



## Office Bearers 2018-19

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### MEETINGS HELD EVERY 3<sup>rd</sup> 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.

**Front Cover Design - 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.**

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



## Editorial



I'll start this Editorial by talking about other clubs newsletters. Remember how one of the highlights of club meeting nights was being able to read through those newsletters sent to us? Many of us would go straight to the 'For Sales' to see what treasures were available. While it was great for those that attended the meeting, something like the 80% of our club who didn't attend those meetings never saw them, and fair enough. Of course it's totally different these days with newsletters being distributed electronically. Nearly every one of our members gets to read other club's offerings, whether they attend meetings or not, but did you ever think of the logistics in reverse? By that I mean have you ever thought how many enthusiasts around Australia get to read the Edwardian? I had an interesting insight into this figure the other day from the Editor of the W.A Veteran Car Club. He advised that he forwards on the Edwardian to all the Branches (12) and Sections (8) throughout W.A. This equates to a readership of roughly 1750 enthusiasts in W.A. alone! This doesn't take into account other clubs they might in turn send it on to. Incredible isn't it. Just a few years ago, like our club, only a handful attending the meeting would ever have seen it.

And speaking of the Edwardian's large readership,... in the last edition I highlighted the ex Millard Dodge which has now been resurrected after a long slumber. As a result of that mention, new owner Gary Day was contacted by a Victorian car club member who remembered helping Ross Millard on the 1970 International Rally when the car ran out of fuel! Gary also heard from a farmer near Wagga, who also read the Edwardian, and was able to provide Gary with useful information. Great stuff!

In this edition Ian Irwin has written an excellent article on dating that explains why it is important. As one who values historical accuracy I fully support this. The trouble is, when you're dealing with cars of the Veteran period it's often difficult, if nigh impossible, to ascertain a car's date or provenance. We've seen with Bob Courtney's BSA recently the enormous amount of lengthy and painstaking research that has gone into establishing that cars history, and we owe Bob a debt of gratitude for his efforts in recording it. But it mystifies me when, in the absence of a known provenance, the owner just invents something of pure fantasy and tries to pass it on as fact. I know of many examples and at least two of these concerned cars that were briefly garaged here in the ACT. One veteran was bought by a Canberra based diplomat from a Sydney club member and we saw it out on a couple of runs, but then it disappeared in the diplomatic bag when said diplomat returned home from his posting. Like many of our cars, this car had been dragged in from a farm back in the 50's as a rusty abandoned wreck. Little could our diplomat know that a copy of a subsequent interview (with photos) he gave to a car magazine in his home country would be received, a couple of years later, by one of our members who understood the language! In this article, our foreign owner told this magazine outright lies about the cars provenance, stating it had been owned by a 'Count' and how it'd been found squibbled away in his Chateau etc. Absolute BS!

The second example is, in my opinion, even worse and really demonstrates why rigorous dating is important. This car was one of those ultra-rare occasions where the vehicle's history is well documented from new and offered on a plate as it were, but that history has been completely discarded in favour of a date the new owner would prefer. This car was temporarily garaged with one of our members many years ago. He was getting it mechanically sorted for its then owner. That owner happened to be the grandson of the original purchaser from 1910. That's right, this car had been in the one family for over 90 years at that stage, thus this car's complete history was known, including its purchase date and body style (vastly different to what it wears today). It is disappointing, therefore, to see that this car has now left that families ownership and that its new owner has ignored this wonderful heritage and given it several 'birthdays' it doesn't deserve. Why do it? These people do not do our motoring history a service that's for sure.

This coming Wednesday night is not just our ordinary meeting, it is our AGM too. The inside front cover lists those who've done their bit this last 12 months, so wouldn't it be nice to see some fresh names up there. All positions are declared vacant, so please consider taking a role in the club. In fact I can do no better than pinch some well written words (slightly altered) that appeared in a recent edition of a reciprocal publication 'The Vintage Car', from the Vintage Car Club of Queensland (Queensland's original and oldest historic motoring club. Founded 1955). ... *"Being an office-bearer in the VVCCA ACT should be an honour sought after by members, not out of any sense of self promotion, but as a chance to actually do something for an organisation that has provided them with a modicum of pleasure"*. Couldn't have put it better myself. And I've even dragged in old Lord Kitchener to help the cause.

Rick



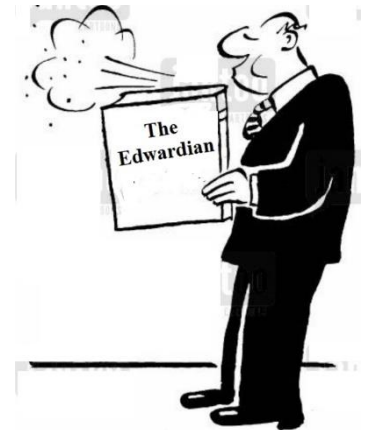
### From the Archives

Let's look at what was going on in the Club 50 years ago.

1969

#### July -

- *"The start of a new era in veteran driving in Australia"*, or so said Editor Ross Millard, when eulogising the upcoming international rally to be held in 1970.
- July run was a mystery treasure hunt tour of 100 miles, starting at Scrivener Dam with directions handed out in a sealed envelope.
- The club had 85 members of which 48 were 'full; and 37 'associate' members. (Ed – I think 'Associates' were those members who didn't yet own a veteran car.)



#### August -

- August's run was a "Community Service Day". It was a wood gathering day for charity on a property on the NSW/ACT border. Members were asked to bring chainsaws and trailers and a picnic for their families to then come and join later in the day. 12 members and their families turned out for day and ten tons of wood was chopped up and delivered to the Vinnies woodyard by the end of the day.



## Soup Run 23 June

Two contributions covering a run of two halves no less!

### Part 1 by Chris H.

Wayne and Sylvia, Chris and Cameron Hogan with Zachary (Cameron's friend) met at the Café near Spotlight in Queanbeyan we had a coffee and a chat for a while. As there were no others to arrive we decided it was just a Day for the Sports Cars in the club to a run, so Wayne in the A sports Roaster and Chris in the Chev Sports Roadster left for a quick lap out to Bungendore. We pulled out of Queanbeyan and Wayne disappeared up the hill as the Chev climbed up the long hill in second gear. Wayne was waiting for the Chev after the Hill was done, we then had a great drive to Bungendore where it was time to stop again for a pit stop and a Coffee (if you were wondering the A made it to Bungendore first).

After the pit stop and Coffee time was getting away and we set off again heading off for Geary's Gap. It was a slow grind up the hill and then to Macs Reef Road then on the Highway making our way to Watson and to our Soup at Doering's (The Chev finishing first!).



### Part 2 by Don D.

I had suggested members may wish to have a run to Bungendore after Coffee at Queanbeyan. Some of the younger ones did. Others for various reasons came directly to our house where Soups and Glühwein were waiting, as well hot chocolate for the children, on what turned out to be an overcast day with an icy breeze blowing.

Unfortunately one of our neighbours across the road was less than attentive when backing out of his driveway, directly into Geoff's front right hand headlight breaking it.

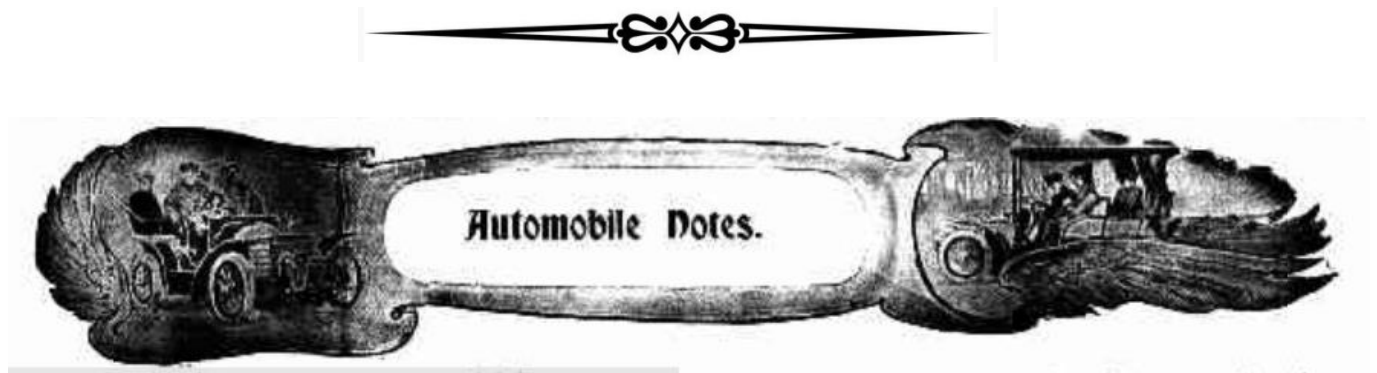
The 4 soups we had made pumpkin (mild and spicy, zucchini and leak, split pea and beef, and minestrone, all went down well as did sliced French loafs with butter or margarine. Condiments to cater for individual taste buds included yoghurt, cream, chopped chives, parsley, Maggi, and of course salt and pepper.

By lively conversation the time passed quickly and coffee and tea were then served along with slices and other lovely baked goodies brought by the ladies.

I was also approached by some of the ladies to see if I would sell some of the pot plants I am growing in the yard for the White Elephant stall Beverley and I run at Holy Cross church on Saturdays. Of course I did, a good start to next Saturdays takings.

Members attending were: Geoff and Lyn Nicholas, Nick and Carol Nowak, Tony and Trudy Watson, Roy Bendall, Darrell, Brody and Bridget Leemhuis, Rob and Beth Woolley, Greg and Mary Spackman, Chris and Simone Hogan, Cameron and his friend, Wayne Young and Silvia, Don and Beverley Doering

Happy motoring  
Don



### News from the Council

Registrar Dave reported that the NRMA insurance information that had been attached to the minutes of the last meeting had caused an internal haemorrhage in the company and the Executive General Manager had written a letter over-riding the previous advice. Members with NRMA Classic Comprehensive insurance on the 60 day scheme would now be covered for commuting as it was permitted within the rego rules for the scheme. Dave advised he had written to the NRMA suggesting they update the policy PDS.

The Light Car Club of Canberra has applied to become re-affiliated with the Council. It is interesting to note that the Secretary of this club gave an outline of the Club to the Council and stated that the Light Car Club is one of the oldest clubs in Canberra, formed in 1963. ED NOTE - That's of course the year our Club started. Can any of our older members recall this club back then? I wonder what sort of cars would have qualified for membership?

Roger Amos informed all the this year's Battle of Waterloo last week between French and British vehicles on display was won by the Brits 71-39!

Wheels 2020. Lawrie Nock gave a potted outline of the plans for Wheels 20 to be held at Queanbeyan Showgrounds next year. He also said that if clubs were interested and the numbers reasonable, STHARC could

arrange for a number of 2019 Badges to be made, to satisfy those disappointed this year with the lack of a badge. All clubs were invited to advise STHARC ( [secretary@stharc.org.au](mailto:secretary@stharc.org.au) Attn Lawrie Nock) of the numbers required

Terribly British Day 2019. Mark said he had been advised that the Triumph Car club had agreed to arrange next year's TBD on 1 March 2020 at Queanbeyan Park



## Identifying the Year of Manufacture of a Veteran Motor Car (And some rationale behind why the VVCCA ACT established a Dating Committee)

### Some Background History.

I don't recall ever seeing anything written on the approaches to dating an early car, but I've been around for more than the proverbial three score and ten, and have some background in this area. Anyone reading this is free to email me on any issue that I may have overlooked.

The art of identifying the year of manufacture of a particular early car is, within the enthusiast car movement, known as dating. Dating is establishing the precise year of manufacture. From the Wikipedia website we read of the origins of the Veteran Car Club of Great Britain and a concise history of the origins of car dating:

The Club was founded by racing driver and sports editor of *Autocar*, [Sammy Davis](#), with Jackie Masters and John Wylie at the Ship Hotel in Brighton, England following the 1930 RAC [London to Brighton run](#).<sup>[3]</sup> It was the world's first club for antique car enthusiasts.<sup>[4]</sup>

They formed the club to encourage and foster the preservation and use of vehicles eligible for the [Brighton run](#), those built before 1905. The scope was extended to Edwardian cars in the 1950s, now defined as those built after 1904 but before 1919 (an earlier cut-off date was applied during the 1950s and 1960s).<sup>[2]</sup>

By 1937 a considerable archive had been accumulated by the club. *The Scotsman* noted that the club issued certificates of authenticity of date. The membership included remaining well-known pioneers of motoring. In the 1937 Brighton run there had been 116 cars and 105 of those cars belonged to club members. Club members owned 140 cars in roadworthy condition all built before 1905. There were 235 members of the club.<sup>[5]</sup> In 1950 a rally and reliability trial in Oxford attracted 84 cars, the oldest an 1895 Lutzmann with a 4 hp single-cylinder engine.<sup>[6]</sup>

Times have changed, and the role of dating broadened to address other issues as the enthusiast car movement expanded, especially from the early 1950s.

A Veteran Car is one manufactured before 1 January 1919.

### Why is Dating important?

There can be any number of reasons for dating a car, including:

- It may help an owner restoring a car, to locate missing components from distant enthusiasts within the country, or overseas
- It may be a personal matter, to help in establishing an aspect of a family's history

- It may determine the eligibility or otherwise of a car to enter a major event. The prime instance, the Annual RAC London-Brighton Run, has a strict cut-off date of cars made before 1 January 1905. FIVA Rallies also have cut-off dates based on age eligibility.
- The age of a car can, in some instances, determine its market value.
- The threshold for Brighton Run eligibility, is perhaps the prime example, for it has a profound effect upon the value of a particular make and year model of a car.
- Various motor registration concessions apply in different states and countries, depending on the authenticated age of a motor vehicle.
- Similarly, as enthusiast car clubs may cater for cars of a defined age, the established identity of a vehicle's age may determine eligibility of the car for membership of such clubs, and associated membership benefits.
- Clubs, may, from time to time, conduct special events with age cut-off dates for entry eligibility
- Insurance companies will require the age of a vehicle to be specified in applications for comprehensive insurance cover. Misinformation as to the age of a car on an application form could have serious consequences in the event of making a claim.
- The dating process may establish the correctness of components on a vehicle, which may be vital in respect of the vehicle's safety
- In Australia, the members of all car clubs that are affiliated with the Association of Veteran Car Clubs of Australia (AVCCA) can apply for a 100-Year Badge for Veteran Cars that is issued, not to the owner, but to the car, and it remains with the car regardless of changes of ownership. But it is a condition of the award of the 100-Year Badge, that the car has been dated by the club of which the owner and car is a member.

### **The processes of Dating.**

Within member clubs of the Association of Veteran Car Clubs of Australia, cars are accepted for dating when it is established that at least five of seven principal original components of the car are present. The seven components are comprised of chassis frame, motor, gearbox differential or rear axle drive assembly, radiator, front axle and steering column. This condition is to ensure that a car is authentic to a high degree, and that it is not cobbled with the inclusion of parts for other makes of cars. It is of course, preferred that the car submitted for dating has all seven components present, and where any of these major items is missing, the applicant is encouraged to seek replacement parts from another identical vehicle. In that circumstance, clubs will endeavour to assist the owner with advice on how this may be achieved.

Clubs appoint Dating Committees and develop strict principles upon which dating is undertaken. An Application for Dating Form is completed by a member, in duplicate in our club, and submitted.

It is presumed that the owners of cars, especially those of the less common marques, would have accumulated materials related to their marque, and that contacts would have been established with other owners of cars of that marque. This is the most common means of accumulation of useful dating materials, including photographs. Identification of other examples of cars, with relevant photographs, and serial numbers etc.

It is the responsibility of the owner of a car for which dating is sought, to undertake as much research as possible on his/her own car, and in its task. The Dating Committee service is provided by volunteers with some background, however it is not the responsibility of the Committee to arrive at a date for a car where no additional supporting material has been provided by the applicant.

One copy of the Dating Application Form and associated materials is retained by the Club, and the other eventually returned to the applicant, commonly with comment and annotations.

When a car is dated, the owner is handed a Dating Certificate to verify that the car has been subject to considerable scrutiny, and to the best of the knowledge of the Dating Committee, as at the time it was dated, it was manufactured in a particular defined year. This Certificate is to remain with the car, and to be passed on to subsequent owners of the car.

**Sources of potentially useful dating materials that may be accessed. Research is vital.**

- Your own Club Library resources, and those of interstate clubs
- Contact with marque clubs for access to knowledge and resources
- Swap meet dealers and bookshops that specialise in motoring memorabilia such as handbooks, parts books, service books, and manufacturer's catalogues etc.
- Ebay and similar web sites upon which people trade. Don't be put off by an on-line trader offering something like a sales catalogue or parts catalogue that you need, even when the site states 'only buyers in this country may bid on this item'. Make contact and ask. Usually, from experience of many, they will happily trade with Australian buyers when asked.
- Contacts with owners of like vehicles, using registers of club members and cars to locate the appropriate sources of possible assistance.
- Period Magazines such as **The Autocar** (UK) or **Motor** (UK), which frequently contain articles on new models, reviews, and illustrated advertisements for the cars of the period. Magazines such as **The Motor in Australia** and **The Australian Motorist** have valuable Australian content, but are hard to find.
- Historic Motoring Encyclopaedia or period books on automobiles published in the era of the car
- Period newspapers
- Period Registration records
- Ask fellow club members if they have anything on the make/model of car.
- Advertise wisely in the places where help is abundantly available; i.e. car club magazines, and regular one-make club magazines.
- For UK autos, the Library of the National Motor Museum of Great Britain provides a service with reasonable service fees
- Access to American, French, Belgian, Italian and other national records held in archives, museums etc. Clubs such as the Horseless Carriage Club of America, The Antique Automobile Club of America, The Antique Car Club of New Zealand may possess the information you seek.
- Google images for on-line identification of cars, where the owners may be able to help

**Some of the complex issues in Dating a car can confuse or delay processing applications**

- Information about obscure marques, of which there are few examples in existence, may be equally obscure, and perhaps unreliable.

- **Perhaps Rule 1 should be:** Do not presume that the dating of a similar car done over twenty years ago is correct. Dating was done many years ago based on much more limited information than available today. It might well have been done in some instances, on purely hearsay. In the 1930s and into the 1950s some of the original owners of Edwardian cars were still alive, and may have miscalculated the actual year in which they purchased their car when new.
- **Rule 2, then:** Cars that have been auctioned in the past, and with a date shown in auction documentation, may well be dated incorrectly. There are countless incidences of this.
- **Rule 3:** Cars of a similar make and model may well have had original components, such as motors, gearboxes, brakes, front axles, etc replaced more than 50 or 60+ years before they were discovered. Their data can only be used as a rough guide, and must be treated with much scepticism.
- **In carpentry, the rule is measure twice and cut once:** In dating a car an extrapolation of that safety-first strategy applies. Where possible, never date a car upon only one previously dated car of the same make. Research in depth is necessary for accuracy.
- **'Genuine' is NOT a synonym of 'authentic'.** A numbered component, e.g. engine, gearbox, or even an ID chassis plate in a car may be a genuine and correct for the model, but not authentic to the particular chassis in which it is located.
- Remember that early in the motor repair industry, it was not uncommon to offer an exchange service of major components such as motors, gearboxes and complete rear axles in the motor industry. This occurred amongst the more popular cars such as Ford, Buick, Chevrolet, and maybe De Dion, Renault and others.
- Following on from the above point, major components of some cars were interchangeable through a range of years of manufacture.
- Some of the factories of European car manufacturers were destroyed during periods of War, or there may be other reasons why manufacturers destroyed many early records. As a result, few if any factory records may have survived. This is true of the popular marques, De Dion and Renault.
- Some cars were produced in limited numbers, where few if any records have survived.
- Some manufacturers produced many variants of their marque in any given year, resulting in differences in HP, wheelbase, motive power, wheels types and sizes and the like.
- Cars sold in Australia were on occasions, 'dumped' when sales in their nation of origin were not successful, and useful information is scarce or may not exist.
- Owners on occasions may have provided inaccurate information as their perceived year of manufacture, which can result in delays in processing

**FOOTNOTE:** Within our own club, the Dating Committee is willing to also assist in the dating of Vintage cars; i.e. cars that were manufactured between 1.1.1919 and 31.12.1930. While a Dating Certificate can be awarded, there is no process to award a 100 Year Badge. This is an award made by the AVVCCA for Veteran Cars only.

### **AN INTERESTING RECENT EXERCISE IN DATING AN EDWARDIAN BSA CAR.**

The Dating Committee of the V & V C. C. of the ACT has recently been handed a completed Application For Dating Form, and a considerable file of associated detail, to identify the year of manufacture of a long-wheelbase Edwardian BSA car of 15/20 H.P. After some 18+ months, during which the owner and

colleagues were gathering data to assist, the time seemed right to commence the dating process. A considerable amount of peripheral material had been gathered. Despite the best endeavours of the applicant and of all involved, the actual year of manufacture was still difficult to nail down. The car was almost certainly of 1909 or 1910 manufacture.

BSA cars were manufactured between 1907 and 1915 by the British Small Arms in the cities of Birmingham and Coventry. The established a motor car department in a section of their Sparbrook small arms factory in 1907. The firm manufactured and range of cars in the small HP range.

It has long been believed in the UK, that few of the marque ever would have been sold through agents outside England. But copies of registration records in NSW in particular, but also in Queensland, and South Australia reveal this was not the case. More than 70 BSA cars were registered in NSW alone. The Victorian agency was The Melbourne Motor Garage on Collins St, The South Australian agents were Duncan & Fraser Ltd of Franklin St. The Sydney agency was Motories Ltd of 280 Pitt street.

The writer had provided the applicant with relevant NSW Motor Registration Records, having extracted lists of all registered BSA cars from available lists in the period 1911 to 1920, with transitions from owner to owner of some cars that carried their plates with them continuously.

An ownership documentation record accumulated by the present owner of the BSA, Chassis No 655, was supplied and based on extremely impressive research. The owner has gone to enormous lengths to gather together obscure information, but few examples of the marque of that early era, have survived in the world, so seeking comparative data was not easy.

But it's strange how things may turn suddenly. From the writer's registration records, the particular car in question was first registered with the plate NSW 2203 within the inaugural year of NSW registrations, to Joseph H. Parsons of Crown Street, Wollongong. The second owner, was a Mr W. Watt of nearby Wandanian, inland from Nowra. The car's present owner had located some of Mr Watt's descendants in the area, who were of the belief that he had acquired the car in 1913. A photo of the car from the Watt ownership era has been found.

/ Tue 26 Jul 1910 / Page 1 / NORT

Messrs. McMurtrie Bros.' motor car, driven by Mr. J. Hunt, and used by Mr. Brown, the well-known commercial traveller, turned over while rounding a bend in the road at Wandanian, and pinned Mr. Hunt and another passenger underneath. Mr. Brown escaped without a scratch. After some time they were released, Mr. Hunt badly bruised about the face, and his companion, who is a motor expert, in a semi unconscious condition. Dr. Bobart was telegraphed for, and he went out and dressed the injuries of the sufferers, who came to Nowra some time afterwards. The car, which was a splendid new B.S.A., was considerably knocked about and had to go to Sydney for repairs.

But very early in June 2019, the writer Googled a combination of words into Trove Newspapers, selected relevant NSW press, and came up with some fascinating material.

**The Illawarra Mercury of 26 July, 1910**, on Page 1, threw up this reference to a Wandanian BSA car. Wandanian in 1910 was a very small settlement, but very active in dairying, timber getting and mining. Period motor vehicle registrations did not show that McMurtrie Bros referred to in the article, owned a BSA car. It seemed likely we had established another owner, and this raised the prospect that the car could perhaps be of 1909 manufacture.

Shortly after, however, the accompanying article of 17 August 1910 (below) from the Sydney Mail revealed that Motories Ltd, the Sydney Agents of the BSA cars, had sold their most recent shipment of eight cars and that five of the next delivery were spoken for. The names of the buyers of those next five cars included a Mr Parsons of Wollongong. (A less legible copy of the same text had appeared in The Sydney News two days earlier.) So the previous assumptions were clearly incorrect. Amazingly, there were two BSA cars in the area! At that time the businesses in Wandain comprised a store, an hotel and a sawmill.

/ Wed 17 Aug 1910 / Page 56 / CYCLE AND MOTOR

Eight 15-20-h.p. motor cars delivered in one week is a fairly startling statement to make, and yet that is the report that greeted Mr. D. Y. Rennie, the Australasian representative of the Birmingham Small Arms Company, when he queried the local agents, Motories, Ltd., on his visit to Sydney, as to how B.S.A. cars were going. He was also informed that the next five B.S.A. cars to arrive were bespoke, and would be delivered as follows:—Messrs. Simpson, Curlewis, A. E. Starkey, Sydney; J. Parsons, Wollongong; Mr. Bowman, Muswellbrook; Dr. Hodgson, Dulwich Hill. With the exception of Mr. Starkey's, which is an 18-23-h.p. car, the others are 15.20-h.p.

BSA cars of the period were offered in two variants, with a 14/18 HP being popular earlier, while the 15/20 became quite popular later. The Parsons / Watt car was a 15/20 H.P. And while the car subjected to dating was a 15/20, we still did not have a certain dating for it. This was close to final confirmation of the age of the car, and in itself, would almost certainly have satisfied our Dating Committee as to the year of manufacture. But wait, there's more.

The Sydney Sun of Saturday 22 October, 1910, page 11. had this brief article in general community notes:

Sat 22 Oct 1910 / Page 11 / No title

Mr. J. Parsons, of Wollongong, has taken delivery of a 15.12-h.p. B.S.A. car from Messrs. Motories, Ltd. Messrs. W. H. Crombie, and W. T. Lee have also purchased B.S.A. cars.

So, in this extraordinary chain of research, that took all of 15 minutes, we were able to identify the approximate date of arrival with Mr Parsons to within a few days. It would appear that this car arrived with Parsons, a prominent Wollongong retailer, in the week of 17 to 21 October, 1910.

But once again, 'Wait, there's still more.'

In a little over a year from the date of purchase of his BSA car, Mr Parsons offered it for sale:

54) / Sat 21 Oct 1911 / Page 6 / Advertising

**FOR Sale, 15-20 long-wheel base B.S.A. Touring CAR,  
8 months on road. J. H. Parsons, Wollongong.**

The above appeared in the Sydney Morning Herald of 21 October 1911. The mention of the car being a 15/20 was important, but of greater significance was the fact that this car was one of the less common long-wheelbase versions of the 15/20. Without a shadow of doubt, Parsons was the original owner of the car now in our club, in 2019. Three months on the road is a little puzzling, but there was no doubt we had the right connection

It's a great pity that dating is not more frequently solved by a simple search of the press of the day.

**Ian Irwin.**  
**Chairman, Dating Committee.**  
**V. & V. C. C. ACT Inc.**  
**June, 2019**



**Get together at Silk Café**  
**Sunday 21<sup>st</sup> July 2019**

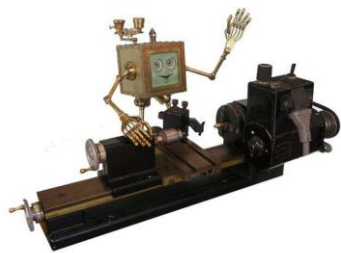
The Club event for July was a get together for a couple of hours at Silk Café in Fyshwick. The café doesn't usually open on Sundays however the owners are good friends of Darrell and opened up for us. We had a good turnout (22) and it was a very pleasant way to spend a cold winter's morning.

Attendees - Rob arrived in his 1915 Model T, Rick and Shirley in the 1933 Austin 10, Chris & Simone and family in the 1928 Chev tourer, Nick & Carol in the 1912 Overland, John in his Ferrari and Darrell in the Walkinshaw Holden. Ian & Ida, Greg & Mary, Gerard, Roy, Roger, Geoff, Mal and Bob Courtney came modern.

Cheers Nick

A couple of modern classics. An '87 Walkinshaw special that has done about 500 kms in the last 5 years, and a prancing horse. That clear bonnet gives me an idea for the Austin...people should be able to SEE my 9.9hp power plant!





## Technical Page

### Blasting aluminium castings

As my restoration efforts on the Delage turn to the motor, I have been wondering how best to clean up its many aluminium castings. Glass bead blasting is one I've commonly heard of, as it imparts quite a nice sheen to the surface so treated, but I have great reservations about that method. The reason for this is about 25 years ago a member of ours, now deceased, had the engine of his very desirable DB6 overhauled by a firm in Fyshwick. It was about a \$10,000 exercise, even back then. You can imagine his disappointment when after only a few miles on the clock, said motor ground (quite literally) to a very expensive halt. Putting aside the pretty intensive litigation that followed, the cause was found to be minute particles of the blasting media the reconditioners had used, had not been washed out properly from the motor casting before reassembly. The result was it had made its way into oil galleries and lodged in various bearings, ouch! For similar reasons I am wary of other methods that use some sort of media, like soda etc. As abrasive media is ejected so hard, it can lodge into the surface being cleaned and then breakaway at a later date. Not something you want on internal engine parts.

With this in mind I wanted to explore other options. One method I came across was 'Dry Ice blasting'. Dry ice is the solid form of Carbon Dioxide (CO<sub>2</sub>), which is a colourless, tasteless, odourless gas found naturally in our atmosphere. Dry Ice Blasting is similar to sand or soda blasting, but in this case pellets of dry ice are accelerated in a controlled pressurized stream towards a contaminated surface to dislodge the contaminant and clean the surface. The temperature of dry ice is approximately minus 80 degrees Celsius. Because of the temperature difference between dry ice and the normal temperature of the atmosphere and the surface of contamination being blasted, thermal shock occurs and causes a breakdown of bond between dissimilar materials. Once the dry ice comes in contact and completely dislodges the contaminant it then completely evaporates. There is no residue. The ice is soft enough not to damage the carrier surface. Timber, brick, glass, tiles, steel, plastics are all materials that can be cleaned.

Dry Ice has many unique and superior benefits over traditional blasting media. It is nonabrasive, non-flammable and nonconductive as it uses no water or chemicals. It is environmentally friendly and contains no secondary contaminants such as solvents or grit. The ice just simply melts and evaporates meaning no clean up afterwards. It has been approved in the food industry and it works very well on electrical switch boards and motor windings.

The few 'before and after' shots I found in the internet made me think it might be just the thing for some Delage engine parts.



I was pleasantly surprised to discover a firm in Canberra actually does this work; Steamatic in Mitchell. I paid them a visit a couple of months ago to have a chat and drop the bits in below to see what they could do.



Above and below - the inside an outside of the front timing cover



Above and below - the inside an outside of the front timing cover

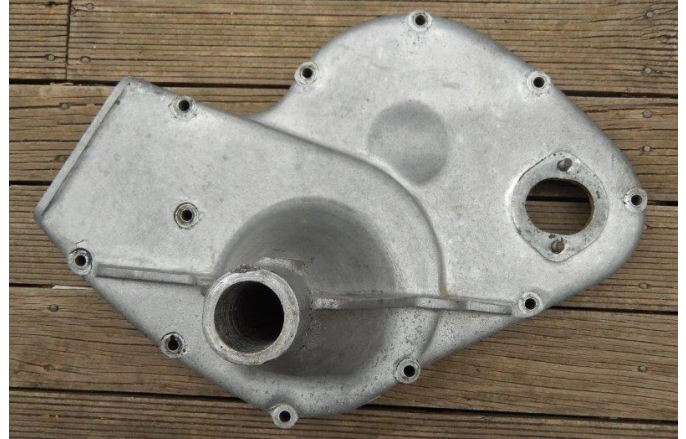


One of a pair of engine side plates



They'd never done any car parts before and I was a little surprised that they weren't overly confident that they could improve the appearance much of my bits, but they were willing to have a go. It seems they mainly use dry ice blasting as a means of cleaning the interior of houses that have been fire and smoke damaged. Because it doesn't use moisture it is ideal for indoors work. The other thing to be aware of is they don't do this type of blasting overly regularly. It's not like taking your bits out to old mate the sand blaster at Fyshwick where it's being done every day. Steamatic have to order the dry ice pellets in 200kg lots (they estimated my bits would use about 5kgs) so, in my case, we agreed that they would hold on to my bits and do them when they were out on a fire damage job (they had one coming up). Four weeks later I got a call they were done. They were very honest in saying the bits weren't perfect, that the process hadn't removed every skerrick of paint or grease. They felt that the dry ice wasn't aggressive enough to remove all old paint and grease deposits. Apparently they are getting a new machine later this year that will blast normal ice and they reckon this will give a better result for car parts. Anyway, below is what they were able to do.





In my opinion the parts are definitely cleaner. The little bits of muck remaining can easily be removed by some elbow grease. To be honest I just wanted the years of impregnated oil, dirt and soot cleaned out of the pores of the castings so I could paint them, and this blasting has certainly done that. I also don't have to worry about imbedded grit letting go at some point down the track. I think it was a worthwhile exercise.

Rick



**More from our July run (see page 11). The usual culprits...**



### All you wanted to know about shock absorbers and fitting them to an old car (but were too afraid to ask)



In the many articles regarding tyres and their impact on road safety, it is repeatedly mentioned that tyres are the only physical contact between a vehicle and the road surface. It is this contact, and the grip the tyre provides which allows the vehicle to start, stop and change direction. In other words, it is the contact with the road surface which gives us control over our vehicles. It is therefore imperative that this contact is maintained under any and all conditions. But, a road surface isn't smooth and the wheels of a vehicle are inclined to bounce over the bumps.

The suspension of a vehicle in its simplest form is there to give ride comfort. The springs which provide the comfort actually aid the bounce though. In order to contain the bounce and maintain contact the suspension is fitted with components called shock absorbers, or in some countries, dampers. Shock absorbers are filled with oil, which hydraulically dampens the road shock and prevents the wheels bouncing. Due to this action, tyre to road contact is maintained over all bumps and undulations. This in turn allows control of the vehicle to be maintained. Put very simply, the shock absorber keeps the tyre in contact with the road surface under all conditions, and your safety is maintained.

#### A brief history

Until 1902, when Mors pioneered them, such things as shock absorbers were not considered at all, presumably because ordinary touring speeds were not high enough to make their absence felt, and in racing the "bounding" so frequently spoken of was all considered as part of the sport.

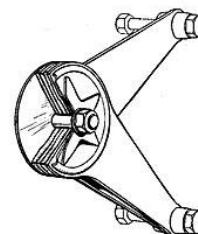
One's mind boggles at the skill demanded of the racing driver of those days over the dirt roads with the rear wheels liable to "hop out" sideways at the least, provocation, and one wonders how much the absence of shock-absorbers contributed to the Paris-Madrid disaster? Imagine the driver's skill, for example, as he comes up to pass a slower car, pulling down the camber at perhaps 70 m.p.h., peering through the clouds of dust, and doubtless praying that the bounding car will not "chime in" with the natural frequency of the road inequalities and put a swift end to his car and his motor race. Think of the sheer "guts" required to deliberately "drive through" such a critical synchronisation, like running, hard across a springy plank, trusting that the fall of your feet will not coincide with the natural frequency of the plank, when your common sense shouts out that the sensible thing to do is to slow down and be sure that it doesn't.

Théry, on the Richard Brasier, was the first racing motorist to experience the full joys of motoring with shock-absorbers and he won the "Gordon Bennett" in 1905 so equipped. One of the things most noticed at the time of the race was the difference in running of the Mercédès and Théry's Brasier, the latter appearing to move so smoothly and to hold the road so well. A happy example of the lessons motor-racing helps to teach. The Brasier's shock-absorbers consisted basically of a small drum attached to the chassis side-member, with a lever attached to the axle by a link, the lever operating a "band brake" which encircled the aforesaid drum. The typical friction device soon followed.

Naturally, such a big step forward in the progress of the motor car could not long escape the notice of Mr. S. F. Edge, who grasped his ever-ready pen and wrote to the Car Illustrated in 1906, expressing himself in the following terms. "... everyone who drives a motor car hates the dust that is raised, and therefore it is, I think, the duty of every user to obtain some form of shock-absorber or road equaliser which will, at any rate at any given speed up to

thirty-five miles an hour, reduce the dust behind the car by at least 50 per cent., simply by making the wheels stick closer to the ground and not bounce. The result of these experiments has so impressed me that I have made arrangements for next year that every six-cylinder Napier car is fitted free of charge with this device, which is known under different names, some effective, some ineffective, but I think it well to give prominence to the fact that a comparatively inexpensive device can materially reduce the raising of dust ..."

As regards dampers, the early friction devices of the normal "scissors" type did not differ greatly from the very well-known André or Hartfords which were common in most cars of the vintage period, after which the hydraulic age dawned. The "Gabriel" snubber was another approach to the problem, consisting of a coil of webbed strapping, rolled round a spring-loaded "dumbbell," but although it offered great advantages in that it offered no resistance to the upward bump of the axle, it equally failed to allow the axle to fall freely into a pothole or a road depressions, which were still very common in the 'twenties.



Friction disk shock absorbers - The dampers rely, as their name suggests, on the [friction](#) within a stack of disks, clamped tightly together with a spring and clamp bolt. The friction disk material was usually a wooden disk between the two faces of the steel arms

The "Classic" friction damper, even in some of its later forms, although foolproof and everlasting and always easily adjustable, could not escape the consequences of the fundamental law that the coefficient of static friction exceeds that of moving friction, and therefore the static friction had to be "broken" on encountering a spring deflection, an obviously wrong characteristic fundamentally. In spite of this apparently serious disadvantage, however, it is proper to recall that during the vintage period, and indeed right up to the coming of the X-braced chassis and the pressed-steel motor car, it was the combination of the chassis, the springs and shock-absorbers that produced "the ride," the apparent technical error of the combination of leaf spring and the full friction damper often being countered by the natural flexing of the chassis itself, and only when both wheels hit a transverse obstruction squarely did a real "crash" take place.

### Fitting modern shock absorbers on old cars

All our old cars share non-independent suspension, front *and* back, ie where the left and right wheels share a single, solid axle. The problem with non-independent suspension is that jarring is felt across the entire axle if one wheel hits a bump. I still recall vividly the time when my Rugby was not long on the road, about 35 years ago. My club went on a run out bush and I was driving along a corrugated dirt road, slightly down hill, and was coming around a bend. What an exciting time I was to have! The back of the car started bouncing badly and proceeded to come around to meet the front of the car! Never thought I'd be using opposite lock in my 1926 car! More recently, I've noticed when driving my Austin up the Tuggeranong Parkway that there are some pretty 'impressive' expansion joints either end of various bridges/overpasses (never noticed them before in my modern) that results in said Austin and occupants jumping sideways by a hair raising amount. This has led me to look into what's involved in fitting modern shockies to an oldie.

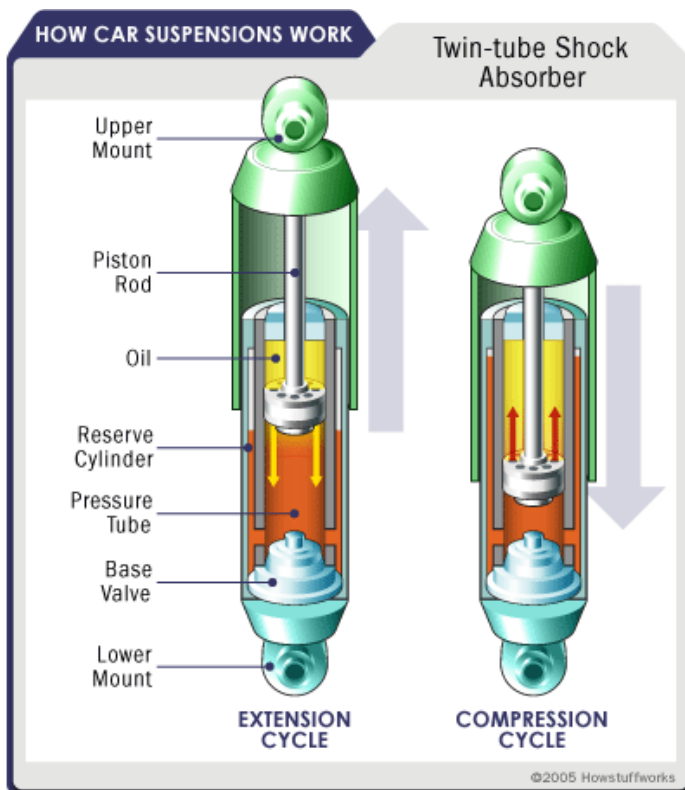
As you might expect, the T and A Ford boys have already got this issue well sorted with a variety of off-the-shelf kits readily available. At right is a typical kit you can buy with all the special bracketry needed. Of course the purist is going to cringe, but reports I've read from blokes who've done it reckon it's chalk and cheese when comparing their car's handling pre and post shockie fitting.





Left - An A model front and rear.  
A spray of black satin paint would make them less obvious.

### A bit more on the workings of a shock absorber



Unless a dampening structure is present, a car spring will extend and release the energy it absorbs from a bump at an uncontrolled rate. The spring will continue to bounce at its natural frequency until all of the energy originally put into it is used up. A suspension built on springs alone would make for an extremely bouncy ride and, depending on the terrain, an uncontrollable car.

Enter the shock absorber, or snubber, a device that controls unwanted spring motion through a process known as dampening. Shock absorbers slow down and reduce the magnitude of vibratory motions by turning the kinetic energy of suspension movement into heat energy that can be dissipated through hydraulic fluid. To understand how this works, it's best to look inside a shock absorber to see its structure and function.

A shock absorber is basically an oil pump placed between the frame of the car and the wheels. The upper mount of the shock connects to the frame (i.e., the sprung weight), while the lower mount connects

to the axle, near the wheel (i.e., the unsprung weight). In a twin-tube design, one of the most common types of shock absorbers, the upper mount is connected to a piston rod, which in turn is connected to a piston, which in turn sits in a tube filled with hydraulic fluid. The inner tube is known as the pressure tube, and the outer tube is known as the reserve tube. The reserve tube stores excess hydraulic fluid.

When the car wheel encounters a bump in the road and causes the spring to coil and uncoil, the energy of the spring is transferred to the shock absorber through the upper mount, down through the piston rod and into the piston. Orifices perforate the piston and allow fluid to leak through as the piston moves up and down in the pressure tube. Because the orifices are relatively tiny, only a small amount of fluid, under great pressure, passes through. This slows down the piston, which in turn slows down the spring.

Shock absorbers work in two cycles — the compression cycle and the extension cycle. The compression cycle occurs as the piston moves downward, compressing the hydraulic fluid in the chamber below the piston. The extension cycle occurs as the piston moves toward the top of the pressure tube, compressing the fluid in the chamber above the piston. A typical car or light truck will have more resistance during its extension cycle than its compression cycle. With that in mind, the compression cycle controls the motion of the vehicle's unsprung weight, while extension controls the heavier, sprung weight.

All modern shock absorbers are velocity-sensitive — the faster the suspension moves, the more resistance the shock absorber provides. This enables shocks to adjust to road conditions and to control all of the unwanted motions that can occur in a moving vehicle, including bounce, sway, brake dive and acceleration squat.

### What do you need to know in order to fit modern shockies to an old car?

Of course we don't all drive T's and A's, so can't just buy a suitable kit over the counter. For those contemplating such a move there are two key things you need to know; the range a shockie has in its length, and the range of suspension travel your car has.

#### How to Measure Shockies

A shockie is measured by its extended and collapsed lengths, and is measured from the centre of the loop mount or the base of the stud mount. To get the extended length of a shock allow it to expand on its own or pull it to the fully extended position and take a measurement. To get the collapsed length of a shock, compress it by hand or by using a mechanical method and take a measurement. To save effort in the foregoing, various shockie manufacturers have charts showing the range of travel of each of their numerous models.



This shock has a length of approximately 25 inches. Measurement is taken from centre of eye to centre of eye.



This shock has a length of approximately 16 inches because the measurement is taken to the base of the mount, where the threading starts

#### How to Measure your Vintage or Veteran Vehicle for Shocks

To find the correct measurement for a shock absorber, you will need to ascertain your suspensions collapsed and extended measurements. To get the collapsed length measurement for your vehicle, you will need to compress your suspension fully. To do this, you can drive up a ramp with one side of the vehicle until the suspension is fully compressed or put a jack under one wheel to compress it.

To get the extended length of your suspension, you will need to jack up under the chassis and allow the suspension to drop. Jack the vehicle up until the wheel is off the ground. Take a measurement between your two mounting points at this time. If your vehicle currently has shocks on it, you will need to remove them before measuring, as the shock could limit the suspension travel.

### The rule is:

The new shocks should collapse less than the smallest measurement and extend more than the longest measurement. For example, if the two extremes of measurement on one corner of your car are say, 18½" and 23½", round the lower number to a *lesser* amount (in this case to 18" collapsed length) and to a *higher* amount for the bigger figure (to 24" extended length). This means the shock you choose will need to compress to at least 18" and extend to at least 24".

The new shock absorbers, once installed, should never compress all the way and should never extend all the way. Another way of looking at it is; the shock absorbers should not limit wheel travel in any way, at any time.

Rick



A T Ford all fitted up, front and back



Painted black it is surprising how inconspicuous they are.

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**Wanted:** Book to purchase, or borrow: "*How to Restore Wooden Body Framing*" by Alan Alderwick. This book is part of the Osprey Restoration Series. The cover of this book is predominantly yellow, and features the wooden frame of a Morgan under construction on the cover. Bill Atkinson. Ph. 62881021 or [atkinso4@pcug.org.au](mailto:atkinso4@pcug.org.au)

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### Another badge of a club car from our cover

Lancia's badge is truly an aristocrat among car badges. Vincenzo Lancia, who began making his cars in 1908, employed his friend Count Carlo Biscaretti di Ruffia – later to become Italy's leading motoring historian – to design him a badge. What the Count came up with was a dark blue flag bearing the Lancia name, the horizontal stroke of the large, flourishing 'L' underlining the 'A', and the whole hung to the left on a lance as a witty play on his friends name. The emblem was superimposed over the circular outline of a four spoked steering wheel infilled with white and featuring, on the right hand horizontal spoke, the simple detail of the hand throttle that was then found on some of Lancia's early cars. The late Peter Makin owned a Lambda.



### Your worst 'car club' nightmare?

Imagine as well as being a member of this car club, you are also a member of a one marque car club. I know this applies to quite a few of us - me included. Now imagine your one marque car club is taken to court for using both the name and logo of said marque and the court rules against you. Hard to believe? Well it happened to the French chapter of the Delage club. That's right, the very country that the famous Delage car was made in.

Very little is known about the above, outside of France, with the exception of Delage clubs around the world. In fact I only became aware of it quite recently when the Australian Delage club, to which I belong, sent \$500Aus over to the French club to help them with their court costs.

Seeing we're all in this hobby together I thought I'd research the case and write this article. It was in researching that I realised the following is not widely known and virtually nothing exists written in English, thus I have had to download a number of French court documents on the case and translate them using software on my computer. Sometimes the translations don't quite make sense, but I have been able to glean enough to form a picture of what has occurred.

For those unfortunates who know nothing about the magnificence of Delage, it was founded in Paris in 1905 and produced high quality road cars as well as having considerable success in competition and Grand Prix racing. It was acquired by Delahaye in 1935 and ceased operation in 1955.



Thirty years later, 1985, a group was formed in Paris to celebrate the famous marque - *Les Amis de Delage* - The Friends of Delage. Amongst its members is Patrick Delage, grandson of Louis Delage himself. Like most one marque car clubs, the benefits of such a club is they produce a great newsletter, can coordinate the remaking of parts, putting like-minded people in touch with one another, maintain a library of original literature, not to mention the sales of apparel branded Delage etc. And this is where it all started to come unstuck.

It would seem a firm called 'Denty' became the legal owners of the remains of the Delage company back in '55. They had no interest whatsoever in cars or parts thereof, but started using the once famous name, a name synonymous with the high end of things, in marketing a range of equally high end items like handbags, umbrellas, fur coats, luggage and other related stuff. You won't see their 'Delage' branded items in Target let me tell you!

You can see in the image at right how Denty play on the heritage of the Delage name. Their logo is a silhouette of a 20's Flapper wearing a helmet and holding the steering wheel of a vehicle with a scarf trailing behind, located above the word "DELAGE". In this particular advert, they even feature an early 30's Delage car. Their web site also features some stunning photos of some gorgeous Delages, unashamedly trying to draw comparisons with their current products and those of the famous car manufacturer. In fact their site states, misleadingly in my opinion, that their heritage goes back to 1905! It also states - "*Delage invites one to carry, wear, the Joy of Life*". Yeah, a bit much I know.



Anyway, it seems around 2012 Denty decided they didn't like Les Amis de Delage offering items for sale; Caps, key chains, clothing, badges and even remanufactured car parts that featured the Delage name. In fact they disliked it so much that they took this club of enthusiasts to court to have them banned from doing any of the

above, and in particular, using the Blue Oval logo. The lawsuit claimed that the marque Delage should be liable to revocation for non-use (by the club, as the cars had ceased being made in 1955) according to an Article of the French Intellectual Property Code.

In April 2015, the Court of Appeals of Paris ruled in favour of the Delage club (the 'Association'), considering that the logo had been put to genuine use by the association, in conformity with the statutes of the association and with the essential function of both the club and the marque, which is to guarantee the origin of the vehicles or parts of vehicles for which it was registered. For the Court of Appeals the non-profit nature of the club or the fact that it was quantitatively limited was not an obstacle to genuine use.

Denty didn't like that though, and back to a higher Court it went in 2016. Two professional restorers appeared in support of the association, stating how the club had helped them with technical information that allowed them each to restore several Delages over the years for various clients. During this re-trial it was commonly admitted that the owner of a marque for cars puts it to genuine use if it is in connection with spare parts for the same cars, or if the marque remains in use on the second-hand market. But in this scenario, the association was *not* the original owner of the marque. The association had *not* put the Delage cars on the market. The association had filed the Delage marque almost 30 years *after* the last Delage car was sold, therefore the Court said it was not the same Delage marque and it was not the same owner. In a complete about-turn from the previous ruling the court ruled that "A non-profit association that revives a marque for cars and provides spare parts to collectors does not make a genuine use of such marque". Basically the judge felt that Denty, being a commercial enterprise, had a greater right to use the name.

The association didn't like that, and despite attempts by it to settle the matter amicably in early 2017, back into court everyone went again! What was essential for the club was the ownership of the car brand, with its blue oval logo and the ability to sell pins, caps and other clothing as part of its activities, outings and shows, and to remanufacture car parts with the name Delage on them. This time the court ruled that Denty's brand is not the historic blue oval, but is a woman at the wheel with the name Delage, (it acknowledged that Denty was inspired by the history of the Delage cars). By the end of 2017 an agreement (more a temporary reprieve) was reached whereby the association would be allowed to use the name Delage, and the blue oval, but that they must "demonstrate they are using their rights to provide and promote activities in the Delage automobile domain". How this is to be determined is not clear, but they must demonstrate it sufficiently over the next five years- or the above will all be revoked!



All in all there has been six years of litigation to reach this point. As always in these situations, it's only the lawyers that come out on top. The legal costs for Les Amis de Delage are just on 60,000 Euros (\$95,000A). The Aussie club's \$500 donation seems a drop in the ocean, but was appreciated. How can a hobby club like this afford such costs? Remember, this was simply a group of like-minded enthusiasts, just like us. Why are people so petty?

Rick



Spyker Cars. The company's motto is "Nulla tenaci invia est via", (seen around the lower half of the badge) which is Latin for "For the tenacious, no road is impassable". The marque's logo displays a spoke-wheel and an aircraft propellor, a reference to the company which manufactured not only automobiles but also aircraft. The logo was adopted ca. 1915, so the one I've put on the cover post-dates Ian Irwin's 1905 example, but I reckon it looks better on our cover than a simple 'Spyker' script!

## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)

19 June 2019

**Meeting Opened:** 7.30pm

**Attendance:** 20 Members, 2 Apologies.

### MINUTES OF LAST MEETING:

Accepted – Moved: Bob Courtney, Seconded: Chris Hogan.

### SECRETARY'S REPORT:

Correspondence In:

- Confederation of Australian Motor Sport – Invitation to affiliate.
- ACT Government – Annual return requirements.
- Roger Gottlob – advice on progress of Club badges.
- Magazines and newsletters.

Correspondence Out:

Nil.

Secretary's report accepted – Moved: Tony Watson: Seconded: Roy Bendall.

### TREASURER'S REPORT

Account balance reported.

Expenditure:

- Roy Bendall - Magazine Binding \$203.50.
- Carol Nowak - ACT Council affiliation and postage \$101.79.
- Don Doering – Catering for June soup run \$200.

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

### EDITOR'S REPORT

Rick was not present. However the Chair indicated on his behalf that he will not be standing for the position of Editor in the coming year.

### MEMBERSHIP SECRETARY'S REPORT

Carol reported that the Club is expected to have 57 members in the coming year. Over 50 per cent of subscriptions have been received to date.

### DATING OFFICER'S REPORT

Ian reported that a date of first sale within two weeks has been established for Bob's BSA. He is also developing a policy paper for dating vehicles.

### EVENTS REPORT

The June event will be a soup run hosted by Don. The meeting agreed that \$200 be provided for catering.

The July run will be a coffee stop to be arranged by Darrell.

Nick has organized the Club's presentation day to be held at the at the Tuggeranong Sea Scouts hall on Sunday 25 August. The Club will pay for catering at approximately \$30 per head and provide a \$75 donation to the Sea Scouts for use of the hall. The event will be BYO. He will also arrange engraving of trophies.

### LIBRARIAN'S REPORT

Roy reported that, due to size, consideration may have to be given to binding the next volume of *The Automobile* in two lots.

### REGISTRARS' REPORT

The meeting was reminded that Roger is available to undertake ACT registration renewals. It was also emphasized that Club subscriptions must be received by 30 June in order that concessional vehicle registrations remain valid.

CLAIRVOYANT'S  
AGM



"We'll start with the minutes of next year's AGM."

## GENERAL BUSINESS

Advice was received that production of Club badges has been delayed but they should be delivered in about three weeks. Hopefully they will be available for distribution to members at the August presentation lunch.

Ian reported that he has been asked to provide articles on members' vehicle for publication in *The Chronicle*. He also agreed to provide a presentation on his Rolls Royce at the next meeting.

**MEETING CLOSED:** 8.32pm.

## MEETING ACTIVITY

Nil



## MINUTES OF THE ANNUAL GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 15 AUGUST 2018

**Meeting Opened:** 8.17pm.

Darrell Leemhuis Returning Officer.  
Tony Watson Secretary.

Copies of the minutes from the 2017 AGM were published in the August edition of the Club newsletter. Moved: Rick McDonough that these minutes were a true and accurate record of that meeting. Seconded: Darrell Leemhuis.

## PRESIDENT'S REPORT

Darrell reported another successful year for the Club.

## TREASURER'S REPORT

John presented his audited report of the Club's finances for 2017-18. This report indicated that the Club is in sound financial position. He recommended no change to the current membership fee.

Moved John Cadona that this report be accepted – Seconded Gerard Frawley.

## ELECTION OF COMMITTEE

Darrell declared all Committee positions vacant and asked members for nominations:

**President:** \*see General Business.

**Secretary: Tony Watson** - Nominated: Rick McDonough: Seconded: Darrell Leemhuis: All in favour.

**Membership Secretary: Carol Nowak**- Nominated: Nick Nowak: Seconded: Rick McDonough. All in favour.

**Treasurer: John Cadona** - Nominated: Darrell Leemhuis: Seconded: Gerard Frawley. All in favour.

**Vice President:**\* see General Business.

**Editor: Rick McDonough** - Nominated: Darrell Leemhuis: Seconded: John Cadona. All in favour.

**Events Director: No nomination.**

**Meeting Activities: Rob Woolley** - Nominated: Nick Nowak: Seconded: Rick McDonough. All in favour.

**Inspection Officers: Rob Woolley, Barry Roberts, Robert McGuire, Nick Nowak and Roger Gottlob** (fixed positions).

**Registrars:** (automatically appointed – positions attached to Secretary, Treasurer and Inspection Officers).

**Dating Officers:** (The current Dating Committee was appointed for three years from 2014-15).

**Librarians: Roy Bendall and Greg Spackman** - Nominated: Darrell Leemhuis: Seconded: Carol Nowak. All in favour.

# The Edwardian - August 2019

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**Public Officer: Beth Woolley** - Beth was not present but had previously indicated that she was prepared to remain as the Club's Public Officer. Nominated: Darrell Leemhuis. Seconded: Tony Watson. All in favour.

**Council Delegates: Rick McDonough, Chris Hogan.** Nominated: Carol Nowak. Seconded: Tony Watson. All in favour. The President is automatically appointed as a Council Delegate.

## GENERAL BUSINESS:

Moved: Rick McDonough, Seconded: Nick Nowak that Section 12(4) of the Club's Constitution be amended to read:

*Each member of the committee shall, subject to these rules, hold office until the conclusion of the annual general meeting following the date of the member's election, but is eligible for re-election. In normal circumstances no person shall hold the office of President for more than two consecutive years. If no new nominations for this office are received, a person who has served two consecutive years may be nominated for a consecutive third or fourth year. A person may not hold the office of President for more than four consecutive years.*

The meeting passed this motion unanimously.

\*Following the passage of this motion Rick McDonough nominated Darrell Leemhuis to serve as President for a further year and the nomination was seconded by Tony Watson. All were in favour. Chris Hogan, as previous President, was automatically appointed Vice President.

## CLOSE

The Annual General Meeting closed at 8.38pm.



## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)

17 July 2019

**Meeting Opened:** 7-30PM

**Attendance:** 16 Members: 7 Apologies.

## MINUTES OF LAST MEETING:

Accepted – Moved: , Seconded:

The minutes from the June meeting had not been distributed. This will be attended to at the August meeting.

## SECRETARY'S REPORT:

Correspondence In:

- Trailer Rego receipt.
- Various magazines and newsletters.

Correspondence Out:

- Emails to members about:-
- Coffee morning this Sunday
- Presentation Day lunch
- National Museum event in August

Secretary's report accepted - Moved: Darrell Leemhuis. Seconded: Rick McDonough.

## TREASURER'S REPORT

Account balance recorded in the minutes.

Expenditure: Carol requested reimbursement for stamps and envelopes – \$25-49.

Treasurer's report accepted - Moved: John Cadona: Seconded: Gerard Frawley.

## EDITOR'S REPORT

Rick McDonough had nothing to report and said that preparation for the next Edwardian is well on the way.

## MEMBERSHIP SECRETARY'S REPORT

Carol Nowak reported that we only had one outstanding Club fee to receive and that the Club had 56 members.

## DATING OFFICER'S REPORT

Ian Irwin didn't have anything to report about vehicle dating. He did however say that he had written up a "dating procedure" paper to standardize dating for Veteran Car Clubs throughout Australia. Ian has sent his paper to Francis Ransley (in Tasmania) for comment. Francis broadly supports Ian's views and the paper will be discussed in detail at the September National Veteran Vehicle Rally Annual Conference by all Australian Clubs. One of the items for discussion will be whether or not an unrestored vehicle can be officially dated. Also which parts must be original (ie: chassis and/or motor). Ian may provide the Club with a copy of his paper to be discussed.

## EVENTS REPORT

- Darrel mentioned that there will be a coffee/get together this coming Sunday 21<sup>st</sup> July at Silk Café in Fyshwick at 10am.
- Nick spoke about the Club Presentation Day lunch on Sunday 25<sup>th</sup> August. The lunch will be catered for by "Golden Roast" and fully paid for by the Club. An email seeking numbers will be sent to members in early August.
- Nick mentioned that he had sent an email to members about the National Museum of Australia's proposal to run vehicles owned by the Museum at Wakefield Park raceway on Saturday 17<sup>th</sup> August. No formal Club participation.

## LIBRARIAN'S REPORT

Roy Bendall reported that "all is well".

## REGISTRARS' REPORT

Nick was the only Registrar at the meeting and reported that he had done the paper work for one member during the past month.

## GENERAL BUSINESS

- Ian reported that the proposal with the Canberra Chronical newspaper hadn't progressed since last month.
- Gerard mentioned that a chap in Oregon USA was seeking a model T Ford coil box for cremation ashes.
- Roy mentioned that the ABC show "The Repair Shop" was interesting. Geoff commented about it also and said that they use a mixture of transmission oil and acetone to loosen rusty screws etc.
- John Cadonna was given a car book which he put up for raffle. Ian won the raffle but already has the book so it was raffled again and this time won by Mick Beltrame.

**MEETING CLOSED:** 7-56pm.

## MEETING ACTIVITY

After the meeting Ian Irwin gave an interesting 45 minute Power Point presentation about the history and restoration of his 1910 Rolls Royce.



## The Club Calendar

Aug 21	AGM - Club meeting
Aug 25	Club Run - <b>See below</b>
Sept. 18	Club meeting
Sept. 22	Club Run - <b>Need Someone to Organise</b>

## 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 V&VCCA (ACT) recognises these outings as legitimate events for any of its members who wish to participate

## Club Event – VVCC ACT Presentation & Awards Day – Sunday 25<sup>th</sup> August 2019

Carol and I have organised our annual Club Presentation lunch.

## The Edwardian - August 2019

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This year the lunch will be held at the Lake Tuggeranong Sea Scout Hall in Mortimer-Lewis Drive, Greenway. The Scout hall is booked from 10-30am to 4pm and the lunch will be catered for by “Golden Roast”. The really great news is that the lunch will be fully paid for by the Club (this runs out at approximately \$29 per head).

There will be a choice of three roasts, salads, vegetables and buttered bread followed by dessert (several choices) and tea or coffee. Disposable plates and cutlery will be provided by the caterers. The lunch will kick off at 12 noon. Drinks will not be provided so please BYO your own drinks and glasses.

The Sea Scout hall is a great venue with wonderful views across the lake. It is also an “all weather” venue so if it does happen to rain there won’t be any concerns. Furthermore there is plenty of space to park your old car so if you are able to please bring it along.

Presentation day is one of, if not, the most important events in the Club calendar. Our Club is footing the cost and we would love to see a really good turnout. Please put Sunday 25<sup>th</sup> August in your diaries now.

“Golden Roast” will require numbers and I will be seeking your advice towards the end of July or early August.

Finally guests are welcome but any non-members will have to pay the full \$29 lunch cost.

Cheers Nick

### VVCCA – ACT - EVENTS SCHEDULE September 2018 to August 2019

<u>Month</u>	<u>Member to Organise</u>
September 2018	Chris and Simone Hogan
October 2018	Rick McDonough
November 2018	Rob Woolley
December 2018	Hogan’s and Robinsons-
January 2019	<b>Needs someone to organise</b>
February 2019	Rob Woolley
March 2019	Ian Irwin
April 2019	Kingsley Southwell/Geoff Nicholas
May 2019	Darrell Leemhuis
June 2019	Don Doering
July 2019	Darrell Leemhuis
August 2019	Nick and Carol Nowak

### The National Calendar

Aug. 30 – 6 Sept. 2019	The Horseless Carriage Club of America (HCCA) South-East Australia Region is holding an International Veteran Tour in Bathurst NSW from 30th August to 6th September in 2019. Expressions of Interest – contact Russell Holden: 0422 219 911
Sept 17-23, 2019	National Veteran Vehicle Rally, Bundaberg, Queensland. email: Rally2019@skymesh.com.au for information.
Sept 29-5 Oct. 2019	Model T Ford Annual Rally 2019, Maryborough, QLD. For all enquiries and entry details visit the website <a href="http://www.mtog12.wix.com/mtog">www.mtog12.wix.com/mtog</a> or email: MTOQ2019rally@hotmail.com for an information pack.

1st – 7th 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 theme of Rural Edwardian Australiana will dominate the event. 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 2020 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!

## For Sale

The following items are for sale by Barry Roberts. Give Barry a call on 02 6292 8920 if interested.





Rick's great shed clear out continues. [rick@netspeed.com.au](mailto:rick@netspeed.com.au) a/h 02 6293 1553



Fully restored pair of Lucas 416 side lamps. Lovely star burst pattern cut into glass...note one of these glasses has slight internal 'roughness' along the bottom, perhaps from a too hot flame? Stand 295 high. \$800 pr.





Mirror with bevel edge. 145mm Diam. \$60

Mitchell hub cap, good condition. 62.5mm across hex, 105 OD, ID 99, Fine thread in good order. \$75



Pair of veteran door handles, loops approx. 90x 60. \$140



Bicycle head lamp, 'Cheiftan' brand. approx 160 tall, main lens 95 diam. has red and green glass bezels on either side. \$75



An original P&H motor bike rear lamp...Brand new! Still wrapped in its original wax paper in its original box. Nickel plating perfect as you'd expect. Has 'Starlight' No 50 stamped in the top. \$300



## Upcoming Swap Meets

### COOTAMUNDRA ANTIQUE MOTOR CLUB

#### 28th FATHERS DAY SWAP MEET

“The Friendly Swap”

**Sunday 1 September 2019 Gates Open 6am**

**You Name it, we got it.** Parts for Cars/Motor Bikes/Tractors/Stationary Motors, Lawn Mowers, Collectibles, Crafts, Jewelry, Clothes, Plants, Garden Gear, Produce, Tools new and old, Hand Made Items, Toys, Badges, Antiques, Brica Brac & the weird

**Classic & Historic car display infield of trotting track**  
**Vehicle & 2 adults Free Entry (extras adults \$5/ea, kids free)**

Where ..... Cootamundra Showground  
Cnr Pinkerton Rd/Berthong St

Stall Holders Info ..... \$15 Outdoor Site (6 metre frontage)  
\$20 Outdoor Power site (6 metre frontage)  
\$25 Inside Site (4 metre frontage)

Stall Holders to be on their sites by 7.30 am Sunday or your sites can be re-allocated

Entry Point ..... Stall holders enter on right of main gate  
Pinkerton Rd Buyers enter on left of main gate

**Please leave our grounds clean and tidy**

Set up Saturday 1 September if needed for some Saturday trading

Entry Price for Buyers ..... Gate entry \$5 per day  
Children U/12 free

Sole Catering : Riding for the Disabled  
**No other “Food” Outlets Allowed**

Contact :Lynn & Barry Gavin  
02 6942 1282 or Mob 0488 42 1976  
Swap will NOT be cancelled for any reason



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# SWAP-MEET

**Saturday, 28th September 2019**

Friday set-up from 4pm  
Overnight Stays \$15  
Lookers \$5  
Swappers \$15  
Gates Open 6am

Ticket purchase entitles purchaser to 50% off  
Temora Ag Show entry ticket for access to the  
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**Contact**  
Les Buckley  
0417 296 865

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## Queanbeyan Swap

**Saturday 21 & Sunday 22 September 2019**

Showground

Sites (6x6 metres) \$20.00 per day.

Limited indoor sites available. \$50 for 2 days

Setup from midday Friday onwards.

Book online or by phone.

Gates open to buyers 6:00am Saturday and 8:00am

Sunday.

General Public entry day is \$4 per person per day

(includes entry to car show on Sunday). Children under  
14 free.

There will be plenty of action all weekend at the Queanbeyan  
Showground. The Big 3 Car show (incorporating the American  
Car Nationals) will be held on Sunday

## THE THIRTY SECOND GREAT CANBERRA SWAP MEET SUNDAY 3<sup>rd</sup> NOVEMBER 2019

**7am to 2pm**

WHAT	Parts and accessories for old & new cars, motorbikes & engines, automobilia, books, tools, models, antiques & collectables, toys and crafts etc. Spring clean the garage and set up a stall, be early for the bargains or just bring along the family for a day out. Club and trade displays welcome.
WHERE	Exhibition Park In Canberra (EPIC), Northbourne Ave entrance, (In Fitzroy & Mallee Pavilions at north end, behind Caltex servo)
SITES	<u>150 indoor sites</u> (3m x 3m) (some with power). \$20 per site (includes entry for 1) - bookings essential.  <u>200+ outdoor sites</u> (5m x 5m), \$15 per site (includes entry for 1) - no bookings required.  Set up from 12:00noon to 7:00pm Saturday 2 <sup>nd</sup> November, or 6:00am Sunday 3 <sup>rd</sup> November. (Set-up is strictly Saturday & Sunday only)
ADMISSION	Adults \$5, children under 12 free.
PARKING	Ample free parking available.
FOOD	Hot food and refreshments available Sunday on site.
BOOKINGS	For bookings and additional information <a href="mailto:2019swapmeet@vvcmmc.org">Email: 2019swapmeet@vvcmmc.org</a> Phone: 0428 697 105 (ah) or write to: The Swap Meet Organiser, VVMCC ACT Inc PO Box 3127 Manuka ACT 2603
ORGANISED BY	The Veteran Vintage and Classic Motorcycle Club ACT Inc

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