



Office Bearers 2013-14

PRESIDENT	Rob Woolley	robethw@optusnet.com.au	6254 9485
VICE PRESIDENT	Rick McDonough	rick@netspeed.com.au	6293 1553
SECRETARY	Nick Nowak	nowakn@netspeed.com.au	6282 4090
TREASURER	John Cadona	-fbs@webone.com.au	6280 5377
EDITOR	Rick McDonough	rick@netspeed.com.au	6293 1553
Asst EDITOR	Geoff Nicholas	geof-lyn@bigpond.com	6231 6142
EVENTS DIRECTOR	Not filled		
MEETING ACTIVITIES	Not filled		
INSPECTION OFFICERS	Rob Woolley Barry Roberts Robert McGuire	robethw@optusnet.com.au lawley_house@bigpond.com.au 12 Maloney St. Wanniasa 2903	6254 9485 6292 8920 6231 8087
REGISTRARS	Nick Nowak John Cadona Rob Woolley Barry Roberts Robert McGuire	nowakn@netspeed.com.au -fbs@webone.com.au robethw@optusnet.com.au lawley_house@bigpond.com.au 12 Maloney St. Wanniasa 2903	6282 4090 6280 5377 6254 9485 6292 8920 6231 8087
DATING OFFICER	Rob Woolley	robethw@optusnet.com.au	6254 9485
LIBRARIAN/S	Ian Irwin Wal Hick	newkeadymore@beagle.com.au wal.hick@gmail.com	0413 582 687 6235 5857
PUBLIC OFFICER	Beth Woolley	robethw@optusnet.com.au	6254 9485
COUNCIL DELEGATES	Bob McDonald Rob Woolley	robjean@netspeed.com.au robethw@optusnet.com.au	6254 3248 6254 9485

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

MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 7.30PM.

The Club meets in the meeting room of Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick. The building can be accessed from either Yallourn St, or the Canberra Ave Service Rd. (access between Bristol Paints and Classic car Wash – next to United Petrol) Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and then by supper. Visitors are always welcome at our meetings. Membership fees are \$50 per year.

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



As I reflect on my year as President I would like to thank all the members who have committed so much of their time to ensure that our Club runs efficiently and continues to attract new members.

The Club has seen some significant events during the past 12 months which include:

- Awarding Life Membership to Ian Irwin, it has been about 30 years since the Club awarded a life membership and it was nice to see Ian awarded Life Membership having joined the Club nearly 50 years ago.
- The introduction of the Edwardian being delivered as an electronic magazine which has saved the Club about \$25.00 per member per year.
- The dating of vehicles to assist members to authenticate the manufactured date of their vehicle.

Meetings have been held each month with good attendance at most meetings, we have had a number of interesting guest speakers which included:

- Scott McAllister, President ACT of National Trust,
- Rob Aernout of The Original Lamp Shop, Braidwood who spoke on and demonstrated an excellent metal polish and has joined the Club with a 1928 Buick.
- Steve Farmer – Shannons Insurance, Steve gave a comprehensive presentation on the issues that should be considered when insuring our vehicles including trailers.
- Club members have also given some excellent reports on Rallies they have attended outside Canberra and trophies they have won.

Club runs have been challenging this year without an Events Director, a number of Club members volunteered to organise events which were generally well attended. A breakfast run to the Cotter in February was well attended and everyone was home before it got too hot. Nick did a great job making sure members were well informed of the details of each run.

The Club annual presentation lunch was held at Murrumbateman last month, congratulations to our members that were awarded trophies. Don Doering was awarded Club person of the year for the significant contribution that he and Bev make to the Club.

The 2015 Tour committee have made significant progress in preparing for the National Veteran Vehicle Tour in Goulburn from 1 to 6 November. Two major sponsors have agreed to support the event; the Mayor of Goulburn Mulwaree Shire Council is enthusiastic about the tour coming to Goulburn and is hosting the welcome function. The Workers Club has been booked for the final function and approached about sponsoring the hire cost for the Sport Arena. A number of runs have been planned and the committee is working hard to ensure it will be a great National Veteran vehicle Tour.

Thank you to the Executive, Nick as Secretary, John as Treasurer, Rick as Vice President and Editor and the Committee for your dedication, hard work and support this year. I have enjoyed the privilege of being the Club President for the past 2 years and believe the Club is in good shape because of the work that the executive and committee does.

By the time you read this report I will be in Ireland travelling on a 12 week holiday visiting England, Scotland, France, Germany and Italy.

Thanks to Vice President Rick for filling in for me while we have been travelling, attending rally and tied up with Rotary commitment.

I wish the incoming President and committee a great year of veteran and vintage motoring.

Rob Woolley



Editorial



You know what I really hate....apart from flea markets masquerading as swap meets? Tyre shops! I am sick and tired of having to try and undo wheel nuts that some Neanderthal has done up using a rattle gun set to truck torque settings. These mental giants are so devoid of intelligence they make a front row forward look like a Nobel prize winning scientist. And why, you may ask, am I ranting on like this? Because the other weekend I thought I'd check the brakes on both my car and my wife's. Naturally this entailed loosening wheel nuts. In both cases I had to put an extension piece of pipe on my wheel brace to loosen them. In my 4wd's case, I had to use a one metre long extension pipe and apply so much force that the wheel brace bent! Each wheel nut let out an excruciating 'screech' as the pressure on the thread was slowly released. This is ridiculous. Having the physical ability and a shed full of pipes, tools and such is one thing, but on the side of the road one usually doesn't have that choice. I've taught both my girls how to change a tyre, so they'll never be stuck on the side of the road. But if they went to change a wheel after some fool who's IQ matches his shoe size has tightened it, they'd have no chance, particularly when you look at the flimsy eight inch long socket that their cars come with. From now on I will be telling the tyre shop if they're not prepared to put my wheels back on the old fashioned way I'll take my business elsewhere.

My technical topic this month is leaf springs. Several months ago a bloke in NZ rang me wanting the dimensions of my Talbot springs. Now leaf spring technology has been around for centuries and is one of the earliest forms of suspension. Even Leonardo da Vinci used leaf springs in his diagram for a self-propelled car. But back to the NZ bloke. I'm fortunate in that I have an original set (all five of them), but he has to make a full set from scratch. He described, as best he could, what dimensions he wanted from me. There was a bit of confusion between us as to where do you measure from, what exactly do you measure etc. This led me to think there must be a better or 'standard' way of measuring leaf springs. I did some research on the subject with actual spring manufacturers and sure enough - there is. And while I was at it, I discovered other interesting stuff on 'em so if you've ever wondered about those multiple straps of steel under your old car then wonder no more dear reader! All you've ever wanted to know, and more, is contained within these pages.

In a recent copy of 'Brass Notes', the newsletter of the Veteran car Club of Victoria, I came across an interesting notice for members intending to participate in the National Veteran Rally in Kalgoorlie later this year. The item read; *"We have been advised that Victorian vehicles (on the permit system used in Victoria) are not licensed/permited to travel on WA roads. Those wishing to drive in WA for the period of the Rally will have to apply for a temporary Permit. The minimum period for such a permit is one month, and the cost of these is about \$38"*. What a woeful situation I thought. What's the point of such a restrictive rego scheme, but then I wondered, can we drive our ACT CRS vehicles interstate? The answer is 'Yes', provided the event is on our clubs calendar. For the record, for a vehicle to be used in a manner consistent with the spirit of concessional rego, it has been determined that the maximum distance travelled within the ACT should not exceed 3000kms or 2000 miles annually. This is consistent with the level of third party insurance premiums paid each year under the concession. However, the Council recognises that if you use your vehicle on a major event (such as a national or an international rally) in Australia, the maximum mileage could easily be exceeded. In these cases such occasional usage falls within the spirit of the concession. In other words we could drive our oldies right across NSW, SA and all around WA if we wanted to! It makes you realise what a good system we've got here in the ACT.

Till next time, happy restoring-

Rick

Correction – In the June magazine I added a note on the bottom of the Pre '31 Cowra write up that the Hogan's had won the award for the best vintage car. Chris was quick to contact me to tell me this was not the case. It would seem the member who told me that they had won this award had his wires crossed. As lovely as the Chevy is, the best vintage award went to a Lincoln. Apols for this embarrassing inaccuracy.

Observation Run 22 June

What a great day. The weather was perfect and a very nice turnout of members. We all met at 10am at "The Brothers Oven" in Tuggeranong for coffee (and I suspect a few cakes were demolished as well). At 11pm we headed off on the Observation run which had been planned by Don and Julian. Julian is a relative of Don and Beverley who is over from Germany for a couple of months.

The run took about an hour and a half and wound its way through Canberra to Don and Beverley's home in Watson. There were three pages of questions to sort us out. In the meantime Don returned home to help Beverley organise a superb lunch consisting of four or five soups, bread and cake and biscuits for dessert. Don and Beverley must have spent quite a few hours preparing the lunch and huge thanks go to both of them. Rob & Beth and Wayne & Sandra certainly proved themselves with the questionnaire. Both were almost 100% correct.

Unfortunately two cars decided to play up of which the Overland was one of them. I knew what the problem was but I couldn't find the motivation to crawl under the car for half an hour and get drenched in petrol. The Essex of Ray Dawson, who joined us as a guest for the day also decided to have a fuel problem. I think Ray's car will be very easy to fix also. We both took our cars home and went to Don's in the Falcon.

Those attending: Chris & Simone and family - Chev, Robert and Geoff - Fiat (nice to see it on the road again Robert). Wayne - A Model, Rick, Shirley and their two daughters - Rugby, Nick & Carol - Overland and Ray Dawson - 1929 Essex 6 Roadster. Attending in their modern cars were Ian & Ida, Kathy & Bruce, Rob & Beth, Angelo, Jennifer & Alex (Grand Daughter), Tony & Trudy and of course Don & Beverley.

A lovely way to spend a Sunday.

Cheers Nick



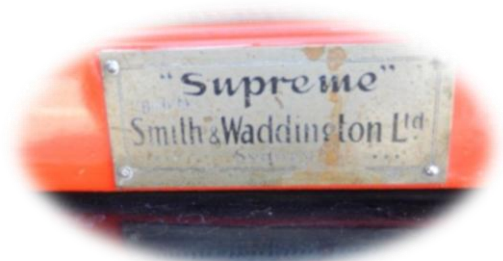
Bryanna (L) and Tara enjoyed being in the back of the Rugby again for the first time in many years. As 'littlies' they travelled many a mile in that back seat. They had forgotten the joy of not having to put a seat belt on and the fact they could slide into each other so well when going around corners! They also noticed the cold and after seeing the Hogan's Chev commented to me that Chris obviously loved his children as he'd gone to the trouble of fitting his side curtains! I responded by telling them that if I loved them I would have fitted my curtains too!



Above - Wayne's A Model.

Below and below that - Ray's '29 Essex, with its Sydney built Smith and Waddington roadster body.

Bottom L - Bob's 501 braving the winter morning by going topless.





The Hogan Chevy



The very pretty Nowak Overland

Ed note - I attended the morning tea gathering only, as I had a previous engagement for the rest of the day. Although I'm sorry I missed the full day, it was better that Shirley and I didn't do the run as observation runs invariably lead to divorce fights between us anyway.

General Club Stuff

Membership Fees

These are now due. You can pay your fees by electronic transfer if you'd prefer. Club A/c details are;- Name- VVCCA (ACT) Inc., BSB 112 908, A/c No. 428 948 417. **Please identify your Electronic Funds Transfer advice with your name i.e. Initials and Surname, otherwise we won't know who the money is from and, by default, you'll still be regarded as un-financial.**

Most of us would be familiar with the advertisement "If it aint Crimsafe etc. etc.". Well I believe at the recent observation run lunch one Robert McGuire tested just how strong one of these doors really was. The resultant damage to Bob's nose and glasses proves they are pretty strong. The plus side is that the Doerings can now rest assured their house is secure. And remember....If it ain't Crimsafe, then it's still probably Robert McGuire safe!

What spark plug gap do you run in your vehicles? Most of us would measure our gaps in the 'thou', but not Geoff 'Nicko' Nicholas. He prefers the metric system, ie. he measure his gap in MM! On one of the runs at the recent Robe 1 & 2 rally Nicko noticed his '09 Triumph was sounding a bit "rattley", but a quick roadside inspection failed to see anything obviously wrong and it was running well enough and travelled a further 30 or so klms to get him home without any drama. On closer inspection back at base camp the spark plug proved to be the problem. The porcelain insulator had worked its way upward out of the steel part, thus effectively withdrawing the central electrode away from the earthing point - widening the gap to an unbelievable 7.5mm! And the thing still threw a spark under compression!! You must have a mighty maggie Nicko. If you don't believe me see the photos below.



Left - The arrow points to a dirty area on the porcelain. This dirty area shows the amount the insulator had worked outwards from the metal base.

Right - see how far the electrode had 'receded' from the earth...and it still threw a good spark!



Bastille Day 14 July

An email from the French Embassy asking me to organise some early Renaults for Bastille Day celebrations sent me into something of a panic. Why Renaults only? Wouldn't other Froggy machines do too? No – it had to be Renaults only as they were a major sponsor of the day. Murphy's law applied here too in that a couple of our Renault owners were out of town on the day in question. Anyway Rob and Beth were able to come to the rescue, along with Bill and Robyn Betts from the southern highlands who, fortuitously, had their AX at Rob's place while Rob did a bit of work on it. These two early vehicles took pride of place on the lawns behind the embassy. French champagne flowed freely all day along with a mouth watering array of cheeses, pates, small goods, baguettes, Foie Gras, Croissants, freshly roasted pig on a spit etc,...and let's not even start of the dessert table. I may not have stormed the bastille, but I sure as hell stormed that table! It was no wonder when I got home I had a headache and had to have a Nanna nap! The weather was perfect and it was a very pleasant way to spend a couple of hours.

Rick 'Escargot' McD.



French Tarts!..No, not Shirl, Beth and Robyn above, but over on the right! Chef is loading up the Eiffel Tower with French desserts. No wonder I ended up in a sugar induced coma!



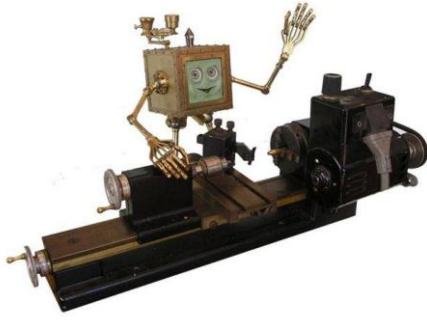
The rear of the French Embassy with Rob's Renault in the foreground.

Below – A very special passenger to me. Olivia Rainhasorovan, nee Delage. Yes, Olivia is the great g'daughter of Louis Delage himself.



The Betts AX helped save the day for the old car brigade.





Technical Page

Leaf Springs

SPRINGS:

Springs are the oldest form of suspension known to man. In early times leather straps were used on carriages to provide cushioning and stability. As steel manufacturing was perfected during the Industrial Revolution it was discovered that replacing leather straps with steel leaves provided a serious improvement in ride, comfort and life of the suspension. Hence the first steel leaf spring suspension was manufactured. As time passed leaf spring technology improved: coil springs were developed, torsion bars were tried, and now air suspensions are being introduced.

LEAF AND COIL SPRINGS BY DESIGN PERFORM MANY FUNCTIONS:

Support the weight of the vehicle

- * Provide adequate stability and resistance to side sway and rollover
- * Resist cornering effects when negotiating a curve
- * Provide cushioning
- * Connect the axle to the vehicle
- * Transfer driving and braking forces between frame and axle
- * Resist drive and brake torque, known as wrap up
- * On drive axles provide minimum changes in drive axle pinion and limit movement of drive axle slip splines
- * On steering axles, they maintain the proper wheel caster and camber.



STEEL USED TO MANUFACTURE SPRINGS:

Quality versions of springs are made from High Alloy Spring Steel known as SAE5160. While springs can be made from cheaper low carbon steels they will lack the durability of springs made from SAE5160. Springs have a memory that allows them to return to the original position time after time. While it is true that over time springs will settle and lose their ability to support weight, springs made from SAE5160 will outlast the others many, many times over offsetting any cost savings.

THERE ARE ONLY 3 BASIC TYPES OF LEAF SPRINGS:

Multi-Leaf springs consist of heat-treated flat steel bars of diminishing lengths formed to a predetermined arch held together by a bolt through its centre.

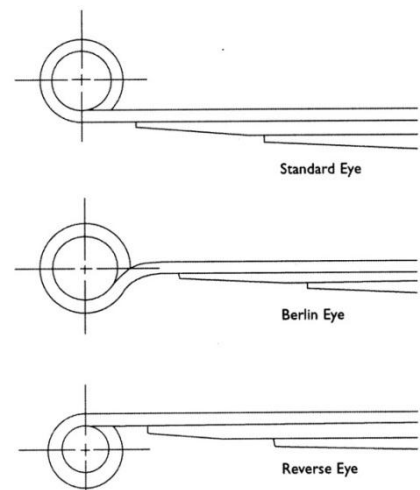
Mono-Leaf springs consist of only one heat-treated plate of steel whose thickness is uniformly tapered from the centre to each end. A tapered mono-leaf spring can equal or exceed the strength of a multi-leaf spring.

Parabolic springs are multi-leaf versions of Mono-Leaf springs. That is, they consist of 2 or more full tapered leaves.

SPRING EYES:

Leaf spring eyes hold the bushings through which bolts or pins pass through to attach the spring to the vehicle. Spring eyes can be Standard, Berlin or Reverse. Each has its own features.

Standard eyes are the most popular and easiest to make. Main plates



with Standard eyes can receive additional support by extending the second leaf or a wrap plate.

Berlin eyes places the load through the centreline of the Main Plate, which reduces lateral deflection.

Reverse eyes will lower a vehicle while providing maximum spring travel.

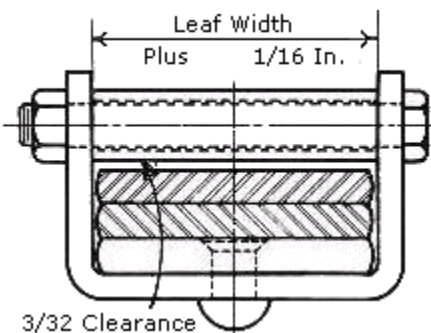
The disadvantage of Berlin and Reverse eyes is that they cannot be provided additional support from the second leaf. However this may not be required in most cases.

SPRING CLIPS

When a truck wheel hits a bump, the main leaf of the spring is strongly assisted by all the shorter leaves of the spring in resisting the shock. But, after the bump has been passed, the main leaf would ordinarily have to absorb most of the rebound-all by itself-if the main leaf was not assisted in absorbing the rebound by the other leaves, attached to the main leaf by means of rebound clips

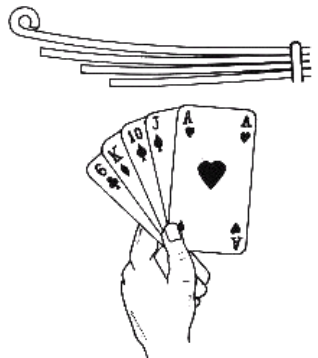
Spring clips prevent breakage due to fanning.

The secondary function of the rebound clips is to prevent spreading or "fanning out" of the leaves, which might result in eventual breakage. For these two reasons, it is obviously important that broken rebound clips be replaced by "properly adjusted" rebound clips.



Proper Clip Clearances

While these rebound clips should control the leaves, they should not bind the ends of the leaves against lengthwise motion on each other. The width of the clip should be 1/16 inch or more over the nominal width of the spring. The spacer tube, over the spring clip bolt, maintains this width clearance.



There should also be clearance between the spacer tube of the clip, and the main leaf of the spring to:

- A. Allow the "twist" to be distributed over a greater length of the main leaf when one wheel goes over a bump or drops in a rut, thus placing the axle at an angle. Clips near the ends of the spring should have greater clearance.
- B. Clearance prevents rubbing of spacer tube on and consequent wear and weakening of the main leaf.

Clip bolts should be assembled with the head of the bolt away from the tire, so that if a nut should loosen and the clip bolt comes partly out, it will not cut the tire, and the nut end of the bolt should be peened over to prevent the nut from backing off.

MEASURING THE LENGTH OF LEAF SPRINGS:

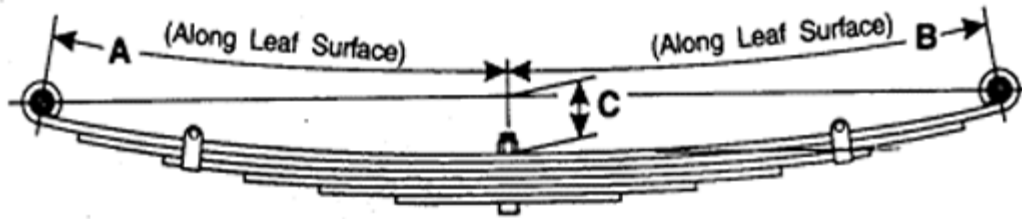
The truth is measuring leaf springs can be tricky to somebody who hasn't done it before, eg. As a spring flexes up and down the eye to eye length changes. A 48-inch spring that has a 6-inch arch will measure 46-3/4 inches eye to eye. With a 3-inch arch the eye-to-eye measurement is 47-3/4 inches. But with this guide, some measuring tape, and a set of leaf springs to measure, you'll be off sending in the correct measurements for springs in no time. As a spring flexes up and down the eye to eye length changes.

The Wrong Way to Measure Leaf Springs

The wrong way to measure springs is eye to eye. You know, taking the tape and measuring the spring straight from one end to the other. It's wrong because springs flex up and down depending on the weight applied, which changes the length of the spring a different amount depending on the spring's rate (and whether it was properly built.) So that method doesn't tell you your spring's size at all. Worse yet, it also doesn't tell you where your **center bolt** is located. The location of the center bolt is where your axle and spring meet.

The Right Way to Measure Leaf Springs

You need to measure the spring as **though the spring were flat**. That doesn't mean you need to learn advanced calculus. All you need is this handy picture and your own trusty measuring tape.



Divisional Length

- A.) Follow the curve of the spring, measuring from the center of the front eye back to the center bolt
- B.) Then, measure from the center of the other eye back to the center bolt.
- Record the length like so: "24 inches x 24 inches" or maybe "21 inches by 27 inches," depending on your measurements and center bolt location.

These measurements are called **the divisional length**.

You see, when you give the length of a spring as two lengths going from the center of each eye to the center bolt, you kill two birds with one stone and give the location of the center bolt as well.

Spring Arch

Spring arch is measured by splitting the center of the spring's eyes with a straight edge. (Grab a yardstick or anything you can reasonably call straight.)

Don't try and flip your spring upside down and measure that way.

- C.) Measure from the line created by the straight edge to the main plate right *next* to the center bolt.



This is true no matter which way the spring is bending. So don't fret if you get a negative number. It's ok.

SPRING TERMS:

RATE simply put, rate is the amount of weight required to deflect the spring 1-inch. The lower the rate, the softer the spring. Rate can be figured mathematically by using a formula that calculates the strength of the size steel used, the length of the spring and the number of leaves for leaf springs, or the number of coils for coil springs.

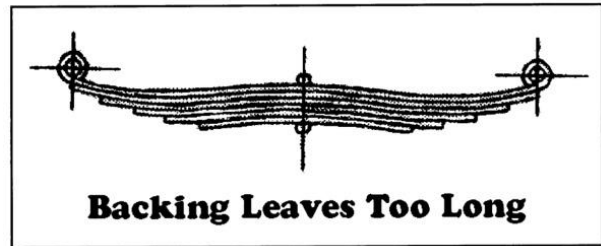
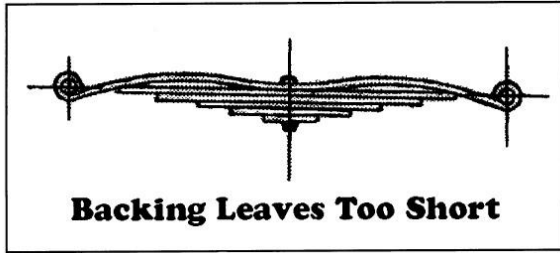
LOAD is the amount of weight the spring is designed to carry at a certain height. This is also called Design Load or Load Rate. Let's say a spring has a rate of 200 lbs. per inch and designed for a 3-inch deflection, when deflected 3 inches the spring is supporting 600 lbs. Therefore, the spring has a Design Load or Load Rate of 600 lbs., not a Rate of 600 lbs.

FREE ARCH is how much arch is in a leaf spring when there is no load on the spring. (C) on the diagram above.

LOADED HEIGHT is measured the same as Free Arch except the spring is under load. (C) on the diagram above.

DIVISION LENGTH is what the (A) and (B) dimensions on the diagram above are called. Typically the front (A) is the Short End (SE) and the rear (B) is called the Long End (LE).

STEPPING is the distance from the end of one leaf to the end of the adjoining leaf. Stepping is very important. Stepping controls the shape and strength of a spring when under load. Too short of distance between the ends of the leaves will cause the upper leaves to bend downward at the ends and upwards toward the center, too long will give the spring a wavy look. Both conditions produce an ineffective spring. Stepping is critical; a correctly stepped spring can support nearly double the amount of weight than an incorrectly stepped spring.



THE MAKING OF A GOOD LEAF SPRING SUSPENSION:

Achieving a smooth, nice riding and handling leaf spring suspended vehicle is very simple, provided some basic rules are followed. Just four areas make the difference between a good leaf spring suspension and a bad one.

1) **Multi-leaf springs.** Only with multi-leaf springs can the correct spring design be achieved. Springs support weight, absorb road shock and set vehicle height. With multi-leaf springs, critical design factors such as stepping, rate, load and spring height can be fine-tuned.

Mono-leaf springs seem to be the fad among street rodders, however, due to production methods; mono-leaves must be made in high volumes. Therefore, they are made with only one rate. Because no two cars are built the same, vehicle weights vary and consistent ride qualities cannot be achieved. Equally important is ride height. Again, due to production methods, monos are built with the same free height. The only way to adjust ride height is by the use of blocks. Safety is another factor, should a multi-leaf spring break a leaf, including the main plate, there are other leaves to support the vehicle. Monos do not offer this protection.

2) **Leaf end type.** Square ends, or constant thickness ends are great for trucks. Diamond pointed or trimmed ends are great for better riding trucks. However, for the smoothest riding spring, the ends must be tapered. Tapered leaf ends moves the friction area away from the leaf ends and spreads it over a much larger area, resulting in less force needed to flex the spring.

3) **Blocks.** The use of blocks to either lower or raise a vehicle is the leading cause of axle windup and poor vehicle handling. The most secure suspension is one where an imaginary line drawn between the spring eyes is as close to the axle seat as possible. The use of blocks takes this line away from the axle seat resulting in a fulcrum point. This leverage point allows the axle to pivot around the spring seat causing axle windup and handling problems.

4) **Shackle angle.** As a spring flexes, it grows in length. The purpose of a shackle is to allow for this growth. Although spring rates are fixed by its makeup, the amount of force required to move a spring can be greatly increased by incorrect shackle angle. Any shackle angle exceeding 15 degrees is too great. Installing a Panhard Bar on straight axles with a transverse spring will allow the spring to be lengthened so the shackle angle can be at 15 degrees or less. The resulting improvement in ride can be dramatic.

It's always important to check leaf springs and their accessories for wear. Proper care of leaf springs will ensure a safe ride while towing or driving by keeping the car or trailer's wheels on the ground and its cargo in place.

Editors Note – On the next two pages I've included some recent news articles, while not of veteran or vintage cars, are of early ACT transport and I think are of interest to us.



Historic fire engine returns to Canberra

ACT News Date May 27, 2014



Retired firefighter and fire truck restorer Lee Summerfield with a KB6 International Fire Truck from 1942 which is 'close to the heart' of restoration volunteers and will complete the decades in their collection. Photo: Elesa Kurtz

Former firefighter Noel Brissett's first winter in Canberra was a lot more memorable than most. It was mid-winter in 1966 when the new recruit and rostered driver for the night was tasked with driving a 1940s open-top fire engine to Queanbeyan to help volunteers extinguish a shop fire. "It was two or three in the morning and it was minus six [degrees]. My hands are stuck to the wheel, my nose is running and it was turning ice," he said. "I got to Queanbeyan, he said, 'ship us the spare pipe, mate'. I said, 'I can't get my hands off the steering wheel'. I looked down at my wrists and thought, 'what have we got ourselves into'."

The winters might be a little milder, and the fire engines much warmer now, but the significance of the fire truck that moved Mr Brissett through the biting cold night hasn't waned. The worn 1940s KB6 International is the last piece in a historical puzzle that has seen the Fire Brigade Historical Society of the ACT scour, restore and showcase at least one fire truck from each decade of Canberra's centenary. The KB6 International will represent the last remaining decade, the 1940s, missing from the society's collection, which includes 26 motorised fire appliances, hand-drawn appliances and memorabilia associated with the Canberra Fire Brigade. Its return to the ACT is the result of more than eight months' hard work and dedication.

Society president Phill Donoghoe said the arrival of the KB6 last week came through an exchange with a museum in Lockhart, NSW. Volunteers had spent eight months restoring a 1922 Garford engine from the Riverina region in exchange for the wartime vehicle. Mr Donoghoe, who had also driven the KB6 International when it still serviced the capital, said the truck was close to the hearts of volunteers who would spend up to a year restoring it. "They were a bit concerned during the war after the bombing of Darwin that the Japanese fleet would come down to the south coast and they'd fly in and bomb the nation's capital. So they bought a better fire engine with a better capacity pump for the national capital," he said. "That was the main fire engine in Canberra until 1956, 1957 when the F12 came into service. After Ainslie [fire station] was built it was the backup fire engine for both stations for quite some time."

Apart from some preliminary work on the truck's wheels and bearings, the society expects to start work on the truck in about six months' time. Fire Brigade Historical Society of the ACT is open to the public on Saturdays from 10am to 3pm at 14 Empire Circuit, Forrest.

From ABC News

A great big traction engine coming back to Canberra

JOY Burch and Andrew Barr have announced the Fowler 16161 traction engine which helped build early Canberra is returning to the Capital and coming to a community event near you.

The Cultural Facilities Corporation and the Land Development Agency have secured the purchase of the Fowler 16161 engine with part funding of \$180,000 from the Australian Government's National Cultural Heritage Account, which helps to keep important items of Australia's cultural heritage in the country.

"It is a real thrill to secure this important piece of Australia's heritage," Minister for the Arts Joy Burch said.

"This Leeds-manufactured engine was used between 1925 and 1927 to haul materials from the Kingston railhead and Canberra Brickworks for the construction of Parliament House."

The 10m long, 19 ton engine is in excellent condition, but will require some restoration work before it returns to Canberra to go on display. It will be operated for special events. Its ultimate home is yet to be determined, but the engine's early links with the Kingston railhead and Canberra Brickworks make these sites forerunners.

"In recognition of the strong ties between the road locomotive and key urban renewal sites, such as the Kingston Foreshore and the Canberra Brickworks, the Land Development Agency has committed significant financial support to the purchase and restoration of this iconic piece of Canberra's history," Treasurer Andrew Barr said.

"The purchase and restoration of this locomotive provides a unique opportunity for Canberrans to see the type of machinery which helped to develop our city."

In 1947 the Federal Capital Commission sold the road locomotive to Thomas Field who used it to clear farming land at Lanyon. The Fowler engine left the region in the early 1950s when it was put to work to power a timber mill at Reids Flat about 170km from Canberra. It then passed into the hands of Cowra-based steam enthusiast Bob McLeod in the early 1960s, who famously used it to recover a rail locomotive which had dropped into the Cowra turntable pit in 1966. The engine was subsequently bought by a Sydney-based collector in 1976 from whom it is now being bought.

"This engine represents a unique and evocative link to our city's past and will provide fantastic opportunities to engage locals and visitors with the story of Canberra's creation," Ms Burch said.

The ACT Government will work with key interest groups to ensure that the locomotive finds an appropriate home that celebrates its importance to Canberra's construction history. Discussions will also take place on the possible involvement of the ACT division of the Australian Historical Railway Society, which is based at Kingston, in the future life of the engine.



The Fowler at work in Canberra

Club Presentation Day (aka Christmas in July) – 20 July 2014

"That's one small trophy for man, but one giant day for the VVCCA", so someone named Armstrong said on Sunday 20 July 1969 (well 21 July to be correct, but they actually landed the module on Sunday July 20). And not that far away from us, we saw Honeysuckle Creek transmit the first pictures of the Apollo 11 moon walk to the world.

We didn't quite have that degree of world attention when we met, 45 years to the day after the above, but we didn't need it as we enjoyed a beautiful sunny day and the warmth of a log fire inside the Murrumbateman pub. About 35 members attended, with Wayne Young being the only one to drive an oldie (the A model). The meal was HUGE so I didn't even try to get through all mine. Just when we thought we had the room to ourselves a team of young hockey players came in, but they were very well behaved and very respectful of us when Rob got up to do the honours, and they even joined in the clapping when people got their trophies...a credit to their team and to themselves. A list of winners appears elsewhere but here are some happy snaps of the occasion.

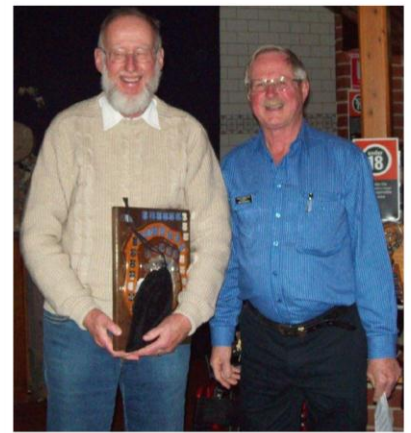
Rick



Gerard Frawley receiving the Wheeler-Rees award.



Wayne Smith receiving the Incentive trophy.



Nick Nowak receiving the Murdoch McDonald trophy



Don Doering receiving the Frank & Beat Lockley Memorial trophy



Ian Irwin being presented with his '100 year badge' for the Rolls.

The Edwardian - August 2014

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

18 June 2014

Meeting Opened: 7-30 pm by Rob Woolley.

Attendance: 16 Members, 8 Apologies, 2 Guests (Steven Farmer (Shannons) & Ray Dawson (potential new member. Ray has a restored 1929 Essex 6 Roadster).

President Rob Woolley welcomed the two guests. Steve Farmer will give an "after meeting" presentation.

Minutes of Last Meeting:

Accepted Moved: Carol Nowak, Seconded: Peter Sturgess.

Correspondence In:

- Email from Association of Vet. Car clubs (Wayne Aberdeen) with minutes of the Extraordinary Conference held 31 May 2014. Changes to Association Articles approved to allow SA to have a second veteran car club in the Association.
- Information from the Council of Heritage Motor Clubs NSW (via Chris Hogan) re the Council "Northern NSW" Rally in Armidale next year at Easter (3rd to 6th April) (tabled)
- Invitation to "Show & Shine" at Winton Raceway, Benalla, Vic. On Sunday 26th October (tabled).
- Received (via Chris Hogan) a copy of the Council of Heritage Motor Clubs "Handbook for Members – A Guide for Club Secretaries" book and minutes for the NSW Council meeting held in Parkes on Friday 18th April 2014. (Nick offered anyone who wanted to a look at the Council Handbook?)
- Various Club magazines.
- Invitation to enter "1915 Ford T Rally" in Condobolin 2nd to 5th October 2015. All T Fords welcome (tabled).
- Email from Vic. Branch advising that Alan Provan passed away at age 91. Alan was an active member in Victoria and life member. His funeral is on Thursday 19th in Colac.
- Email from Ian Irwin re the Club bus trip to Dapto Motor life Museum and Thirlmere Steam Train Museum. To be talked about in General Business. Info tabled.

Correspondence Out:

- 24-5-14. Letter of thanks to Robert Aernout of "The Original Lamp Shop" in Braidwood for attending the May Club meeting and his talk/demonstration of the new "Miroxol" metal polish.
- Email to Ray Dawson re Club meetings and details for the June "Observation Run". Ray has a restored 1929 Essex Six Roadster.
- Email to Club members re: June Observation Run, Presentation Day (Christmas in July), After meeting speaker – Steve Farmer (Shannons) and a reminder to return trophies.

Secretary's report accepted - Moved: Nick Nowak, Seconded: Tony Watson.

TREASURERS REPORT

Treasurer John Cadona was unable to give the meeting figures as Gerard Frawley has the information and is currently overseas.

Accounts for Payment

ACT Motor Council affiliation fees - \$60

Secretary's running costs - \$54-63

Rob Woolley sought \$240 to purchase a number of 100 year badges from the Aus. Assoc. of Vet. Clubs for our own Club. The badges will be issued when club registered vehicles reach the 100 year mark so long as they comply with dating requirements.

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

EDITORS REPORT

Nil to report

EVENTS REPORT

Don Doering spoke about next Sundays "observation" run which will start at 10am at The Brothers Oven Bakery at Homeworld in Tuggera-nong and terminate at Don's home at 1pm for lunch.

Nick spoke about Shannons "Cars & Coffee" held on Saturday 31st May. He said that the event had a good response and that our Club was represented by Don (Hupp), Wayne (Model A), Barry (Daimler), Nick & Carol (Overland) and Geoff Nicholas and Bill Atkinson (both modern). Nick thanked Steven Farmer.

Rob spoke about Presentation Day lunch (Christmas in July) at the Murrumbateman Hotel. Numbers are required for catering. Nick will send out another email shortly for names.

Nick spoke about the proposed Club day bus trip (Sunday 19th October) to the Motor Life Museum, Dapto and NSW Rail Transport Museum, Thirlmere. Nick asked for names of those considering going. When Ian Irwin has firmed up prices Nick will send out a Club email/letter seeking confirmation from those going on the trip.

LIBRARIANS REPORT

Ian couldn't attend the meeting and Wal had just returned from holiday. Nil to report.

REGISTRARS REPORT

Rob Woolley was the only Registrar present and he reported a brisk business as usual.

GENERAL BUSINESS

Rob said that the "extraordinary" meeting held by the Assoc. of Vet. Car Clubs was to discuss the operation of a second veteran vehicle club in SA. This proposal was unanimously agreed to by all Veteran Vehicle clubs throughout Aus. on the condition that SA was allowed one voice/vote only in Association matters as a State and that SA could only run the one National rally when it was that States turn. Up to SA to work out how it will run rallies etc.

Rob talked about the issue of 100 year badges for unregistered vehicles and it was decided that the executive committee would review the issue and report back to the Club with a policy proposal.

The meeting discussed the "country member" issue and what to charge. This matter originally came up as Robert Aernout from "The Original Lamp Shop" in Braidwood wish to join our Club as a country member. Rick thought that there was a 100 klm limit and that that the price halved to \$25 as it was unlikely that members from a distance would attend normal Club events. The Club already has a number of members who live more than 100klms from Canberra who pay the full \$50 fee.

The outcome of the discussion was that there would be no reduction for "out of town" members. Most of our members belong to inter-state car clubs, as well as our own local Club, and do not receive a reduction in fees. It was decided that Nick would notify Robert that we would like him to join and that the fee was \$50.

Robert Aernout is prepared to sell the Club tubes of the Miroxol metal polish. If the Club were to purchase a box of Miroxol we would become an agent and it would cost the Club \$6-60 per tube. The Club could then consider selling it for a little more to members, to help out the Club financially. No decision was made.

All but one of the Club trophies have been returned. Nick will chase up the remaining trophy.

John Cadona donated a bottle of wine and issued tickets to those at the meeting. Wal held the winning ticket number B38.

The meeting ended at 8-10pm

AFTER MEETING ACTIVITY

Steven Farmer the head of Shannons in Canberra (and district) gave a very interesting talk about insurance. He also clarified and answered members concerns.

Rob officially thanked Steve for a great talk and also thanked Steve for letting our Club use the Shannons meeting rooms free of charge and for past and future sponsorship for rallies.

This was followed with tea/coffee and cheese and biscuits.

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

16 July 2014

Meeting Opened: 7-30pm

Attendance: 17 Members: 7 Apologies

Rob Woolley (President) welcomed two potential new members to the Club – Ray Dawson who was present at the meeting and Robert Aernout from Braidwood. Ray has a 1929 restored Essex 6 roadster and Robert has a 1926 restored Oldsmobile sedan. Ray and Robert's applications were put to the meeting. Ian Irwin moved that we should accept the applications. Barry Roberts seconded the nomination. All members were in agreement. Welcome Ray and Robert.

Minutes of Last Meeting:

Accepted: Moved: Roy Bendall. Seconded: Jennifer D'Emilio

Correspondence In:

- Various magazines
- Application & fees for membership – Robert Aernout.
- Application & fees for membership – Ray Dawson
- Advice received that TCIS Insurance has been taken over by OAMPS Insurance. No changes to our Club's insurance.
- Bush Telegraph magazine received from the NSW Council of Heritage Motor Clubs.
- Email from Wayne Aberdeen advising that the funeral of Qld. member Geoff Bernhagen would be held on 10th July 2014.
- Letter from Office of Regulatory Services requesting the Club to an Annual Return. No fee if total revenue is less than \$5000.
- Several membership fees.

- Letter from Fuji Xerox for copier costs \$109-91.
- Letter from Century Yuasa advising of a new address for Century batteries. Now at 20 Raws Crescent, Hume ACT.

Correspondence Out:

- Letter to the Council of ACT Motor Clubs Inc. seeking the Council's position about the new "Levy for new Lifetime Care & Support Scheme" to commence 1st July 2014. The levy proposes to add \$34 per Third Party Insurance policy. The Club has asked if the Council will be applying for a reduced charge for vehicles on concessional rego.
- Letters to Robert Aernout and Ray Dawson confirming that we received their applications and fees for membership.
- Letter to member Neil Carlyle for his new email address. Old email address returned.
- Several emails to members about registration. Details required by the Car Council /RTA.
- Card sent on behalf of our Club to Arthur Mullins for achieving his 100 year birthday.

Secretary's report accepted - Moved: Chris Hogan. Seconded: Gerard Frawley.

TREASURERS REPORT

Balances: Tabled and attached to records.

Accounts for Payment

Fuji Xerox - \$109-91

Treasurer has so far received 31 lots of fees for membership. The Treasurer has also received further fees this evening.

Treasurer handed Nick (Secretary) a "blank cheque" for when he picked up the annual trophies from The Canberra Trophy Centre in Fyshwick.

The Treasurer (John) said that he has an accountant friend who is prepared to audit the Clubs' accounts free of charge. Members accepted this offer. In the past the Club has made a donation to the Prostate Cancer support group in lieu of paying for the audit. More than likely the Club will do the same this year.

A profit of \$12-30 from the June Observation run/lunch was given to the Treasurer.

Treasurers Report accepted – Moved: John Cadona, Seconded: Gerard Frawley

EDITORS REPORT

Editor Rick McDonough was ill and unable to attend the meeting. Nil to report.

EVENTS REPORT

The Secretary mentioned in his report that the Club had received advice that Century Batteries have moved from Fyshwick to new premises at 20 Raws Crescent Hume. It was agreed that the Club mention the new address in its next magazine. Century give Club members an attractive discount on batteries.

The additional \$34 to be added to each Third Party Insurance policy in the ACT was discussed. The levy is to cover the "Lifetime Care & Support Scheme" to be run by the ACT Government commencing 1st July 2014. Nick informed the meeting that he had written to the Council of ACT Motor Clubs saying that the new levy is generally supported however the Club is seeking the Council's position about the levy in respect of people with vehicles registered under the Concessional Registration Scheme. The extra charge would be a hefty cost to those members who have several vehicles registered under the CRS. Nick has asked the Council whether or not it will be applying for waiver or a reduction in respect of vehicles registered under the CRS. All members have modern cars or bikes as well.

Rob Woolley mentioned the Presentation lunch at Murrumbateman next Sunday. Meet at Noon for a 12-30pm lunch to be followed by presentation of this year's Club awards. 31 members are booked in for the lunch.

Don Doering was thanked for organizing the Observation Run and the great lunch last month. Members were charged \$5 per head for lunch. \$12-70 profit from the lunch was given to the Treasurer.

Rob Woolley attended the Bastille event at the French Embassy with his AX Renault. Bill Betts from the Sydney Club accompanied Rob also in an AX Renault.

Ian Irwin talked about the Museums bus trip in October. Ian is unable to fill the bus with our members and will open the trip to several other local car clubs. So far there are 41 going and 57 are required to fill the bus. Once Ian has a full bus he will ask those going to pay. Payment will be at the end of August at the latest.

Nick and Carol agreed to work out a run for August.

Rob said that planning, for the 2015 Nat. Vet Tour to be run in Goulburn, was progressing well. Nick has written to Evan Quarmby seeking support for the proposed gas light run and road closure for one of the tour days. Evan is both a Police Inspector in Goulburn and a keen Veteran car enthusiast. After hearing from Evan, about the best way to proceed, the next step will be to make formal application to the Goulburn Mulwaree Council.

LIBRARIANS REPORT

Ian purchased a book for \$2 for the Club library. Ian will seek permission and funding to bind a number of magazines at next month's meeting.

REGISTRARS REPORT

Rob Woolley & Barry Roberts – Business as usual. The Registrars have recently provided Nick with CRS registration details for the past 12 months to give to the Car Council. Bob McGuire was not able to make the meeting.

GENERAL BUSINESS

1. Nick asked if anyone knew of the whereabouts of the Club stamp which refers to the "Veteran & Vintage" club. No one seemed to know where it is however John Cadona will have a look through the Treasurers papers etc.

2. Ian Irwin previously raised matters relating to the way our Club issues 100 year badges. Ian felt that we did not strictly follow "The Association of Veteran Car Clubs in Australia" (TAVCCA) Guidelines. At last month's meeting (June) it was agreed that the Executive Committee would review the way the Club issued 100 year referring to the guideline issued by TAVCCA. The Committee subsequently reviewed our procedure and emailed/sent letters with proposed changes to all Club members. Ian indicated, and wrote to members, that he thought the Club still did not comply with the "Guidelines for the Presentation of 100 Year Plaques" issued by TAVCCA. Ian also informed members as to how he thought our Club should proceed in this matter.

Rob advised the members present that TAVCCA only issued guidelines and it was up to each Club to accept, reject or change the guidelines to meet the needs of their Club.

Both Rob and Ian have discussed the proposed changes with Francis Ransley (Chairman) and Wayne Aberdeen (Secretary) of TAVCCA.

Rob (Woolley) and Ian (Irwin) spoke extensively about the issuing of badges and after further general discussion two motions were put to the meeting and subsequently accepted. The two motions were:

Motion to form a Dating Committee.

"That the Club shall form a Dating Committee for members of the Veteran and Vintage Car Club of Aust. – ACT Inc. The Dating Committee shall comprise of a minimum of three financial members, which shall include a vintage vehicle member. The Dating Committee shall have the ability to co-opt assistance as and when required"

Moved: Rob Woolley. Seconded: Ian Irwin. All members present were in favour.

Motion to receive a 100 year badge.

"To apply for a 100 year badge a member must:

- 1 - have the vehicle officially dated, and
- 2 – be the owner of the vehicle and also be a financial member of the Veteran and Vintage Car Club of Aust. – ACT Inc.

The Dating Committee shall, if requested by a financial member, date any Veteran or Vintage vehicle that is in road worthy condition. If requested Club members vehicles which are substantially complete but not roadworthy or seeking registration, may be given an initial inspection by the Dating Committee who will refer the details of the inspection report to the Club for consideration and guidance as to whether the vehicle should be dated or not"

Moved: Rob Woolley. Seconded: Ian Irwin. All members present were in favour.

It should be noted that in "1" above the original motion put to the meeting included the words "by the Dating Committee" immediately after the word "dated". The words "by the Dating Committee" have been deleted as the Club will accept any "vehicle dating certificate" issued by a member club of the TAVCCA.

MEETING ACTIVITY – no after meeting activity tonight.

Meeting Closed: 9-15pm

NRMA Roadside assist in the veteran years!



Trophy History and Recipients for '13 –'14

WHEELER-REES SHIELD

This trophy was presented to the club by Des and Cath Rees in appreciation of the use of veteran cars for a family wedding. The trophy is awarded for the best restoration of a Veteran Vehicle. If no such vehicle is eligible, the trophy may be awarded to the best re-restored vehicle or to a member who has significantly assisted a fellow member with restoration.

This year's awardee is: Gerard Frawley, 1915 T Ford 'C' Cab.

MURDOCH McDONALD TROPHY

This trophy was presented to the club by our late foundation member, Murdoch McDonald and his wife Aileen. The trophy is awarded to the club member who has attended the most club outings in a veteran or vintage vehicle.

This year's awardee is: Nick & Carol Nowak, 1912 Overland

INCENTIVE TROPHY

This trophy is awarded to the club member who has attended the most outings in a non veteran/vintage or modern vehicle.

This year's awardee is: Wayne Smith.

EDWARDIAN TROPHY

This trophy was donated by club members Rob and Beth Woolley and is awarded to the member, couple or family who are judged to be most appropriately dressed in Period Costume at the club's Edwardian event.

This year's awardee is: Nil this year

PETER ERIC DOERING MEMORIAL SHIELD

This trophy was donated by the Doering family in memory of their son and our fellow member, Peter. This trophy is awarded to the best restoration of a Vintage Vehicle.

This year's awardee is: Nil this year

MOTOR SKILLS TROPHY

This trophy was presented to the club by members Ian Irwin and Barry Roberts, and is awarded to the winner of the motor skills day. At this annual event, the driver has to display skills in manoeuvring the vehicle and other feats of daring (in a controlled environment of course!)

This year's awardee is: Mal Smith, 1929 Oakland

FRANK AND BEAT LOCKLEY MEMORIAL TROPHY

This trophy was presented by the Capital Seven Car Club in memory of members Frank and Beat Lockley who were killed in a modern car accident. The trophy is awarded to the member who has given outstanding service to the club over the past year.

This year's awardee is: Don Doering

GRAHAM BENNEDICK SHIELD

This trophy was presented by Club member Graham Bennedick and is awarded to the member that has driven the furthest distance throughout the year in their Veteran car.

This year's awardee is: Ted Clifton, 1915 T Ford

VINTAGE TOURING TROPHY

This trophy was presented by Club members Peter and Chris Templer, now living in SA, and is awarded to the member that has driven the furthest distance throughout the year in their Vintage car

This year's awardee is: Chris and Simone Hogan, 1928 Chev.

The Club Calendar

Aug 20	Club meeting
Aug 23	Cars & Coffee at Shannons – Yallourn St office.
Aug 24	Run to Uriarra crossing
Sept 17	Club meeting

RETREADS

'Retyred' 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

23rd August - On the Saturday before the monthly run, Shannons is running another "Cars & Coffee" from 9am to 2pm. The last "Cars & Coffee" held a couple of months ago was good fun with all sorts of vehicles from many different Canberra car clubs. This time Shannons will charge \$3-00 for coffee and the money goes to charity. Shannons are a wonderful supporter of our club so let's see a good roll up of our members and their cars.

Sunday 24th August 2014 – Club Run Weston (coffee) & Uriarra Crossing (picnic lunch)

The August run will commence at the Gastropub (Western Basement) at Coolamon Court for coffee. We will meet at "Gastropub", (awful name isn't it?) which is located directly opposite McDonalds (Liardet St.) at 10-15am. Even though it's called Gastropub it is a nice coffee shop during the day and they open for business at 10am Sundays. After coffee etc we will head off to Uriarra Crossing for a picnic lunch. The Dept. web site says that wood fires are available for cooking but you are expected to bring along your own wood. Sounds like too much trouble for me so a picnic it will be. Bring along a flask of hot soup or something if the weather is cool. It's nearly the end of winter so a perfect time to bring out and dust off your old car.

I would expect to leave the pub around 11-30am and propose that we go to Uriarra Crossing in the following manner:

- . leaving Liardet St. turn left into Namatjira Dr.
- . at the end of Namatjira Dr. turn right into Streeton Dr.
- . next left into Mulley St (Holder)
- . follow Mulley St. to the end & turn left into Dixon Dr.
- . next right into Warragamba Ave.
- . next right into Eucumbene Dr.
- . next right into Cotter Rd.
- . next left into Uriarra Rd. Follow Uriarra Rd to Uriarra Crossing. Keep an eye out for signs to "Uriarra Xing" (14kms). After 1 klm Uriarra Rd. takes a left turn.

Go over the actual crossing and turn sharp left into the picnic area. See you there.

The National Calendar

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

For Sale/Wanted

At the time of printing I'd received no adverts from our members nor responses from the other Veteran car clubs of Australia to my email to them requesting such ads.

A joke to keep you going –

A lorry driver was driving along on a country road. A sign came up that read "Low Bridge Ahead."

Before he realised it, the bridge was directly ahead and he got stuck under it.

Cars were backed up for miles. Finally, a police car arrived.



The policeman got out of his car and walked to the lorry's cab and said to the driver, "Got stuck, eh?"

The lorry driver said, "No, I was delivering this bridge and ran out of diesel!"

=====

Notice

Century Batteries gave a talk at a recent meeting of ours and offer club members a great discount on these Aussie made Batteries. Please see below for details of their new location and contact details.



Century Yuasa Batteries
20 Raws Crescent
Hume, ACT 2620
Phone: (02) 6260 1022
Fax: (02) 6260 2507

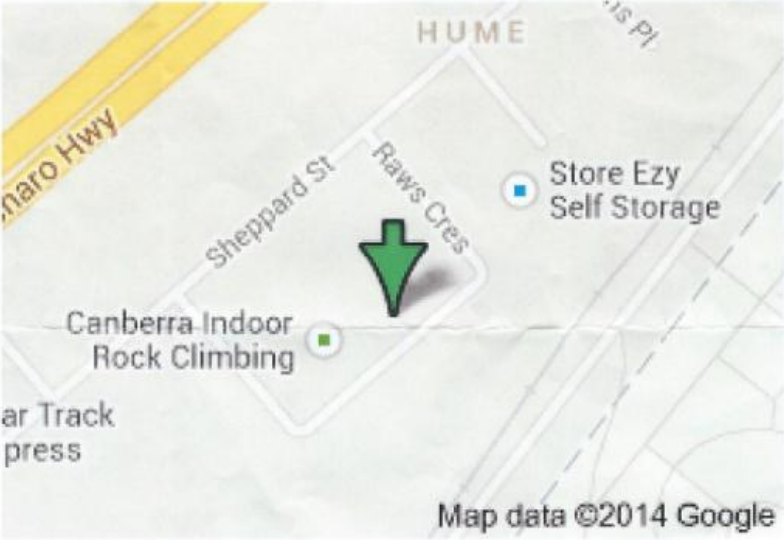
9th July, 2014

Dear Valued Customer,

Century Batteries will be moving from Fyshwick to a larger premise in Hume. This move will take place on Saturday 12th July 2014 and we will be fully operational from the new location from Monday 14th July 2014. Phone and fax numbers will be diverted initially, but please note the new numbers below for future use.

We will endeavour to ensure this relocation has minimal impact on our service to you, and we do appreciate your ongoing support.

Address: 20 Raws Crescent Hume, ACT 2620
Phone: (02) 6260 1022
Fax: (02) 6260 2507



Map data ©2014 Google

Regards,
Gary Hinds & Peter Brewer

NO ONE UNDERSTANDS YOUR
PASSION LIKE SHANNONS



The passion, the pride of ownership, the sheer emotional attachment - no one understands it better than Shannons.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to - a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.



So call Shannons for a    quote on **13 46 46**.

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer.
Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.