



Office Bearers 2014-15

PRESIDENT	Chris Hogan	simandchris@optusnet.com.au	6259 5250
VICE PRESIDENT	Rob Woolley	robethw@optusnet.com.au	6254 9485
SECRETARY	Tony Watson	twatson@grapevine.com.au	6254 9203
TREASURER	John Cadona	fbs@webone.com.au	6280 5377
EDITOR	Rick McDonough	rick@netspeed.com.au	6293 1553
Asst. EDITOR	Geoff Nicholas	geof-lyn@bigpond.com	6231 6142
EVENTS DIRECTOR Asst. EVENTS Dir.	Nick Nowak Carol Nowak	nowakn@netspeed.com.au	6282 4090
MEETING ACTIVITIES	Rob Woolley	robethw@optusnet.com.au	6254 9485
INSPECTION OFFICERS	Rob Woolley Barry Roberts Robert McGuire	robethw@optusnet.com.au lawley_house@bigpond.com.au 12 Maloney St. Wanniasa 2903	6254 9485 6292 8920 6231 8087
REGISTRARS	Tony Watson John Cadona Rob Woolley Barry Roberts Robert McGuire	twatson@grapevine.com.au fbs@webone.com.au robethw@optusnet.com.au lawley_house@bigpond.com.au 12 Maloney St. Wanniasa 2903	6254 9203 6280 5377 6254 9485 6292 8920 6231 8087
DATING COMMITTEE	Rob Woolley Ian Irwin Greg Spackman	robethw@optusnet.com.au newkeadymore@beagle.com.au mary.spackman@gmail.com	6254 9485 0413 582 687 6231 2559
LIBRARIAN/S	Wal Hick Roy Bendall	wal.hick@gmail.com abendall@bigpond.com.au	6235 5857 6281 6152
PUBLIC OFFICER	Beth Woolley	robethw@optusnet.com.au	6254 9485
COUNCIL DELEGATES	Bob McDonald Chris Hogan	robjean@netspeed.com.au simandchris@optusnet.com.au	6254 3248 6259 5250

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

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

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

The Veteran and Vintage Car Club of Australia ACT (Inc) was formed in 1963. Its Objectives are:-

- ❖ To sponsor and encourage the preservation, restoration and use of Veteran and Vintage vehicles
- ❖ To engage in rallies, exhibitions and other events suitable for Veteran and Vintage vehicles
- ❖ To encourage the retention of Veteran and Vintage vehicles in Australia
- ❖ To collect and disseminate technical and historical information as shall be of interest to the members
- ❖ To offer the services of the Club, its members and vehicles to such charitable organisations as may be decided upon from time to time
- ❖ To engage in such other activities associated or allied with all or any of these Objectives which are intended to promote a better and wider knowledge and understanding of Veteran and Vintage vehicles among club members and the public generally

[illegible]

A vintage 1927 Harley-Davidson motorcycle, model 1000 cc, displayed in a museum setting. The bike is black with chrome accents, featuring a large headlight, a side-mounted fuel tank, and a rear-mounted saddlebag. A small plaque on the front fender reads "1927 Harley-Davidson 1000 cc".

AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA

A photograph showing the interior of a car from the driver's perspective. The dashboard features several analog gauges on the left and a central air vent. The steering wheel is on the left side. The center console has a gear shift and handbrake. The seats are upholstered in a light-colored fabric. A watermark "www.2007.com" is visible in the top right corner.



Editorial



Some of our members can be so cruel. I was recently sent this photo by one such unfeeling individual. Yes, the car is identical to my Rugby, and yes, it somewhat resembled my car when I found it had two flat tyres on the day of the recent Woods Reserve run...but to have to point out that the numberplate on the car (FCT 711) would be worth more than the whole car is hurtful, but no doubt true! In fact this is the second early ACT photo I've seen of a Rugby, so clearly they were quite popular in the fledgling Federal Capital Territory. Oh, and to the contributor of this photo... I do hope your carby rebuild goes well, although I don't really see the point of bothering. Why not cut the middle-man out, so to speak, and just mount a 44 on top of your 7.4 ltr behemoth?



Not only can some of our members be cruel, some can be pretty rough too, in an engineering sense at least...and here is photographic proof. In a certain garage in Wanniasa a Kambah based A Ford steering worm needed removing from its shaft. Despite a myriad of options to remove said worm, these butchers of the south-side resorted to an angle grinder – see photo. These worms are quite complicated featuring not only the external helix, but internal splines. But the most amazing part of this whole sorry predicament? No, it's *not* this vintage vandalism, but the fact that you can buy a brand new version of this complex little piece for \$39.95! ...so why wouldn't you just cut the old worn one off! Wouldn't it be nice to be able to buy such pieces over the counter for our other cars...



Ain't technology grand? I needed to get some touch up paint mixed up for the Austin the other day. This was going to be tricky as the original was mixed by eye until I struck a shade I liked. I had no idea what the formula was. Remembering something Dave Robbo once told me I went to Capital Auto paints in Isa St Fyshwick. I took a door off the car with me. The bloke there placed a small hand held scanner in about four different spots on the door surface. This sampled the four points and worked out an average for a suitable formula. Result, one small jar of colour that is an exact match, plus a print-out of the formula itself should I need to get more. A very handy service indeed.

Rob Aernout, our 'Miroxol man' and member from Braidwood reports that his ad, which only first appeared in the last newsletter, has already drawn results from interstate enthusiasts. Thanks for letting us know Rob. It's good to hear that our newsletter really does get read across the country. And speaking of publicity, The Canberra Times gave a nice feature on Ross Nerdal's Sunbeam, following Wheels. I have reproduced it on page 16. Also worth mentioning, no pun intended, is that Steve Booth, Area Manager of Wurth Australia Pty Ltd (www.wurth.com.au) is offering a 45 per cent discount to Club members. Check out their website and online catalogue.

Till next time, Rick

General Club Stuff

We are very sorry to report that member Peter McGregor has passed away. What started as a cancer on his tongue in late 2013 unfortunately became invasive and somehow survived surgery, radiation and chemo. Peter told me the specialists were amazed at how aggressive the cancer was. He spent his last weeks with the palliative care people at Clare Holland House. Our condolences to his family.

Another recent passing is Enid Wheeler, wife of the late Roy Wheeler. Many of us remember fondly our times with Roy and Enid in the old car movement. Enid was cremated in a private service.

Over the last few weeks Club member Bob Courtney has been busy bringing home several ute and trailer loads of Vet and Vin goodies from a property down beyond Cooma. I expect more will be revealed in a future edition of this newsletter, but in the meantime amongst the parts gathered is this mystery gearbox. The only clue is a filler plug entitled 'Remplissage' which is French for 'Fill here'. Note the distinctive gear selectors poking out the front of the photo bottom left. The transmission brake is also quite a substantial affair. So we know it's French, but can you suggest what it's off?



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## Caption Time

Unfortunately I only had one member respond to my request for a funny caption. Fortunately that respondent has a wonderful sense of humour. Each of his captions are winners in their own right. Bill Atkinson, for your effort you have won a luxurious around the world trip for two....in a Fordson and sidecar... Thanks for your wit Bill.



1. "Once Albert had attained a speed just short of V1, the plan was to release the sidecar that would propel Harriott to a new land speed record for a sidecar passenger across the bottom paddock."

2. "Nothing could stand in the way of ploughing, even true love, and if their romance was to continue, certain adjustments to their relationship just had to be made."

3. "The wedding, which had been the talk of the district for quite some time, was a wonderful affair. Mrs Celeste Maudsley-Smythe was the envy of all the farmers' wives of the district when she arrived at last Saturday's soiree at "Hillside Downs" in her new transport with chauffeur."

## From the Archives

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

**July 1964** - The AGM was held on 10 June with all officers returned to posts in their entirety. Roger Doughty a member from Goulburn attended the AGM and the comment was made that, "we hope to see his Daimler on the road soon, but pity you aren't restoring that very early Wolseley first Roger, that is a REAL CAR". Also mentions a "lovely little Fiat taking shape, particularly the body, by Les Robinson".

There was to be a special general meeting on 10 July for proposed changes to the constitution.

Under 'club news' the writer was critical of an advert in the SMH of 27 June 1964 for an '02 or '03 Oldsmobile. He wrote "....unrestored, apparently reasonably complete and the price.....quite an unrealistic £500. I get really mad when I hear of these things. I ask you, - is the price of our fame, our hobby, demanding quite as high a figure as this? I imagine the owner has read some US magazines to arrive at this price. If anyone should be interested, the car is in Wagga.

Part 2 of profile of Alan Higginson - and details of his Talbot cars and the fact he has nearly finished restoring his 1926 Majola for his son Chris (a junior member of the club, along with his brothers)

**August 1964** - "The controversial changes to the constitution have been made", but the editor stated "I hope that future changes, if necessary, will be decided much more amicably than those recently discussed and finally approved. I feel that club members will not support any move to make further changes which will bring about another session such as the last one."

There was a profile of profile of Murdoch McDonald - who was employed by the Commonwealth Govt transport section of the department of the Interior. Allan Higginson was following up a lead on a Dobell steamer available nearby.

A membership list showed 26 members all up and 3 juniors (all Allan Higginson's kids). The associate members were listed but not with their cars, ie. only the veteran owners had their cars listed. "press publicity during the last few weeks has been very acceptable, if not very accurately reported."

Club runs - Goulburn Lilac festival in Oct, Canberra YMCA motor show Oct., Cooma festival of the snows Oct.

**Jan. 1965** - No newsletter for 5 months! "One member has learned a lesson after a rather hurriedly arranged trip in recent months, covering 540 miles, visiting 4 or 5 prospective clues and finding all the persons involved away for the day as no prior arrangements had been made, and he came home with a smashed windscreen".

The 5th AGM of the federal veteran body (1963) agreed that for dating, a veteran car had to have 4 of 6 components (radiator was the missing 7th)

Profile of Murdoch McDonald part2 - and details of his 12 T Ford and 08 Jackson which was retrieved from a garage and yard at Temora.

\*\*\*\*\*

In our last newsletter I included an article from 50 years ago by Jim Bolton. Continuing in the same vein I reproduce a profile (from the March 1965 Edwardian) of club Member Ken Paton. Ken was a school boy at the time but was very much an enthusiast. He lived on a property near Tooma. I believe Ken is still living in the same area and is still an enthusiast of early transport. Because the newsletters have been bound so tightly it is difficult to get right near the spine. You can guess the hard to read bits or read the original in our library.





PROFILE. No. 3.

This month we take a rather unusual step in introducing one of our out-of-town members and his car, unusual in that we rarely see him and we know very little of his car, yet by his letters and the infrequent visits to his home by local members, we have learned a great deal of him and his boundless enthusiasm. From the sources quoted we have found that his hobby is a family affair, both his Mother and Father taking more than usual interest,

Ken Paton is a schoolboy from way down south in the mountains, "Mt. Garland" home, via Albury, N.S.W. From colour slides shown frequently after our meetings we have gained some idea of the ruggedness of the country in which Ken lives, and the comments of those who have visited the homestead and taken these photos have made the story come alive.

I have not seen Ken's car nor have I seen any photos however I have heard repeated stories of it and the work he has done, the parts he requires and the letters always mention what he hopes to attain during the next break from school in Melbourne.

As it has not been my privilege to have visited Ken, I have had to depend on his correspondence, and I can think of no better way to introduce him than to publish his last letter which contains as much of his car as I could possibly tell.

"After reading in 'The Weekly Times' clearing sale Adverts. that a Vintage BELFIZE was for sale, Dad and I decided that it would be worth having a crack at it.

In spite of a troublesome bushfire over the hill which was threatening to burn us out, we set off in the early morning to attend the clearing sale at Angahook, about 130 miles north-west of home. We arrived before the so-called BELFIZE was towed in to be sold. On inspection it proved to be a BELSIZE circa 1913, the radiator was in a kerosine refrigerator shell that had been thrown in the back of the car, the bonnet, carburettor and water jacket manifold etc. were in a bag also thrown in the car. It was obvious that this vehicle had been converted for use as a 'Super' car at about the end of its days (about 20 years back). After examining it closely in company with Arthur Lang we decided that we would buy it. Dad was bidding for it and when he finished and the car was knocked down to him he received a round of applause from the assembled crowd.

Arthur Lang assisted us to load the car, we departed for home with our prize leaving our tea on the road and finally arriving home about 10 p.m., very pleased with our new purchase.

The first thing I did was to take the body-work off and free the motor. This I did on the day after returning from Canberra after our trip down there to see the vehicles taking part in the Easter Tour 64. The Engine is now completely free and is partly dismantled. I have to fit four new piston rings, fit and scrape new bearings, grind all valves, make part of the carburettor, collect and repair a magneto-generator from Arthur Lang, assemble, strip, paint, adjust hand brake, fit a Muffler system and attend to the King-pins before I have the car in good mechanical condition. Then for the Body-work, no doubt that we all know what is involved here.

All this should keep me busy until I am old enough to get my driving license, but not much longer I hope."

Ken is obviously working under a serious disadvantage being so far from other members and the facilities that are available to local members, however, from the research that I have carried out during the past weeks, we would only be able to guide him superficially in his restoration, there being nothing available in any of our members libraries to even give us a hint of what this vehicle should look like when completed. It would appear that this one is a rare one indeed!

THE MONTHLY MEETING:— Wednesday 17 Mar 65 at Lady Hopetoun Room, Y.W.C.A. City.



## Club Run to the Cotter and Woods Reserve Sunday 22<sup>nd</sup> February 2015

Another perfect day weather wise for a Club run. It was quite a long run and we had a very nice turnout of cars and members. The day commenced at the Cotter adjacent to the playground area which was perfect for us and Chris and Simone's children. I think everyone brought along morning tea and we certainly stayed at the Cotter for far longer than I anticipated. I didn't bring along my car as Carol had only recently had surgery on her wrist and the bouncing around in the Overland would have been too much. As usual I worried that no one would turn up but we had a very nice selection of cars which included Gerard & Marie in the "T" C-cab, Chris, Simone & family in the Chev, Ray in the Essex, Wayne & Silvia in the "A", Peter & Alex in the Bean, Roy in the "T", Wayne & Sandra in the Healey and Barry in that magnificent Daimler. In modern we had Carol and me, Rick and Bruce and Neil & Graz. At Woods Reserve Ross and his two girls joined us in the Sunbeam. Ross and the girls had camped out overnight at the reserve and I gather that they had an inch or more of rain. We enjoyed a picnic lunch and all left for home at 2pm.

Nick



Chris Hogan, you should be ashamed. Check out the 'subliminal'? indoctrination on the T shirt of young Cameron! Is this child exploitation?







Neil and Graz are welcome returns to the club after a working stint overseas.

**Club Visit to Questacon**  
**Wednesday 4<sup>th</sup> March 2015**

Three of our Club members Rick (early car history in Australia), Rob (mechanical restoration of his De Dion) and Dave Robbo (the De Dion body restoration) spoke for around 10 minutes each. President Chris talked about our Club and introduced Rick, Rob and Dave. Chris also finished the evening by thanking Questacon for inviting us to talk. After the talks I spoke for a few minutes about a number of veteran/vintage parts which were on display. The three presenters were excellent and Questacon have thanked our Club for a most interesting and entertaining presentation. The hour went from 6pm to 7pm and after the presentation we moved outside so that people could look at, listen to and talk about the cars and Geoff's veteran Triumph bike. At around 7-30pm we all took off so as to be home before dark. Rob left a little earlier in his Renault as he had the furthest to drive. I believe that Rob arrived home just as the light was fading. He must have really driven with his foot firmly shoved down to the floor. The evening was a great success and the only thing different I would have wished for is that Questacon had carried out a bit more advertising for the event. I think they might have missed the "Q" information letter deadline. Lots of Club members and only a few members of the public. Still you can't win them all. I hear that Rick has been asked by another car Club to do a similar presentation for that Club. There is no doubt at all that our Club impressed those in attendance.

John Ahearn – T, Rob Woolley – Renault, Peter Sturgess – Bean, Roy Bendall – T, Ross Nerdal – Sunbeam, Chris – Chev, Wayne Young – A, Geoff Nicholas – Triumph m/c and Nick Nowak – Overland.

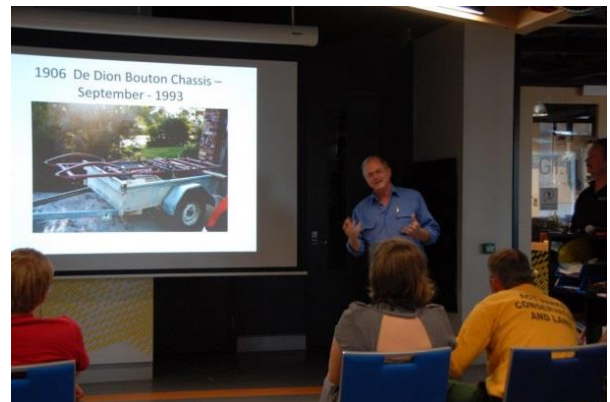




Above - Rick telling it like it is. Above right - Nick telling them anything.



Geoff aboard the Trumpy. Right- Rob and Dave telling stories



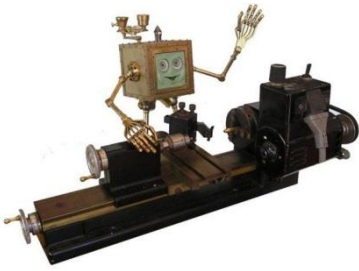
Left -Nick is pretty happy to have a pretty Questacon passenger! Lower left – Questacon staff. Below – Two of the attendees clearly enthralled by Wayne's radiator cap.





## Technical Page

### Universals Joints

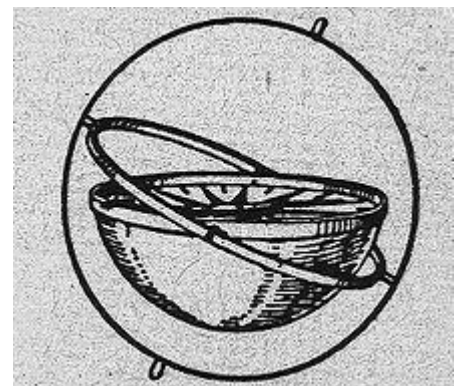


#### Some History

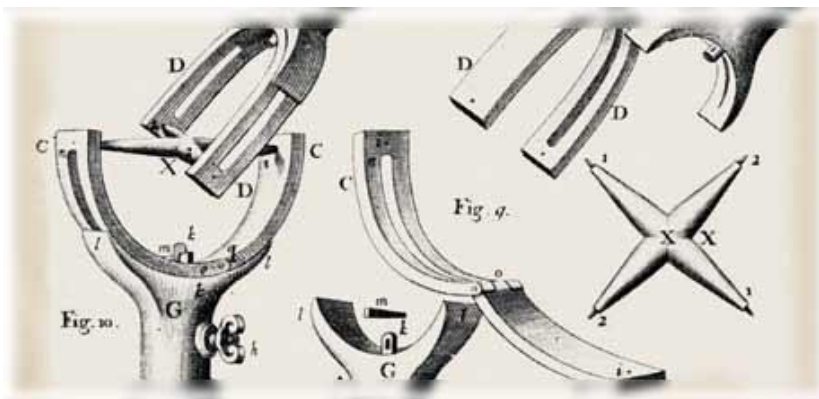
The first known application of the universal joint occurred in China more than 2,000 years ago. The Chinese had invented "gimbals," a series of interlocking rings within a device that allowed a candle placed in the center to remain upright regardless of the device's position. Today, gimbals are used to keep ships' compasses level and as components in gyroscopes.

In 1545, Italian mathematician Girolamo Cardano theorized that the principal of gimbals could be used to transmit rotary motion through an angled connection. This was developed into the Cardan Shaft (or *Cardan joint*), and was said to deliver a smoother ride, along with being more efficient and less prone to breakdowns because the shaft was always at a 90 degree angle to the axle. This new concept was actually first seen in 1548 on the carriage of the Holy Roman Emperor Charles the 5th.

Shortly afterwards, between 1667 and 1675, Englishman Robert Hooke analysed the joint and found that its speed of rotation was nonuniform. He revisited Cardano's idea and used it to make an instrument that would allow for a safer way to study the sun. This new instrument used a new type of joint that allowed for twisting motion in one shaft to be passed on to another, no matter how the two shafts were oriented. He published a description in 1678, resulting in the use of the term *Hooke's joint* in the English-speaking world.



**Gyrocompass**



**Hooke's Invention**

In 1683, Hooke proposed a solution to the non-uniform rotary speed of the universal joint: a pair of Hooke's joints 90° out of phase at either end of an intermediate shaft, an arrangement that is now known as a type of constant-velocity joint.

The term *universal joint* was used in the 18th century and was in common use in the 19th century. Edmund Morewood's 1844 patent for a metal coating machine called for a universal joint, by that name,

to accommodate small alignment errors between the engine and rolling mill shafts. Lardner's 1877 *Handbook* described both simple and double universal joints, and noted that they were much used in the line shaft systems of cotton mills. Jules Weisbach described the mathematics of the universal joint and double universal joint in his treatise on mechanics published in English in 1883.

It is believed Clarence W. Spicer was the first to come along and apply this idea to the automotive industry. Spicer received a patent for the universal joint in 1903 and demonstrated his new patent in a self-designed car, which did not have a troublesome chain & sprocket. Spicer would then begin manufacturing in 1904.

## Universal Joints

Universal joints are capable of transmitting torque and rotational motion from one shaft to another when their axes are inclined to each other by some angle, which may constantly vary under working conditions. Universal joints are incorporated in the of vehicle's transmission system to perform three basic applications :

- (a) Propeller shaft end joints between longitudinally front mounted gearbox and rear final drive axle.
- (b) Rear axle drive shaft end joints between the sprung final drive and the unsprung rear wheel stub axle.
- (c) Front axle drive shaft end joints between the sprung front mounted final drive and the unsprung front wheel steered stub axle.

Universal joints have movement only in the vertical plane when they are used for longitudinally mounted propeller shafts and transverse rear mounted drive shafts. When these joints have been used for front outer drive shaft they have to move in both the vertical and horizontal plane to accommodate both vertical suspension deflection and the swivel pin angular movement to steer the front road wheels. The compounding of angular working movement of the outer drive shaft steering joint in two planes imposes large and varying working angles even when the torque is being transmitted to the stub axle. Due to the severe working conditions, special universal joints known as constant velocity joints are employed. These joints have been designed to absorb torque and speed fluctuations and to operate reliably with very little noise and wear having long life.

## Speed Variation of a Hooke-type Joint due to Drive and Driven Shaft Inclination

When a Hooke-type coupling transmits a drive through an angle, the output shaft does not rotate through 360 degrees at a constant speed. Instead the speed varies every 90 degrees of rotation, and the rate of movement for one revolution is fast, slow, fast, slow (Fig. 26.9). This cyclic speed variation, and its associated vibration, is insignificant when the drive angle is less than about 5 degrees, but becomes much more intense as the angle is increased.

Due to the above variation of the speed of the driven shaft for various positions of the driving shaft, a single Hooke's joint becomes unsuitable for the power transmission in automobiles. But a constant velocity ratio can be obtained by the correct use of a double joint.

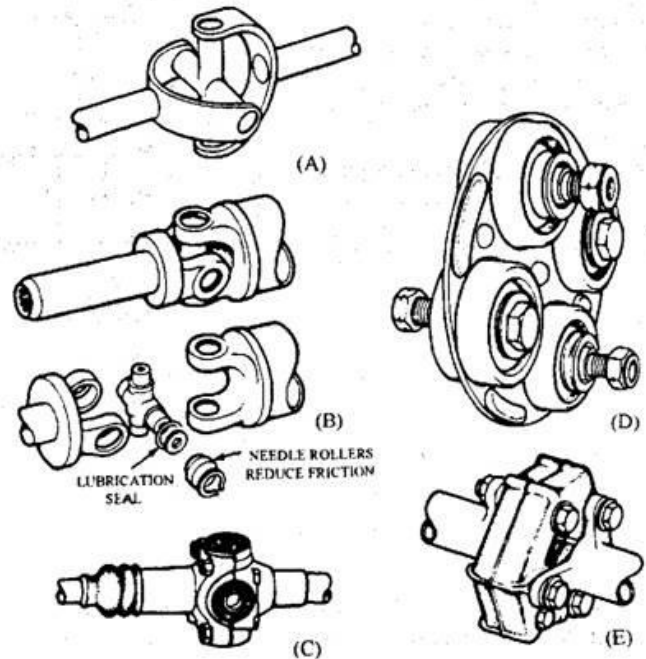


Fig. 26.8. Types of universal joints. A. Hooke-type joint. B. Cross type joint (Hardy Spicer). C. Cross-type with rubber bushing. D. Layrub. E. Doughnut rubber coupling.

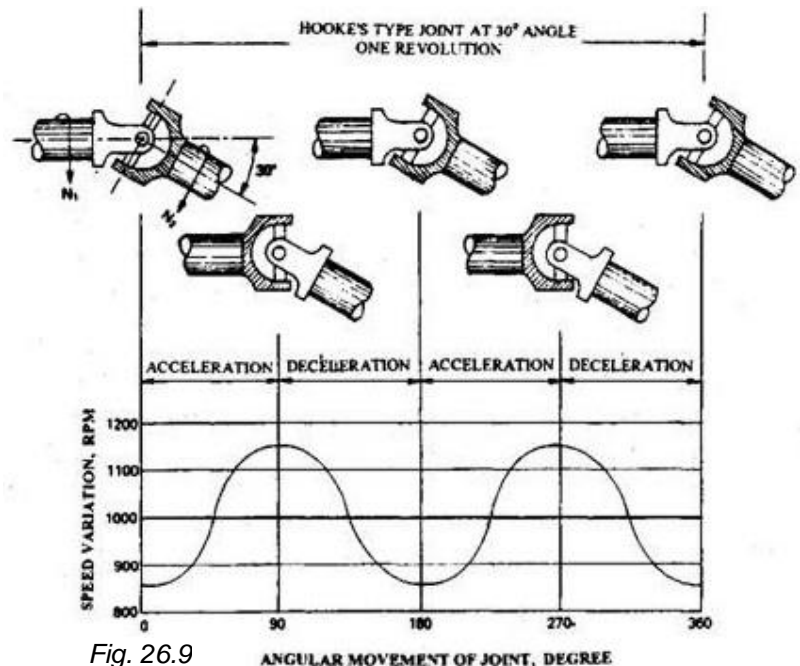


Fig. 26.9



To achieve a constant speed output from the propeller shaft two Hooke-type couplings can be mounted either back-to-back or positioned in a certain way at each end of the propeller shaft. In both the configurations the relative positions of each coupling must be such that the speed change of one coupling is counteracted by the other. The phasing of Hooke-type couplings, as applied to two separate driveline layouts, is illustrated in Fig. 26.11.

From this diagram it can be seen that to obtain a constant speed, (i) yokes at each end of the propeller shaft must be placed in the same plane, and (ii) drive angle of each coupling must be equal.

A constant velocity (CV) joint implies that when two shafts are inclined to one another at some angle and are coupled together by some sort of joint, then a uniform input speed transmitted to the output shaft produces the same angular output speed throughout one revolution. There is no angular acceleration and deceleration as the shafts rotate. Various CV joints in use have a construction, which is based on either the twin hooke-type coupling arrangement or the angle bisects principle. The CV joints in use include : • Tracta • Rzeppa • Weiss • Tripode

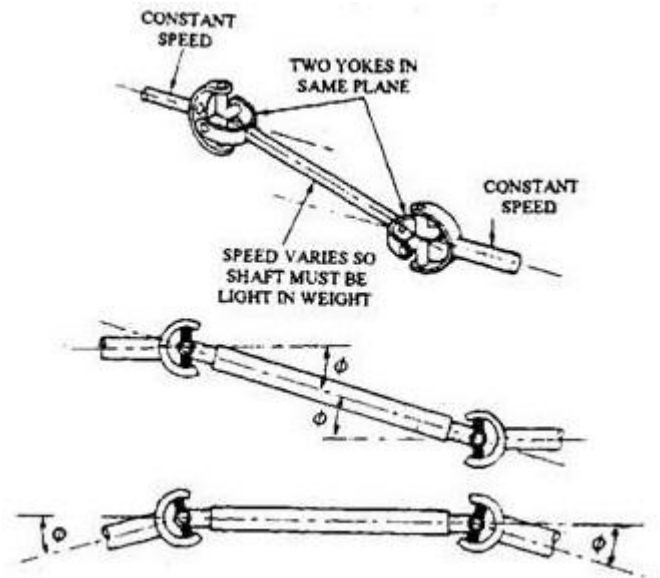
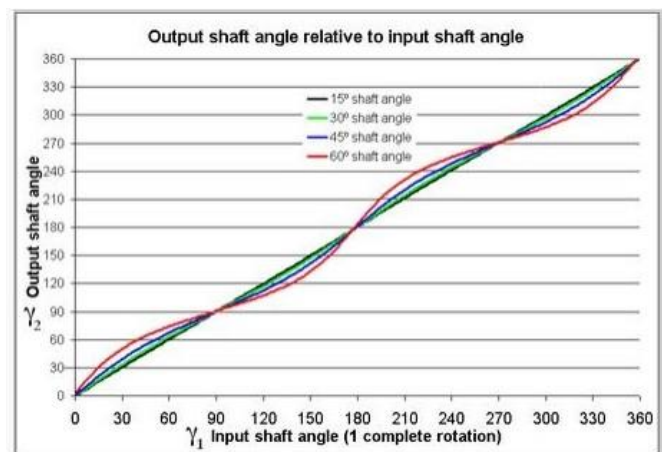
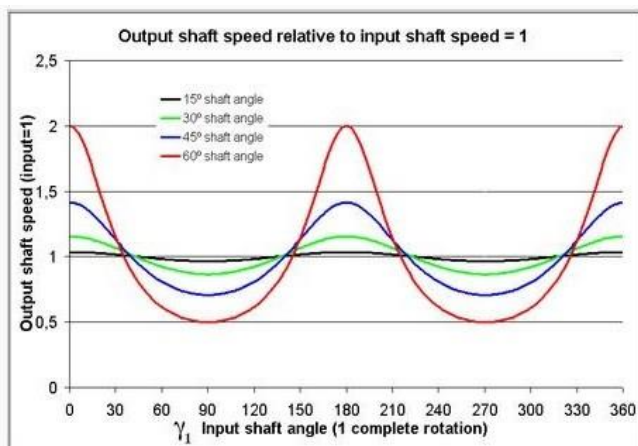


Fig. 26.11



## Double Hooke's Type CV Joint

Another method of obtaining very near constant velocity characteristics is to position two Hooke's joints back to back so that their yoke arms remain in line with one another (Fig. 26.12). After assembly, both pairs of outer yoke arms must be at right angles to the arms of the central double yoke member. This double joint combination can be considered in two stages. The first stage hinges the drive yoke and driven central double yoke together, and the second stage links the central double yoke (now drive member) to the driven final output yoke. Consequently, the second stage drive half of the central double yoke is placed a quarter of a revolution out of phase with the first stage drive yoke (Fig. 26.13).



Fig. 26.12

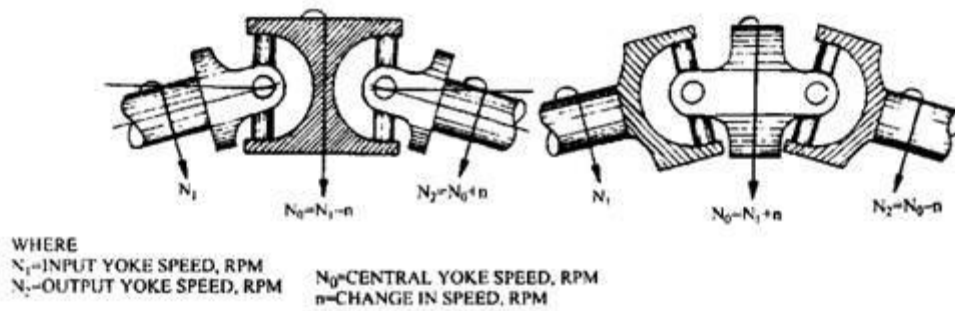


Fig. 26.13. Double Hooke's type joint shown in two positions 90 degrees out of phase.

Therefore, if the input and output shafts are inclined to each other and the first stage driven central double yoke is speeding up, then the second stage driven output yoke slows down. On the other hand when the first stage driven member reduces its speed the second stage driven member increases its speed. The speed lost or gained by one half of the joint equals that gained or lost by the second half of the joint respectively. As a result no cyclic speed fluctuation occurs between input and output shafts during rotation.

This double joint incorporates a centering device normally of the ball and socket spring loaded type. This device maintains equal angularity of both the input and output shafts relative to the central double yoke member. Although this is a difficult task to execute due to the high end loads experienced by the sliding splined joint of the drive shaft, the accuracy of centralizing the double yokes is not critical at the normal relatively low drive shaft speeds.

This double Hooke's joint is specifically suitable for heavy duty vehicles with rigid front wheel drive live axle requiring large lock to lock wheel swivel. This type of joint is relatively large in size compared to its torque transmitting capacity. This forms a major limitation with this joint.

## THE BAD U-JOINT - or when to be SCARED

An attentive driver might identify a bad universal joint in the propshaft by the vibration it creates in the car when driving at highway speed. It may vibrate more under light throttle, and vibrate less (maybe) when you take your foot off the go pedal. A bad front U-joint may cause the shift lever to vibrate in your hand. A bad rear U-joint may vibrate the chassis of the car a bit with little or no noticeable vibration at the shift lever. But when the problem is bad enough to be noticeable while driving, this is indication that the maintenance has been neglected. The worn u-joint should be detected much sooner by inspection during regular periodic maintenance of the vehicle.



Do NOT let this happen to you.

There should be absolutely no free rotation (backlash) at all in a u-joint. When they look like the picture at left they are life threatening, .... and it vibrates with a vengeance at speed. Shortly thereafter the propshaft falls off in the street while you're driving, and if you're lucky, maybe nobody gets killed.

When you find a loose U-joint you should replace it immediately. Once a u-joint is worn to the point of having noticeable (detectable) freeplay, all the grease in the world isn't going to help it much. With sloppy internal parts the U-joint will proceed to self destruct with additional driving. From the time it has only a miniscule amount of detectable freeplay to the time when you can feel a noticeable vibration











## Vale Peter McGregor

It is with great sadness we note the passing of our member, Peter McGregor. Peter purchased the ex Alan Pickup 1915 T Ford. This car, when first restored, was the standard by which all club cars were judged. Peter was in the process of re-restoring the mechanicals of the car when he fell ill. Many will remember the very interesting presentation he gave at a club meeting some years ago about Astronomy and the Hubble telescope. I remember him telling us he had just finished a \$4m piece of optical equipment destined for NASA when the fires swept through Canberra and Stromlo, totally destroying the just finished article. Fortunately the blue prints survived in the safe and he was able to rebuild the item. His last correspondence with me was in late January, when he knew he was in a battle he wasn't going to win. His final sentence read "For me, old cars and big telescopes have both been an immense amount of fun." RIP Peter.

The following appeared in the Sydney Morning Herald on March 9.

Rick

## Mount Stromlo astronomer Professor Peter McGregor loses battle with cancer

Date March 9, 2015

Professor Peter McGregor has been remembered for his pivotal role in rebuilding the Mount Stromlo Observatory following the 2003 bushfires, after losing his battle with cancer.

Professor McGregor will be farewelled at a funeral on Wednesday after his death from throat cancer last Thursday, aged 59.

As well as working on his own on research at the Research School of Astronomy and Astrophysics focusing on star formation and black holes,

Professor McGregor was best known for building instruments for astronomical telescopes all over the world, the school's director Professor Matthew Colless said. He and his team had been working on a new instrument for the 25-metre Giant Magellan telescope and in the past he had built two instruments for the eight-metre Gemini telescopes in Hawaii and Chile.



Professor Peter McGregor in the instrument assembly hall of the Advanced Instrumentation and Technology Centre at Mount Stromlo.  
*Photo: ScienceWise ANU*

"We will be using his instruments for many years to come and his students and others will carry on his research after him, we're just very sorry he isn't there to do it himself," Professor Colless said.

"I've been incredibly touched by the number of people who have got in contact with me since his death saying how much he'd been helpful to them in their careers and lives.

"He certainly demanded a very high standard of himself and everyone around him but it's obvious that beneath that he was very kind and helpful and supportive to a large number of colleagues and it's very clear he is deeply missed."

After receiving his PhD at Mount Stromlo in 1981, Professor McGregor remained at the observatory for most of his career.

Following the observatory's destruction in the 2003 bushfires, Professor McGregor and the research school's then-director Penny Sackett had the vision for building a new advanced instrumentation and technology centre with money from the insurance company and federal government, Professor Colless said.

"Because it was so much Peter's vision and he'd built some of the best instruments there after the hall was constructed we decided that the least we could do was to name it in his honour," he said.

Professor McGregor is survived by his wife Siew-Gim and son Sam McGregor.

Professor Colless said there was also discussion about the Astronomical Society of Australia naming a prize in Professor McGregor's honour for best contribution to instrumentation.

# From the **The Canberra Times**

8 March 2015

## Birtles' Bean started a classic love affair for Sunbeam owner

Date March 8, 2015 [David Ellery](#)

A massive 1924 Sunbeam and a spaniel named Charlie were two of the biggest hits at Canberra's Wheels 2015 on Sunday.

The event, the thriving Canberra car club community's annual big day out, attracted more than 1000 cars and at least five times that number of spectators.

Mick Gentleman, the ACT's planning, community services and workplace safety minister who formally opened the event, said the turnout was remarkable with more than 1100 cars, trucks and motorbikes expected.

One of the city state's best known car tragnics, Mr Gentleman said the ACT had more than 65 vehicle clubs and that since its inception Wheels had raised more than \$400,000 for charity.

Garran's Ross Nerdal, an ABC cameraman whose winning combination of supersized classic and diminutive King Charles Cavalier spaniel proved a showstopper, agreed Canberra was very much a car city.

He caught the antique car bug as a boy in the late 1960s and early 1970s when his uncle, Des Rees, working together with Garth Fisher, restored Francis Birtles' record breaking "Sundowner" Bean before it became part of the National Museum of Australia collection.



Aristocrat: King Charles Cavalier spaniel Charlie takes the back seat of Ross Nerdal's 1924 Sunbeam at the ACT Council of Motor Clubs Wheels event. Photo: Jay Cronan



"He'd turn up at our place in Narrabundah in the Bean and say 'hop in, we're going for a drive'," Mr Nerdal said.

"I've got a Bean of my own, of the same model, and I want to make it an exact replica (of the Birtles car)."

The Sunbeam 20/60, his current favourite which shared exhibition space with his two 12 horsepower Austins on Sunday, is actually a far more impressive vehicle and may also have a remarkable history.

About five metres long and weighing almost two tonnes, the car was an extravagance even in the early 1920s.

"This is the long wheelbase model," Mr Nerdal said. "Almost all of these were bodied as limousines. Somebody in Tasmania who must have had a lot of money ordered this with a factory-built touring body. It is very rare to have a British-built body on a car like this as most people had the bodies built here to save on tax."

Charlie, the Nerdal family's super cool spaniel, travels everywhere with the car and is so laid back about the attention he receives you are tempted to check his pulse.

"I bought this car as an unfinished project about six years ago," Mr Nerdal said. "I'm not sure whether we got the car to match the dog or the dog to match the car."

A true enthusiast who believes classic cars are meant to be used, shared and enjoyed, he said the Sunbeam was a practical and capable machine.

"A couple of weekends ago we loaded the dog, a six-year-old and an eight-year-old and a tent into the Sunbeam and went to Woods Reserve at Corin," he said.



Ross Nerdal with his dog, Charlie, in a 1924 Sunbeam at the Wheels event in Kings Park. Photo: Jay Cronan

"There was an inch (25mm) of rain that weekend. Of course the car got wet; it's been wet before and it will get wet again."



# The Edwardian - April 2015

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## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 18 February 2015

**Meeting Opened:** 7.30pm

**Attendance:** 23 members, one apology.

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

Carol identified one correction necessary- the Club purchase two, not one, boxes of Miroxol polish.  
Accepted - Moved: Chris Hogan: Seconded: Rob Woolley.

### **Correspondence In:**

- Fuji Xerox – December Statement (to accounts for payment).
- Young Heritage Motor Club – flyer for heritage car display 29 March 2015
- Shannons Insurance – insurance on Club trailer (to accounts for payment).
- Robin Sharp – request for information on 1911 Model W Minerva (circulated by email).
- Various club magazines.

### **Correspondence Out:**

Nil

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

### **TREASURER'S REPORT**

#### **Balances**

Tabled and attached to records.

#### **Accounts for Payment**

- Fuji Xerox - \$24.98.
- Shannons Insurance - \$165.25.
- Geoff Nicholas – paper and postage - \$20.50.

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

### **EDITOR'S REPORT**

Rick reported a couple of instances where full mailboxes have prevented electronic distribution of the newsletter. He asked members to check their inboxes for capacity.

### **EVENTS REPORT**

Nick spoke about coming events, details of which have been provided in the newsletter and emailed separately to members.

### **RALLY REPORT**

Rob and Nick will travel to Goulburn next week for discussions with local authorities concerning the gaslight parade. Nick reported receipt of sponsorship from Century Batteries and Penrite Oils.

### **LIBRARIANS' REPORT**

Nil.

### **DATING COMMITTEE REPORT**

Ian spoke about a Federation request for dating certificate details where 100 year badges have been issued.

The meeting agreed (Moved Rick McDonough, Seconded Nick Nowak) that the Club will require dating certificates for future 100 year badge issues but there will be no retrospective certification requirement for badge issues already made by the Club.

### **REGISTRARS' REPORT**

Registrars reported business as usual.

### **MEMBERSHIP SECRETARY'S REPORT**

Carol mention new member Jon Waterhouse. She also welcomed Neil's return to Australia after a protracted absence.

### **GENERAL BUSINESS**

- Chris and Bob mentioned the ACT Council's move to seek affiliation with the Australian Confederation of Motor Clubs. In the absence of detail from the Council the meeting noted that the Club's interests are best served by affiliation with the Historic Motoring Federation. Clarification of this matter may be forthcoming at the next Council meeting.

# The Edwardian - April 2015

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- The possibility of guest speakers for future meetings was discussed.
- Bob told the meeting of Keith Eastwood's (Henry's Ford Parts) misfortune in a recent highway accident.

**Meeting Closed:** 8.20pm.

## MEETING ACTIVITY

Nil.

## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 18 March 2015

**Meeting Opened:** 7.33pm.

### Attendance:

16 members, five apologies, one guest.

### Minutes of Last Meeting:

Accepted - Moved: Chris Hogan Seconded: Rob Woolley.

### Correspondence In:

- ACT RTA – registration renewal reminder (trailer).
- Australia Post – PO box renewal notice.
- Bush Council – affiliation fee notice (\$25.00 and \$1.00 per member) and vehicle census.
- Karina Judd Questacon – thank you note for Torque seminar.
- Various club magazines.

### Correspondence Out:

Sympathy card to the family of the late Peter McGregor.

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

## TREASURER'S REPORT

### Balances

Tabled and attached to records.

### Accounts for Payment

- ACT RTA - \$70.77.
- Australia Post - \$115.00.
- Nick Nowak – stamps and key cutting - \$42.00

Treasurers Report accepted - Moved: John Cadona, Seconded: Chris Hogan.

## EDITOR'S REPORT

Nil – in Rick's absence.

## MEMBERSHIP SECRETARY'S REPORT

Carol will shortly produce an updated list of members.

## EVENTS REPORT

Nick reported on recent events, including *Wheels 2015* where 13 club cars and two bikes attended. He particularly mentioned the success of the Club's presentation to Questacon. Details of future events will be included in the next newsletter.

## RALLY REPORT

Rob and Nick mentioned the continuing support for the forthcoming rally being received from the Goulburn community. Particularly, the Goulburn Workers Club has agreed to provide their auditorium free of charge and a prominent guest speaker has been arranged.

## LIBRARIANS' REPORT

Nil.

## DATING COMMITTEE REPORT

The Committee is currently finalizing paperwork for the dating process.



## REGISTRARS' REPORT

Registrations are proceeding smoothly.

## GENERAL BUSINESS

- Chris asked the meeting for any Montague Trophy nominations. None were forthcoming.
- Tony raised the matter of the Club's affiliation with the Bush Council. After some discussion the meeting agreed that Council affiliation fees should only be paid in respect of the Club's NSW domiciled members. Carol will complete the Council's vehicle census.
- Geoff mentioned the forthcoming National Watch and Clock Show on 18 April 2015

**Meeting Closed:** 8.08pm

## MEETING ACTIVITY

Steve Booth, Area Manager of Wurth Australia Pty Ltd ([www.wurth.com.au](http://www.wurth.com.au)) provided the meeting with an overview of his company's operations and demonstrated some of their products. He also offered a 45 per cent discount to Club members and agreed to provide attractively priced Wurth products for inclusion in rally participant packs. Rob thanked Steve on behalf of the meeting.

## The Club Calendar

|        |                                                             |
|--------|-------------------------------------------------------------|
| Apr 12 | Club Run - Heritage week run to Mugga Mugga                 |
| Apr 15 | Club meeting                                                |
| Apr 19 | Run to Bookham                                              |
| 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 12<sup>th</sup> April – Club Run

This is our Club run to Mugga-Mugga. Mugga-Mugga is an early Canberra cottage looked after by the National Trust (ACT). I'm not sure when the cottage was built but it was owned and lived in by the Curley family from 1920 to the mid 1990's. It is one of three heritage cottages in Canberra and this year the National Trust has selected Mugga-Mugga for its annual open day. There will be a variety of events throughout the day and our Club will be joined by the Southern Tablelands Heritage Automotive Restorers and the local Armstrong Siddeley Clubs. The cottage is located in Narrabundah Lane, Symonston and I am proposing that we meet for a coffee first at Gryphons Café at the Griffith Shops at 9-15am. The National Trust would like to see us arrive around about 10am.

Please also remember that the Club is using this event to select a winner for the Edwardian Trophy (period dress to suit your old car). Dress up is not mandatory so please come as you are if you prefer to. Also I would recommend that you bring along a hat and a chair.



Evelyn Curley and her car

## **Sunday 19<sup>th</sup> April 2015 - Run to Bookham**

As you are aware our Club has been invited to join the Goulburn Veteran & Vintage Car Club at Bookham to have a look at a collection of old tractors. The run is certainly designed for those members who would like a long drive. The Goulburn Club would like an idea as to numbers so if you intend to go on the run could you please notify either myself or President Chris.

## **Sunday 17<sup>th</sup> May – National Motoring Heritage Day – Club Run.**

The 17<sup>th</sup> 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 -**

1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> 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.

1<sup>st</sup> to 6<sup>th</sup> 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.....**

| <b>Name of Event</b>                   | <b>Date</b>      | <b>Location</b>                       | <b>Contact person</b>       | <b>Contact details</b> |
|----------------------------------------|------------------|---------------------------------------|-----------------------------|------------------------|
| Wheels of Wamboin                      | 18 April 2015    | Wamboin 9.00am - 1.00pm               | Peter Evans                 |                        |
| Cooma Vintage & Classic Pre-1960 Rally | 18 – 19 April 15 | Cooma Monaro Historic Automobile Club | Robert Wolf<br>0402 202 187 |                        |







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