



December 2012



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**Address for Correspondence:- Hon Secretary, VVCCA ACT (Inc), PO Box 3394, Manuka ACT 2603**

### 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.

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



## President's Report



Welcome to the first e-magazine for our Club I am sure we will all get used to reading the magazine on the screen and will appreciate the benefits and cost savings of the new format. This in time will allow more information and technical articles to be included.

Henry Ford, the world leader in reducing production costs and delivering a quality product would I am sure introduced e-magazines to communicate with his customers.

The visit to the Governors General was another great day in supporting children with disabilities and their parents. Jack, who has cerebral palsy, came to inspect the Reno while parked in paddock in his wheelchair, he stopped close to the running board and slid out of his wheelchair and struggled to get onto the running board and then part way into the car so he could blow the horn, once he managed to blow the horn a few times he got back in his wheelchair and powered off across the paddock to his next challenge with a big smile on his face. To me this is what the day is all about and for me it's a privilege to be able to bring some happiness to these children.

The National 1 and 2 cylinder rally committee is working hard finalising the runs and events for the rally. The Governor General has agreed to host the rally entrants for morning tea and the Museum of Australia look like agreeing to us visiting the Museum on Canberra Day.

The Club has 2 events this month with the Christmas lunch at the Royalla Fire Shed and dinner at the Southern Cross Club we look forward to joining with you on these occasions.

Beth and I would like to wish you and your families a very happy Christmas and a great vintage 2013.

Rob



## Editorial



Welcome to a rather momentous newsletter in our Club's history; it's first electronic one. This *really* is a sign of the club coming into the 21<sup>st</sup> Century. I hope everyone is able to open and read it. No doubt there's bound to be some teething troubles we'll need to iron out over coming issues, so your patience will be appreciated.

Assuming you've got this far one of the first things you'll have noted is the front cover. I thought it about time that we had a slight change in its design. I started by accumulating various car logos at random, and then thought....'well rather than any ol' emblem, why don't I only include those emblems of cars that have actually *been* in our club'? So the result is 70 veteran and/or vintage marques from our present and past history. That's a pretty amazing range of cars. The vast majority of them have been restored examples too, while a few have been 'wrecks' awaiting restoration. But I don't claim to be an authority on what's been in our club over the last 49 years, so if you know a make that isn't depicted on the cover then please let me know. Better still, send me it's logo for inclusion. You'll note that most of the emblems are very obvious, but a couple are a little more obscure. Can you identify them all?

In August it was my pleasure, as outgoing President, to award our annual trophies to their worthy recipients. Some of these trophies have quite a history within the club. Starting in this issue you'll see a compendium of previous awardees of the various trophies. Thanks go to Carol N. for taking the considerable time to compile this. Not only is it interesting to look at, it forms a part of our club's history. I'll put the rest of these lists in over subsequent newsletters.

Our Club, once again, put on a display at the recent Canberra Swap. Bob McGuire kindly put his Fiat on show (at right). It certainly attracted much interest and many passers-by grabbed a copy of our club promotional brochure. A well worth-while activity.



In Closing, don't forget, this newsletter is **YOUR** newsletter, so don't be shy in contacting me with photos and information for future editions. I'll take articles and photos in any format, however Word documents and images in JPG or JPEG files are preferred.

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## For Sale



**English Wheeling Machine** unfinished project, most parts there along with drawings. \$50 ono. Please call Chris Hogan 6259 5250 or [simandchris@optusnet.com.au](mailto:simandchris@optusnet.com.au)

**M.G. TD 1952.** Good old restoration. British racing green, wire wheels, aero screen. \$25,000. Angelo D'Emillio, Ph. 0262542732.

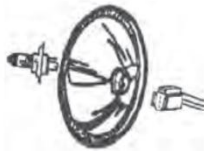
## Product(s) of the Month (P.O.M)

From time to time we all hear of a good product that can be very useful in our sheds. Perhaps it's a particular tool or it could be a specific item that can be used in our restorations. Depending on feedback, I intend to make the POM a regular feature. To start with I'm featuring, what I think, is a very sensible modification for vehicle lighting. On the odd occasion I've had to drive the Rugby at night I've been painfully aware that its lights only serve to show oncoming traffic where I am, and that if I want any forward vision, then I just have to hope there's a car right behind me....'cause its headlights tend to shine through under my car and light the road ahead! Anyway, see what you think of the following.

### Chrome Plated Brass Halogen Reflector Kits

Give your vehicle bright modern headlamps without modifying your original reflectors, by replacing them with our chrome plated die stamped reflectors that are fitted with modern replaceable halogen high/low beam headlamps. The Non-Turn Signal kits come with 2 reflectors with special sockets installed, 2 halogen bulbs, 2 electrical connector plugs and 2 gaskets. The kits With Parking Lights come with the above, but also include an installed parking lamp dual-contact sockets and 2 replaceable dual-filament amber bulbs. These parking lights can also support turn signal operation. Reflectors diameters are measured across total width or widest part of flange. *Diameter is measured to the outside of the mounting flange.*

Without Turn Signals			
Dia.	12 volt	6 Volt	Price
9-1/4"	ELE200 \$98	ELE201 \$98	
8-3/4"	ELE202 \$98	ELE203 \$98	
8"	ELE204 \$98	ELE205 \$98	
7"	ELE206 \$98	ELE207 \$98	



Halogen Reflector Kit

With Turn Signals			
Dia.	12 volt	6 Volt	Price
9-1/4"	ELE024 \$125		
8-7/8"	ELE026 \$125	ELE027 \$125	
8-1/2"	ELE292 \$125	ELE297 \$125	
8"	ELE222 \$125	ELE221 \$125	
7"	ELE220 \$125	ELE219 \$125	










Halogen Reflector Kit w/ turn signals

### Acetylene Burner Post mounted Halogen Lamps



This tiny wonder connects inside your Acetylene lamps and gives you a much needed light boost with no altering of the lamps. The holder slides onto the burner post and the wire can be run up through an existing opening. Sold by the each.

55w 12v ELE289 \$18.00 ea  
55w 6v ELE318 \$20.00 ea

	Watts	Volts	Contact/Pins	Part No.	Price
	60-55	12	dbl/straight	ELE094	\$34.00
	35-35	6	dbl/straight	ELE095	\$32.00
Halogen Old style straight pin in bayonet-based halogen bulb; fits original sockets.					
	Watts	Volts	Contact/Pins	Part No.	Price
	50	12	sgl/straight	ELE171	\$10.00
	55-20	12	dbl/straight	ELE062	\$19.00
	50-20	12	dbl/offset	ELE063	\$19.00
	23	6	sgl/straight	ELE064	\$16.00
	23-6	6	dbl/straight	ELE065	\$20.00
	23-6	6	dbl/offset	ELE066	\$17.00
	5	6	small globe	ELE367	\$17.00
	5	6	mini dash	ELE368	\$17.00

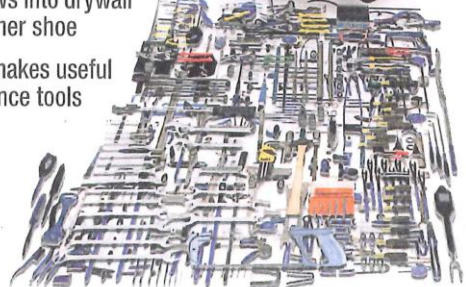
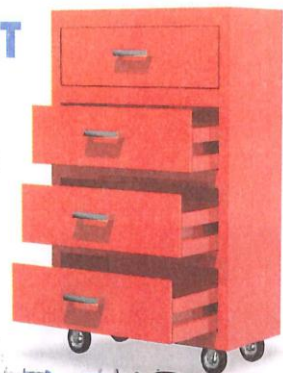
## OVERWHELMING 148-PIECE TOOL KIT

- All tools guaranteed to be subpar even by our standards
- Miniature, near-useless versions of real tools that no one would buy separately
- Perfect gift for daughter's first apartment despite the fact that she doesn't know how to change a light bulb and hangs pictures by hammering screws into drywall with the heel of her shoe
- 4-drawer chest makes useful makeup caddy once tools are tossed away

ITEM 148TK00

**\$64<sup>99</sup>**

REG. PRICE \$49.99



The above items are in \$US and are available from the Restoration Supply Co. in California. With the exchange rate as it is, it makes them very attractive, even when freight costs are considered.

And lastly – at right is a product from our highly respected Binalong member – Bruce 'Sporty French Cars'R'Us' Smeaton....

His favourite hardware company boasts "If it can be manufactured cheaply in safety regulation-free China and shipped to Australia without having to adhere to any import requirements, we carry it! Thanks Bruce!

## The Edwardian - December 2012



The below is a calendar of coming events endorsed by the ACT Council of Car Clubs. I reproduce it here in case there's something that might catch your eye. Our March Rally is an obvious one for starters!

2013	2013	2013	2013	2013
Centenary of Canberra Mustang Show	24 February 2013	Canberra	David Burnett	TBA
Crookwell Potato Festival	2 March 2013	Crookwell	Sharon Thearle	(02) 4832 1988 <a href="http://www.crookwellpotatofestival.com.au">www.crookwellpotatofestival.com.au</a>
Wheels 2013	17 March 2013	Thoroughbred Park	TBA	TBA
Aerial registry rally	8 – 10 March 2012	TBA	Bill Lewis	TBA
1 & 2 Cylinder Rally	10 – 15 March 13	Canberra	Roger Gottlob	<a href="mailto:rogerandgillian@grapevine.com.au">rogerandgillian@grapevine.com.au</a>
American Car Classic	24 March 2013	Canberra	Chris Smith	
Morris 100 National Rally	19-22 April 2013	Canberra	John Inshaw	Ph 0403 076 175 Morris register of NSW
AHMF AGM	8 August 2013	Canberra	Bill Lewis / Sue Walker	
All Holden Day	12 September 2013	Canberra	TBA	TBA
Spin Cars / Dance / Music	19 October 2013	255 Canberra Avenue, Fyshwick	Bruce Perry, Canberra Region Morris Minor Club	<a href="mailto:marques@actmotorclubs.org.au">marques@actmotorclubs.org.au</a> 0408 652 107
Centenary of Canberra Rally -National Trust	19-20 October 2013	Jervis Bay to Canberra	Bill Lewis	<a href="http://www.nationaltrust.org.au/act/Rally">www.nationaltrust.org.au/act/Rally</a>
WHEELS 2014	16 March 2012	TBA		

And while on the Council site I found a few 'FAQ's' on our CRS that are probably worth repeating here...

**Question:** When can I test drive my CRS vehicle?

**Answer:** To maintain, test, repair or prepare the vehicle for an authorised event. It is the owners responsibility to maintain the vehicle in a safe condition but "exercising" the vehicle to achieve this is not an excuse for regular or daily use. Remember the 40Km radius limit!

**Question:** May I use my CRS registered vehicle for a family wedding?

**Answer:** Yes

**Question:** May I drive my CRS vehicle interstate?

**Answer:** Yes. Provided the event is on your clubs calendar and you respect the distance restrictions

**Question:** Can a group of Club members decide at short notice to have an "impromptu" run and use their CRS vehicles?

**Answer:** No – not unless the Club Registrar is contacted and approves the outing as a Club outing /event.

**Question:** If I am a member of a number of Clubs can I use my CRS vehicle for runs organized by each Club?

**Answer:** No – not unless the Club which has approved your CRS registration lists the event as a Club event or the Club Registrar is contacted and approves the outing as a Club outing / event.

**Question:** Can I sell my CRS vehicle with the CRS plates and can the plates be transferred to the new owner?

**Answer:** Yes – as long as the new owner is a member of a club affiliated with Council and can get a "white form" from their Club Registrar.

As mentioned earlier, thanks to Carol Nowak we now have an historical record of winners of our various trophies over the years. You'll note that some details, like the 'Motor Skills' trophy are incomplete. If you see your name below, and its relevant detail missing, this would be a great opportunity to contact me or Carol so we can make the Club's history as complete as possible. More next issue.

The Barry Roberts and Ian Irwin Motor Skills Trophy		
YEAR	NAME	VEHICLE
1985	D. DOERING	
1985 / 86	D.DOERING	
1986 /87	P.STARES	
1987 / 88	W. HICK	
1988 / 89	T. CLIFTON	
1989 / 90	W. HICK	
1990 / 91	R. WOOLLEY	
1991 / 92	D.ROBINSON	
1992 / 93	R.WOOLLEY	1909 RENAULT
1993 / 94	G.GRAWLEY	1927 OLDSMOBILE
1994 / 95	W. HICK	1912 T FORD
1995 / 96	R. BENDALL	1924 T FORD
1996 / 97	R.WOOLLEY	1909 RENAULT
1997 / 98	R.WOOLLEY	1909 RENAULT
1998 / 99	D.HAMER	1927 BUICK
1999 / 2000		
2000 / 01	B BRAMWELL	
2001 / 02	W. HICK	
2002 / 03	E.QUAMBY	1930 CHEVY
2003 / 04	ROBERT BRUCE	
2004 / 05	ROY BENDALL	1924 T FORD
2005 / 06	R. WOOLLEY	1909 RENAULT
2006 / 07	R.WOOLLEY	1909 RENAULT
2007 / 08	A & J D'EMILIO	1914 FIAT
2008 / 09	W & C YOUNG	1927 T FORD
2009 / 10	C. HOGAN	
2010 / 11	R. NERDAL	1925 AUSTIN
2011 / 12	NEIL HAMILTON /NICK NOWAK	1912 OVERLAND

Frank & Beat Lockley Memorial Trophy	
YEAR	NAME
1989 / 90	ROGER GOTTLOB
1990 / 91	WAL & JANE HICK, ROB & BETH WOOLLEY
1991 / 92	J. FAULKS
1992 / 93	TERRY LLOYD
1993 / 94	DAVID ROBINSON
1994 / 95	BETH WOOLLEY
1995 / 96	ROY WHEELER
1996 / 97	LES & MARY ROBINSON
1997 / 98	DAVID ROBINSON
1998 / 99	ROB WOOLLEY
1999 / 2000	RICK McDONOUGH
2000 / 01	JANE HICK
2001 / 02	ROB & BETH WOOLLEY
2002 / 03	DAVID & DEIDRE ROBINSON
2003 / 04	RICK McDONOUGH
2004 / 05	JANE HICK & WILGA COUTTS
2005 / 06	KINGSLEY & CYNTHIA SOUTHWELL
2006 / 07	ROBERT McGUIRE
2007 / 08	ROGER GOTTLOB
2008 / 09	WAL & JANE HICK
2009 / 10	NICK NOWAK
2010 / 11	CAROL NOWAK
2011 / 12	GEOFF NICHOLAS

Peter Eric Doering Memorial Shield		
YEAR	NAME	VEHICLE
2004 / 05	ROB PATTERSON	1921 T FORD
2006 / 07	PETER BRETNALL	1928 OAKLAND
2007 / 08	BILL ATKINSON	1922 FIAT
2008 / 09	WAYNE SMITH	1926 SALMSON
2009 / 10	TONY WATSON	1925 DODGE
2010 / 11	CHRIS HOGAN	1928 CHEVROLET
2011 / 12	JOHN MADDEN	1926 BUICK

### Woods Reserve run 21 Oct. 2012

With a forecast of morning showers for this day I was wondering whether our new Events Directors were on speaking terms with the bloke upstairs, as their predecessor, Nick, had seemed to be. There was no need to worry though. As the day unfolded there was never really any serious sign of rain.

For the first time ever we had our dog, Jasmine, as passenger. She's no spring chicken at fourteen years of age, but since she lost her sister a few months ago she's been pretty lonely, so we decided to bring her along for her debut as a vintage car mutt. Driving up the parkway towards the starting point she revelled in the chance to poke her head out the side and feel the breeze. Up ahead I spied the rear end of the Hick T model so put pedal to the metal, (well, pedal to the wood to be more accurate) and started gaining on 'em. Jassie loved it. Her ears were flapping wildly in the exhilarating pace we were setting. Just as we'd caught up the Hick's pulled over and unfortunately they had to head back home as Wal was feeling unwell. Driving a T model will do that to a bloke....Hope it's all sorted now Wal.

Seven old cars turned up at the morning tea stop, which was the restored play ground area at the Cotter Reserve, opposite where the pub had burned down. The Parks and Gardens people have done a wonderful job refurbishing this area. I was surprised how well the big old deciduous trees have recovered from the devastation of nearly ten years ago. The top of a crane and noise of the construction machinery for our new dam could just be heard and seen in the background.

After a very pleasant cuppa it was time to round up the wagons and head to Woods Reserve. The wind had picked up a bit by this time so there was the odd strong gust whistling through the car - just to let you know what soft top touring is all about. Jassie's ears loved it.

Pretty soon we were again all present and accounted for and unpacking our respective hampers under the covered BBQ area at the Reserve. On commenting about the mountainous nature of the surrounds out there it was noted how many dead trees there still are high up on the hills – testament to the heat of those terrible fires. Heat was one thing that couldn't be said affecting the BBQ plate Chris H and Peter S had selected to cook their snags on. Only after dire threats from Simone did Chris reluctantly transfer operations to the adjoining plate, which seemed to work a bit better.

Much good conversation was had and, suitably fed, it was then time to head home. With both the smoko and lunch destinations being so pleasant it makes you realise how lucky we are to live in a place like Canberra. I can't think of too many capital cities that can boast such places within minutes of leaving home.

Those in attendance, Chris, Simone and the little Hogan's – Nicholas, Madeline and Cameron, Ted & Marg, Angelo and Jennifer, Gerard and Marie, Mal and little daughter Adelaide (his lone passenger in the Oakland), and Peter – the last two blokes going solo due to spouses not feeling well. Oh, and Shirl and myself. It was great to see the Hogan kids and little Adelaide enjoying the day – our next generation of ralliers.

Rick





The sturdy Sturges Bean



Jassie ready for some ear flapping action



Mal's curvy rear end?



The elegant D'Emilio Ceirano



The magnificent Hogan Chevy



Rugby, with Clifton T and Frawley T beside that

And making a welcome return.....**The Club Calendar**

Dec 16	Christmas Lunch – RFS Shed, Royalla
Dec 19	Club Christmas Dinner
Jan 16	Club meeting
Jan 25-28	Weekend away to Goulburn
Feb 20	Club meeting
Feb 23	Club run
Mar 10-15	National 1&2 Cyl Rally – Canberra
Mar 20	Club meeting
Mar 24	Goulburn Swap
Mar 28-Apr 1	CHMC Easter Rally - Merimbula

### EVENTS

#### 16 DECEMBER 2012 - CHRISTMAS LUNCH

This year's Christmas run and lunch is going to be catered event by Wal and Jane Hick at the RFS Shed on the Old Coma Road Royalla at a cost of \$20 a head for adults \$5 for kids under 12. You will need to bring your own plates, cutlery etc for your lunch and dessert, as well as whatever you would like to drink. Parents could you please bring a wrapped, labelled gift for your children as a jolly man in a red suit will be making an appearance.

Plan for the day please bring your morning tea and meet at Telopa Park (Kingston Shops side) at about 10am. We will depart from here and head down Canberra Avenue into Queanbeyan and turn right at Lowe Street, at the roundabout take the 3<sup>rd</sup> exit to Old Cooma Road/Googong. Follow this all the way along to you come to the RFS Shed on your right at Royalla. Nibbles will be ready from 11.30.

PLEASE LET US KNOW IF YOU ARE COMING AS WE ARE ONLY CATERING FOR THOSE WHO HAVE LET US KNOW THEY ARE COMING. Please Contact Wal and Jane Hick for any further details/dietary requirements. 62355857

#### 19 DECEMBER 2012 – CLUB MEETING NIGHT

As is customary for our December meeting we go out for Dinner this year I have booked at the Canberra Southern Cross Club at Woden in the Golden Grill (Bistro) meals are price from about the \$16-\$25 mark. I have booked from 6:30pm so there is time for a drink and a chat while sorting out to order your meal. Could you please get in touch with us, so we can confirm numbers. Chris and Simone on 62595250 or simandchris@optusnet.com.au

#### SUNDAY 20 JANUARY 2013 – BBQ'S AT THE WOOLLEY'S

Once again Rob and Beth have kindly offered to host our January BBQ and Meeting. It will be starting from 5pm. Please bring your own drinks, meat and chair and a salad to share. See you there at 51 Mileham St, Macgregor

### **25 to 28 JANUARY 2013 - GOULBURN WEEKEND AWAY**

Well our weekend away is getting close so here are a few teasers to make sure you have booked in!! On Friday the 25 could we will all meet in Bungendore at about 10am for morning tea from here we will be heading out towards Tarago then heading over to Goulburn. We will stop somewhere along here for lunch before arriving in Goulburn. We will then settle in at the motel and check out the town before heading over to Evan Quamby's for a BBQ dinner and check out his collections.

Saturday we will spend the day in town checking out some of the sights and drop into Victoria Park about lunch time for some of the Australia Day festivities.

Sunday we will be traveling out to Crookwell, we will stop in at Dave Crisps and inspect his Vehicles before heading to the main street to have a look around on the way home. There will also be a winery to stop in at for those who wish.

Monday we will be heading Home via Gunning, then on to Gundaroo/Sutton and then make your way home.

We have found the best value accommodation to be the Goulburn Motor Inn, 80 Clinton Street Goulburn (02) 4821 4488, Prices are \$100 double \$120 twin \$140 triple, they also have a family at \$180 a night. There is off street parking. Hurry and book your accommodation ASAP as it is only a small motel and they are not holding any rooms.

If you miss out on this accommodation please try the Goulburn Central Motor Lodge on (02) 4821 1655 as this about a block away. Please let me know if you will be coming along or would like some more information, so I can keep you all up to date with the details.

Chris and Simone Hogan, Ph: 6259 5250 or [simandchris@optusnet.com.au](mailto:simandchris@optusnet.com.au)

### **23 FEBUARY 2013 - CLUB RUN**

This is a Saturday afternoon run and we are planning this to be a great chance for all our 1 & 2 Cylinder cars, along with everyone else to get out for the afternoon concluding with a BBQ by Lake Burley Griffin. More details to come.

### **28 MARCH to 1 APRIL 2013 – INVITATION RUN - COUNCIL OF HERITAGE MOTOR CLUBS EASTER RALLY MERILBULA**

Next year's Easter Rally will be held in Merimbula on the Sapphire Coast. If you are interested please see the website [www.bushcouncil.com.au](http://www.bushcouncil.com.au) for an entry form. Try for accommodation at the Comfort Inn Merimbula phone: 6495 3077.

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### **The Kid's Chrissy party at the GG's, Dec 5<sup>th</sup>**

Strong gusting winds were the order of the day for the kids Xmas party at the GG's. In fact they were so strong that organisers were wondering whether to cancel the day, fearing safety for those attending. After deciding to proceed there was some last minute modifications of the layout of the attractions so things weren't sited under trees etc. One unfortunate casualty of the wind was the RAAF hot air balloon. They didn't even bother inflating it, just having the cane basket on display instead. The officers

said that any wind in excess of 4 knots is dicey with it, and some of the gusts were probably at least 15-20 times that.

Of course old cars are made of tougher stuff, so weren't worried by the elements. Reports said that there were 1000 kids in attendance, which made it the biggest party so far. Our cars were certainly in demand like never before. Those in attendance were ; Rob in Renault, Mal, Alex and baby Mabel in Oakland, Wayne in T Model, Tony in Dodge, Bob in Fiat, Nick and Carol in Overland, Angelo and Jennifer in Ceirano, Peter and Alex in Bean, and myself in the Rugby. Geoff and Lynne Nicholas came as passengers with Bob and did a great job in helping get the kids in and out throughout the day. Our numbers were bolstered with a few friends from the CACMC. In fact one of the latter commented to me how nice it was to be rallying his car with similar aged vehicles for a change.

As the day wore on the winds abated quite a bit and the arrival of the red suited bloke by Naval helicopter certainly took everyone's attention and caused much excitement...and that was just amongst the adults! That aside, there is no doubt the cars were, once again, a highlight of the day for the kids. The queues awaiting rides were always long and the smiles on the dials made one realise how lucky we are to have a hobby we can share in this way. Let's hope it happens again next year.

Rick - (thanks for the photos Carol)



Bob indoctrinating yet another batch of poor unsuspecting souls into the world of Italian motoring.



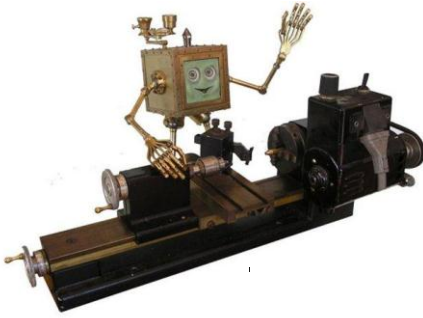
Geoff doing a mighty job getting the kids in and out of the cars. Here a young passenger has just been taken 'Overland'.



Now this is just cruel! We know the Bean's not the fastest car in the club, but did the GG's people have to advertise the fact??

Right – Rob compressing himself for some happy passengers.





### Technical Page

New Use For Oven Cleaner

Author: Ron Eyres

Several years ago someone shared an idea with me that I have utilised on every restoration project since that time. It has proven to be quite effective and has saved me countless hours of scraping and cleaning baked on grease from engines, frames and accessories. Oven Cleaner is specifically designed to eat through baked on grease and cooking residue in your oven. Most of our Old Iron has baked on grease and oil, so it follows that Oven Cleaner would work on that as well.

For an engine, I spray a generous coat of oven cleaner, and then wrap the engine in plastic to keep the air from drying out the cleaner. I usually let it soak for a few hours, often overnight. Then use a pressure washer to blast off the loosened grease and grime. In many cases, it removes the paint as well.

For smaller parts, such as splash pans, air cleaners, etc. I place them in a BLACK plastic garbage bag and spray them generously. Fit in as many as the bag will hold, then seal it tightly. I place it outside in the direct sunlight so that the heat accelerates the cleaning action. After a few hours, I hit it with my high pressure water blaster. Again, most of the grease comes off along with the paint. I then go back and spray it again, sometimes three or four times until I have a part clean and shiny, ready for paint.

It is not magic, you still need to scrape off the heavy build up and let the oven cleaner work on the least amount of buildup as possible. It works great in tight corners where you cannot scrape the surface clean. I use it on just about everything. Won't hurt structural copper or brass, but I wouldn't use it on things like brass headlamps for example. It would likely damage the surface. Try it; I think you will like it.

Ed Note – I lifted the above from the Horseless Carriage Club website in America. I would welcome feedback from anyone who's tried this method of cleaning, or who can perhaps offer another clever way of cleaning.

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### In a Club Member's Shed



Two photos taken by your club's resident spy; a motor nearing completion. It's sure to be a 'Star' performer. Also seen in a different member's shed was the sight of said member using his metal lathe. Nothing wrong with such a manly



activity I thought at first....until I saw what he was lathing! He was putting sharper points on his wife's wooden knitting needles! He shall remain anon., as long as he hands in his 'Man Card' for this travesty!

Our Club is a member of the 'Bush Council', more correctly known as 'The Council Of Heritage Motor Clubs N.S.W.'. The following two items have come from their most recent newsletter, the 'Bush Telegraph'. While the first item is applicable only to NSW, given the ACT's close relationship with NSW( in motoring matters at least), I wouldn't mind betting we'll see this happen here soon. The second article is of interest to any of us that buy parts from overseas for our restorations.

@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@

### **REGISTRATION LABELS FOR HISTORIC VEHICLES:-**

Changes are Coming! Have you heard that, as from 1st January 2013, light vehicle operators will no longer need to display a registration label?

From 1 January 2013, registration labels for light vehicles up to 4.5 tonnes Gross vehicle Mass (GVM) will be abolished in NSW. HOWEVER, this will not apply to vehicles registered under the Conditional Registration Scheme (HCRS) or vehicles issued an Unregistered Vehicle Permit (UVP). Light vehicles generally include; Cars, Caravans, Motorbikes, Some trucks, Light trailers and Light buses.

After 1 January 2013, it will no longer be an offence for a FULLY REGISTERED **Historic** light vehicle to NOT display a registration label or to display an expired or damaged label. However, an HCRS REGISTERED **Historic** vehicle will incur a penalty for NOT displaying a registration label or for displaying an expired or damaged label.

Some related facts:

- Windscreen labels were introduced in 1932.
- Light vehicles represent more than 97% of the 5.7 million vehicles registered in NSW.
- More information can be found on the web at [www.rta.nsw.gov.au/registration/abolish\\_labels](http://www.rta.nsw.gov.au/registration/abolish_labels)

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### **Tariff Concession on Old Car Parts Revoked Affects Veteran, Vintage, Classic & Historic Cars**

For many years the old car hobby has had the benefit of a Tariff Concession on parts imported into Australia for vehicles over 30 years old *BUT* as of May 2012 this concession was revoked and the relevant parts will now attract a minimum 5% duty, plus the GST.

The cost of the imported parts needed to maintain or restore historic cars will thus rise, especially if those parts are from the UK, Europe or Asia. For some enthusiasts a 5% increase on parts may affect their ability to complete a restoration to the standard desired, or perhaps to complete it at all. For some it may also make the difference between keeping their historic car running and on the road, especially if a major and expensive component is required from overseas.

The revoking of the Tariff Concession Order will also affect the sellers of car parts to the hobby, many being small specialist businesses who largely rely on the support of motor enthusiasts. Exception: if the vehicle parts are made in the US from US materials it has been suggested by several commentators that they should be covered under the US-AUS Free Trade Agreement. If bringing parts in from the US it is

recommended that the supplier identify US manufactured goods on the invoice and supply the Free Trade Agreement Declaration.

Why has the Concession been revoked? Mr Andrew Mumberson, Manager Tariff Operations, Tariff Concessions, Australian Customs and Border Protection Service in response to a query from Jeff Mills of MustangTech.com.au commented:

"The Tariff Concession Orders (TCOs) were listed for revocation as all of them are legally invalid." [May 14 2012 <http://www.mustangtech.com.au/Forums/viewtopic/p=60351.html> ] Apparently Customs identified this problem during a review of Australian Tariff Classifications against internationally used Tariff Classifications and so decided to revoke TCOs in their entirety because of incorrect wording or where multiple items were listed on one Tariff Concession Order.

### The Consequence

It would seem that enthusiasts will have to accept a 5% rise in the cost of imported parts, if Customs receives no substantial opposing comments or encouragement to re-endorse an appropriate set of Tariff Concession Orders for old car parts.

This has sort of happened before, so the government can fix it : *On 18 October 1994 changes were implemented to regulation 185 of the Regulations (Statutory Rules 1994 No. 351 refers).... One unintended result of the amendment was the revocation of existing TCOs for parts for vehicles at least 30 years of age which also have a general rate of 15%. These TCOs had allowed importers of replacement parts for cars such as vintage, classic and veteran cars duty free entry on those products. The Government approved amendments to the Regulations to restore eligibility for parts of passenger motor vehicles where such vehicles are at least 30 years of age.*

### What can be done about it this time?

Unfortunately the 'intention to revoke' the TCO seems to have largely gone 'under the radar' of the old car movement with little publicity enabling comment by the deadline of June 13th. Without direct and vocal communication from the state and national car club councils, car clubs and individual enthusiasts it would seem that Australian Customs will allow the Concessional Tariff for old car parts to simply fade away.

As with all things bureaucratic if the bureaucrats responsible receive no reaction from the old car movement they'll assume it's OK and move on.....

SO whether you own a 1915 or a 1982 car respond NOW and communicate your opinion to:

1. Tariff Operations at Australian Customs  
tarcon@customs.gov.au  
phone 02 6275 6041, fax 02 6275 6376
2. Your local Federal Member of Parliament
3. Your regional council of car clubs
4. Your Australian supplier/s of spare parts for your old car.

Ed - the above article ended with the note that this matter was on the AGM agenda of the Federal body of Car Clubs, the AHMF, that was being held in Bendigo in August. It was hoped that a consensus would be reached and a response directed to Tariff Operations at Australian Customs. I'm yet to hear of the result, but assume our own Council of Car Clubs here in the ACT made representations about this at said AGM?

## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 17 October 2012

**Meeting Opened:** 7.30pm

**Attendance:** 25 members, three apologies, one guest.

**Minutes of Last Meeting:**

Amended – New member is **Marshall** Magner.

Accepted - Moved: Rick McDonough Seconded: Chris Hogan

**Correspondence In:**

- TCIS Insurance – Public liability insurance certificate.
- ACT Office of Regulatory Services – Certificate of Incorporation.
- Various club newsletters and flyers.
- Beth Woolly – request for use of club barbeque trailer 17-18 November.

**Correspondence Out:**

- Nerida Barges – thank you letter.

Secretary's report accepted - Moved: Rick McDonough, Seconded: Chris Hogan

**TREASURERS REPORT**

**Balances**

Tabled and attached to records.

**Accounts for Payment**

- Fuji Xerox - \$88.22.
- Horseless Carriage Club of America – Subscription to Horseless Carriage Gazette \$US55.00 (to be paid by Secretary).

Gerard detailed the number of overdue subscriptions and warned of the implications for the concessional registration of those members' vehicles. Treasurers Report accepted - Moved: Gerard Frawley, Seconded: Barry Roberts

**EDITORS REPORT**

Deferred to General Business.

**EVENTS REPORT**

October run will be to Woods Reserve.

30 October open day at Government House

Christmas dinner at Southern Cross Club, Woden 19 December.

**LIBRARIANS' REPORT**

Binding of newsletter to be approved.

Moved: Ian Irwin, Seconded: Geoff Nicholas

**REGISTRARS REPORT**

An updated list of financial members will be provided to Registrars.

**GENERAL BUSINESS**

Rob thanked Rick for chairing the last meeting.

Following the recent survey of members, the meeting agreed that club subscriptions would not change but changes would be made to the format of the newsletter:

- to be published bi-monthly commencing December 2012;
- distributed electronically;
- hard copies provided to members without e-mail access;
- Secretary to investigate possibility of reciprocal electronic newsletter exchange with other clubs.

- previous month's minutes will be distributed electronically before each meeting.

Following these changes, Bill agreed to step down as Editor. The meeting thanked Bill for his efforts in that capacity. Rick will take over as Editor from December 2012.

The Council of Act Motor Clubs proposal for special interest vehicle registration was discussed. The meeting agreed not to support the proposal. Moved: Wal Hick, Seconded Chris Hogan.

The format of Club's display at the Canberra swap meet was also discussed.

## MEETING ACTIVITY

Nil

**Meeting Closed:** 8.18pm.

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## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 21 November 2012

**Meeting Opened:** 7.30pm.

**Attendance:** 19 members, five apologies.

### Minutes of Last Meeting:

Accepted - Moved: Carol Nowak Seconded: Chris Hogan.

### Correspondence In:

- Fuji Xerox – October 2012 Statement.
- Model T Club of America – flyer for publications and products.
- VVCCA (Vic) – Registration forms for 2013 National Tour.
- Shannons – cheques for rally and newsletter.
- Various club newsletters.

### Correspondence Out:

- Minutes of October meeting and notice of coming events.
- Clubs which provide reciprocal newsletters – advice of changed publication arrangements for *The Edwardian*.

Secretary's report accepted - Moved: David Robinson Seconded: Geoff Nicholas.

## TREASURERS REPORT

### Balances

Tabled and attached to records.

### Accounts for Payment

- Subscription to *Horseless Carriage Gazette* \$54.16 (reimbursement of Secretary).

Treasurers Report accepted - Moved: Gerard Frawley, Seconded: Nick Nowak

## EDITORS REPORT

Rob reported that Rick has production of the next *Edwardian* under way.

## EVENTS REPORT

Next event will be Sunday's run to Blue Range Hut.

Christmas lunch at Royalla fire shed. Donation of \$50 to the Royalla Bush Fire Brigade for use of the shed – Moved: Wal Hick, Seconded: Geoff Nicholas

Attendees at the Governor- General's children's Christmas party to advise Rick.

## **LIBRARIANS' REPORT**

Nil

## **REGISTRARS REPORT**

Six registrations in the past month.

## **GENERAL BUSINESS**

The meeting provided best wishes to Rob on his seventieth birthday.

Geoff indicated that he will shortly be updating the list of current members.

Rob provided an update on the progress of preparations for next year's one and two cylinder rally.

**Meeting Closed:** 8.02

## **MEETING ACTIVITY**

Rob provided photos and commentary on this year's national veteran rally in Ipswich.

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## **National Veteran Tour Ipswich 12-19 September 2012**

This year's national veteran vehicle tour was held in Ipswich, Queensland and was organised by the Veteran Car Club of Queensland. The Tour committee organised a great tour with many interesting places and events to visit even if we had to wait to get into places like Amberley RAAF base.

The tour statistics were 132 entries and 275 adults for the tour, the States were represented by 76 entries from Qld, 36 from NSW, 7 from South Australia and 4 each from ACT and Victoria. The vehicles entered included 25 T Fords and 9 Renaults.

The Tour was filmed by the students of the University of Southern Queensland as part of their media program; the students will be assessed on their work for their study program.

The tour was attended by Kingsley and Cynthia Southwell, 1911 Renault, Geoff and Lyn Nicholas 1909 De Dion Bouton, John and Lynne Prentice 1904 De Dion Bouton and Rob and Beth Woolley 1909 Renault.

The City of Ipswich sponsored the welcome function and a number of other events during the tour. Highlights of each day's events included:

**Wednesday 12 September**, registration and Civic reception in the Ipswich Art Gallery.

**Thursday 13 September**, 50km drive to Rosewood for a display and morning tea in St Brigid's Catholic Church. St Brigid's was built in 1910 and is the largest timber Church in Australia; the Church was open for display. Lunch was another 18km at the Grandchester Stagecoach Company, following a hot lunch, the owner recited bush poetry and there was a re-enactment of a Cobb and Co stagecoach hold up and breakout from the goal.

Thursday night was the Gas light Parade through the main streets of Ipswich. We attended the Parade with David and Helen Revell in their Talbot as some repairs to the coil pick up were required on the Renault. About 80 cars attended the Parade and were placed on display in the main street that was blocked off from traffic for the display. The vehicles looked spectacular with the acetylene and kerosene lights burning.

**Friday 14 September**, a short run to the Amberley RAAF base and visit to the Museum to look at an excellent display of planes and memorabilia. From Amberley we drove to Willowbank Raceway for the World's Slowest Drag Race. The promoters of Willowbank organised a number of drag car demonstrations on the strip before inviting the veterans to have timed runs the fastest Veteran was a T Ford driven by Kevin Spackman and the slowest was our Renault. I have a very nice trophy for being the slowest car on the drag strip.

**Saturday 15 September**, a run to the Australian Motorcycle Museum at Haigslea. The Museum has a collection of over 220 motorcycles dating from the early 1900's all in good original condition or restored. There are many rare motorcycles in the collection. While at the Museum they held a Funkhona with 6 competitive events that the ACT entrants did very well in.

**Sunday 16 September**, a public display day was held at the Tour headquarters; a number of other activities also took place including markets and inspection of Goolawan House, a property over 100 years old that has only been in 2 families. The house still has all the original furniture and a magnificent library dating back to the original owners.

**Monday 17 September**, a longer run today of 143kms. Morning tea was at Kalabar, a delightful town with an emporium that had many desirable items of interest to veteran owners. We drove through the grounds of Moogerah Dam and on to Boonah for lunch. Boonah is a delightful country town that makes visitors very welcome. The main street was closed off for the vehicles to park in, the shop keepers and staff dressed in period costumes and many displays were set up around the town. Food was available from a number of pubs, cafes and restaurants. The return trip to Ipswich was wet the only rain we experienced while driving.

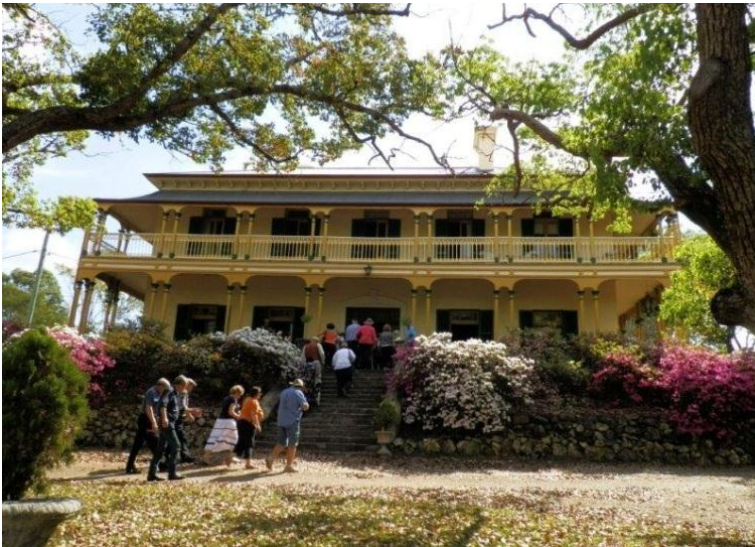
**Tuesday 18 September**, visit to the Ipswich Railway Museum and a train ride drawn by a steam engine. The Museum is part of the Ipswich Railway Workshops and we had guided tours through the engineering and blacksmiths workshops.

**Wednesday 19 September**, a run to Woodlands of Marburg. Woodlands was built in 1890 on top of a hill so that the farmer could observe all his workers from his mansion, unfortunately the farmer went into liquidation about 15 years after the mansion was built. The property has been used as a monastery, reception and training centre and is currently owned by Ipswich City Council and has been opened to the public since 2002.

The final dinner and presentation was held at the Ipswich Civic Centre, the Centre was decorated with 4 veteran cars, a motorcycle and collection of lights, horns and motoring accessories. The dinner was a great celebration of a wonderful tour.

Congratulations to Tour Chairman Trevor Farnell, Queensland State President Glynn Hackshall and the committee on a great tour, attention to detail was very good, the rally headquarters was great with many of the entrants camping on site. The runs were interesting and challenging, there was plenty of interesting places for partners to look at and a good time was had by all.

Rob Woolley



Left – The magnificent Goolawan House

Below – Rob ready to light up the rear tyres! Summernats in January Rob?



1909 Renault at Willowbank Raceway



Left -The Southwell Renault is not afraid of the dark!

Below – 1904 Neckarsulm Forecar



1904 Neckarsulm Forecar



1907 Brush Highwheeler

Left - 1907 Brush

Right – 1899 Winton



### Run to Blue Range Hut - 25 Nov. 2012

It was a beautiful spring day for a trip in the country in a veteran or vintage car. We all rolled into the morning tea stop at Uriarra East Reserve around about 10am except Pete and Alex Sturgess who had their morning tea by themselves on the other side of the river (don't forget your directions!!!). We all headed off for Blue Range Hut which was a nice drive and arriving in time for lunch. After a nice afternoon sitting in the shade it was time to saddle up and roll out, a check the radiator turned into me getting wet after a few water bottles were thrown around and then all refreshed we were on our way. We came home through the Cotter for a change and checked out the new dam wall on the way. It was great to so many kids out for the day and many thanks to Wal and Jane for finding such a great spot to take us.

Attending were:

- Bob and Jean McDonald – A Model
- Don Doering – Hupmobile
- Wayne Young – T Ford
- Wal and Jane Hick with Toby and Anika – T Ford
- Mal, Alex, Adelaide and Mabel – Oakland with friends, Erica, Tony, Nate and Hugh
- Nick and Carol Nowak – Modern
- Wayne and Sandra Smith – Modern
- Peter And Alex Sturgess – Bean
- Chris, Simone, Nicholas, Madeline and Cameron – Chev



### The 'Launch' of 1404

On Saturday Dec 1, Ian and Ida Irwin had an unveiling of their magnificent Silver Ghost. After a gestation in excess of 30 years, car no. 1404 is now only a matter of weeks from being registered. Amongst the gathering was a smattering of our club members. As befitting such an occasion Ian hopped up on a pedestal to give a speech to the assembled group. I couldn't help but note that the pedestal itself was a finely crafted piece of cabinetwork, made of the choicest timbers, as only befitting such an occasion. I believe it was made by that famed ancient firm of craftsman named 'Chep'. After the speech the roller door went up and Ian drove the Roller out. We were then treated to the spectacle of three of the four 1910 Ghosts still left in Australia standing in a row. A rare sight indeed. With only 37 numbers separating them they represented the second, third and fourth oldest restored Ghosts in the country.

Well done Ian. 1404 is a testament to your perseverance and dedication. (Thanks to Carol for the following snaps.)



Above - Speech time with car 1388 behind

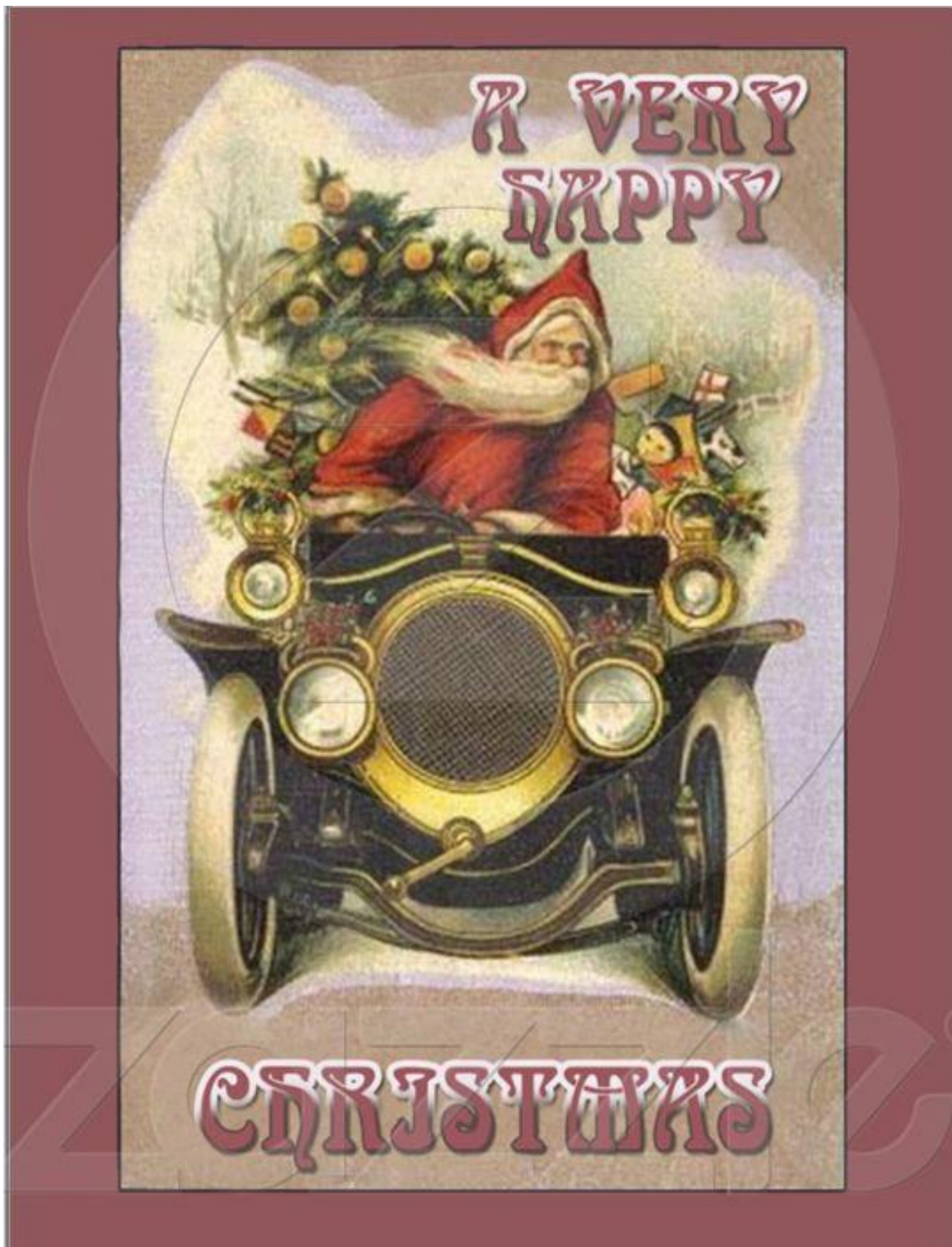
Upper right - Justy Phillips, Great g/daughter of Charles Sykes, designer of the famous Flying lady mascot

Middle - 1404 Emerging for the first time

Below - The massive 7.4 ltr power plant

Lower Right - Ian raising a well deserved drink to the end result. Car no. 1425 behind.





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