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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



Welcome to the October edition of The Edwardian and my first report as President of our Club, it is an honour to be entrusted with this role. I would like to thank the outgoing Committee for all the hard work they have put into the Club over the past 12 months. Thank you to everyone that has either stayed on in their position or taken up a position. I encourage everyone in the Club to get behind our Committee and support them over the next 12 months.

I am writing this after we have just returned from participating in the annual Chev 4 Tour. This year it was held in Young NSW and a great week was had by all. This leads to my next thought of a Club weekend, away please give this some thought so as we can have a discussion at our upcoming meeting.

My focus over the next year and beyond will be on the participation by our membership in club activities, if you have any ideas on activities we are always happy to hear from you. Currently the organisation for our Clubs next big event, the National Veteran Rally in Goulburn November 2015 is well under way, entry forms are out! This is a club event that will require everyone's help to host. I encourage everyone to book this into your diaries, take some leave so as you can be involved in what will be a great event. I am happy to talk to any one that would like to get involved and pass your names onto our Rally Committee.

I have included a couple of photos from friends of ours in Cowra Jim and Christine Hatton who have just completed a 7,449 km trip in their trusty 1928 Chevy.

See you at our next event.

Chris



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Ed. – The following interesting observation appeared in the Bush Coucil's 'Bush Telegraph' early last year.

### Safer Road use.

The traffic on the State's Roads has increased dramatically, especially on extended holiday periods when most heritage vehicles are most active. Increased traffic imposes an added risk element for the driver of a slower heritage vehicle, especially with the trucking industry travelling at higher sustainable speeds necessary to meet tight delivery times.

I was driving to Dubbo at Easter in a vintage car when I and three other cars were forced off the highway by a malevolent cowboy truckie. Had I not left the road the truck would have hit me from behind and speared my wife and I into the scrub with possible fatal consequences.

I was alerted to the menace of this truck by a fellow club member behind the truck calling out over the hand held two way radio to get off the road quickly. The truck hurtled through air horns blaring, missing us by the barest of margins. Many Clubs use two way communication when travelling, and I firmly believe it a must for safer heritage motoring and should be used by all Clubs when travelling as a group.

If your Club has any further ideas to make heritage driving on busy roads safer please email them to the Bush Telegraph Editor.



## Editorial



Well another AGM has come and gone and it was a pleasure to see all positions filled easily. It's also great to see a fresh face at the helm. I'm sure we're in for a very enjoyable club year. Oh, and because I'm still your Editor, you have to put up with more of my drivel and inane commentary.

In early August, Shirley and I went to Queensland for a couple of weeks. The main reason for the trip was that our old club up in Maryborough/Hervey Bay was hosting a 40<sup>th</sup> anniversary rally. This rally (the Four Club rally), has been held annually between the Sunshine Coast, Gympie, Kingaroy and Maryborough clubs since 1974, with each club taking a turn at hosting it. Maryborough hosted the first one and it just so happened that it was due to host the 40<sup>th</sup> this year. When talking to one of my old mates up there earlier this year he mentioned about the rally and when I said I wouldn't mind attending, he immediately said, "well if you do, there's a car here for you to drive". What a great hobby this is when you get an offer like that. He was as true as his word and I had the pleasure of driving his quite rare '26 Oakland Coach (Fisher bodied). I'd never driven a closed vintage car before, but it was a delight and would be the perfect type of vehicle for our cold Canberra winters! I might add that Shirley and I were awarded the 'Best competitor' trophy. Being a perpetual trophy I might just have to attend next year's rally just so I can hand it back!



Attending this rally reminded me of the first one I attended back in 1982. I was only a young bloke and about three months previously had just unearthed a '33 Austin 10 lying under an old house in Maryborough. Thrilled to have an old car I was determined to get it registered in its 'as found' condition as soon as possible so I could attend the upcoming Four Club Rally. As you can see by the photo, the Austin was a bit 'Fred Flintstone' in appearance. You might say the mudguards, headlights and other fittings weren't so much attached to the car as clinging to it in a pathetic spirit of misplaced loyalty. It had been 'uted'; had a permanent lean due to no shockies on that side; the rear window was broken with only half its glass still in it; it was covered in an attractive shade of surface rust and it used more oil than petrol – but that was quite handy as I never had to worry about mozzies or flies bothering me! As I had to work the Saturday morning of the rally (it started just after lunch in Maryborough) I drove the Austin the 40kms from home (Hervey Bay) to up to Maryborough mid week before the rally to store it in a fellow members shed up there. My previous longest journey I'd driven the car was about 2 km's, so to drive it to M'bro was a real adventure. Just in case I broke down, Mum followed me up at a respectable distance behind (she probably didn't want to be choked to death by the blue haze). Anyway, on with the saga of the trip.



You wouldn't read about it but the evening prior to my epic drive there was an attempted murder in the Bay and the perpetrator had been cornered down near the boat harbour end of town. Nothing like this had ever happened before in sleepy old H.Bay so it was all a bit exciting, and a bit beyond the capabilities of the local cops (they used to shut the police station between 12 and 1 so they could have their lunch uninterrupted back then). Accordingly, the local boys sent for assistance from HQ down south. In response Brisbane sent up two car loads of detectives and inspectors the following morning. I was unaware of all this of course so set off on my 40km epic mid morning with Mum tagging along way behind. About a third of the way through my journey the little Austin was going fine and two cars fairly close to one another and travelling quite fast were coming towards me heading in to the Bay. I didn't take any particular notice of them until they drew level with me when all of a sudden red and blue lights started flashing. They screeched to a halt and did Starsky and Hutch U turns in the middle of the road between me and Mum. They came up fast behind me and one passed me and slammed on his hydraulic brakes right



in front of me causing me to instigate emergency braking procedures, which I think included putting one of my feet through one of the many holes in the floor – Yabba Dabba do! Yep you guessed it, I just happened to be on the road at the very same time as the cavalry was arriving in the hunt for the Scarlet Pimpernel. Both cars immediately disgorged several burly looking blokes who then descended upon me. I wasn't game to move. Here was I on the side of the road sitting in a severely lopsided car, I hadn't yet put my new plates on, two rego stickers on the windscreen – one reading '1963', the other '1962', raggedy hood flapping in the breeze with a broken pane of glass in it and a blue fog encapsulating the lot...and I've got the SWAT team surrounding me. I think at this stage I probably started shaking. Mum of course, seeing all this unfold in front of her, went into full panic mode and came running up to see what was wrong. Before I could even get out of the car a Detective was at the door wanting to know, in a fairly stern tone, if the car was registered. At this stage I wished I had my bicycle clips on! When I timidly responded that it was, the mood changed completely. They'd really stopped me because they wanted to have a look at the Austin and asked if they could look under the bonnet!! For the next fifteen minutes or so we had a great chat about old cars there on the side of the road - meanwhile the hunt for Al Capone was clearly put on the backburner. We said our goodbyes and again there was much high speed u turns and they were off. So you could say my first four club rally was quite an event, and that was before I even picked up my rally pack! There is a couple more stories to tell about that rally, but I'll leave that for another time.

Our mate over the Tasman, Ivan Taylor, aka, 'that bloody Kiwi', read and enjoyed my last Editorial about my hate of tyre shop yob-bos who overtighten wheel nuts and kindly sent me this little cartoon. It is in fact an exceedingly accurate representation of my efforts a couple of months ago! Thanks Ivan.

Until next time,  
Happy restoring  
Rick



### General Club Stuff

#### Members out in the Colonies

Our very efficient National Rally Secretary and Treasurer, Roger Gottlob, has been transported to Norfolk Island for the term of his natural life – well three months anyway. No he didn't steal a loaf of bread, but he is serving time as a 'Colonial Overlord' in our Easterly outpost until such times as a permanent Administrator is found. Check out his Office (left) and house (right); both built in the early 1800's, no doubt by convicts. I'm sure Roger will have many stories to tell on his return. Perhaps a booking as our next guest speaker is in order?



## Run to Uriarra Crossing - August 24

Well Nick had only been in the Events Director position for four days when his first event was due and, needless to say, he'd organised the weather perfectly. A refreshing morning coffee/cuppa at the awfully named 'Gastropub' in Coolamon Court saw us in fine fettle to tackle the run to Uriarra Crossing. At this point some members in moderns headed home (and Nick and Carol off to Qld) while the rest of us headed off. Getting out of Weston was straightforward, but turning off the Cotter rd to try and find the Uriarra rd was a nightmare. It is unbelievable how this area has changed. With all the new development there it was like being dropped from the sky straight into a foreign city. This probably accounted for all of us getting lost. Roy gave up and went home, but the rest of us finally found something that vaguely resembled the roads we once knew and eventually found the Uriarra rd. Once at the picnic area we had our usual friendly chats and delicious food. A highlight of the run was the debut of the latest car to hit the road, Gerard Frawley's immaculate 'C' Cab T model. Everyone knows how I love to stir the T boys but I've got to say that the quality of this restoration is stunning and has to be seen to be believed. It is a credit to both Gerard and the magic hands of David Robinson.

Attendees - Rick & Shirley-Rugby, Wayne - A Model, Gerard & Maree - T Ford, Peter & Alex - Bean, Mal & Faye (Mum) - Oakland, Roy-T Ford, Modern - Nick and Carol, Geoff, Angelo, Jennifer and Granddaughter Alex, Ray, Ian and Ida and also three guests visiting from Qld. Terry Lewis, Karen and Reggie.

Rick



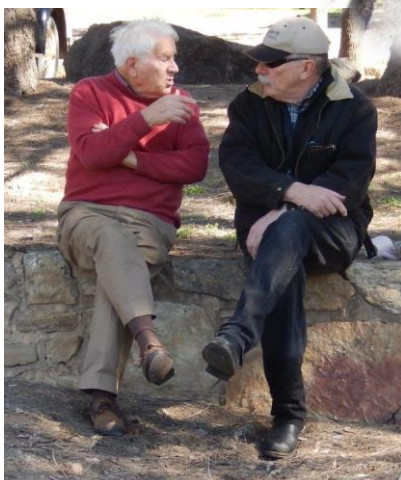
Above - Roy and the ever reliable T



Above - Proud parents and their latest offspring, but I bet when you ring the phone numbers listed below they won't even answer!



Three wise men, ...well three blokes anyway.



Left - Angelo telling Wayne the meaning of life.

Maree and Shirley in deep conversation







Alex and Peter enjoying the rest.

Mal's mum, Faye, joins Alex and Alex's grand-parent's, Angelo and Jennifer



Wayne the pyromaniac, stoking up the billy.





## Technical Page

### Very Easy and Safe De-rusting — Citric Acid

This method may be known to a lot of restorers, but for those who use molasses, as I have done, it is a better quicker and easier way. For those who need to de-rust any iron metal parts, both sheet metal or solid pressings / castings I have been using the following method for some years with great results. This process works on rusted sections of metal but does not harm non rusted areas

Obtain some citric acid crystals from your local chemical supplier, here in WA it is a firm called Big Bubble. If you can get some 20ltr plastic screw on lid containers, dissolve the crystals in water at the rate of 1kg of crystals to 15 ltrs of water, this will give you a citric acid solution that is more or less the same as lemon juice, and can be used without any problems. The acid solution is weak enough and harmless enough to handle. — If you need stronger solution just add more crystals

To use the acid, find a plastic container big enough to hold the parts you want to de-rust, and immerse the parts totally in the acid. Depending on the amount of rust, and how badly they are rusted will govern the time in the solution. Generally for most cases 12-24 hrs will be more than enough, small sheet metal parts can be done in 2-3 hrs, depending on how badly rusted. The parts will be covered in black film, which washes off and leaves a nice clean metal surface. IF rust is heavy, more time is needed, or you can increase strength of solution by adding more crystals.

Once you have a clean part, you can then prepare it for painting as per your own methods. As the solution is clear, you can see the de-rusting process take place by the deposits on the bottom of the container.

Once you have finished, you can let the residue settle on the bottom of the container and recover the acid solution to another container [so you keep a fresh solution and a "used" mixture. The mix can be used for several de rusting session, and will go a darker colour over time.

The two photos are of a rear diff cover that had been outside in the weather for several years. It was half dipped in a solution that was used and is approx 12 months old, for 24 hrs. [left] Cover was washed and half of the de rusted part, put under a wire wheel to polish it [right].. — The other half is "stained" with rust as cover dries, - (dark brown section is wet rust).

I have used this method on some large parts by making a "bath" from heavy duty plastic sheet and a frame.



Ed - I pinched the above from the Dodge Brothers Club of Australasia website.



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

This month's POM comes from KBS Coatings. I've seen their stall at the Goulburn swap from time to time and I think some of our members already use their range of products. KBS Coatings is an Australian owned and run manufacturing company specialising in Single Component Moisture Curing coatings and sealers for the automotive/industrial/commercial maintenance and repair industries and is one of only a handful of companies around the world who have mastered this technology.



500 mls - \$38.00, 1 Litre - \$62.00, 4 Litres - \$195.00

One of their many products that are ideal for the old car restorer is a fuel tank sealer called 'Gold Standard'. It's Australian made and tested with Australian fuels, including the new E10 fuels. Gold standard fuel tank sealer is a superior, single-component, ready-to-use fuel tank sealer that is specifically formulated to stop rust and corrosion. Used properly it will form a super-tough, fuel-impervious coating while simultaneously sealing small pinholes and weld seams. This highly surface tolerant sealer is capable of adhering to multiple surfaces that can be found inside your average fuel tank both motorcycle and automotive, including steel, zinc plate, aluminium and even fibreglass with the correct preparation. Gold Standard Fuel tank sealer also contains specially formulated pigments that will not degrade and break down under the constant presence of volatile fuels, unlike standard fuel tank sealer. Primarily it is used in conjunction with AquaKlean and RustBlast as part of a complete fuel tank restoration system.



- 250 mls of Gold Standard Tank Sealer will seal up to a 20 Litre Tank.
- 500 mls of Gold Standard Tank Sealer will seal up to a 45 Litre Tank.
- 1 Litre of Gold Standard Tank Sealer will seal up to a 100 Litre Tank.
- 4 Litres of Gold Standard Tank Sealer will seal up to a 400 Litre Tank

OR

There's the KBS Fuel Tank Sealer Kit. This is a money-saving 3-Step repair kit which includes enough products to clean, prep & permanently seal up to a 100 Litre tank.

- This kit contains our KBS AquaKlean (a water-based, heavy-duty, cleaner/degreaser) and KBS RustBlast (a powerful rust remover/metal etch) to obtain a permanently sealed, rust-free fuel tank. These KBS prep products are formulated with a unique Oxygen-Block Technology which reduces the occurrence of flash rust by over 80% and extends rust-free storage times by leaving a temporary protective coating in addition to a zinc phosphate film. Price - \$104.00



### **GUIDELINES FOR PRESENTATION OF 100 YEAR PLAQUES (formulated following the AVCCA Meeting, 2006) (Guidelines Amended to suit the VVCCA – ACT – Inc.)**

1. Member Clubs will order plaques as required through TAVCCA.
  2. Member Clubs will pay to TAVCCA the full cost of the plaques. The decision of member Clubs to pay for these from Club funds or to charge individual club members, is a decision for each member Club. Any costs associated with any further inscribing of the plaques is also a decision to be made by individual member Clubs.
  3. All plaques will be individually numbered and a record will be kept of the number ranges supplied to each member Club.
  4. Each Club will advise TAVCCA of the details of each presentation so that a National Register can be maintained.
  5. To be eligible to receive a plaque, a veteran vehicle must have been formally dated by one of the member Clubs of TAVCCA. The year of dating determines the year of presentation.
  6. Vehicles receiving a plaque must be manufactured no later than 31 December, 1918.
  7. A plaque can be presented retrospectively eg a 1901 car currently under restoration, can be receive a badge say in 2007 – once it has been formally dated.
  8. Each member Club is responsible for determining, assessing and identifying eligible vehicles.
  9. Each member Club will undertake the presentation. This can be in a format determined by the member Club. eg Some Clubs may choose to present all 1907 plaques at one function for the year, or others may choose to present individually or in small groups as they deem appropriate. The opportunity may also exist to have special function(s) for these presentations (eg the Club's patron may agree to present at a gala type 100<sup>th</sup> birthday function).
  10. The plaque can be presented at any time in the calendar year which is the 100<sup>th</sup> anniversary of the dating year.
  11. Recipients of the plaque must acknowledge that the plaque "belongs to the vehicle" and if the vehicle is sold, then the plaque is to go with that vehicle.
  12. Each eligible veteran vehicle can receive only one plaque. In the exceptional circumstances of a plaque being lost or stolen, the owner or custodian at the time may apply for a replacement stating the circumstances of the loss. The member Club involved will then make a decision on whether the plaque will be replaced.
  13. To standardize the inscribing of plaques, it is suggested that the small area on the front of the plaque contains only the vehicle year and make (eg 1904 De Dion) and any additional inscribing be on the rear of the plaque. Additional inscribing should include some unique identification of the vehicle (eg engine number or chassis number) and could also include other information such as the owner name at the time of presentation.
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At the VVCCA – ACT Club meeting held on 18<sup>th</sup> July 2014 two motions were passed and it was agreed that the Club accept the TAVCCA Guidelines above with the following additional clause to suit our Club: "To apply for a 100 year badge a member of the VVCCA – ACT Inc. must:

- 1- have the vehicle officially dated by the Club, or by a member Club of The Association of Veteran Car Clubs Australia, and
- 2- be the owner of the vehicle and also be a financial member of the Veteran and Vintage Car Club of Australia – 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 road worthy 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".



### Bus Depot Markets & Molonglo Gorge – Sunday 21<sup>st</sup> September.

The weather was perfect and we had a great day. Twenty five people joined in although several were unable to continue to Molonglo Gorge after the markets. We spent a couple of enjoyable hours at the markets and the cars were looked at and often photographed by several hundred market goers. Not only did Ross bring along his Sunbeam but he also had a veteran Renault, or perhaps it was a De Dion, pedal car. This was enormously popular with the children. The ladies enjoyed the markets and most of us blokes drank coffee and talked which I certainly seem to do best. The picnic was perfect but I'll make sure I bring along my chairs next time. Thanks Ross and Kate for taking pity on us. Lastly we were lucky enough to see the Steam train work its way up the gorge.

Cars & members: Chris, Bruce, Madeline & Cameron – Chev., Peter, Denise & Alex – Bean, Roy – Model "T", Wal & Jane – Model "T", Tony & Trudy – Dodge, Ross, Kate & Bill de Graaf – Sunbeam, Wayne & Sylvia – Model "A", Nick & Carol – Overland. We met Wayne & Sandra at Molonglo Gorge in the Austin Healey and Jenifer, Don, Kathy, Simone & Nicholas attended the markets in modern.

Thanks to everyone who attended - Nick



# The Edwardian - October 2014

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

20 August 2014

**Meeting Opened:** 7-30pm

**Attendance:** 13 Members: 9 Apologies

**Minutes of Last Meeting:**

Accepted Moved – Geoff Nicholas, Seconded: Gerard Frawley.

**Correspondence In:**

- Notice from Shannons about the next “Cars & Coffee” to be held on Saturday 23<sup>rd</sup> August 2014.
- Info from David Robinson re the Gundaroo Music Festival on Saturday 11<sup>th</sup> October 2014.
- Email from Angelo & Jennifer D’Emilio seeking to have their 1914 Fiat dated to enable a 100 year badge to be issued.
- Various magazines.
- Account advice from Fuji Xerox – nil owing.
- Advice from Vic. Club that Frank Shield had passed away after a long illness.
- Advice from Vic. Club that long time Club member Patricia Blashki had passed away.
- Several fees received.
- Minutes from the last ACT Car Council meeting received. The Council will raise the issue of the extra \$34 per rego for concessional vehicles with the RTA.
- Questionnaire from NSW Heritage Car Council about modified vehicles. Does not concern our Club.

**Correspondence Out:**

- 17-7-14. Letter to Ray Dawson welcoming him as a Club member.
- 17-7-14. Letter to Robert Aernout welcoming him as a Club member.
- Letter & Invoice to Shannons (Steve Farmer) seeking first increment payment of \$2000 for the 2015 Nat. Vet. Goulburn tour.
- 18-7-14. Letter to ACT Car Council with Affiliation fees and registration details.

Secretary’s report accepted - Moved: Gerard Frawley, Seconded: Ray Dawson

**TREASURERS REPORT**

Tabled and attached to records.

**Accounts for Payment:** Nil

Treasurers Report accepted – Moved: Tony Watson, Seconded: Bill Atkinson.

**EDITORS REPORT**

Nil to report. Bill Atkinson congratulated Rick on a good magazine.

**EVENTS REPORT**

-Nick mentioned Shannons “Cars & Coffee” at Shannons in Fyshwick this coming Saturday – 9am to 2pm.

-Nick talked about the Club run this coming Sunday (ie: 24<sup>th</sup> August). Run commences at Gastropod at Coolamon for coffee at 10-15am.

-Nick spoke about the Club run on Sunday 21<sup>st</sup> September starting at the Bus Depot Markets in Kingston at 10am and ending with a picnic lunch at Molonglo Gorge. The markets will have a theme day called “Green Savvy Sunday” about recycling etc. More details nearer the time.

-Nick advised the meeting as to the stage reached in regards to the 2015 Veteran Tour to be held in Goulburn. He will put an entry form and details in the next Edwardian.

-Ian spoke about the Bus Run organized for Sunday 19<sup>th</sup> October to Dapto “Motor Life Museum” and the “Thirlmere Rail Transport Museum”. Ian has booked a 57 seater bus and we require 54 people to break even. To date Ian has 49 starters (34 from VVCCA (ACT), 9 from the RR Club & 6 from Canberra & Antique Classic Car Club. Ian asked members if they could try to find other people to join us. Geoff said that he would talk to one or two members of the local train enthusiasts club.

-Ian also asked that if the seats cannot be filled would the Club be prepared to pay the shortfall of up to say \$400’s. John Cadona (Treasurer) feels that the Club could handle any shortfall and a motion proposed by Ian and seconded by John was subsequently passed. This motion was passed by a majority of members present.

-As soon as the required number of seats are filled Ian will ask those going for payment.

-Nick mentioned that the Gundaroo Music Festival was on, on Saturday 11<sup>th</sup> October. He will provide further details by email shortly.

**LIBRARIANS REPORT**

-Ian advised that magazines requiring binding will be put off for a while. Ian also said that he was missing several magazines and that he will give Nick a list of those missing. One or two of the missing magazines turned up in the Library cabinets.

**REGISTRARS REPORT**

-No Registrars present at the meeting.

**GENERAL BUSINESS**

1. Gerard mentioned that Peter McGregor had not been well and that Peter was keen to get his Model T back together and running. Gerard asked if several of the “T” owners might be able to assist Peter. Anyone who may be able to help should either contact Peter directly or through Gerard.

2. Gerard also mentioned that our Queensland member Graham Bennedick was not particularly well. It was agreed that the Club would send both Peter (see 1 above) and Graham cards.

3. Geoff brought to the Club’s attention that the recent Guidelines for the Dating of Club vehicles sent out by Nick refer to “cars” in a number of places when it should refer to “vehicles”. The reference to “cars” is only in “TAVCCA” guidelines. Nick will amend these guidelines to reflect “vehicles”. The additional clause to suit our Club is ok.

4. Nick mentioned that after the Murrumbateman Presentation Lunch that there was a \$25 shortfall and that John Cadona paid for it out of his pocket. Nick suggested that John be given \$25 out of Club funds. John was adamant that he would not accept the money. Thanks John.

5. Nick said that Ray had asked for a Club name badge. No other members required a badge and Nick will order the badge for Ray.



6. Nick mentioned that he had heard, second hand, that a former Club member had purchased a 1914 Bull Nose Morris from Scotland and that it was on its way to Australia. Nick is hoping that the former member might rejoin the Club.

## MEETING ACTIVITY

No after meeting activity planned for tonight.

Meeting Closed: 8-15pm

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

17 September 2014

**Meeting Opened:** 7.30pm

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

### Minutes of Last Meeting:

Accepted - Moved: Carol Nowak: Seconded: Rick McDonough.

### Correspondence In:

- ACT Office of Regulatory Services – extract from Register of Incorporated Associations reflecting the Club's latest annual return.
- Council of Heritage Motor Clubs – notice of half-yearly meeting Dubbo 25 October 2014..
- OAMPS Insurance Brokers – renewal notice for public liability, products liability and professional indemnity insurance.
- Anonymous – re scrap metal dealers.
- Various club magazines.

### Correspondence Out:

- ACT Office of Regulatory Services – annual return for Register of Incorporated Associations..
- Reminders to un-financial members.

Secretary's report accepted - Moved: Geoff Nicholas: Seconded: Carol Nowak.

### TREASURERS REPORT

#### Balances

Tabled and attached to records.

#### Accounts for Payment

- OAMPS Insurance brokers - public liability, products liability and professional indemnity insurance \$478.60
- Secretarial expenses (including petty cash float) \$104.00

Treasurers Report accepted - Moved, John Cadona: Seconded: Tony Watson.

### EDITORS REPORT

Rick asked for newsletter articles and classified advertisements.

### EVENTS REPORT

Ian reported that 55 Of the available 57 seats on the Club's October bus trip have been filled.

Nick mentioned that he will be making changes to the forthcoming events program and these will be advised in the next newsletter.

### LIBRARIANS' REPORT

Nil.

### DATING COMMITTEE REPORT

Ian Irwin reported that at its initial meeting he had been elected to chair the dating committee. Greg Spackman was elected as secretary. Certain aspects of vehicle dating will be raised at the next meeting of the National Committee.

### REGISTRARS REPORT

Nil.

### GENERAL BUSINESS

- Rally Report

Nick reported that entry forms for next year's rally will be included in the rally packs distributed to entrants in this year's Kalgoorlie rally. He also mentioned the positive response and cooperation received from the Goulburn community. A \$2000 contribution towards rally costs has been received from Shannons.

- Membership Secretary

Chris raised the proposition that the Club was in need of a membership secretary to handle this aspect of its operations. Carol agreed to take on the role for the remainder of the year pending its ratification as a permanent committee position at the next Annual General Meeting. Moved: Chris Hogan: Seconded Ian Irwin.

- Anonymous letter concerning scrap dealers.

An anonymous letter was received advocating that the Club contact national scrap dealers' associations offering to buy old vehicles from their members rather than see them scrapped. The meeting agreed to ignore this request due to its fanciful nature and the anonymity of the writer.

**Meeting Closed:** 8.20pm

### MEETING ACTIVITY

Nil.

## The National Calendar

|                    |                                                                            |
|--------------------|----------------------------------------------------------------------------|
| October 19-24      | National Veteran Rally, Kalgoorlie – Boulder – see Nick or Rob for details |
| November 1- 6 2015 | National Veteran Rally, Goulburn – see entry form this edition             |

## The Club Calendar

|        |                                                        |
|--------|--------------------------------------------------------|
| Oct 15 | Club meeting                                           |
| Oct 19 | Club Bus Trip – Two Museums Tour                       |
| Nov 16 | Club Run to John Cadona's property at Googong          |
| Nov 19 | Club meeting                                           |
| Dec 14 | Club Breakfast - Diddams Close Park – Lake Ginninderra |
| Dec 17 | Weds - Club Christmas Dinner                           |

## 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) recognises these outings as legitimate events for any of its members who wish to participate

## EVENTS DETAILS

### Sunday 16<sup>th</sup> November 2014

**Please Note: This is the Sunday before the meeting.**

For November the Club is visiting John Cadona's property in Googong. The Day will commence with a coffee/morning tea at Gryphon's Café which is located at the Griffith Shopping Centre, Barker Street, Griffith. Would you please be there around 10am. At about 11am we will leave Griffith and head to Queanbeyan along Canberra Ave. At the end of Canberra Ave. you turn **right** into Lowe Street at traffic lights (after passing the Qbyn. Showground, the Tourist Bureau and just before the main shopping area). In a further 100 metres or so **veer right** into the Cooma Road (Old Cooma Road). Continue along this road for around 10 klms. John's place is on the right hand side. John's road address is 1052 OLD COOMA ROAD, GOOGONG. When you see the property "Fernleigh Park" (also on the right) there is 400 metres to go. It's a BYO lunch/wine however John and Vilay will have the Club BBQ set up so you might like to bring along something to cook. John has invited the FJ Club as well. It will be a very nice day. If you have any hiccups finding John's place give him a call on 0419 297 125.

### Sunday 14<sup>th</sup> December 2014 – Club Breakfast Diddams Close Park – Lake Ginninderra

It's close to Christmas and that means it's time to have our annual Club Breakfast. The Breakfast this year will be held at Diddams Close on the shores of Lake Ginninderra. Diddams Close is located off Ginninderra Drive, Belconnen some 500 metres after Aikman Drive and over a bridge. When you turn **Left** into Diddams Close you will shortly come to a "T" intersection. Turn **Right** and follow the road to the lovely park down by the lake. Breakfast will commence at 9am and the Club BBQ Trailer will be set up so bring along your eggs, bacon, sausages etc. We will also have boiling water for tea and coffee. The



area is nicely grassed but I suggest you throw in a chair or two as some of us, myself included, have a certain amount of trouble getting up off the ground. Toilets are nearby.

Hope to see a lot of you there.

### **Wednesday 17<sup>th</sup> December 2014**

#### **Club Christmas Dinner**

Normally this is the meeting night but every December we have an evening meal out in lieu of the meeting. This year's dinner will be held at the Emperor Court Chinese Restaurant at the Yarralumla Shops in Bentham Street, Yarralumla. Yarralumla is nice and central and there won't be any parking problems. The dinner is a banquet at a fixed price and I will notify you how much per head by email/letter shortly. BYO bottled wine is permitted (corkage applies). Drinks will be purchased individually to save confusion at the end of the night.

Carol and I have arranged for a 7pm start. We have booked for 40 people and are hoping to see a lot of you there. They serve up very nice food.

Would you please give Carol or myself a call (6282 4090) or an email ([nowakn@netspeed.com.au](mailto:nowakn@netspeed.com.au)) by early December confirming that you will be attending so that I can provide the restaurant with numbers.

Well that's about it for Club events to the end of the year. I have recently informed you about other non-Club events that you may or may not wish to attend. There will be a BBQ at Rob and Beth's early in the New Year and I will let you know once the date is set.

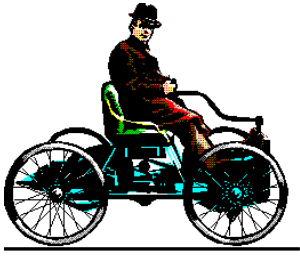
Cheers to you all - Nick

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

| <b>Name of Event</b>                              | <b>Date</b>         | <b>Location</b>                 | <b>Contact person</b>         | <b>Contact details</b>                                                       |
|---------------------------------------------------|---------------------|---------------------------------|-------------------------------|------------------------------------------------------------------------------|
| ACT Small Fords Muster                            | 24 – 26 October '14 | Rydges Capital Hill Hotel       | Kathleen Revill               | <a href="mailto:kathleenrevill@bigpond.com">kathleenrevill@bigpond.com</a>   |
| Classic Yass                                      | 1 Nov. 2014         |                                 |                               |                                                                              |
| Canberra Swap                                     | 2 Nov. 2014         | EPIC                            |                               |                                                                              |
| Surf to Summit - Cooma Monaro Historic Motor Club | 8 – 9 November 2014 | Cooma                           | Graham Gittins                | <a href="mailto:gittins@inet.net.au">gittins@inet.net.au</a><br>0419 259 109 |
| Marques in the Park                               | 9 November 2014     | John Knight Memorial Park       | Nick Arnott                   | 0400 470 100                                                                 |
| MGCCC Motorkhana                                  | 16 November 2014    | Sutton Road                     | Kent Brown                    | <a href="mailto:kjpbrown@bigpond.com">kjpbrown@bigpond.com</a>               |
| Terribly British Day                              | 7 December 2014     | Patrick White Lawns             | Paul Sutton                   | 6262 0105                                                                    |
| <b>2015</b>                                       | <b>2015</b>         | <b>2015</b>                     | <b>2015</b>                   | <b>2015</b>                                                                  |
| CRAKK Run                                         | 24-26 Jan 2015      |                                 | Mark Saunders                 | <a href="mailto:msaunde2@bigpond.net.au">msaunde2@bigpond.net.au</a>         |
| Mustang Gathering                                 | 22 Feb. 2015        |                                 |                               |                                                                              |
| Capital All Ford Day                              | 1 March 2015        | East Lawns Old Parliament House | Dave Connolly<br>0437 500 757 | FPV & XR Owners Club of ACT                                                  |







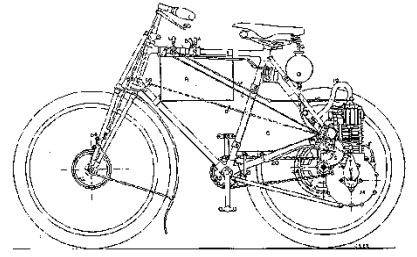
**The VETERAN and VINTAGE CAR CLUB  
of AUSTRALIA - ACT Inc.**

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**2015 Shannons National  
All Veteran Tour**

**Goulburn  
1 to 6 November 2015**

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Tour Director – Rob Woolley  
Ph 02 6254 9485 (ah)  
robethw@optusnet.com.au

Tour Secretary – Roger Gottlob  
Ph 02 6241 3169 (ah)  
canberrarally2015@gmail.com

Dear Tour Entrant

**2015 Shannons National Veteran Vehicle Tour**

As you know it is Canberra's turn to arrange and run the 2015 National Veteran Vehicle Tour.

We recently held the National Veteran One & Two Cylinder rally here in Canberra (2013) and we have decided that the 2015 Tour shall be held in Goulburn, with I might add the blessing of the NSW Veteran Car Club. Enclosed with this letter is the Tour Entry Form.

We have selected Goulburn for several reasons. Firstly over the past few years we have visited most of Canberra's attractions. The second reason is that the ACT is rather small and we don't have the scope to vary locations to the same extent that the States do. The third reason is that Goulburn is relatively close to Canberra and a historically important city. Furthermore Goulburn has a range of nearby towns and different places to visit. During the coming tour daily runs will visit Crookwell, Gunning, Bungonia, Tarago and Taralga. All of these towns/villages can be reached on minor but sealed roads. There will be very little, if any, driving on major roads. Finally and most importantly we have several Goulburn members in our Club.

There will be a Gas Light Parade one night during the week, through the main street of Goulburn, and we ask you to bring along your period costume which will certainly add to the spectacle.

The Welcome Evening, to be provided by the Goulburn Mulwaree Council, has already been arranged as has the final dinner at the Goulburn Workers Club. Work planning daily runs is progressing well and arrangements are also under way to visit several Goulburn historic highlights.

There is a good selection of accommodation quite near to the Tour headquarters (at the Goulburn Workers Club football arena). Additionally the Goulburn Tourist Bureau is very much aware of the Tour. The Tourist Bureau Information telephone number and web site is included on page 2 of the entry form. You will need to make your own accommodation arrangements. We recommend that you arrange your accommodation fairly soon.

Goulburn has a population of some 22,000 and the area was first settled in the early 1860's.

Club members here in Canberra are extremely excited to be organising this Tour and we hope that a lot of you will be able to join us.

It would be appreciated if you could fill in the entry form and return it to Roger Gottlob, our Tour Secretary.

All the best

Rob Woolley  
Chairman Tour Committee  
VVCCA – ACT  
12<sup>th</sup> September 2014



**Entry Form**  
**2015 Shannons National All Veteran Tour**  
**Sunday 1 – Friday 6 November 2015**  
**Entries close 31 August 2015**

|                      |       |
|----------------------|-------|
| Entrant/driver       |       |
| Address              |       |
| Contact numbers (ph) | (mob) |
| Email address        |       |

|                                     |
|-------------------------------------|
| Vehicle make, model and year        |
| Body type                           |
| Registration number and expiry date |
| Name of Club (current membership)   |

Entry is \$100 per vehicle (including 1 driver) plus \$50 for each passenger/co-driver.

Entries received after 31 August 2015 will attract a late fee of \$30.

Meals and Presentation Dinner costs will be notified closer to the Tour date.

**Please sign the indemnity on page 2 of this entry form.**

|                                          |  |                    |           |
|------------------------------------------|--|--------------------|-----------|
| Entry fee (Vehicle and one driver only): |  | 1 x \$100          | \$100     |
| Passenger/co-driver 1 (name):            |  | \$50               | \$        |
| Passenger/co-driver 2 (name):            |  | \$50               | \$        |
| Passenger/co-driver 3 (name):            |  | \$50               | \$        |
|                                          |  | <b>Total paid:</b> | <b>\$</b> |

Payment should be sent with your completed entry form, with cheques payable to: **Veteran and Vintage Car Club of Australia (ACT)** to the address below.  
Direct deposits are also available, please contact the Tour Secretary for details. An entry form with your details will still be required.



# The Edwardian - October 2014

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Please send signed (below) and completed entry form and payment to:

**Roger Gottlob, Tour Secretary**  
**GPO Box 2349**  
**CANBERRA ACT 2601**

Should you have any queries about your entry, please contact Roger Gottlob on  
**(ah) 02 6241 3169, (m) 0418 962 312** or [canberrarally2015@gmail.com](mailto:canberrarally2015@gmail.com)

## **Indemnity and signature (must be completed by all rally entrants on behalf of themselves and their passengers)**

In consideration of the acceptance of this my/our entry, I/we agree that the organising committee or its associated organisations will in no way be responsible for any damage to a participating vehicle, its parts, accessories or occupants personal effects, or for any damage caused by any such participating vehicle. Any entrant or participant by entering, driving or being driven in this event, shall therefore waive the right of action at law against the committee, its associated organisations, and their responsible agents.

## **Registration and Insurance papers must be produced for sighting at the time of check-in at the Tour.**

**Signed (entrant):** \_\_\_\_\_ **Date:** \_\_/\_\_/\_\_

\*\*\*\*\*

**Tour headquarters:** The Tour will be headquartered at the Goulburn Workers Arena on the Corner of Finlay and Hume Streets Goulburn and daily events will start from this location.

**Schedule of Tour activities:** the Tour will start with a short run on the afternoon of Sunday 1 November 2015 and finish with the Official Presentation Dinner on Friday 6 November 2015. There will be a gaslight parade on one evening during the week. Period dress for this parade would be really appreciated.

**Accommodation:** Entrants are responsible for making their own accommodation arrangements. There is a good selection of accommodation near the Tour headquarters and entrants are encouraged to contact the Goulburn Visitor Information Centre on:  
**1800 353 646; [info@igoulburn.com](mailto:info@igoulburn.com); or [www.igoulburn.com](http://www.igoulburn.com)** for advice.

**Withdrawals/refunds:** Tour withdrawals notified by 31 August 2015 will be refunded in full. Withdrawals after this date will be considered by the Tour Committee on a case-by-case basis after the Tour has been finalised.

\*\*\*\*\*

***Rally Officials use only***

|                  |                   |                  |
|------------------|-------------------|------------------|
| <b>Received:</b> | <b>Receipt #:</b> | <b>Entrant#:</b> |
| <br><br><br><br> | <br><br><br><br>  | <br><br><br><br> |

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