



The
EDWARDIAN
February 2015

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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



Happy New Year to all and welcome to 2015, I hope we all have made our new year's resolutions and that getting out and enjoying veteran and vintage motoring was part of this.

This year will be a very busy year for our Club with the Nation Veteran Tour fast approaching. Your Committee is working hard to put together another veteran tour that will make our Club proud. So please get your entry form in and get involved. If anyone would like to lend a hand please come and speak to me or any member of the Committee and we will happily find a job for you.

On the home front don't forget to put Wheels in your diary it is being held on Sunday 8 March. This is a big day on the Clubs calendar and it supports local charities in our community, look out for Nick's report for further details.

Safe Motoring

Chris

No bottle opener?
I can fix that!

Car stereo stolen?
I can fix that!



No need to thank me...

Cuz I'm A Man and I can fix that!

Can you imagine having the same car for 82 years?

Mr. Allen Swift, Born: 1908—Died 2010, (Springfield, MA) received this 1928 Rolls-Royce Piccadilly-P1 Roadster from his father, brand new - as a graduation gift in 1928. He drove it, up until his death at the age of 102.

He was the oldest, living owner of a car that was purchased new. It was donated to a Springfield museum after his death. It has 1,070,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition at 82 years of age. That's approximately 13,048 miles per year, 1,087 miles per month.





Editorial



The New Year is well underway and I hope all members had an enjoyable festive season. I've had reason to be fairly inactive over the period, but on the bright side it has given me a chance to go over some of our early club newsletters. Sometimes they're a bit scant on details, but there is still some interesting stuff to be found in them. It makes me realise just how important the club newsletter is in not only keeping members up to date with current activities, but as an historical record for future members to look back on and get some idea of how things were 'back in the day'. How is your knowledge of our club's history? Do you know when our first newsletter appeared, or how we came to call it 'The Edwardian'? Well I didn't know the answers either, so with this in mind I intend to put snippets of club history, gleaned from these early newsletters, in future issues of the newsletter....a sort of series of 'on this day' type articles. Given my more than normal interest in the newsletter, to start the ball rolling, let's look at our newsletter's early history.

The first newsletter appeared in June 1964 and consisted of three single sided foolscap sheets. It had no cover and the editor was Bill McDonald. In his editorial he mentioned "a lot of heartbreak and hundreds of problems had to be overcome to get the newsletter out". He asked "Would you like to suggest an original and appropriate name for the monthly magazine?" (but mentions there is no prize being offered for the best name!) Strangely, he writes "A word of warning - FOR SALE advertisements will NOT be accepted under any circumstances and the name and address of the member concerned will NOT be printed under any advert. except by special arrangement with this club". I'm not sure what this is about and assume it must have been some sort of club directive/policy at the time.

The following months newsletter (July) featured the first ever cover, however it only lasted two months. The editor mentioned the trials of using the gestetner for the newsletter - (something I can support having used one for a number of years when I was editor in my Qld club!) He stated "the newsletter is not as good as I'd hoped but I was determined to get it out for the first birthday", and "After many kind comments from members on the first newsletter" he hoped "I now have the gestetner conquered". Possible names for the magazine members came up with were - The Veteran Motor, The Camshaft Chronicle, The Edwardian, The Canberra Newsletter, The ACT Journal, The Crankhandle Gazette, The Veteran's Voice, The Canberra Carriage, The Canberra Courier, Ignition Leads. The editor was wanting more suggestions, saying "surely you can do better than this". By the August newsletter no new name had been decided yet, although Pat Clayton suggested that "the National Capital" or something similar be incorporated in the title. Looking back at the options, which name would you have chosen? There was a break of 5 months before the next newsletter appeared in Jan. 1965, and this one bore the name they obviously agreed upon...The Edwardian. In other words our newsletter was so named almost exactly 50 years ago today. It featured a redesigned cover thanks to associate member Bob Wilson, son of John Wilson of Campbell. This new cover only lasted 3 issues though. Given it was no doubt hand drawn on a stencil, the gestetner probably chewed it up! From then on the 'cover' was in fact a type written page for the Editorial and/or President's report. A new cover was drawn for the March 1966 newsletter, but it only lasted the one edition.

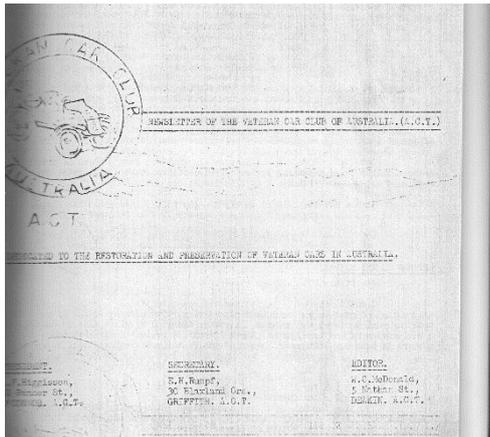
No doubt as a result of the amateur and temporary nature of previous cover designs, in June '66 the newsletter actually sported a professionally printed front and rear cover...and in colour! Member John Wilson, of Gregor's Motors, was thanked for his efforts in the design and sponsorship of the new

The Edwardian - February 2015

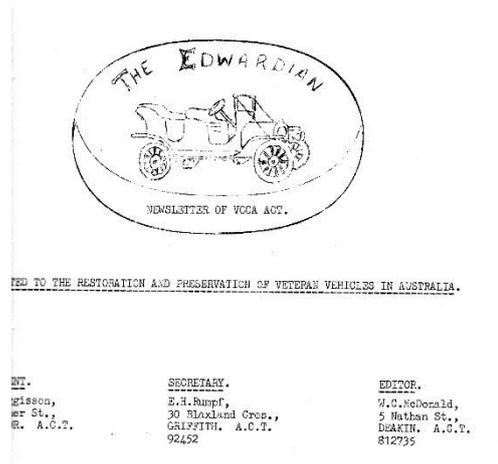
Edwardian cover. While the front cover was to then remain unchanged for several years, the Gregory's sponsorship obviously ended by March 1967 as the rear cover was blank from that point onwards and used for address labelling. While the cover looked great, sadly the inside pages suffered in quality by still being done on the mediaeval gestetner.

Anyway, that's probably enough history on your newsletter for the time being. I hope you've enjoyed this little walk down the aisles of the club archives.

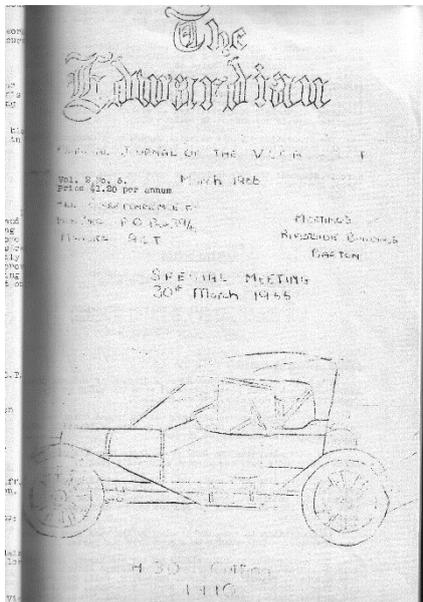
Rick



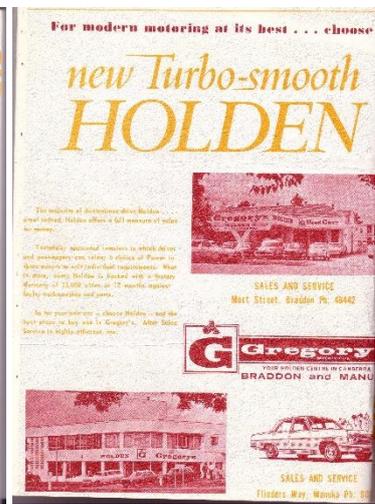
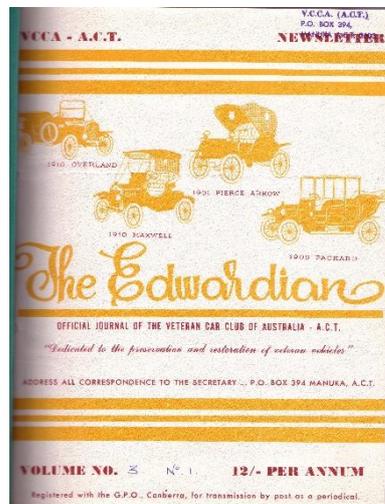
Our first cover July 1964



Our second cover and first featuring the new name of the newsletter, Jan.'65.



Our third cover from March 1966



June 1966 and our fourth, but first long lasting cover. Professionally printed in colour front and back no less! Note the price on the cover, despite decimal currency having been in for a few months.

Lost

Wal Hick has misplaced his copy of the book 'Tinkerin Tips' by Ted Aschman. It is a book of about 70 pages and has a tan coloured cover. Wal may have loaned it to one of our members. If you have it can you please contact Wal on 6235 5857

General Club Stuff

I am very sorry to report that member Peter McGregor is seriously ill. He is facing a tough battle. I know I speak for all members in saying that we wish him well and that he can be made as comfortable as he can be under the circumstances. Our thoughts are very much with you and your family at this time Peter.

I note some interesting points arising from the Minutes of General Meeting 20 November 2014 of the Council of ACT Motor Clubs Inc;

“Mark (the President) attended a meeting in Wagga to address 38 NSW Clubs on the registration issues of a Special Interest Vehicle Scheme (SIV) scheme. Some NSW Clubs are likely to form a break away organisation from the Bush Council over the Councils opposition to a SIVS 90 day scheme. The ACT Council supports the move to have a SIV Scheme in addition to the CRS scheme in NSW and Mark will send a letter to that effect. The meeting voted in favour of this with one abstention.”

“Mark met with Mick Gentleman in regard to the additional levy placed on CRS vehicles. As a result it is expected that the levy will be reduced to a pro rata rate of \$3.40 from the current \$34 and start on 1 July 2015.”

Registrars report - “Dave advised was an instance where a vehicle on CRS was repeatedly used inappropriately. The car has been removed from CRS by the owner.”

“An email was received re allowed modification for a CRS vehicle. Delegates were reminded that all issues and forms need to go to the Registrar and not direct to the RTA. We have a good relationship with the RTA and the Registrar would like to keep it that way.”

There has been a few ads on Telly lately about the dangers of texting while driving. Apparently this is nothing new...see below for the veteran era version!



Thanks to Rob for sending me the above. You'd reckon conversation might have been a touch difficult between driver and passenger. Personally I think it's a photo of our own Kingsley in his courting days trying to woo Cynthia. Still, I reckon this is a photo screaming out for a funny caption. Would members care to send me their best effort for the next newsletter?

Diddams Park/Lake Ginninderra BBQ breakfast. Sunday 14th December

The BBQ breakfast went off without a hitch and I think that everyone had a nice couple of hours chatting and eating. We had great weather and a good member turnout. We also had a small but attractive collection of old cars. Special thanks go to John Cadona who towed the BBQ trailer to the event. Thanks also go to our Goulburn members Kathy and Bruce who took the trailer back to David's place later in the day.

Old cars: Glenn & Andrew – Model T, David & Deidre – Model T, Gerard & Marie – Model T, Roy – Model T, Wayne & Sylvia – Model A, Simone & Cameron – Chev, Chris Nicholas & Madelyn – in John Cadona's Chev and Nick & Carol – Overland.

In modern we enjoyed having John & Doreen, Ted & Marg, Geoff & Lyn, Tony & Trudy. Kathy & Bruce and Don. Twenty seven members made for a good breakfast. Several of us were treated to the look of surprise on John's face when Chris rolled up in John's Chev. It took John several seconds to realise that it was his car. It's a very nice restoration.

Nick

Left – A brace of T's.

Lower Left - Wayne's A, Nowak O'land and Hogan Chevy.

Below – The Belle of the Ball. A brand new restoration, and John didn't even know that car was going to attend! Nice work John. It's a welcome addition and we look forward to seeing you and Vilay out in it on a regular basis.



Even Secretary Tony had a new toy on the day! Why has he crossed the border and forsaken Froggy machines for Teutonic ones?



Recent Club Events

Wednesday 17th December: Club Christmas Dinner at the Emperor Court Chinese in Yarralumla. To think I worried about getting numbers. We had 45 members and the evening went off particularly well. There was plenty of food and I don't think anyone went hungry. It was exceptionally nice to see our two Braidwood members Antony Davies and Robert Aernout. Robert was asked to bring along a box of Miroxol polish and quite a number of tubes were sold. The Club has purchased the remaining tubes so if you want a tube of this amazing polish talk to the Treasurer. I should mention also that John Cadona brought along two bottles of wine and every one was given a ticket. The lucky winners were Glenn and Ida – thanks John.

It's always a concern booking a venue for a largish group and I was pleased to see it work out so well.

Sunday 18th January: Club BBQ at Rob & Beth's. Another lovely evening put on by Rob and Beth and this year we gathered on the new back yard deck/patio which was a perfect area for this event. I believe the deck was only completed the day before we all arrived. Lots of BBQing, eating and a few beers/wines. What else could anyone want? Beth went to considerable trouble to make sticky date pudding and carrot cake for dessert. Unexpected and extremely nice.

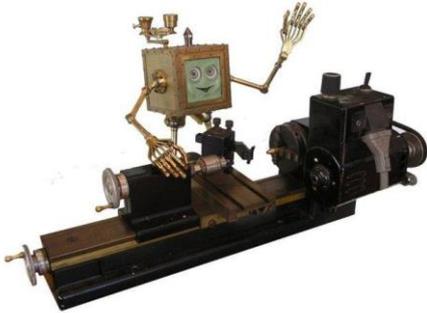
Nick



Above - Another recent welcome addition to the club; the Beltrame Humber (note 'Kipper' the dog guarding the back seat!) Read the story of the car on page 8-9.

Left and below – some of the vehicles at the Fire Station Museum run, see write up and more photos on page 12-14.





Technical Page

Penetrating oils

Ever wondered what the best penetrating oil/fluid is to loosen a rusted-on nut on your restoration? We've all had the problem at some point, and tried soaking threads in various concoctions – some quite expensive. Thanks to Bob 'Fiat' McGuire we now have an answer. The following was in turn forwarded to him by a colleague from the Tuggeranong Men's Shed.

Back in 2007, the *Machinist's Workshop* magazine published some information on various penetrating oils that was very interesting. The magazine arranged a subjective test of all popular penetrating oils with the control being the torque required to remove the nut from a "scientifically rusted" environment. Given the *Machinist's Workshop* magazine is a Yankee publication, some of the products they tested are not available here, but I think the results are still worth reading and you may be surprised with the outcome.

Penetrating Oil	Average torque load to loosen
No oil used	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF*-Acetone mix	53 pounds

*Automatic transmission fluid.

The ATF-Acetone mix is a 'home-brew' mix of 50-50 automatic transmission fluid and acetone. Note this home-brew released bolts better than any commercial product in this one particular test. The magazine reported that a 50-50 mix of ATF and lacquer thinner also works very well, but the acetone recipe is better. Note – ATF and Acetone is not homogenous, ie. the ATF will settle to the bottom so you'll need to give it a good shake before applying – also, if you add a small amount of diesel to the mixture this will help. I guess the other useful thing this test shows is that some of these commercial products are superior to other ones that are several times dearer.

Did you hear about the bloke that was addicted to drinking brake fluid? He can stop anytime he wants.

A young boy looking for work asks a man for a job to do, and the man replies, with a thick ascent, "You can paint my porch for \$50." A couple hours later the boy knocks on the door to collect his \$50 and says, "By the way, that's not a Porsche, it's a Ferrari"



An abbreviated history of our Humber 12/25 HP Tourer (Vehicle 10178 – Engine 10096)

The Humber 12/25 (in various forms) was an official Humber model for 1925 and 1926. However, some early production cars were sold in 1924 and some end-of-model cars were sold in 1927. This particular car was ordered from England in late 1924. Its build was commenced in late 1924 and finished in 1925. It was shipped from the factory in April 1925.

It cost £440 and carries a number of hallmarks of the 1924 pre-production features such as the lack of front brakes and no driver's door, but it does include the optional Auster rear windscreen. Front brakes and a driver's door became standard in late 1925. Both were optional early in 1925, as was the Auster rear screen.

For most of its life it was assumed to be a 1924 car. This only changed after I researched the history more thoroughly and obtained a copy of the factory order sheet from the Humber Register in the UK. The vehicle left the factory for Australia in early 1925 and is therefore deemed to be a 1925 model by the Humber Register. The Register is the official dating organisation for the 'true' Humbers, these being pre-1933 cars. The engine block was cast in January 1925, confirming the year of build completion and the 1925 year model.

The car was sold to its first owner in Sydney, where it completed almost 70,000 miles in its first 20 years of life. The name of the owner is unknown, but the Sydney dealer's name is recorded on the Humber factory sales sheet. Documentation found with the car indicates that it did some serious country driving at some stage in its life. The wear and tear on some of the body parts seems to support that. I would describe the car's condition and 'rough' and 'well-used'! In many respects, the car is showing its mature age.

In the mid 1940s the car suffered a differential failure. This was a weak point on these cars due to the stresses imposed by the drive-line and 'fierce' operation of the leather cone clutch. They had a tendency to strip the differential planetary gears. As a result, the car was parked for 10 years in an open shed in Sydney until it was traded in on a new Hillman from Beltrame Brothers in Griffith, NSW.

Charlie Beltrame (my Father) saw some potential for the car to be used as a display car alongside the new Humbers he was selling at the time through his Rootes Group dealership. This included Marques such as Humber, Hillman, Commer, Sunbeam, Talbot, Singer and Karrier. He obtained it in the early 1950s.

The car was lightly restored (paint and some roof trim, plus an early Holden differential) after it was trailered back from Sydney. It became a showroom display car for the Humber dealership (under Rootes Group) and was placed on display at the town show once a year. It was also used as an occasional parade car for various town events, but most uses were sporadic and brief. Little maintenance was performed.

The car was retired with the demise of the traditional Rootes Group brands in 1965, other than for the occasional town parade or family wedding. It became the traditional family wedding car for all three sons of Charlie Beltrame (including me). Its use remained sporadic with very limited (nil?) service maintenance.

Humber 10178 was last used in 1987 and was left dormant after that. Fortunately, it was stored in a dry shed, but it had not been properly prepared for long-term storage so there are a number of corrosion and mechanical issues that have now been addressed, or still need to be addressed. It shows its age and history.

I obtained the car from my father in the late 1990s and transferred it to Canberra. It has only recently been slated for resurrection due to its proposed use at another family wedding. The resurrection was the reason for my request to join the VVCC (ACT), and the running restoration work is well underway and looks promising.

The old Holden differential will remain in place for now. Just before Christmas 2014, the engine was started and runs quietly and smoothly. The clutch was oiled with copious quantities of Neatsfoot oil and the car has been driven several times. The 'Prince of Darkness' (Lucas) electrics also seem to be working for now after some considerable re-work.

Humber 10178 is a rare survivor from the day it was lifted off the ship at the Sydney docks in 1925. Of the 1,639 cars sold over all years, only about two-dozen are known to have survived.

Mick Beltrame – 22nd December 2014



Left - The Beltrame Bros. stand at the Griffith Show c1963. Mick's Dad, Charlie, won a trophy for having the best display. Note the marques on the banner.
Below - Car doing wedding duty in the early 70's for Mick's brother Gary.



Miss Showgirl in the very early 70's. She's probably now in her early 70's!



Above - with work progressing.



Above and right - Years of sludge built up in the oil pump and sump.



Left - Charlie Beltrame in the mid 60's.

From the Archives



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

During May (1964) some members travelled big distances in searching for cars. One party covered 2000 miles and had interesting tales to relate. Two other members covered 625 miles in one Sunday and found the remains of many T Fords, excluding their brass radiators. A close inspection of all the cars they found showed that all non-ferrous metals had been removed, one aluminium gearbox was removed with a sledgehammer from one very old chassis they found. "The most interesting discovery was a 1914 Calthorpe Minor complete but (pity) no tyres or upholstery, quite close to home. The finder already has a Wolseley under restoration so will allot this to a member without a car if possible. The car should be a very easy restoration and very quick."

June 1964 – President Allan Higginson mentions the club is rapidly approaching its first year anniversary. He states "we have obtained preferential registration from the ACT authority, no mean feat in itself and we have also been able to get third party insurance under the same conditions and in addition been accepted by the Federation of Veteran Car clubs of Australia". In ending his report he states "we have NOT yet completed one restoration in the club year, so,----what about it fellows,---, it still goes--no cars, no club!"

A fund raising effort by Mrs W McDonald netted the club about £20.

There was a profile of Allan Higginson - his FN was the first and only restoration carried out in the ACT up to that date. It was restored from a heap of scrap found on the Davidson property 'Canningor' near Harden. The Davidson's bought it new so Alan was the second owner.

In our last newsletter Ian provided an article on Jim Bolton's Federal truck and mentioned how Jimmy travelled far and wide in search of veteran iron in the early days. 50 years ago (in the Jan. 1965 Edwardian), Jim wrote "The Travels of a Veteran Crank" which I have reproduced here. After reading it I wonder how many of us would go to these extremes today? I have retyped the first bit as the original is too feint to scan, but the remainder is scanned. Because the newsletters have been bound so tightly it is difficult to get right near the spine. I've filled in some words, but you can guess the rest. Another option is to read the original in our library.

The Travels of a Veteran Crank

Hooked the trailer onto the old '56 Kombi, (74000 on the clock) packed the camping gear and tucker box and took off towards Yass, despite the cold and fog. Through Yass and on to Gundagai, went to the south Gundagai lookout, it was well worth it for the view, then on to Adelong and Batlow, the orchards looking very productive with apples and pears hanging from the trees. The mountain tops were up in the clouds at this time of the year.

Leaving Batlow the rain started, pushed on to Laurel Hill, refuelled at Fraser Woods Gorge and collected some Brasier parts. It was then that the rain really started and with it we came to a D.M.R. road trap(?) which we safely negotiated (I think) and eventually arrived at Tumbarumba, 189 miles from home, then 16 miles of winding gravel surfaced road to Tooma, ploughed our way to Mt Garland to call on Frank Paton, (*Ed note – Frank's son Ken was a junior member of our club back then and was restoring a '13 Belsize*) - discussed cars awhile and ploughed our way out again, over mountainous roads to the Murray River and NSW-Vic border at Tintaldra, the rain hadn't gone so decided to motel it for the night, the nearest being at Corryong, stayed at the Pinnibar which was pretty fair accommodation and very reasonable.

Sunday dawned a beautiful morning so out onto the Murray River Highway heading towards Wodonga, quite an interesting trip down the Vic side of the Murray River, the farm and countryside looking excellent. Left Wodonga and continued along the Hume Highway towards Wangaratta, short of Wangaratta saw a sign saying Boorhaman 16 miles so turned off and proceeded along some of Victoria's "draught-board type of road and farm layout", stopped an oncoming vehicle and asked directions to Arthur Lang's place, was surprised to learn he was so well known in the area, so, after studying a 'mud map' drawn by the driver, we left and eventually arrived at Arthur's luckily finding him at home as the rain had prevented him from seed sowing. We enjoyed being shown over his valuable junk as non-veteran minds would call it. We camped the night on Arthur's property and the following evening he took me to meet Mr & Mrs Lucky to see a Talbot restoration. Near our camp in daylight I saw the oldest piece of farm machinery I have ever seen.

Leaving Arthur's we went back to Wangaratta to meet Les Warren and were shown a 1922 Chenard et Walcker in very good condition. The district farmlands were a...

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picture most pleasing to the eye. We turned off the highway again, left this drove along the King River Valley to Whitfield then Cheshunt, looking for a whom we found to be in Hospital and not coming out til the next day, having accident the previous Thursday, so we went to the 'Gentle Anny' Camping group King River near Whitfield for the night. Our travels through this Valley had through tobacco growing areas alive with tractors and workmen everywhere, the head having just been taken off and the ground being fallowed.

We met Mr. Corr the next, Wednesday, afternoon and proceeded to his another range of hills, through a 'devils elbow' on the way and on "Typo" (a word meaning Devils' Country) I found the Chenard et Walker back axle that I had been searching for, under a spring-cart.

We left Mr. Corr the next day and proceeded to Wangaratta via the O Valley, Myrtleford, Wangaratta to Shepparton through irrigation areas to Tat stayed with old friends from Temora, Hector Stewart, drove around the district including Murchison the following day, saw Wagambie Weir, then after saying farewells left Tatura the next morning, proceeding via Shepparton, Numurkang Katamatite, with its Methodist Church with a roof of the type on the Benalou nightmare, to Yarrawonga, Corowa and Albury, camping the night between Albury Holbrook. Next morning I rediscovered a Talbot part that I had found 2 years ago loaded it onto the trailer and headed for Canberra and home, having travelled 983 miles.

Two months after this trip I started my marathon of weekend trips.

With Alan Higginson we left Canberra early one Saturday morning and to Cootamundra, on towards Stockinbingal where we managed to get a BIG Talbot motor gearbox and chassis from a Mr. Leahys' property, called on Ken Watson on the way to see his restored Rudge Motor Cycle which was much admired, approximately 236 miles

Sunday morning away again, this time towards Goulburn, then on to Crookwell and the Binda area, chasing a rumour (won't say of what) but Alan Higginson looking for one of this type of unit.

The following Saturday afternoon Pat Clayton and I set off for Wagga in Pats' Plymouth and trailer, down the Hume Highway to Tumblong where we turned and followed a road along the Murrumbidgee River, very much enjoyed the trip to the river, to Wagga Wagga where we met Bill McDonald as pre-arranged. Next day Bill, Pat and I set off for Narranderra and was that country water-logged! scrounge around a property, loaded up the trailer with our valuable finds at Wagga where Bill had to pick up his car and family then home via Junee, Coonambidgee, Harden and Yass, approximately 448 miles.

Came the next weekend and off again on the Sunday with Bill Mac, 1922 early and heading to Narranderra again, but then on to Griffith. Has any one ever tried travelling on these black soil plains when its wet? We called at a farm to ask directions and were told we would have to go back as THAT road was closed it would be well nigh impossible for a four wheel drive vehicle to negotiate alone an ordinary vehicle and with a trailer on as well. THAT way was the way which we had just travelled mile after mile, and we had just, and I mean just managed to get through, about 8 miles of it. We found the farm we were looking for and a very early Wolseley Diff., then on to Griffith, where we found another veteran yard and had a very interesting couple of hours with two enthusiasts, scrounged nothing and headed home, inadvertently taking the wrong road through Darlington (Jim would not say why this way in his letter - Ed.) arrived home very late however we managed to cancel out some rumours of leads in this area, approx. 570 miles

To keep the family peace, the following weekend we went to Sydney for a family gathering.

Next weekend off to a very early start with Alan Higginson, son Brian and John Wilson, aboard the Falcon, a couple of trailers along for good measure, to Yass, Gundagai, Adelong and Batlow, Tumbarumba and Tooma, (Frank Paton) where we examined again the Vintage Amilcar, then over the border to Tantaldrum, Cudgerup (Hidden Valley) Noneel Creek, its hidden for sure, Tallangatta, Kew, Yackandandah Myrtleford and to Mr. Corrs' property again at Rose River out of Cheshunt, exchanged an A40 (modified) axle for the Chenard et Walcker under the spring-cart and headed way again through Cheshunt, Whitfield to Wangaratta and a much needed meal at a Motel.

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Next morning Les Warren showed us again the 1922 Chenard et Walker, which had been sold between our visits, then took us some 6 miles out of town to see a very interesting yard of vehicles including a Renault Van (Myers No. 7 still visible) and a Chandler.

Went out to Arthur Langs' getting bushed meanwhile (I got the blame for this) nevertheless we enjoyed some 4 or 5 hours with Arthur, loaded some more onto the trailer and turned for home, arrived Wodonga about 5 PM. where we had our first meal breakfast, refuelled the car and off again to Canberra.

Some of the places I have visited chasing rumours of cars are listed below:-
Ballarat, Healesville, Ballarat, Geelong, Bendigo, all in Vic., Deniliquin, Whitton, West Wyalong, Hillston, Temora, Young, Marrar, Junee, Cowra, Forbes, Bogan Gate, Murrumbidgee, Bona Tank, Mittagong, Moss Vale, Wombeyan Caves, Cooma, Nimmitabel, Murrumbidgee, Numeralla, Countegany, Scone, Maitland, Newcastle and many others. I still haven't managed to get to Fort Gray N.S.W. to check on that steamer that Arthur says is up there!

Still chasing
Jim Bolton.

Well-----.



I found the following in the latest magazine of the Gawler V&V Car club and I think it illustrates nicely how a club can band together in times of duress. Rick.

The bushfire in the Mt Lofty ranges in January created considerable angst for members, both those who live in the area, and others concerned for those who live in the area. The photo shows graphically the effect of the fire grounds as GVVCVC members John and Pam Warner drive their Oldsmobiles to the relative safety of the Kersbrook Oval. When we became aware of the situation GVVCVC members offered support to fellow members in the fire area, and there

were many generous offers of accommodation for both the people impacted and their vehicles. One member grabbed the club car trailer and assisted in moving a number of vehicles to safety, and others moved their vehicles to storage areas provided away from the fire zone. A number of members placed their car trailers and tow vehicles on standby in case there was a call for support. Our email communication system, E-Torque, was activated, asking members for support where possible and providing regular updates on those members impacted by the fire zone. The activity during this period shows how great the camaraderie is in this great club, the Gawler Veteran Vintage and Classic Vehicle Club. Congratulations to all.

Run to the ACT Fire Museum (or To Brasso and Beyond...)

On Saturday 24 January, members of the VVCCA had a run to the ACT Fire Museum which is located in Forrest. The weather looked somewhat questionable but nevertheless several members brought their V & V's out for the run. The museum is run by 15 volunteer members of the ACT Fire Brigade Historical Society which was formed by a group of retired firemen (with foresight) in 1979.

The establishment of the ACT Fire Brigade coincided with Federation and the search for a National Capital, which, when established, needed the services of its own Fire Brigade. The first appliance was delivered in 1913, followed by a Ford in 1922 and an Armstrong Siddley in 1925, together with an Albion and Hotchkiss appliances. A converted Hotchkiss chassis which had arrived in 1924 was the Brigade's first powered water pumping unit. Units

of this period had a maximum water carrying capacity of 500 litres - today 1300l are available at the push of a button.

Fire calls in the early days of Canberra consisted of 2 short and 1 long ring on the party line, in response to which, the City's firemen left their houses and congregated on the corner of Giles and Gosse Streets where they were picked up by the fire truck. Things seem to have changed somewhat in recent times.

1935 saw the Brigade formally accept the role of the Ambulance Service, and the combined service moved to its Forrest site in 1939. There was a problem with the Forrest location for many years with the lack of access to the north when the Molongolo River flooded as the Forrest Station was Canberra's only fire station, until the opening of the Ainslie Fire Station in 1962. The Service continued to grow in both staff and appliances over the next 40 years to the stage now where it employs 385 officers and fire fighters in addition to 1080 Community Fire Unit Volunteers and Fire Units.

The collection of appliances, apparel and equipment on display at the Museum showed the development of the Fire Service in the ACT over its entire life – from its inception in 1913 when “a fire fighting appliance” was purchased, to the present day. Our guide, Steve Gibbs, the current South Canberra Fire Commander freely answered many and varied questions from Club members and provided the context in which all the appliances and exhibits were used. Each decade of service to the Canberra Community was represented by an engine that saw active service in that period, ranging from the hand pushed cart to the latest (superseded) technology. Amongst those appliances on display were a 1927 FE Albion (retired from service on 30 June 1959), a 1928 Dennis 250, a 1934 Dennis Ace, a 1941 Sunbeam, a 1955 Dennis, a 1969 Dennis Jag D600, a 1969 AEC Merryweather Ladder unit, a 1971 Dennis together with Ford and Volvo appliances from the 1980's. A Mercedes unit from 1983 complemented a collection of uniforms, helmets, extinguishers and other assorted equipment. Of interest was an old horn mounted in the rafters of the Fire Station. Its use was not known, but the conjecture was that, like the brickworks' whistle, it had the capacity to warn the people of Canberra if necessary. Given wartime preparations undertaken in Canberra prior to and during WW2, it could also have been an air raid siren.

The Museum's decade on decade display was incomplete for some years, with the units used in the 1940's missing. However, after much searching and some trading (with a museum in Lockhart, NSW), a 1940's KB6 International was located and returned to Canberra and is currently awaiting restoration. This unit is in the same company as another vehicle in the collection – a vintage appliance being personally restored by former Chief Minister Wayne Berry.

A comprehensive display of different types of fire extinguishers and associated fire fighting equipment was also displayed in the side room where a poignant display, of a solidified puddle of aluminium, was all that remained of the Bravo fire engine – lost in Duffy during the 2003 Canberra bushfires. Helmets, breathing apparatus and uniforms from different periods were also displayed. It was a surprise to me that if a uniform (which cost in the vicinity of \$2200 each) had been exposed to asbestos in any form, it was destroyed, as there is no guaranteed method of cleaning them.

As the morning wore on, the weather deteriorated, and those present decided that discretion was the better part of getting wet, so all beat a hasty retreat homeward, having morning tea chez domicile d'maison.

A big thankyou to Nick and Carol for organising such an enjoyable outing.

Members and vehicles that attended:

In an Oldie - Nick & Jack Cook (nearly 90 year old neighbour) Overland, Geoff Nicholas- 1909 Triumph m/c
Peter & Alex Sturgess-Bean, Bill & Michelle Atkinson-Fiat

Modern: - Tony & Trudy, Ian & Ida, Wayne & Sandra, Carol plus Maddie & Nathan(Grandchildren),
Roy, Ted & Marg, Dave & Glenn

Bill Atkinson



This one scrapes in with less than an inch above the ladder



Nathan and Maddie Nowak



Soon to be 90 year old Jack Cook samples the Overland



**MINUTES OF MEETING
VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)
21 January 2015**

Meeting Opened: 7.31pm

Attendance: 17 members, four apologies, one guest.

Minutes of Last Meeting:

Accepted - Moved: Gerard Frawley: Seconded: Rob Woolley.

Correspondence In:

- Council of Heritage Motor Clubs NSW – clarification of issues raised at Wagga meeting. Minutes of mid-year meeting in Dubbo
- Veteran and Vintage Chevrolet Association – flyer for Sydney Super Swap Meet 15 February 2015.
- Various club magazines.

Correspondence Out:

- Sympathy card to Mal Smith and family.

Secretary's report accepted - Moved: Ian Irwin: Seconded: Carol Nowak.

TREASURER'S REPORT

Balances

Tabled and attached to records.

Accounts for Payment

- Tony Watson – subscription for Horseless Carriage Gazette - \$65.88 (\$US55.00).
- Nick Nowak – stamps for rally correspondence - \$14.00

Carol (standing in for John) reported that the Club purchased a box of Miroxyl polish for \$264.00. Sales to this polish to members has so far netted \$90.00.

Treasurers Report accepted - Moved, Gerard Frawley: Seconded: John Ahern.

EDITOR'S REPORT

Nil. Rick's apology was received. The meeting heard that he is on the mend following his recent operation.

EVENTS REPORT

Nick reported on the success of recent events and spoke about arrangements for next Saturday's visit to the Forrest fire museum. He will provide full details of coming event in the next newsletter.

RALLY REPORT

Nick and Rob reported that more progress has been made on arrangements for the forthcoming rally – particularly in respect of sponsorship. To date, there are 27 fully paid entries and payment is yet to be received for a further 45.

LIBRARIANS' REPORT

Nil.

DATING COMMITTEE REPORT

Ian outlined procedures which will be followed by the Dating Committee and the responsibilities of members who seek a dating certificate. One application for dating has been received so far.

REGISTRARS' REPORT

A small number of vehicles have been re-registered along with one new registration.

MEMBERSHIP SECRETARY'S REPORT

Carol has sent details of our members who have veteran vehicles to the Association of Veteran Car Clubs in Australia. The Association will publish these details in the next edition of their register.

GENERAL BUSINESS

- Chris reported that he attended the last ACT Motor Clubs Council meeting and that the Council has taken the matter of a pro-rata payment of the recent CTP levy up with ACT Government.
- The meeting welcomed its guest Jon Waterhouse. Jon has a 1921 Hupmobile and his application for club membership was unanimously accepted.
- Mick detailed his recent dealings with the ACT Motor Vehicle Registry when obtaining a new registration for his Humber. He also asked for clarification of limits on vehicle use under concessional registration arrangements.
- Ian told the meeting of his trials using a rented borescope to track down the source of an engine noise. Mick offered members free use of his borescope if required.

Meeting Closed: 8.39pm.

MEETING ACTIVITY

Nil.

The Club Calendar

Feb 18	Club meeting
Feb 22	Club Run to Woods Reserve
Mar 4	Talk at Questacon
Mar 8	Shannons Wheels
Mar 18	Club meeting
Mar 29	Goulburn swap – *not an official club event, but a must for those wanting to obtain a garden gnome or some crockery. There <u>may</u> be a <i>slight</i> chance of car parts too.
Apr 12	Club Run - Heritage week run to Mugga Mugga
Apr 15	Club meeting
May 17	Club Run - National Motoring Heritage Day run to Brooklands
May 20	Club meeting

RETREADS

'Re-tyred' members of many ACT Car Clubs meet informally for a light lunch at the Southern Cross Club Woden, at noon on the 1st Friday of each month. The group is known as "The Retreads". Outings in their old cars are often arranged. The V&VCCA (ACT) recognises these outings as legitimate events for any of its members who wish to participate

EVENTS DETAILS

Sunday 22nd February - Run/picnic at Woods Reserve.

This run is a fairly long run which includes several moderate hills but the picnic spot makes it well worthwhile. We will meet at the Cotter adjacent to the playground at 10-30am. You might like to bring along a thermos and arrive there a bit earlier to have a coffee before we head off. We will go to Woods Reserve along the Cotter and up the hill on Paddys River Road (towards Tharwa). After 20 or so kilometres we turn right into Corin Dam Road towards Corin Dam. A further 6 klms and turn off left into Woods Reserve. After lunch we go back to Paddys River Road and you can either return home via the Cotter once again or head into South Canberra via Point Hut Crossing. It's been quite a while since we did this loop and it really is a perfect run for an old car. Again Carol will be able to be contacted on the day on 0428 486 614 however we may be out of range after the Cotter.

Wednesday 4th March.

Our Club has been asked by Questacon if we would do a Club presentation at the Questacon Annex about the "Highs and Lows" of restoring a pre 1930 vintage/veteran vehicle. The Annex is located in the large building adjacent to the Mint in Deakin facing the ovals in the Yarralumla direction. The building used to be the main entrance to the Mint. The Presentation will commence 6pm sharp with about half an hour of talking (three presenters at 10 minutes each), quarter and hour of questions, showing a number of early parts for example carbies, magneto's, brass light etc and finish with people looking over several vintage and veteran cars/bikes. As I mentioned above the presentation will commence at 6pm. Questacon expect 50 plus members of the public and Questacon members to attend. It will bring the Club a lot of positive publicity. I know it's a week day and early evening but I have committed the Club and would like to see quite a few of you there with your vehicles. We require both vintage and veteran vehicles. . The evening will end at 7-30pm so that vehicle owners have plenty of time to get home before the light fades. I have one or two members who have agreed to bring along cars but I would like more. Can you help out???

Sunday 8th March – Shannons Wheels.

I certainly don't have to explain what this day is about. Again Wheels will be held at Kings Park near the Carillion, just off Kings Avenue. We will most likely be in the same location as last year and I will provide more details nearer the time.

Sunday 12th April – Club Run

National Trust Open Day at Mugga-Mugga. We have been asked by the National Trust if we could provide old cars for its Open Day. We have attended several National Trust events in the past and this looks like it will be an interesting day. Mugga-Mugga is a shepherd's cottage which was once part of the Duntroon Estate and is set on 17 acres of rural paddocks on Narrabundah Lane in Symonston. The Hut was occupied by the Curley family who lived at Mugga-Mugga from 1913 to 1995. The hut is heritage listed and has been preserved in its original condition. An important piece of Canberra's early history. I'm suggesting that we attend for several hours and make it the April Club run and a picnic day. I hope that you can attend.



Evelyn Curley and her car

Sunday 17th May – National Motoring Heritage Day – Club Run.

The 17th is Motoring Heritage Day celebrated throughout Australia. It is important that we arrange either a run or an activity on this day so that politicians etc realise just how big the old car movement in Australia is. I have previously arranged with Kingsley and Cynthia Southwell to hold our annual Motor Skills competition at their lovely property Brooklands via Hall and I intend doing it again this year. Once again I will commence the day with a coffee/morning tea at a North side café. I'll let you know where shortly. This is an important day in the Club calendar and we compete for one of our trophies. Last year Mal proved to be the most skilful in his Oakland. I've asked before but if anyone has some new ideas to make the tests a little more challenging please talk to me. Any idea's anyone????????????????????????????????

More details nearer the time.

Note -

1st, 2nd & 3rd May is the pre 1931 Vintage and Veteran Tour to be held in Orange. Either speak to Chris or myself if you are interested in attending and we can give you an entry form etc.

1st to 6th November – Shannons National Veteran Tour – Goulburn. This National rally is being organised and run by our Club. So far we have 27 paid up entries including one from the NT. Rob will continue to update at Club meetings. Please remember all our own Club members are welcome to enter. Talk to Rob Woolley or Roger Gottlob regarding entry.

The National Calendar

November 1- 6, 2015	National Veteran Rally, Goulburn – see entry form this edition
April 10-15, 2016	National 1&2 Cylinder Rally – Traralgon, Vic.

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

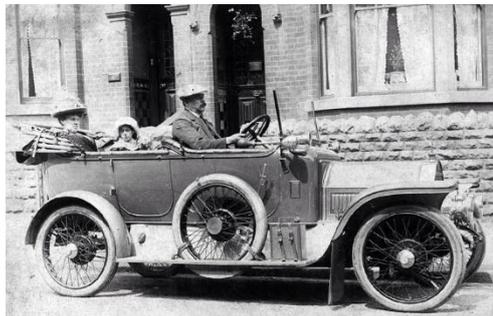
Name of Event	Date	Location	Contact person	Contact details
2015	2015	2015	2015	2015
Capital All Ford Day	1 March 2015	East Lawns Old Parliament House	Dave Connolly 0437 500 757	FPV & XR Owners Club of ACT
Wheels 2015	8 March 2015	Kings Park	Richard Jackson 0429 140 746	Jackidi49@hotmail.com
Auto Italia	29 March 2015	Lawns at Old Parliament House	Peter Atkinson	www.autoitaliacanberra.com

For Sale/Wanted

Editor’s note – Once again I wrote to every Editor of the other seven veteran car clubs in Australia for their ‘For sales and Wanted’s’. Despite their requests for “All States please copy” I got the courtesy of two replies.....and one of those didn’t have anything to offer at this time.

FOR SALE - 1911/12 Humber Kit (*image of vehicle as originally found*)

Contains many parts to build the running chassis and also includes original body skins. Complete restoration required, with some work already started/finished: rear axle, wheels and part of motor. Original radiator in excellent condition. More images available on request. Please email – hamishmcdonald@bigpond.com.au
Price firm at \$7,500. Contact Hamish McDonald (08) 85562271



Left - Here is an image of a similar car as it should look finished.

For sale 1927 Model T Ford Roadster
Fully restored in excellent condition
with some spares
Ph-0428674414; (08) 9841 1450



For Sale - 1913 Model T Ford Roadster

Fully restored 1913 Model T Ford Roadster. This award-winning vehicle is in excellent condition having been fully restored in 1991. Original Kelsey-Hayes wooden felloes, rebuilt engine which has been line bored, re-babbited and fitted with aluminium pistons. Also fully balanced and fitted with Holden 308 valves and adjustable tappets this engine runs sweetly and is a delight to handle. Original trembler coil electrics and engine sump alternator have been retained. The carburettor is a Holley 4450.



The body is a turtle-back roadster reproduced by an elderly craftsman in the USA from original dies, utilising American Oak framework. Mudguards are also new imported from the USA. All panel work has been powder coat painted in factory authentic midnight blue tint in combination with similarly original black powder coated paintwork on chassis, running gear and engine parts.

All other elements of this car have been meticulously restored right down to the original nuts and bolt fitting of this car rolling off the production line as it would in 1913.

Location – Toowoomba, QLD or transport to Sydney available for interstate buyer.

AUD \$37,500

For further information please contact:
Mark Bennedick
mark_bennedick@hotmail.com
M +61 (0) 412 746 276



For Sale - 1927 Model T Ford Speedster

Fully restored 1927 Model T Ford Speedster. This car was restored from parts in 1992/3 with the goal of producing a vehicle with a turn of speed, reminiscent of early dirt track racing conversions at the time. No attempt has been made to keep the car original and Henry Ford never did make a Speedster model.



The focus of this car is the engine. The engine is fitted with a rare and original BB RAJO head purchased from the USA. These heads were developed to compete with the Chevy Brother's Frontenac head of the time. The head significantly changes the character of the Model T engine and is crossflow overhead valve.

An A Model crankshaft has been added for strength and drilled for oil pressure, provided by a Volkswagen oil pump driven off the rear end of the camshaft. Oil supply has also been tapped off the overhead rocker gear which was never done on the head originally. The rocker gear has also been redesigned.

The honeycomb radiator core was made in New Zealand and is fitted with standard top and bottom tanks. Finally the carburettor is 1 3/4" SU's.



All bodywork has been powder coated in fire engine red this vehicle provides a truly exhilarating driving experience.

AUD \$23,000

For further information please contact:

Mark Bennedick

mark_bennedick@hotmail.com

M +61 (0) 412 746 276



and



FOR SALE. 1925 Chevrolet Superior K Tourer.

Beautifully restored and in pristine condition. Colour is Harbour Blue/black with red upholstery. All paint is as new. Restored to new condition. Please see accompanying photo. This beautiful old girl received a full ground up restoration taking over 5000 hours of work and many \$thousands. Has only done 10K since being restored. She also sports new spring steel bumpers and rear luggage rack. A full set of side curtains are also included as are wind wings and a beautifully restored Shell Can. The car has always been fastidiously maintained and runs like a Swiss Army Band on full oil pressure. Absolutely no money to spend on her and is ready to Rally. We would prefer if she stayed in the club and is offered to club members first. I am also happy to

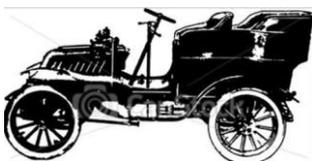
guide any club buyer with learning to drive and maintaining her. Priced at \$24000 it is well under the cost of a restoration. Also available separately is a large amount of NOS, restored and original parts for this year model. Detailed Photo's of the car are available via Email Please contact Barry Peterkin on (08) 94489156 or 0447005212 or email at : bpsuper@bigpond.com



For Sale - Oakland V8 1930 motors 3 complete long motors .1 minus the camshaft. Disassembled for assessment but all there \$2000 each, some inlet and exhaust manifolds , engine splash guards, other bits and pieces prices neg.

Item 2. 18' split rims x 3 \$15 each . All in Dunsborough. 048948196, Email. hoopsta@bigpond.com

Wanted.- 1909/10 Brouhot engine or other mechanical parts, contacts, literature, photos or information to help in the restoration of this car. Chassis # 3318 L20. Alex Selley, E-mail:- alexkaye@iprimus.com.au, Ph. (08) 95373409.



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