members might like to meet at Three Mills Bakery/Coffee shop in Leeton Street, Fyshwick at 10am for coffee first.

LIBRARIAN’S REPORT

Librarian (Roy Bendall) - nil to report this month.

REGISTRAR’S REPORT

Rob has done the paper work for several Club vehicles. Nick said that he has had no rego’s in the last month.

GENERAL BUSINESS

- Back in the 1980’s Canberra local car enthusiast Wally Brown established a successful business building timber frames for Veteran and Vintage cars. The business was subsequently purchased by someone in Sydney? Evidently the owner now wants to finish up and is willing to “giveaway” all the templates for the various bodies. If anyone is interested they should contact Chris Hogan who, hopefully, can provide a contact number?
- Nick informed members that Steve Farmer, Shannons, had advised him that the Shannons “Meeting Room” was about to re-open and that we could return next month.
- Darrell asked if we could delay going back to Shannons until after the July meeting? Darrell would like it if we could hold the July meeting in his premises as he and Peter Leemhuis are giving an “after meeting” talk about how their building business started up and grew. Darrell is hoping that he can have four generations of his family present for the talk (Darrell’s Grandfather, his father, and Club member Peter and Darrell’s son Brodie). Members agreed to postpone going back to Shannons meeting room until August.
- Both Rob Woolley (President) and Darrell Leemhuis (Events Director) will be out of town for the August meeting which is the usual date for the Club AGM. Rob proposed that the Club defer the AGM until September – this proposal was put to and agreed to by members.
- Darrell informed the meeting that for members wanting the Club logo for shirts/beanies and sew on patches that they are now available. He will bring along samples to the July meeting.
- The Club has been informed that Ida Irwin is not very well. The Club wishes Ida a quick recovery.
- Nick showed the meeting a hood bow support for John Ahearn’s nearly restored 1915 Roadster. He has only the one and requires a second support. Can anyone help John? Give Nick a call if you have one. Also John will be selling both the 1915 “T” Roadster and 1927 “T” ute.

Meeting Closed: 8:15pm

After Meeting Activity:

Rob showed us a number of photos from the recent National One & Two Cylinder Rally held at Narrandra. Rob & Beth attended in the 1917 Harley Davidson Model “J” Outfit. Great photos – Thanks Rob

MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 20 JULY, 2022

Location: Meeting held at Darrell Leemhuis' office in Fyshwick

Meeting Opened: 7:32pm

Attendance: Members: 15. Apologies: 5. Guests: nil

MINUTES OF LAST MEETING

Accepted – Moved: Gerard Frawley, Seconded: Rick McDonough.

SECRETARY'S REPORT

Correspondence In:

- Letter from Shannons about the Meeting Room re-opening from July.
- Received the sum of \$100 from Shannons for Edwardian Ad.
- Received Council of Heritage Motor Clubs magazine "Dinkum Oil". Sent to members.

Correspondence Out:

- Email and reminder to members re the Cooma run next Sunday.
- Several emails to members re fees.
- Reminder email re tonight's meeting and after meeting talk.
- Several emails re funeral arrangements for Bill de Graaf and John Ahearn.
- Email to members re the passing of Arthur Garthon (Written by Ian Irwin). Arthur was a NSW Club member.
- Reminder re mid-week coffee at Frankies Café on Thursday 7th July.
- Several emails and letters re the 2023 Nat. Vet. Tour have been sent out by the Tour Committee.
- Club card and condolences sent to Marie and Gerard Frawley re the passing of Marie's Father. Funeral arrangements also passed on to members.
- Reports for coffee morning at Frankies and Battle of Waterloo sent to the Editor.

Secretary's report accepted - Moved: Nick Nowak, Seconded: Roy Bendall.

TREASURER'S REPORT

Balance: Balance tabled.

No claims or refunds.

Treasurer's Report Accepted: Moved: John Cadona, Seconded: Darrell Leemhuis.

EDITOR'S REPORT

Editor Mathew Spackman unable to attend tonight's meeting.

WEBMASTER

Mathew unable to attend tonight.

MEMBERSHIP SECRETARY'S REPORT

Carol Nowak reported that the Club has 61 members. She has collected fees and has only two outstanding.

EVENTS REPORT

- Rob Woolley provided Nick with details for the Presentation Lunch on 18th September at Gold Creek Station at Hall. Nick gave details and will shortly notify members re costs etc. and seek numbers coming to the lunch. Mathew will set up a section on the Website to enable members to pay for the meal in advance. The meal cost is \$40 per head and the Club will subsidize the meal by \$15 per head reducing the cost to \$25.
- Rob Woolley has also arranged a Club event to visit Antony Davies' property, via Braidwood, on 18th to 21st November. Our Club will join in with the Australian Sunbeam Club who will also be holding a weekend rally at Antony's property. Again Nick will notify members shortly so that members wishing to stay overnight can arrange accommodation in Braidwood.
- John Cadona spoke about the Club run to the new Cooma Motor Museum. 34 members and several children will be attending. Entry to the Museum will cost \$25 per head however the Club has agreed to subsidize this amount by \$10 per person. Those going have already been notified.
- Chris Hogan will arrange a run for the end of August which most likely will start at the Spence Friendly Grocer for coffee at 10am and finish at the Sutton Bakery for lunch. Chris to notify Nick as to details.
- Darrell advised that he was arranging a run/motor skills event for October. This will most likely be to Peter Leemhuis' property on the Monaro Highway. Darrell to notify members when organized.
- The Club has a small problem in that it was proposing to visit Terry and Glenda Davis at Bungendore towards the end of the year. This event may have to be postponed to early in the New Year.
- Early in December Chris Hogan will arrange a pancake breakfast which has now become an annual event. Chris to provide details nearer the time.
- The annual Christmas Club dinner in lieu of a December meeting will, this year, be held at the Hotel Kingston. John Cadona to book a room for Wednesday 14th December.
- It looks like events are well in hand until the end of 2022.
- John Cadona said that he has been talking to Joe McClelland. Joe has a fabulous and large collection of traction and stationary engines at his home in Weetangera and has invited the Club to arrange a visit. The Club has previously visited Joe's and seen the collection however there are many newer members who haven't had that opportunity. It was decided to leave any visit until early in the New Year.

LIBRARIAN'S REPORT

Roy Bendall will shortly have enough "Horseless Carriage" magazines to be bound. The Club gave Roy the go-ahead. Roy is missing the Nov/Dec edition of Horseless Carriage (Volume 83, No. 6). Nick will see if he can locate the "lost" magazine.

REGISTRARS REPORT

Nick has done two rego's in the past week.

GENERAL BUSINESS

- Nick advised members that for the August meeting the Club will be returning to the Shannons meeting room. He will notify members prior to the meeting date on 17th August.
- Darrell has the "Shannons" swipe card to enter the meeting room for meetings. He will be "out of town" for August and will give the card to a member to open up the meeting room.
- Darrell showed the meeting a shirt and jumper that have been embroidered with the Club logo. He will email Nick details, location and costs etc. so that Nick can inform members should they wish to purchase articles of clothing displaying the Club logo. Darrell will also provide details for sew on patches for jackets, overalls etc. Club beanies are also available.
- Chris Hogan informed members that David Crisp of Crookwell had recently passed away. Many members knew David. He had a couple of Veteran Overland cars plus enormous collections of early car handbooks, 78 vinyl records, automotive encyclopedias and old photos.
- Bill Atkinson has been talking to Ian Irwin. Evidently Ida is not very well at the moment. Members wish Ida a speedy recovery.
- Jim Kennedy spoke about his 1914 Hupmobile which is now ready for registration. Jim has had the car for many years and it will be back on the road shortly.
- Gerard thanked the Club for the card and condolences for the recent passing of Marie's Father.

Meeting Closed: 8:15pm

After Meeting Activity: Darrell gave an interesting talk (including pictures and video's) about how the family business "A&P Leemhuis Builders Pty. Ltd. commenced in 1956 and has grown to date. The talk covered four generations of the family.

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