



The  
**EDWARDIAN**

**June 2014**



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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 June edition of the Edwardian.

The last 2 months have given us great weather and provided members many opportunities to enjoy our veteran and vintage motoring.

Following the presentation by Scott McAlister, President of the ACT National Trust, Kingsley Southwell, Wayne Young and Rob and Beth Woolley visited the Hall Museum and Parkwood Church as part of Heritage Week, this was a very enjoyable outing.

The Hogan family attended the Pre 31 Autumn Tour at Cowra. Chris reports that it was a great tour with visits to Iandra Homestead, and many interesting places. Hogan's Chevrolet won the award for best vintage car. Congratulations Chris and Simone. The Hogan family also attended the Easter Bush Council Rally at Parkes and reported on another great event.

The Woolley's attend the 40<sup>th</sup> Annual Motorcycle Rally at Bathurst for 8 days over Easter; a report is included in the magazine.

Geoff Nicholas attended the National 1 and 2 cylinder Tour at Robe from 4 -9 May. There were 90 entries which included 15 bikes. Geoff had a great time and will write a report.

Skills Day was at the Southwell's this year and a great time was had by all, thanks Geoff for organising the event and to Kingsley and Cynthia for hosting the event and all the work in preparing the paddock and providing bbqs', seating, coffee, food etc.

At the May meeting Robert Aernout spoke and demonstrated the Miroxol Metal polish, Robert's demonstration was very convincing and many members took the opportunity to purchase a tube or 2. I have tried some on old acetylene light and was impressed with the results, I had tried a number of different polishes before on the light and the Miroxol was easier to apply and did a much better job.

The guest speaker at the June meeting will be Stephen Farmer from Shannons who will speak on insurance for Veteran and Vintage Vehicle and what Shannons Insurance policies cover. Shannons have been great supporters of our Club, providing Club rooms at no cost and sponsoring major tours.

The Club still needs an events co-ordinator to ensure that we have events organised for us to take our vehicles out and enjoy our hobby. If you would like more information about the role please phone me. The AGM will be held in August, please consider joining the committee at the AGM.

Enjoy your Veteran and Vintage motoring

Rob Woolley

### **Important Notice for all members!**

**If you currently have a perpetual trophy, could you please return it by no later than the June meeting.**



## Editorial



I'd like to thank the many members for the well wishes I received as a result of my recent hospitalisation. Much appreciated. One of the main annoyances about the whole experience is that I've had to cancel my planned annual visit to my mate John Handley, in Bundaberg, to work on the resurrection of the Talbot motor, because I can't travel in a pressurised cabin for a little while. Oh well, life wasn't meant to be easy etc.

After a pretty low attendance at our April meeting (Easter was only two days away) the May meeting was almost a standing room only affair. This may have had something to do with our guest speaker, Rob Aernout from the Original Lamp Shop at Braidwood. Rob generously drove the 200 km round trip to our meeting to give a demonstration of a new metal polish on the market, Miroxol, one that he believes is the best he's ever used – see advert on page 6. Given his business is old lamps I think you can trust that opinion. I think it's safe to say we were all equally impressed with his demonstrations and most of us bought a tube or two for our own use by the end of the night. There was only one disappointing aspect to the night.....David Robinson asked could it be used with an electric toothbrush for all those hard to get at bits (it can be by the way). Why disappointing? Let me tell you a sorry tale of the memories Dave's question brought back.....

About three or four years ago Les Robinson and I were discussing the arduous task of polishing brass and he told me the electric tooth brush trick for the 'inaccessible to finger' bits. I thought this was a stroke of sheer genius. I couldn't wait to get home and try it. The major impediment to trying it though was 'She who must be obeyed', because she refuses point blank to allow me to polish brass in the house as she "can't stand the smell of Brasso" – that plus I knew she'd have a fit if I used our elec. t/brush for such a purpose. Resorting to subterfuge I played the waiting game. Sure enough an opportunity presented itself some months later when Shirley went to Qld for a few days visiting her mother, aka Dragon Lady Snr. The mouse could now play!

I can still recall it vividly. It was a Saturday night. I settled in on our two month old couch with a wonderful array of brass lights before me on the coffee table, a bottle of brasso was at the ready, a large rum and coke strategically placed, TV on the favourite show, toothbrush fully charged. I was ready for some serious shiny brass action. All went extremely well. The t/brush worked a treat, although I pretty much wrecked the bristled head and after a couple of hours the t/brush had finally run out of puff. That was alright because I'd run out of rum too, but I was well pleased with the shiny results now before me on the coffee table. I wasn't well pleased when I looked back at the new couch however....in fact I pretty much had a panic attack. My life passed before my eyes as they say. What Les had neglected to tell me was that when using this method, one should put down protective sheets for about a twenty feet radius as that little high speed rotating head has an amazing capacity to spray blackened Brasso residue from one end of your house to the other! Let me try and explain what our new couch looked like..... You've all seen Aboriginal rock art – you know the hand print where they've put their hand against the wall and spat coloured dye all over it, leaving an excellent silhouette of said hand? Well that's pretty much what the new couch looked like,...except instead of a hand it was a perfect silhouette of me! Several panic-filled hours of trying every cleaning product known to mankind followed. It must have worked because she with the overly sensitive nose and eagle eye never noticed anything amiss when she came back from up North. She also never noticed we were down a spare t/brush head. Phew, it was a close thing, but I got away with it, but don't anyone EVER mention electric toothbrushes and brass in the same sentence in my presence again.....and I haven't forgotten you Les Robinson!!!!

As always, my thanks to those who've taken the time to do write ups, send photos or contribute other interesting tit-bits for your magazine.

Happy Restoring  
Rick

**PS. If anyone needs slotted wood-screws for that authentic restoration look, contact our Treasurer, John Cadona, at Fyshwick Builders Suppliers on 6280 5377. He's got heaps of different sizes in stock.**



## Pre 31 tour Cowra 2-4 May 2014

### Friday May 2

We were up and on the go early to load the car with bags and goodies for our weekend in Cowra. Then it was time to load Chevy on the trailer, well that's where we ran into trouble, I think she had heard the weather forecast. After about half an hour of adjusting things, talking nice and then not so nice she came to life onto the trailer and we were on the road.

Arriving in Cowra at check-in at the PCYC just in time for lunch, we parked out on the street and we walked down the lane to check-in. Well this lane opened out into a paddock which to my excitement was full of over flowing with veteran and vintage cars of all sorts of make and models. Chrome, Nickel and Brass was everywhere and there was a buzz of excitement in the air - the Biggest Pre 31 Tour was about to kick off. We were officially welcomed by our Rally Director, Jim Hatton and give our directions for the weekend, we hurriedly had our lunch and unloaded Chevy off the trailer, game on.

We were one of the last to leave for the afternoon run, as it was a sight to be seen 80 Vintage and Veteran cars in a procession out of the car park and onto the road. It was an easy 30 mile run around the outskirts of Cowra and District before finishing up back in town at Bellevue Hill Park near the Japanese Gardens for afternoon tea.

### Saturday May 3

Cowra, Grenfell, Iandra, Greenethorpe, Koorawatha, Cowra

Well as predicted the weather had changed and the wet weather gear was out, not ideal weather however our spirits could not be dampened. We assembled at Brougham Park in the centre of Cowra to receive our instructions for the day, before setting off on our 100 mile round trip.

First stop was Grenfell after pleasant drive we pulled up at Uniting Church where the ladies from the church had prepared an amazing array of cakes for morning tea. After we had finished our morning tea and chat it was now time to saddle back up and made our way across to Iandra where we visited the historic Iandra Castle. We had our lunch before we took a tour around the Castle, we were rushed from room to room by the kids counting how many toilets the place had!!! By this time the rain had now stopped and it was time to head back to Cowra via Greenethorpe and Koorawatha. We got back to the motel and had a hot shower before getting ready for the final dinner.

A very pleasant and warm atmosphere filled the room for the final dinner where prizes were handed out and kind words were spoken about what an outstanding job the organisers had done.

### Sunday May 4

We woke to a clear cold day however it was time to pack up hand head off to the Farwell Breakfast to say our goodbyes to our many friends from all around that we meet on all the different rallies around the state. We then loaded Chevy back on the trailer, good job girl! And with that we were on our way. Home in time for lunch.

This was our very first Pre 31 Tour, we meet a great bunch of people and we will be marking this in the calendar as a must attend next year.

Next Year the Pre 31 Tour is in Orange on 1, 2 and 3 May 2015. We should all make a big effort to attend.

### Facts

Facts for the weekend - 88 entries, after pull outs and break downs 78 Vintage cars and 2 Veteran cars. There were 182 enthusiasts from all over NSW, ACT and Victoria.

Makes of cars in attendance:

Packards, Reo, Chryslers, Lincoln, Chevrolet, Austin, Rugby, Dodge, Sunbeam, A Fords, T Fords, Oldsmobile, Buick, Fiat, FN, Marmon, Hupmobile, Whippet, Willys Knight, Pontiac, Hudson, Nash, Studebaker, Graham Brothers.

Chris and Simone Hogan

*Ed note - as Chris and Simone are too modest to say it, their '28 Chevy won the award for the best vintage car! Well done to them both for this achievement and flying the ACT flag! Photos of some of the cars on the next page.*





Above - Vice Pres. Rick had the pleasure of presenting Ian Irwin with official recognition of his recent Life Membership award.

Left – Geoff Nicholas kindly framed the Club's Gold Award and Gold Award badge (Celebrating our 50 years of operation in the Canberra community). It now hangs proudly on the wall of our meeting room.

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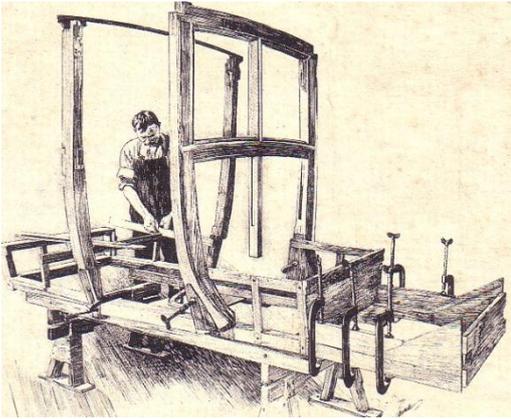
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## Technical Page

Notes from a Coachbuilders Workshop.

By Peter Rhys-Davies.

### *SPECIAL COACHBUILDING TOOLS.*

Coach building is in so many ways very much like high class joinery and cabinet making, sharing a great many of the general wood working tools such as chisels and planes, of which there are dozens of types. While each craft does have many of its own unusual tools – the cabinet makers lock chisel is a case in point – coach building does require a few that are unlikely to be found in the average joinery or cabinet making tool kit. Today all are old fashioned crafts dying out rapidly, which is a rather sad reflection on the ‘modern’ society of this age. Quantity, and more quantity, seem to have far eclipsed quality of workmanship, to a point where we can begin to wonder if there is anything still being built to last.



An early lock chisel with 12" ruler below for scale

Not that long ago I had the pleasure of working on a Rolls Royce Silver Ghost ‘Roi-des-Belges’ bodywork, using as a basis just a pair of original seats. These were almost 100 years old, with all the joints and fits still in perfect condition, almost despite the use of the old Casein glues used in those days. Sheer craftsmanship! They had been knocked around, (one had been found abandoned on a tip!), so needed a little repair work here and there, but overall were in very good condition. Good for at least another 100 years, perhaps! So when either repair work or new bodywork is contemplated today, these are the standards, surely, to be aimed for. Our vehicles are far more than just wheeled transport, to be just admired – far more, they are part of our history, our heritage, our cultural and sociological ancestry, needing to be preserved for all future generations.

It is not possible to create good work with a poor selection of tools, and great workmanship demands the very best. True, today we have access to many tools which would have been unknown to our fathers and grandfathers, such as the electric router. But despite this they accomplished an extraordinarily high standard of craftsmanship using just largely hand powered tools. Though there is one machine every coach builder needs – the bandsaw.

Without this essential tool little can be accomplished of any quality. It does not need to be the best or most expensive, top-of-the-range machine either. Mine was originally bought second hand, but with a thorough overhaul and careful setting up has served me well, and is still as good as ever today. One with an eight inch ‘throat’, or larger, will be fine. This is the maximum depth of cut possible. You will need to find a good bandsaw blade supplier. Start with a blade of, say, 10 teeth per inch, as this is a reasonably good compromise between sheer speed of cut, and accuracy and smoothness. The fewer teeth per inch the ‘rougher’ the cut, but faster! And do not hesitate to throw away a blade which is be-

coming blunt, for that is false economy. The sharpest blade will provide the easiest and keenest, most accurate, cut. Take the time to set the bandsaw up properly and it will give you years of good service.

Mostly, though the coach builder of today still needs many of the hand tools the original pre-war craftsmen used. The one main requirement is that the cutting edge tools like chisels and planes are kept razor sharp. We used to have carborundum stones for this purpose – nowadays I find the modern water lubricated diamond stone far more efficient. Neither do they seem to wear out, either!

Of course you will have at least a couple of hand planes, probably a Smoother and a Jack. The Smoother is about seven inches or so long, and the Jack about a foot or so. For serious work I would suggest that a number 2 or 3 Jack, in addition to either a 4 or a 4 1/2 Smoother will always have a great deal of use. The smaller the number the narrower the plane, and the smaller ones are great for getting into those tighter spaces, while the 4 & 4 1/2 have enough 'weight' to handle most general work. These is also a No. 7, a long type, called a 'try plane', which is ideal for achieving long straight edges. An essential plane is the side rebate type, which has a multitude of purposes. On this one the blade sticks right out to either side of the side metalwork of the plane so that any rebate with a square corner can be cleaned up, as well as being ideal to ease tenons to make a good, tight fit. A similar plane is a shoulder plane, but in this case is capable of easing the shoulders at a tenon, again so that an accurate, tight fit can be achieved.



An early type of Rebate plane

A low angle block plane is certainly one tool which will find a use over and over again.

Capable of very fine cuts, these are invaluable where small and delicate jobs are to be done. This particular one also has a removeable side piece, so that it can get into rebates, as well. An added advantage.



A low angle block plane

It is rather critical with all of these planning tools that the blade – the *vital* part – is of the best quality metal capable of holding its edge well. There is little worse than having to constantly re-sharpen a low quality blade. I've had pretty good results with both Stanley Bailey and Record.

Before we leave hand planes there is one absolutely vital for the coach builder – the compass plane (right). This is a rather extraordinary plane, having a very thin, but flexible, bottom plate which can be adjusted to suit almost any curve. With this plane a curved piece of timber can be planed to provide the perfect, even curve far more efficiently than any spokeshave. Mine was bought new, (when I was an apprentice), and despite being broken and welded when it was knocked from my bench, is still giving beautiful results. I couldn't be without it!



A range of chisels is, of course, essential. Everything from 1/8 inch up to 1 1/4 inch would be a minimum for most tasks, with the 'bevel' edge being the most desirable. These allow a greater degree of control and accuracy than the 'firmer' chisel with its square shoulders. The quality of metal in the blade is of the utmost importance – they have to be capable of holding a razor sharp edge because they will so often be used to remove very fine shavings. But in addition to these flat chisels a selection of gouges will also be found to be very useful. The ones to look for will have the bevel on the *inside* face of the curve, commonly called a scribing gouge. There are also gouges with the bevel on the outside. These are generally used in carving and wood turning, so might also be quite useful for our business, but will possibly have less use. It might also be very useful to have a couple of sizes of mortice chisel – large, square shaped blades which are ideal to clean out (as the name suggests) the corners of mortices.

Then there is the spokeshave (right). Originally this tool was used, (in conjunction with a draw knife), to shape and fashion wooden wheel spokes. Now it has a great many useful functions in a coach builders tool kit. There are two types generally found – one made of metal, and the other of wood, with the wooden ones available in three sizes. You will need all three.

The metal type is a modern derivation of the older wooden model, complete with all manner of up-to-date features, such as a 'plane' type blade, which is easily adjustable. These come with both a flat and a curved bottom face – with the one we use being the latter, of course. The wooden variety is far more basic, and can be found in a variety of lengths and sizes, and as well the bottom curved face is usually available in some four or five different curves to suit any purpose. It is probably the 'better' tool than the metal type, for the feel of it in use (hard to describe) in your hands as it cuts seems to be more 'sympathetic', perhaps less harsh than the metal spokeshaves. But that it is personal thing. Whatever you feel more comfortable with is likely to give a better result. To sharpen these blades you will need a small carborundum stone about 5 inches long, tapered, and with 'rounds' on either side.



No serious coach builder can be without a series of spokeshaves of differing sizes. With this tool very fine adjustments can be made to all shapes of curved work with incredible delicacy. Providing it is kept razor sharp, of course. Perhaps its one fault is that it will tend to 'follow' a wavy cut line, where a compass plane will smooth out those undulations. That apart, a spokeshave is a tool which will be in use nearly every day.

The one tool everyone should have close to hand is a joiners marking knife. For precise marking and accurate 'cut' lines to exact dimensions there is nothing to come close. And for marking curves that are 'fair', (ie, without ripples or undulations), all that is needed is a thin piece of flexible, fine grain timber without any knots. The size should be about, say, 1/2 inch x 1/4 inch or so – it is not critical – and at least a foot longer each end than needed, to suit most applications. It can be used to mark any fair curve between two fixed or known points, where the maximum apogee (highest point) may vary along the length.





Simply fix two small nails, (panel pins are best), at the two extremities, then hold the timber up against them, and push it out to the required curve, and mark. This method can be used to accurately reproduce almost any type of curved line. Because you will probably be making a pair of upright posts, which need to be identical, mark a pattern piece out of a thin ply form, and use this to draw the shape out of the plank to be cut. In all cases, remember to mark either the bottom or the top of the posts – it is too easy to inadvertently use one up-sidedown!

To draw a perfect circle (or part of) larger than could be drawn with a pair of compasses, simply take a short length of timber and put a small nail near one end. Then make a notch at the appropriate distance, lightly put the nail into the timber to be cut and draw the circular line as needed. With this method radii of even several feet can be easily and accurately marked. The usual need for this is when setting out the rear wheel mudguard support framework.

Where do you buy these old fashioned tools nowadays? Probably the best and easiest place is Ebay. Simply type in 'old wood working tools', and see what comes up. There are a few specialist dealers here in Australia, together with several in the UK and USA. To find these go to Google and put in the same as for Ebay. There are two 'levels' of these tools to be aware of. One is the "Collector" level, where the tool will be 'as new', still in its box. These fetch a premium price, as you would expect. What we are looking for are 'working' tools.

Finally, do look after these tools properly. If used only occasionally the metal parts will tend to rust, and if this is the case, clean off the surface rust with a 250 grit 'Wet & Dry' sandpaper, then wipe the entire tool all over with a rag soaked in baby oil. Then place the tool away in a cupboard or drawer wrapped in the soaked rag. It's the best for babies' bottoms, and perfect for old tools as well!

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Lifted from the newsletter of the Qld based VVTE Club.

**MAKES AND MODELS ...A puzzle for the car club with an aging membership.**

So you think you know your makes and models? Here's a few for you. Take your time. Look for distinct features that you think you may recognise. The year of the first car is 1919. Now concentrate.....



If at first you didn't succeed, take look at another photo .....



No luck. Maybe you best try this one.....



No luck? Well never mind. OK. Just one more.....



Even if you did not score, it will be a comfort to know that if this brings back some memories, then you're not in early dementia yet.

In a Club member's shed



I haven't done one of these features for a while, but boy, am I back in a big way with this one! A phone call from a member along the lines of "... pssst, come over and have a look at what I've got in my shed at the moment!" And wow, was it ever worth coming over to have a look at! This would have to be one of the best restorations I've ever seen, not to mention on one of the most mouth drooling cars I've ever seen, a very beautiful type 44 Bugatti. Pity it wasn't in *my* shed. As it turned out it wasn't in our member's shed for long either. He was just storing it for a while for his enthusiast mate.



Only in America! - The \$383.00 Car Paint Job ...

I think what happened here is the man told his wife he needed to paint his car and when he told her how much it would cost she told him to "save his pennies".

So, he completely covered his 1949 Cadillac with 38,295 pennies! They were affixed one by one using Silicone. They added over 200 pounds to the vehicle's weight. The entire project took 6 weeks.....and, it won't scratch!

## Hall Museum and Parkwood Church Run - 13 April run

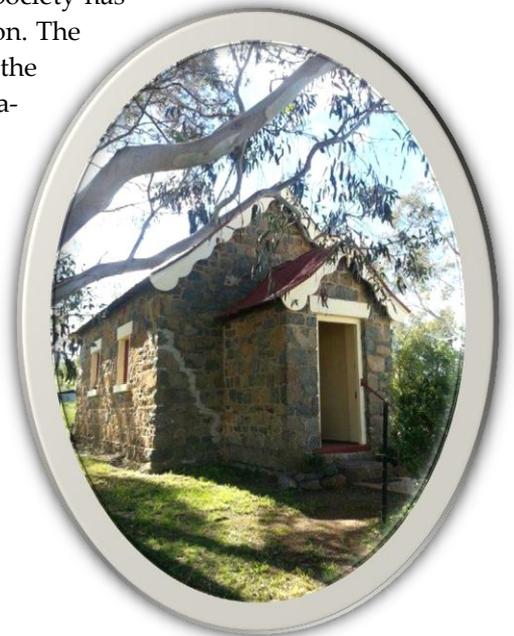
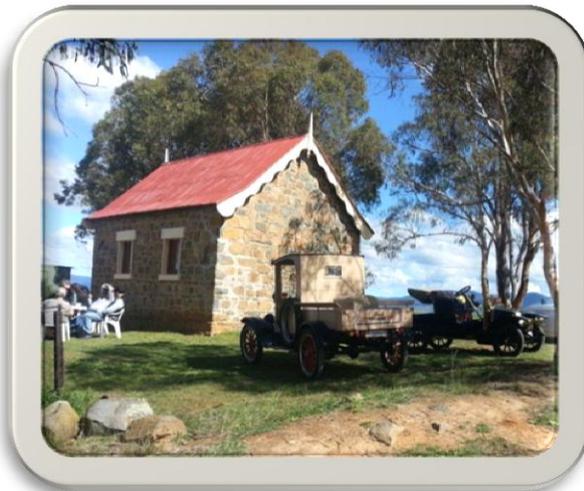
The ACT Heritage run on the 13 April was attended by: Kingsley Southwell – 1920 T Ford, Rob and Beth Woolley – 1909 Renault, Wayne Young – BMW R1150 GS

The run started at the Hall Museum where we inspected the new exhibit based on life in the Hall District from the early days of settlement in the district. The display was very interesting with early photographs, tools and implements that were used for farming, housing and transportation. The Southwell family collection featured in the display.

The second part of the run was to the Parkwood Church. Thomas Southwell arrived in Australia in 1838 and came to the Ginninderra Creek area in 1840. He was a staunch Wesleyan and began holding prayer meetings and church services in his home. When his home became too small he built a slab church which he replaced in 1880 with a granite building.

The granite chapel was built without foundations as was done in those days. The recent drought dried the clay sub-soil and caused the walls to move and crack. The Southwell Family Society has spent 300 hours preserving and restoring the Church to its original condition. The architect for the Church also designed the Wattle Park Uniting Church on the highway at Hall. Lunch was enjoyed in the Church grounds with many relatives of the Southwell's and friends on family.

Rob Woolley



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### Photos from Motor Skills day





*All aboard for the Brooklands Express!*  
*Motor Skills Day – 18 May*

Sunday the 18<sup>th</sup> of May saw a few of us participate in the motor skills day at BROOKLANDS, Kingsley and Cynthia Southwells property, which like most of the countryside looked lush and green in contrast to previous years.

Having gathered at Ginninderra village for morning tea at 10 o'clock, we departed along Wallaroo road and following good direction signs at the various turns, we arrived to find Geoff and Greg had all the various courses ready and Cynthia had the urn boiling in the train carriage. After some time for conversation we were ready to start

The first test was to drive our cars as near as possible one revolution of the front left hand wheel after Rick had placed a chalk mark on the tyre. Any deviation was measured. After that test we had to stop as near as possible with the front most part of our vehicle to a line marked by a rope, without touching it, and the distance remaining was noted.

Next skill was a run through a line of spaced buckets into which the passenger had to drop a tennis ball. On the return run through the line it was the drivers turn to do likewise. Points were deducted for buckets or balls missed. The next test involved the driver circling a central post to which a rope was attached with a bucket of water suspended halfway between the post and the loose end which was held by the passenger. The bucket could neither touch the ground nor spill any water.

The following test was a reverse park into a "garage" marked out by ropes on the ground and required stopping as close as possible to the rear wall. The distance remaining was measured. The last test was a forward park into another "garage", again measuring the distance between vehicle and the wall.

As the sun was not gracing us with its presence, we were ready for a warm meal cooked on the barbecue which Kingsley had lit by then. We all ate under cover of the carriages veranda roof or in the carriages compartments or open lounge. Some 7 cars, (2 of Kingsley's) competed for the trophy on the day, with the result to be announced on the annual lunch/presentation day. The attendance was a little disappointing considering the number of cars in the club. Was it perhaps due to the earlier than usual day of the month? Nevertheless we all had a great day and our thanks go to Kingsley and Cynthia for their hospitality.

Don

The members who attended the Skills day in Veteran or Vintage Cars were: The Hogans - 1928 Chev 4, Mal and Alex Smith - 1929 Oakland, Kingsley and Cynthia Southwell - 1911 Renault & '20 T Truck, Don Doering & Julian Trischler - 1923 Hupmobile, Nick and Carol Nowak - 1912 Overland, Rob Woolley 1909 Renault. Modern, Rick, Wayne and Sandra Smith, Trevor and Joyce Couch, Barry Roberts, Geoff Nicholas, Greg & Mary Spackman.

*Ed – My thanks to Rob and our friendly visitor from Germany, Julian Trischler, for the photos on the previous and next page.*

# The Edwardian - June 2014

A proud Dad with two of the brood. Cameron is looking particularly smart (showing Dad up actually!)



Rick homing in for the kill - tape measure in hand.



Right - Tickets please! First Class accommodation at its finest.



Above - Sorry Kingsley, water spilling out of the bucket is a FAIL!

Left - A dummy measuring from the dumb iron!



## National Veteran One and Two Cylinder Rally Robe South Australia.

As Julian McNeil said in his welcome- A picturesque and historic part of South Australia. It was my 3<sup>rd</sup> 1 and 2 Cylinder rally. Attendance was about 91 entries, with 74 cars and 16 motorcycles.

The first day run was to Kingston, north toward Adelaide some 84k round trip. The weather was great for Veteran motoring. Morning tea was under Norfolk pines in the park. Had the chance to see a rear Fafner single cylinder veteran M/C. We then headed for our first school visit, some laps around the oval and lined up for the school children to check out the vehicles, They had a great time many photos and honking of horns. My 09 Triumph was running on song and as usual I love riding this motorcycle. That evening there was a film and a talk on in the Robe Institute. The talk was most interesting and very entertaining.

Tuesday's was to Beach Port, which was south toward Mt Gambia. The run distance was 100k return. I managed about 140 missed the sign " my fault ". The day was a little overcast and no rain. Morning tea was at Woakwine Cutting, a deep trench dug to drain wetlands for farming. The trench was excavated by 2 guys with earth moving equipment over 3 years, in the late 1950's, 1k long and 28 meters deep, not a bad effort. It was on to Beach Port where we parked the Veterans on another school oval. The children and town folk inspected the vehicles while we had warm soup and sandwiches in the school hall. Hamish McDonald gave a brilliant talk on Veteran motor vehicles to bunch of students I was impressed. Through out the week every one was impressed with the line up of Cars and Motorcycles.

Wednesday was of to Millicent, 173k round trip if you decided to drive the hole way. A good number of us decided to trailer our vehicle to the morning tea spot, Kangaroo Inn Area school which serviced a large area for primary school students. The school students put on morning tea in the hall. The bikes were lined up on the cricket pitch and the cars around the perimeter of the oval for to see. From here we headed on to Millicent in land from the coast only 38k. We assembled at the Millicent living History Museum where we had lunch and checked out the things on display. A point of interest was a blade from a wind turbine "huge". There is a big wind power farm in the area. After lunch it was back to the school load up and back to Robe. That evening it was a sausage sizzle at the bowling club.

Thursday day 4, the run was to Cape Jaffa via Mt Benson 85k. I never noticed Mt Benson as I haven't had to peddle the Triumph at all on this rally. Port Jaffa is part of the lime stone coast. We pulled up for morning tea in a new area. A big marina lots of land for new housing development. Would be nice if you lived in Adelaide with a house on the coast and a big boat and a Veteran in the garage. We the traveled on to two Fowlers Wines and Cape Jaffa Wines where we had lunch, And a good run down hill to Robe. This evening was the gas light run along the main street. We gathered waiting for dark, some 50 Veterans, Most had their kero side lights running, not many had the carbide lights on most had the electric conversions going. The spectators and Veteran entrance loved it

Friday our last day with the farewell dinner that evening in the Robe Institute hall. The day was cool and overcast. I think everyone headed for the Mahalia Coffee shop first and on to other attractions around town. There was a display on from 11 till 12 for the locals again. That evening the dinner kicked off with a full house. The food was excellent and the company great. My thanks go to the organizing committee and sponsors for running an excellent 1 and 2 Cylinder Rally at Robe. TWMAG Geoff Nicholas.





Above - '05 Caddy and a '09 Maxwell top right



Below - A 1903 Thomas



A rare Isotta Fraschini with my mate John Handley's well travelled Darracq behind.



A very racy Stanley Steamer





Frances Hall and her 1917 B&B.



Brian Hussey in De Dion Bouton



Sid Norman and his recently imported '10 Maxwell.



On the left - a GWK and a bright red '05 Ford



Del & Vic Ellis '08 Swift



The Holbrooks and their 1899 Peugeot.

## 40<sup>th</sup> Annual Bathurst Easter Rally

Organised by Don & Colleen Liddle – Patron of the Vintage Motor Cycle Club (VMCC) NSW

Don and Colleen have been organising the Bathurst Easter rally for the past 40 years. 40 years ago the rally consisted of a run on Saturday morning followed by 2 or 3 laps of Mount Panorama and a public display at the circuit. Sunday you could either attend the races or go on another bike ride. 40 years ago there were 37 entries for the rally and in 2014 there were 230 entries with probably 300 bikes. The rally gradually grew from a 2 day event until the current format of 8 days, many riders attend for part of the rally but about half would attend for the 8 days.

The rally is based on a very simple format; there are no concourse events and no formal functions. The runs each day vary in length from 100 to 175 kms visiting locations around Bathurst. Usually each run stops at a local Hotel for lunch. On Monday the Newcastle Club serves hot dogs at Carcoar Dam and on Wednesday Beth and I with helpers now serve Hot Cross buns and coffee at Chifley Dam. (Beth used to make scones, but as the numbers increased there was not enough time to do the cooking.) Saturday night a bbq is held in the caravan park with about 200 entrants and families attending. There is a happy hour every afternoon which is funded by the raffle.

The Mayor of Bathurst recognised the 40<sup>th</sup> rally with a Mayoral reception where he presented Don with a certificate and print of Bathurst Town Square. Sadly, this year Colleen's health prevented her from attending. Seven of the entrants who attended the first Bathurst Rally were present for the 40<sup>th</sup> Rally and three of us took the bikes we rode at the first rally, they were a 1928 Triumph, 1927 Charter Lea and a 1924 Indian. 40 years ago our two children Mark and Ros attended and over the years they have continued to come riding as they got their licence to ride, then marriage and grandchildren mean that it has become a gathering of the family at Bathurst, with all family members riding.

This is the best motorcycle rally on the calendar and is why we have only missed two in the last 40 years. Thanks Don and Colleen for another great rally.

Rob Woolley



The entrants who attended the very first rally. Rob far right.



A Charter Lea and Triumph that were on the first rally



Veteran Triumphs at Sofala

# The Edwardian - June 2014

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## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 16 April 2014

**Meeting Opened:** 7.35pm

Meeting chaired by Rick McDonough in the absence of Rob Woolley.

**Attendance:** seven Members, five Apologies

### **Minutes of Last Meeting:**

Accepted Moved: Tony Watson, Seconded: Geoff Nicholas.

### **Correspondence In:**

- Offer from Kathy Booby to represent our Club at the CHMC annual general meeting at Parkes (on Good Friday).
- Notice to renew Club Trailer registration. Due by 13<sup>th</sup> April 2014.
- Draft *Objects and Rules of The Association of Veteran Car Clubs in Australia* sent to our Club for comment by Wayne Aberdeen, Secretary TAVCCA.
- Letter from Shannons agreeing to sponsor the 2015 Nat. Vet. Rally.

### **Correspondence Out:**

- Letter to Club Member Kathy Booby accepting her kind offer to represent our Club at the CHMC annual general meeting.
- Letter to Shannons thanking them for sponsorship.
- Sympathy card to Gerard and Marie Frawley.

Secretary's report accepted - Moved: Tony Watson, Seconded: Geoff Nicholas

### **TREASURERS REPORT**

Operating account balance	\$116.33
Rally Account	\$TBA
Term Deposit	\$TBA

### **Accounts for Payment**

Trailer Registration - \$67.60  
Fuji Xerox - \$89.84

Treasurer's Report accepted – Moved John Ahern, Seconded: Ian Irwin.

### **EDITORS REPORT**

Nil.

### **EVENTS REPORT**

The upcoming Pre-1931 rally in Cowra was discussed.  
Motor Skills day will be held as usual in May. An email will be sent to members asking for volunteers to help Geoff with the organization.

### **LIBRARIANS' REPORT**

Ian will work on list of missing magazines.

### **REGISTRARS REPORT**

Nil.

### **GENERAL BUSINESS**

1. Rick presented Ian with a framed certificate acknowledging his election as a life member of the Club.
2. Moved; Ian Irwin, Seconded: Rick McDonough that, in the interest of practicality, existing signatories to the Club's bank account remain and that John Cadona's signature, as Treasurer, be added.
3. The meeting thanked Geoff for arranging a framed copy of the Club's ACT Government 50 years certificate.
4. Gerard thanked members for the sympathy expressed following the recent death of his father.
5. John Cadona suggested Googong as a suitable destination for a future club run.

### **MEETING ACTIVITY**

Nil.

Meeting Closed: 8.10pm.

# The Edwardian - June 2014

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## MINUTES OF MEETING OF VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 21 May 2014

**Meeting Opened:** 7-30pm

**Attendance:** 24 Members. 3 Apologies. 1 Guest (Robert Aernout).

**Minutes of Last Meeting:**

Accepted Moved: Geoff Nicholas. Seconded: Gerard Frawley.

### **Correspondence In:**

- 2-4-14. Email from Vic. Vet club seeking cars for a display at Federation Square in Melbourne. Sent on to Club members.
- 28-4-14. Letter from Council of Heritage Motor Clubs – NSW Inc. advising that our Club has not paid its affiliation fees due 31-12-13.
- Receipt received for Trailer Rego.
- Fuji Xerox statement – Nil due
- Invitation to Burwood Show & Shine on Sunday 21<sup>st</sup> September.
- Email information from Wayne Aberdeen about the Montagu Trophy nominations.
- Shannons auction brochures.
- Various magazines.
- Letter from Century Batteries re a promotion.
- Application details for “Bay to Birdwood”.
- Certificate of Membership from the Council of Heritage Motor Clubs NSW Inc.
- Invitation to Bathurst Swap Meet on 16<sup>th</sup> November 2014.
- 1<sup>st</sup> April 2014 - Proposed new Articles for comment for “Veteran Car Clubs in Australia” for comment by all associated Clubs. Sent by Association Secretary Wayne Aberdeen.
- 16th May 2014 – Advice from Wayne Aberdeen that an Extraordinary Tele-conference meeting will be held on Saturday 31<sup>st</sup> May 2014 to discuss the proposed changes to the Articles of Association of Veteran Car Clubs in Australia.
- 11<sup>th</sup> May 2014 – Email from Wayne Aberdeen seeking nominations from Australian Veteran car clubs for the Montagu Trophy.
- Invitation by WA to attend the “Wagin Rally” which covers all types of vehicles on May 31, 1 & 2 June 2014.
- 21-5-14. Letter from Council of ACT Motor Clubs for affiliation fees for Concessional Registered ACT vehicles. 55 to 99 members will cost the Club \$60 (List will be prepared and given to John Cadona shortly).

### **Correspondence Out:**

- 6-5-14. Email to Council of Heritage Motor Clubs – NSW apologizing for forgetting to pay affiliation fees.
- Get well card to Rick.

Secretary's report accepted - Moved: Peter Sturgess. Seconded: Bob McDonald.

### **TREASURERS REPORT**

Balances: Tabled and attached to records.

### **Accounts for Payment**

ACT Motor Council affiliation fees (\$60).

Treasurers Report accepted – Moved: John Cadona. Seconded: Rick McDonough.

### **EDITORS REPORT**

Rick asked that any member with Motor Skills Day photos could they sent them to him for the magazine.

### **EVENTS REPORT**

1 – Rob said that the April Club run was poorly attended. Two old cars & one modern (bike). Maybe the week before Easter was the problem?

2 – Don is working on the June Club run. It will be an observation run commencing on the South side and terminating at Don and Bev's (North side) for lunch. When worked out Don will give details to Nick to notify members.

3- Ian gave details and options for a proposed Club trip, in early October, to the “Motor Life Museum” in Dapto for the morning, lunch and followed by a visit to the “Fleet Air Arm Museum” or “Thirlmere Rail Museum” in the afternoon and home late evening. The general feeling was that the rail museum, which included a steam train ride was the way to go. Ian will work out the details and ask Nick to distribute information to members. A show of hands indicated that the proposed trip would be popular. The bus carries 57 people and if our Club doesn't fill the bus we will open it up to other Clubs.

4- The British/French day will be on 15<sup>th</sup> June 2014.

5- Rob said that the 2015 Goulburn Nat. Vet. Rally was progressing well.

### **LIBRARIANS REPORT**

Ian had nothing to report and Wal is away.

# The Edwardian - June 2014

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## REGISTRARS REPORT

Rob has done several registrations during the past month. Barry and Robert were not present at the meeting.

## GENERAL BUSINESS

1. Rob said that Club members were happy to see that Rick had recovered from his recent illness and week in hospital. Rick thanked the Club for the "get well" card.
2. Rob said that motor skills was a great day and thanked Geoff for setting the events.
3. Rob spoke briefly about the Montagu Trophy. It did not appear likely that our Club would have a nomination this year. To be eligible a person must have made a major contribution to both their local Club and the Australian Veteran movement.
4. Rob presented John Ahearn with a 100 year badge for his 1913 Model T.
5. Ian said that he had heard that the 100 year badges could be presented to unrestored vehicles and not only restored/registered vehicles. Rob will check this out.
6. All Club trophies will need to be returned by the next meeting date, ie: 18<sup>th</sup> June.
- 7- Rob asked the meeting if they would consider having the Presentation lunch/dinner in July this year instead of the usual August as he (Rob) will be overseas in August. No objections were raised.
- 8- Geoff gave a short report about the Robe, National One & Two Cylinder rally. 80 cars, 15 bikes, 2 steam cars and one hot tube Peugeot. No hills and good weather. Geoff also promoted our 2015 Nat. Vet. Rally at the final dinner.
- 9- Chris gave a brief report about the Cowra Dinosaur rally. Approx. 85 entries mostly Vintage. A bit wet but good fun.
- 10- Rob advised that the Club will need to purchased 20, 100 year badges to cover the Club up to 1915.
- 11- Geoff said that some Veteran members (not necessarily our members) had engraved their names on the front of the badge. The badges are issued and belong to a particular car and any names must be on the back of the badge only.
- 12- John Ahearn will be absent for the next 3 or 4 meetings.

Meeting Closed 8-40pm.

## Meeting Activity:

Robert Aernout of "The Original Lamp Shop" in Braidwood attended the meeting to give us a talk and demonstration of "Miroxol" metal polish. Robert talked about the polish which is manufactured in South Africa and said that it was easily the best metal polish that he has used over the years. In Robert's demonstration it easily cleaned old tarnished brass, silver and nickel to look like new. The polish also leaves a protective coating that repels water. Just what most of us need for brass and nickel. Robert offered members a good discount per tube and he sold quite a lot of the polish.  
Tea/coffee & biscuits followed.

(Next month the Club has arranged for Steven Farmer of Shannons to talk to us about all things insurance).

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## The National Calendar

October 19-24	National Veteran Rally, Kalgoorlie – Boulder – see Nick or Rob for details
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## The Club Calendar

June 18	Club meeting
June 22	Observation Run from South to North
July 16	Club meeting
July 20	Trophy Presentation Lunch – venue to be advised
Aug 20	Club meeting
Aug 24	Club Run

## RETREADS

Retired (and Retired!) 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) recognizes these outings as legitimate events for any of its members who wish to participate

## EVENTS DETAILS

### Observation Run – Sunday 22<sup>nd</sup> June 2014

Club Run organised by Don Doering. Start with a coffee/cake at 10am at "The Brothers Oven Bakery" located in the Homeworld Shopping Centre, Reed Street, Tuggeranong (adjacent to the Hyperdome). Following coffee the run, **which will be an Observation Run**, will leave the bakery at approx. 10-45am and wind its way through Canberra to finish up with lunch at Don and Beverley Doering's home at 27 McCawley Street, Watson. Please bring along a pen and paper to answer the "observation" questions. Lunch will consist of several soups, French bread and a slice afterwards. Juice will be provided but BYO alcoholic drinks. Members will be notified by email/letter a bit nearer the date if a cost is applicable.

### Trophy Presentation Lunch – Sunday 20 July

In respect of our July run, members agreed (at the May meeting) that we hold the Presentation in July instead of August. Members will be notified by email/letter a bit nearer the date as to the venue, but in the meantime mark it down in your calendar. Also, please don't forget if you currently have a perpetual trophy, could you please return it by no later than the June meeting.

### And some upcoming events from the Council.....

Name of Event	Date	Location	Contact person	Contact details
Battle of Waterloo	15 June 2014	Rond Terrace	Barry McAdie 0415 907 614	ROCC - Renault Owners Club of Canberra
German Autofest	TBA Sept 2014	Lawns of Old Parliament House		
Canberra French Car Day	TBA Nov 2014	TBA		

## For Sale/Wanted

### **1913 OVERLAND 69T.**

Complete ground up restoration - new wooden frame, new body panels, new radiator. Chassis, gearbox and engine rebuilt with new bearings and seals; New axles and driveshaft. Dodge generator/starter motor fitted. New tyres. Burgundy vinyl diamond pleated upholstery. New hood and side curtains;. Saxon head and side lights. Price: \$35,000 ono.

### **ALSO**

**ENCLOSED CAR TRAILER TO SUIT.** Price: \$15,000  
Contact Ted Wojtasik – (07) 3207 2824 mob -0428956696.  
Email- [valw7@bigpond.com](mailto:valw7@bigpond.com)



**2008 CAR TRAILER. FULLY ENCLOSED FRONT;** kitchen with sink and 240V fridge. Fold-down bed; 4 wheel electric brakes; 4 tie-downs inside. 18ft inside, 21ft with draw bar. Tare: 1360, ATM 3500. Price: \$13,000  
Contact: Craig Bartlett, ph. 0429 997 761

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