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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



Hi all

Yet again we have come to the end of another club year. I am very happy with where the club is, we have maintained a stable membership base, we have good meeting attendance and there has been reasonable attendance on club outings.

At committee level the National Veteran Rally Committee is working very hard to put together a Rally that our club is renowned for. Please, everyone get in behind this event by offering your assistance or getting your entries in.

The other committee that has been formed this year is the Dating Committee. This has been an involved process as guidelines had to setup and processes put in place. Many thanks to Ian for the work he has put in to this as well as the other Committee members.

Then there is our clubs Executive thank you Tony, John, Rick, Nick and Carol for all the hours of behind the scenes work that goes in running this club. I would like to thank all the other that have head positions this year. Having all the positions filled makes the administering of the club much easier. "Many hands make light work"

I would like also thank our general membership for your attendance and assistance and support over the year, without you we don't have a club, without the club we are just collectors of museum pieces. As a group we have a voice and a presence so I encourage everyone to keep your car coming out, join in with rallies, take the neighbourhood kids for a ride, and give our cars a public profile as this will inspire the next generation to take on our cars.

This is enough from me please give serious consideration to taking on a position in the club this AGM as there will be some long standing positions becoming vacant.

Thank you once again and safe motoring.

Chris

AGM TIME

Don't forget our August meeting is also our AGM. ALL positions are declared vacant. Come on and have a go – even if it's just for 12 months. You will be supported in every way.

Check out our Braidwood member Rob Aernout's (of the "The Original Lamp Shop" fame) latest acquisition. He has recently purchased this 1936 International C1 Van for his business. It is a fabulous looking vehicle. Rob can of course advise us about all types of old lamps and he sells wicks, lamp fuel, replacement parts etc.





Editorial



What an enjoyable run we had in June to John Cadona's Fyshwick Builders Supplies and thence onto the Couch ponderosa at Bywong. Most people, and until that run – me included, would have no idea how this company has been part of the Canberra landscape for so long. Started by John's Dad in 1946 down at the Causeway, FBS was relocated to its present site in the 50's. The range of timbers John has in stock is mouth-watering. I can particularly recommend his Vic-ash as a good timber for car bodies, having used it in the start of the Talbot body. To also see long lengths of timbers with measurements like 12x5 (inches that is!) and 10x4 pieces of 100 year old genuine Oregon was delightful. It also makes you realise how important these family run businesses are to a town, and the stiff competition they must face by the large national hardware conglomerates. We should all do our best to support businesses like John's.

I've often heard over the years many people in our movement ask "How do we attract younger members?" In fact I think the subject came up, again, at the last Federal conference of the various State Vet clubs. No one has ever come up with an answer though. I don't think our own club is faring too badly actually as we've got quite a number of younger enthusiasts, but some of the States really do have an ageing membership and it is a real concern to them for their future viability. I've thought about this subject myself and would like to offer a couple of observations for what they're worth;

Recently Shirl and I, out of curiosity, visited the new suburb of Googong, (out in the middle of nowhere), and the new suburbs in the far north and west of Canberra. What struck me was the pitiful size of the blocks. In nearly all cases you would have been hard-pressed to fit a wheelie bin up the side without scraping the neighbour's fence. The gutters on adjoining houses are almost touching! My point is, these are the suburbs where young people are buying as, while still not cheap, they are often cheaper than the closer-in established suburbs on the bigger blocks. So assuming these young people with giant mortgages and young families want to get into 'old cars'...where are they going to store/restore them, not to mention a bit of a workshop to go with it? Perhaps it's not until they reach their middle-age or later, families grown up and left etc, that they can then afford a larger block for that shed to house a restoration.

Apart from available space, the other point working against attracting younger members, particularly to veteran cars, is 'relevance'. A couple of months ago I had an interesting conversation with a NZ enthusiast who was proudly telling me of his latest veteran acquisition (he is nearly 75). He tendered for his car from the stores of the Southward car museum, one of the largest privately owned car museums in the world, with over 400 exhibits. The museum has had many unrestored, but quite complete, veterans in its stores for 40 or so years. A decision was made recently to dispose of these unrestored veterans, thus this bloke picking one of them up. When he asked them why they were disposing of their long-held treasures, the reply was simple. "Veterans are too expensive to restore" and "They are not relevant to the people visiting the museum". The first statement is certainly true, but the last statement is very telling. When our movement first really got underway in the early 50's, veteran cars were just over thirty years old and were well within living memory of those first members. In fact if they didn't own one themselves as a run-around bomb in their younger years, their fathers probably owned one as every day transport, hence the attachment...and relevance. Today, the automotive recollections of someone born 70 years ago is more likely to be cars of the post-war period (when they were in their early teens). My dad was born in 1925 and was a car mad kid, but could really only relate to cars from the late 20's

onwards, rather than anything earlier than my Rugby. And this is what the Southward museum has realised too. They have made the call based on economic, and not emotional rationale. It's not that they are selling the cars because they need the money either. On the day this NZ bloke picked his car up, they'd just taken delivery of two exotic supercars of the 70's for their displays...because that's what the average car loving visitor wants to see, more-so than the really old stuff. That's not to say they don't enjoy seeing the really early stuff, and go ooh-ahh at all the brass, it's just that they don't come to the museum specifically for them or pay any real attention to them - because they can't relate to them. They want to see the cars of their own youth.

It's a complex subject and I've only touched on it. I don't want to sound like a wet blanket but I doubt the veteran movement can really do anything that's going to materially increase their numbers of younger people. As noble as the sentiment is, I think we need to accept that younger people will only come to it in dribs and drabs, as exceptions rather than the norm.

Till next time

Rick

General Club Stuff

Membership Fees

These are now overdue. For convenience you can pay by electronic transfer (assuming you haven't already). Club A/c details are;- Name- VVCCA (ACT) Inc., BSB 112 908, A/c no. 428 948 417. **Please identify your electronic funds transfer with your name, ie., initials and surname, otherwise we won't know who the money is from and, by default, you'll still be regarded as un-financial.**

The importance of being financial has been reinforced by the following recent advice from the Council to all ACT clubs.

Concessional Registration eligibility criteria - The owner of the car *must* be a financial member of a club affiliated with the Council.

The Council of ACT Car Clubs has recommended that;

- Clubs ensure their members pay their dues by 30 June each year
- That the vehicle should not be driven on the roads until they are paid.

The RTA has advised that if a CRS vehicle is involved in an accident and the fees have not been paid, the likelihood that insurance companies will void any CTP or private insurance claims on the vehicle is **very high**.

The Lawyer

A very successful lawyer parked his brand new Bentley in front of his office, ready to show it off to his colleagues. As he was getting out, a truck came along too closely and completely tore off the driver's door.

Fortunately, a cop in a police car was close enough to see the accident and pulled up behind the Bentley with his lights flashing. Before the cop had a chance to ask any questions, the lawyer started screaming hysterically about how his Bentley, which he had just purchased the day before, was completely ruined and would never be the same, no matter how any car body shop tried to make it new again.

After the lawyer finally wound down from his rant, the cop shook his head in disbelief. "I can't believe how materialistic you lawyers are," he said. "You are so focused on your possessions that you neglect the most important things in life."

"How can you say such a thing?" asked the lawyer. The cop replied, "Don't you even realise that your left arm is missing? It was severed when the truck hit you!"

"OH, MY GOD!!!" screamed the lawyer.

"My Rolex!"

By Naomi Avery
Posted Tue at 6:06pm Tue 4 Aug 2015, 6:06pm

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The first car to circumnavigate Australia is now on display at the National Museum of Australia to commemorate 90 years since it began its journey.

A bright yellow vintage open-top car, likely a 1920s model, displayed in a museum setting. The car features a large chrome grille, round headlights, and a spare tire mounted on the side. The license plate reads '501'.

The car was heavily sought-after following its launch on the Paris market in 1921. Ms Wilson said its affordability and easy manoeuvrability made it suitable for Westwood to drive in spite of Australia's rugged terrain. "It was marketed mostly to women," she said. "It was very easy to drive, it was a very compact vehicle, very good for Paris roads but also turned out to be very popular in England and Australia." "Neville Westwood took it and of course he wasn't actually thinking of driving around Australia when he started but he gradually got used to it and the car performed so well that he just kept going."

The car will remain on display at the museum for the rest of the year.

AA

I can fix that!



From the Archives

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

May 1965 - The Editorial talked about the club obtaining club rooms that could develop into a workshop and museum.

A gymkhana had been held at the Hall showgrounds on 23 May and was judged a success. Mention that Les Robinson's Fiat "is a magnificent restoration. Still underway".

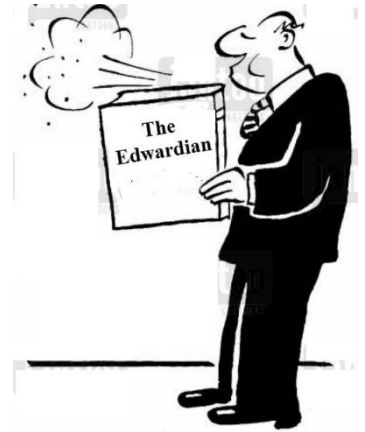
August 1965 The Editor apologised because the newsletters weren't coming out on a regular basis.

Some upcoming club runs over the next few months included a social evening at the Dickson Tradies, a gold panning day at Araluen, the festival of snow at Cooma and a restoration run starting at 1pm at Alan Higgsions. Also, for the kids xmas party at Hall showgrounds, all members had to provide details of their kids under 12 so that suitable gifts could be purchased for them.

New members in the last few months were -Dave Philips (Griffith ACT and also the printer of the newsletter), Martin McCarthy (Tumut), R.Jackson, R.Turner (Cooma) and H.Kellow (Khancoban).

General news - Mayo Hunter was welcomed back into the club, having returned from Vietnam where he was official photographer with Channel 7. David Phillips had just obtained the remains of an Itala. Les Robinson hurt his back and was in bed in a brace. New member Morrie McKenzie from Hillston now had a 2 cyl Renault. "Roy Wheeler has just returned to town with a 1917 Studebaker from Balladoran. This would be the most complete veteran to be brought into town since the Club has been formed".

A letter to the Editor appeared from member Cynthia Watson - "visited new member Morrie McKenzie to see his new Renault, but more interestingly, 'Jarrot' parts. One of the parts was an engine. They have been unable to find any info on Jarrot, but the research historian of the vet car club of GB has confirmed the engine is 15hp Napier".



Report – Club Run Sunday 21st June 2015

This Club event consisted of two parts.

For the first part of the day we met at John Cadona's "Fyshwick Builder's Supplies" at 10 am for morning tea and a tour of his Timber business. John provided the morning tea/coffee plus a great selection of cakes. Thanks very much John. It certainly wasn't expected. It was a frosty -5 degrees and the morning tea area was wonderfully warm. We were also welcomed by Vilay and John's mother.

After morning tea a lot of us were treated to a tour of the timber shop. The size of the building is quite staggering and the variety of hardwoods has to be the best available in Canberra and the district. We also had a tour of John's workshop which still includes a few of the original machines and had a good look at the old Captains Flat sawdust incinerator re-installed in the 1950's (no longer functional). Fyshwick Builders Supplies was originally developed by John's Father and has operated since 1946. The business was originally in The Causeway however the Government moved a lot of businesses from The Causeway to Fyshwick in 1954. It is also interesting to note that Fyshwick Building Supplies is one of, if not the oldest, business in that area still owned and operated by the same family. A great talk John.

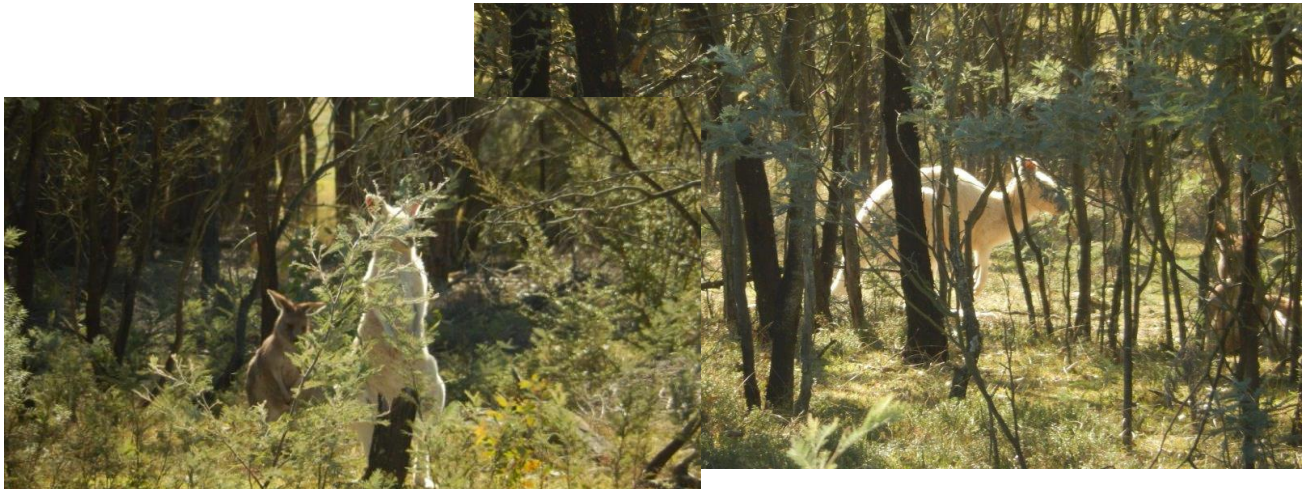
The Edwardian - August 2015

At around 11-15am we headed off to Trevor & Joyce Couch's Bywong property for lunch. A nice drive through Oakes Estate and Wamboin to get there. The hot dogs were heated up and we all had a couple for lunch followed by apple strudel. Quite a few members took advantage of the lovely property and went for a walk. The weather was perfect, just how a winter's day should be, and I think everyone thoroughly enjoyed themselves. Trevor and Joyce are extremely good hosts and the day worked out well. Thanks Trevor and Joyce.

In total we had 36 people involved in the day, including 5 children. Three vintage cars braved the cold start – Peter, Denise, Alex & Claire Sturgess in the Bean, Chris, Nicholas, Madeline & Cameron in the Chev and Wayne & Silvia in the A Model.

Others in modern cars were – Wayne & Sandra, Rick & Shirley, Nick, Carol & Nathan (grandson), Greg & Mary, Don, Beverley & Ambar (granddaughter), Roy, Tony & Trudy, Geoff, Bob Courtney, Ian & Ida, Barry & Anne and of course John, Vilay & John's mother and Trevor & Joyce.

Cheers Nick



"If you go down to the woods today, you're in for a big surprise". So went the words of 'Teddy Bear's Picnic', my favourite song when I was very young. So can you see the surprise hidden amongst the trees? There's a clearer photo on the next page.



A timber bodied and wheeled car felt right at home amongst the racks!



The bottom 1/3rd of the old Captains Flat cast iron sawdust incinerator.



Above - Racks of Vic. ash, a very good timber for coachwork.

Left – How's this for a perpetual trophy? Each year a member of the FJ club gets the honour(?) of holding this desirable gem for 12 months. John's name is prominent just under the window. It's an old FJ door found many years ago on the old Farrer tip.



Above - 12x5 planks or REAL timber! What a delight.

Left – equally as big planks of REAL Oregon over 100 years old.

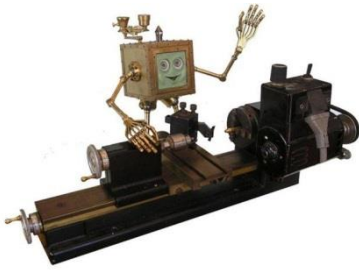


Right - And here's our big surprise. Some of us were lucky enough to see this extremely rare albino 'roo grazing at Chez Couch.



Below - A magnificent morning tea was supplied by Vilay. Many thanks Vilay!





Technical Page

Oxy/Acetylene Never pay rent again!

Sounds too good to be true doesn't it. After decades of being ripped off by CIG (BOC), mug users like me can now justify having a 'gas axe' sitting in the shed for occasional use. I first heard about this a few months ago and Nick brought the subject up at our June meeting. Seeing a potential article in it I decided to investigate further.

Several years ago I had the privilege of many hours observing a panel beater of the old school. This was a bloke who could turn a flat piece of body steel into any shape you wanted, just with his hammers and dollies. When joining pieces of metal together he would only ever use oxy/acetylene, and only then with a very small flame. I asked him why not use MIG like modern 'panel beaters'. His reply was that a MIG weld is too hard and can't be hammer welded, whereas an oxy weld could be finished with hammer and dolly to a finish that could then be hand filed (if required) and painted – no need for lead or bog at all. Have a look at the rear 'guards on Shirl's Austin to see his skill – several pieces all hammer welded together and no need for bog; because he used oxy.

So for body work at least, oxy is the only choice for those of us who want to dabble in car restoration, and any developments that make it more affordable for us is to be applauded. I've had a gun and regulators for over 30 years, but have never had bottles because I could never justify the annual rental charge for something I'd use sporadically. Thanks to Bunnings the playing field is more favourable and here's how it works.

You pay \$299 for acetylene and \$269 for oxy. \$200 of this amount is for a bottle deposit. If you run out of gas you take the cylinders back on a swap and go basis like the LPG for BBQ. A new cylinder of acetylene will cost you \$99 and one of oxy will cost \$69. If you're finished with the cylinders altogether, they will give you back the \$200 deposit for each cylinder. They only offer 'D' size bottles, (bottles are sized A to E, E being the smallest) so while not huge they are probably just right for the average mug like me. D size bottles hold 1m³ of acetylene and 2.1m³ of oxy. The reason they can offer this service is that the gas supplier, Coregas, is one of the many companies owned by Wesfarmers...and Wesfarmers also own Bunnings. Of course with 7 day a week opening, running out of gas is not as inconvenient as it once was. Note – they will only swap Coregas bottles, so don't bother taking down your tired old CIG or LiquidAir ones.

Bill Atkinson mentioned at the June meeting a similar scheme he experienced with another Fyshwick supplier of gas a couple of years ago but was disappointed that he couldn't put his own regulators on them; that their bottles came with their own gauge of a quality that looked like it had come out of a kids xmas stocking. With this in the back of my mind I inspected the bottles at Bunnings in Tuggeranong the other day and can confirm that they have the female on top to take standard regulators. In fact the photos at right are of the actual bottles at Bunnings. So while I'm in the mood for writing, and given its range of uses in our hobby, let's look at oxy and acetylene in more detail.



BACKGROUND

The use of gas welding dates back to the middle 1800's where a mixture of Oxygen And Hydrogen were used to produce a hot flame that was used in the making of jewellery. It wasn't until the late 1890's when the gas Acetylene became available that gas welding developed into the process that we know today. Acetylene is a gas that is manufactured by mixing Calcium Carbide, (a bi-product of the electric furnace steel making process) with water. Acetylene when burned alone can produce a flame temperature of about 2200 deg. F. With the addition of Oxygen a flame temperature in excess of 3300 deg. F. can be achieved, making Acetylene ideal for welding and cutting. An

Oxy-Acetylene outfit is more versatile than an electric welding set up. By using the proper tips, rods and fluxes, almost any metal can be welded, heated or cut using the Oxy-Acetylene process.

There are many components that make up the Oxy-Acetylene outfit such as cylinders, regulators, hoses etc. The following is a typical outfit listing each component with a brief description of each.

CYLINDERS

Oxygen and Acetylene are stored under pressure in steel cylinders. They are sized by the cubic metre (m³) of either Oxygen or Acetylene that they hold. Cylinders should be tested regularly with the date of the last test stamped on the top of the cylinder. Cylinders should always be secured and used in the upright position. When a cylinder is not being used, the valve cap should always be in place.

OXYGEN CYLINDERS

These cylinders are made of steel and are usually painted black. They range in size from less than 1m³. To over 8 cubic m and contain compressed Oxygen at pressures that can be as high as 15 Mpa (2175 psi). All cylinders have valves. If Oxygen comes into contact with oil or grease, it will burst into flame. Never use oil or grease on Oxygen cylinder valves or regulators. Make sure hands and gloves are free of oil and grease before handling cylinders. Crack open the cylinder valve then close it before installing the regulator to clear the valve of any dirt. With the regulator installed, always crack the cylinder valve open first, then open it fully. This will lessen the chance of recompression which is caused by high cylinder pressure entering the regulator, heating up and damaging the regulator.

ACETYLENE CYLINDERS

These cylinders contain Acetylene under pressure, are painted red, made of steel and have cylinder valves. They range in size from 1m³ to almost 11m³ capacity. Today the cylinders are filled with an inert porous silica lime material. In the past almost every cylinder maker had their own formula for filler material. Asbestos, cement, balsa and charcoal were used.

The filler is saturated with acetone or DMF (dimethylformamide), another solvent. Acetylene should never be used at a pressure that exceeds 100kpa (15 psi). At pressures above 15psi acetylene can spontaneously and violently disassociate into its component parts. This is the reason it can't be stored as a free gas. But it can be safely dissolved in acetone at 225psi. This way if disassociation begins the porous filler prevents it from spreading throughout the cylinder, preventing an explosion.

Because the gas has to be dissolved into the acetone it takes about 7 hours to fill a cylinder. In spite of the recent changes in the thinking on the rates of dissolving/removal, the bottom line is the acetylene will only come out as fast as it went into the acetone. An indicator that you are drawing acetylene at too high a rate from the cylinder is that acetone will come along with the gas and cause a green foamy looking flame. This acetone will damage hoses and o-rings in the regulators.

Always use an Acetylene cylinder in the upright position so you don't draw any of the acetone out of the tank. Once the current thinking was if the acetylene cylinder was laid on its side you had to stand it up for 15 minutes for the acetone and acetylene to attain stasis again, over the years it has been moved up till the current statement is 1 hour upright after being on its side. Only open the cylinder valve 1 to 1 1/2 turns, leaving the valve wrench on the valve in the event it has to be shut off quickly. As with the Oxygen cylinder, make sure the cylinder valve is clean before installing the regulator.



Here is a cross section of an acetylene cylinder. It shows the monolithic filler material and the open area near the valve that the gas separates itself out of the acetone or DMF that it is dissolved in when the cylinder is filled.

REGULATORS

With the pressure in a full Acetylene cylinder at 1.7Mpa (250psi) and a full Oxygen cylinder at 15Mpa, a way is needed to lower these cylinder pressures to desired working pressures for use in the torch. This is accomplished by using an adjustable pressure reducing regulator. The regulator will also maintain a steady working pressure as the cylinder pressure drops from use. Basically, regulators work by admitting the high cylinder pressure through a valve which is operated by a flexible diaphragm. Turning the regulator adjusting knob or screw in or out causes a spring in the regulator to operate the diaphragm, which opens or closes a valve in the regulator. This in turn regulates the outlet pressure and flow. By turning the adjusting knob in you increase the flow and pressure, out decreases the flow and pressure.

Most regulators have two gauges. One shows the inlet pressure from the cylinder (the high pressure gauge) and the other (low pressure gauge) shows the working pressure being supplied from the regulator. There are regulators that are made for heavy duty or rough service that are not equipped with gauges, (referred to as gaugeless) and have a scale in the regulator body that is used to make pressure adjustments.

There are two general types of regulators, single stage and two stage. Both perform the same function but the two stage regulator will supply a more constant pressure as the cylinder pressure falls by compensating for any drop in cylinder pressure better than will the single stage unit. Also, two stage regulators are usually more heavy duty in construction and will last longer in heavy duty use and require less maintenance than the single stage units.

Two stage regulators can be identified by their second pressure chamber where single stage units have only one. Oxygen and Acetylene regulators connect differently to their cylinders so they cannot be mixed up. Oxygen regulators have right hand threads and regulators for Acetylene and other fuel gases have left hand threads. You will notice a groove around fuel connections which indicate a left handed thread. Finally all outlet (low pressure) gauges on Acetylene regulators have their gauge scales marked in red starting at 100kpa (15 psi). This is to act as a reminder not to use Acetylene at pressures over 100kpa as explained in the section on Acetylene cylinders.

WELDING HOSES

The cylinder regulators and torch are usually connected together by double insulated reinforced rubber hoses. The Oxygen hose is blue and the fuel line is red (Acetylene) or orange (LPG). Hoses are available in three common sizes 5mm, 10mm and 12mm ID. Hoses used must meet Australian standards, AS1335 for Oxy and Acetylene hoses and AS1869 for LPG hose. Hose pressure ratings - Oxy 1.2Mpa (175 psi), Acetylene 1.2Mpa (175 psi), LPG 2.6Mpa (375 psi).

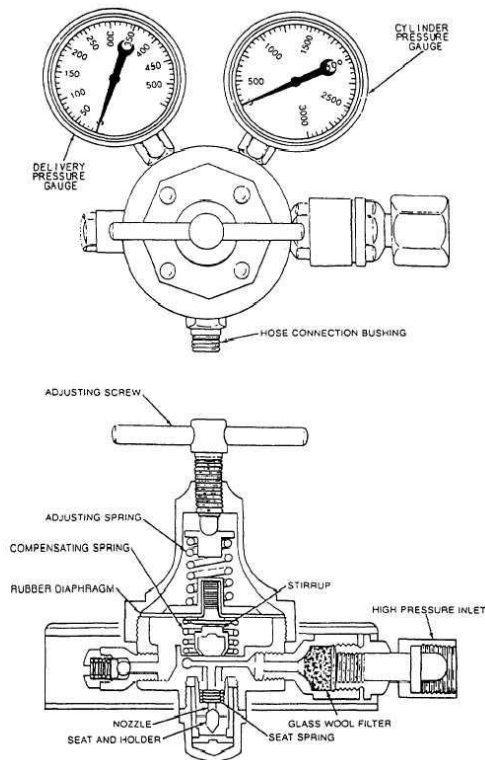
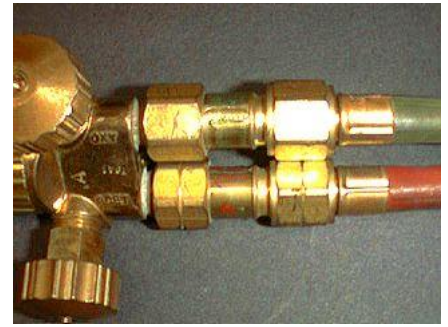


Figure 7.49 Rubber-based hose

CHECK VALVES

For combustion to occur, fuel and Oxygen have to mix. This should only happen in the torch mixer or the torch tip. Sometimes, due to improper operation, fuel and Oxygen could feed back into the hoses and cause combustion in the hoses or regulators (not good!) Check valves when installed between the hoses and torch prevent this back flow as they close if a reverse flow starts. Not to be confused with a flashback arrestor, a check valve is usually a chamber containing a ball that is pressed against one end by a spring: gas flow one way pushes the ball out of the way, and no flow or flow the other way lets the spring push the ball into the inlet, blocking it.

Check valves should be used with all torches. Note - Check Valves only prevent the reverse flow of gases, and **CANNOT stop a flashback** as they do not have a flame barrier.



FLASH BACK ARRESTORS

Flashback begins when the flame moves back from the welding tip and into the blowpipe, usually with a loud “bang” or a shrill hissing noise. Unchecked by a flashback arrestor, flame can travel extremely fast - about 13 metres a second - up gas supply hoses to the regulator possibly into the gas cylinders, and could even cause the cylinder to explode. Internal damage to gas hoses and fittings from the extreme heat of a flashback will increase both the immediate and long term risk of equipment failure and a resulting fire or explosion. Once a flashback starts, check valves cannot stop it, but a flashback arrestor will! The arrestor connects the same as the check valves, in the hose at the torch or regulator and contains a trap that is spring loaded that cuts off the gas flow in the event of a flashback. Both check valves and flashback arrestors are cheap insurance and should be included on every Oxy-Acetylene outfit. Note - WorkSafe recommends for hoses 3 metres or less, flashback arrestors fitted to each gas line at the regulator outlet is sufficient.



IN CONCLUSION

Without going into the myriad of torches and welding/cutting tips I'll finish this article with the following safety tips;

- Never use Acetylene gas at a pressure over 100kpa.
- Never use damaged equipment.
- Never use oil or grease on or around Oxygen equipment.
- Never use Oxygen or fuel gas to blow dirt or dust off clothing or equipment.
- Never light a torch with matches or a lighter. Always use a striker.
- When opening an Oxygen or fuel cylinder valve, always crack it open first.
- Always make sure regulators have their adjusting screws released by turning them anti-clockwise till free before opening cylinder valves. Stand to the side of a regulator, not in front of it when opening cylinder valves.
- Always wear the proper welding goggles, gloves and clothing when operating Oxy-Acetylene equipment. Pants should not have cuffs.
- Always have a fire extinguisher handy when operating Oxy-Acetylene equipment.
- Always replace cylinder caps when finished using cylinders.
- Do not rely on the colour of the cylinder to identify its contents as some suppliers may use different colour codes.
- Always use the proper regulator for the gas in the cylinder.
- Always use cylinders in the upright position only.
- Never store cylinders in temperatures over 55deg.C.
- Always keep the valve wrench on the Acetylene cylinder valve when in use. Only open valve a maximum of 1 1/2 turns.
- Do not carry lighters, matches or other flammable objects in pockets when welding or cutting.
- Always be aware of others around you when using a torch.
- Be careful not to let welding hoses come into contact with torch flame or sparks from cutting.

Rick

Club Run - Sunday 19th July 2015 Braidwood

I think everyone would agree that we had a great day. Thirty eight members attended and the weather, though cold, was perfect.

As you know I initially planned on going to the Woodworks Gallery Coffee Shop in Bungendore but it was booked out so we all ended up at RnR's Diner across the road. They had no warning that such a big group was turning up and I think they did fairly well providing us with coffee, hot chocolate etc.

At around about 10-15am we headed to Robert Aernout's "The Original Old Lamp Shop" in Braidwood. Robert is a Club member. We spent nearly an hour at Robert's shop and he showed us his collection of lamps, early marine gear, antiques and much more. Robert also answered dozens of questions about the Miroxol polish, wicks and lamp fuel. As an extra bonus we had a look at Robert's three old cars – 1926 Oldsmobile, 1928 Square nose Morris Cowley and of course his latest acquisition, the 1936 International van. The van is a big vehicle and looked tremendous with Robert's business name sign written on it. It was now lunch time and we split up with members going their own way for lunch to various restaurants, the bakery and the pub.

After lunch we met at the edge of Braidwood to be led by Dave Robbo to Mill Pond Farm 10 klms out at Jembaicumbene. Mill Pond Farm was another treat. It is owned and operated by Antony Davies (Also a Club member) and Andrew Gow. We were met at the property by Antony and he gave us a talk about the early history of the property and about the restoration work that they are presently carrying out. There are a number of projects planned and it's going to take several years to complete everything. The four storey Flourmill is a sight to see. The mill was built by the then property owner Charles Dransfield in 1859 and operated through to 1885 when flour milling in the Braidwood area ceased. In earlier years the farm was considerably larger than it is now and certainly very prosperous. Antony and Andrew have been busy and the majority of the mill has been restored and is being used for exhibitions and entertainment. The next stage will include the reconstruction of the adjacent engine house which will house a café, a shop and functions facilities. Antony and Andrew also run a herd of alpacas and will shortly be planting trees that allow truffles to grow and develop underneath.

Apart from the buildings and history we also had a good look at a number of antique carriages and early veteran and vintage cars including Antony's favourite 1913 Model "T", a solid wheeled veteran Republic truck, a veteran De Dion car, several mid 20's cars including a Sunbeam, MG, Austin 7 and a Bull Nose Morris and several more carriages in various stages of restoration. Antony runs a business buying, selling and restoring horse drawn carriages. All pretty good stuff for our members.

The visit was topped off with a magnificent afternoon tea consisting of scones with jam and cream, several lovely cakes, coffee and tea all put on for Club members by Andrew with a lot of help from Cathy (sorry if I have spelt Cathy wrong), a nearby neighbour who assisted with the cake making and serving. Out of interest Cathy and her husband grow garlic on their property and trade under the name "Garlicious". They specialise in "black garlic" and I believe have outlets at Kingston and Curtin. Look it up on Google. It's very interesting. We left Mill Pond Farm around 3-30pm and I'm sure everyone had a lot to talk about on the way home.

Special thanks go to Robert, Antony, Andrew and Cathy. All four of you treated us extremely well and we had a most enjoyable and memorable visit to Braidwood. The next visit must include a night or two and our own old cars.

Attending: Nick & Carol, Ross & Cate, Greg & Mary, Tony & Trudy, Angelo & Jennifer, Chris, Simone, Nicholas, Madeline & Cameron, Bruce & Kathy, Dave, Deidre, Glen & Andrew, Bill & Michelle, Barry, Laurie & Jeanie, Roy, Trevor & Joyce, Geoff & Lynne, Don & Beverley, Gerard & Marie, Wayne & Sandra and last but certainly not least Wayne.

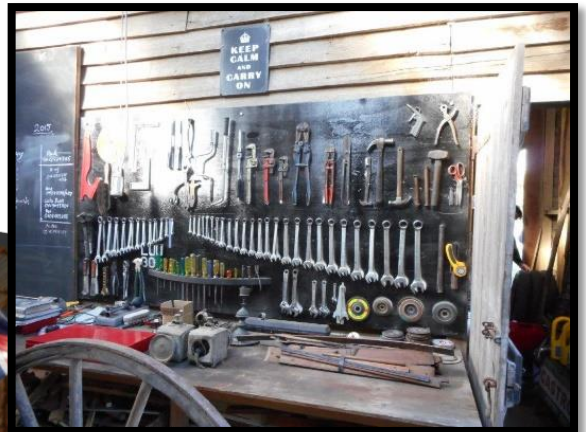
Nick



Rob's lovely vintage Morris and Oldsmobile



The wonderfully preserved and historic Mill Pond Farm and attractions therein



The Edwardian - August 2015

MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 17 June 2015

Meeting Opened: 7.30pm.

Attendance: 16 members, 11 apologies.

SECRETARY'S REPORT

Minutes of Last Meeting:

- Accepted - Moved: Chris Hogan, Seconded: Don Doering.

Correspondence In

- ACT Office of Regulatory Service – annual return reminder.(due 30 December 2015).
- National Motor Museum – entry form for Classic Bay to Birdwood 2015.
- Various magazines.

Correspondence Out:

- Sympathy card to the family of the late Graham Benedick.

Secretary's Report Accepted – Moved: Tony Watson, Seconded: Bob McDonald.

TREASURER'S REPORT

Account Balances

- Reported and entered in record.

Accounts for Payment

Nil.

Treasurer's Report accepted – Moved: John Cadona, Seconded: Nick Nowak.

EDITOR'S REPORT

Rick asked for newsletter contributions.

EVENTS REPORT

Nick detailed Sunday's run, and July's run which will be modern cars to Braidwood. He noted that attendance of at least 40 will be required for the August presentation lunch. Finally, he asked for return of trophies before then.

LIBRARIANS' REPORT

Nil.

DATING COMMITTEE REPORT

In Ian's absence, Chris reported that Angelo's Tipo 52B Fiat has been dated as 1914. Also, a request has been received from Ted Clifton for dating of his Model T Ford.

REGISTRARS' REPORT

Nil.

MEMBERSHIP SECRETARY'S REPORT

Carol will distribute the latest VCCA Members Register to club members who own veteran vehicles.

RALLY REPORT

Nick reported that 60 registrations have now been received. Two rooms at the Bakehouse Motel are still available.

GENERAL BUSINESS

- The ACT Council affiliation plans were discussed.
- Nick mentioned the availability of outright purchase oxy/acetylene bottles at Bunnings. There was a discussion of the relative merits of these bottles, particularly the quality of the regulators and gauges.
- Mention was made of the death of Vic Boardman.
- Darrell reported that he had recently purchased a 1917 Buick.

Meeting Closed: 8.02pm.

MEETING ACTIVITY

Nil.

The Edwardian - August 2015

MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 15 July 2015

Meeting Opened: 7.34pm.

Attendance: 18 members, nine apologies.

SECRETARY'S REPORT

Minutes of Last Meeting:

- Accepted - Moved: Chris Hogan, Seconded: Carol Nowak.

Correspondence In

- Australian Historic Motoring Federation – Program for 2016 Hershey and Carlisle tour.
- Australia Post – request for ABN.
- Bush Council – copy of their letter to the NSW Transport Minister regarding concessional registration and update to the CHMC Handbook.
- Orange District Antique Motor Club – Invitation to the Canobolas Country Rally 3-5 October 2015.
- Burwood Council – flyer for Burwood Festival Classic Car Show 20 September 2015.
- Australian Motorlife Museum – flyer for Motoring Expo 4 October 2015
- Miroxol Australia – Invoice for 150 tubes of polish \$907.50 (to be paid from rally a/c).
- Fuji Xerox – June invoice.
- Various magazines.

Correspondence Out:

Nil

Secretary's Report Accepted – Moved: Gerard Frawley, Seconded: Carol Nowak

TREASURER'S REPORT

(Carol standing in for John)

Account Balances

- Reported and entered in record.

Accounts for Payment

- Fuji Xerox - \$13.60.
- Nick Nowak – lunch costs for June run - \$125.30.

Treasurer's Report accepted – Moved: Nick Nowak, Seconded: Tony Watson.

EDITOR'S REPORT

Nil

EVENTS REPORT

Nick provided details on the July run to Braidwood. He also advised that he will be seeking names and numbers for the August presentation lunch. In addition, Nick indicated that he will not be standing for the position of events director in the coming year.

LIBRARIANS' REPORT

Nil.

DATING COMMITTEE REPORT

Nil.

REGISTRARS' REPORT

Nil.

MEMBERSHIP SECRETARY'S REPORT

Carol reported that seven members remain unfinancial. Also, that consent will be sought from members wishing to be included in the next edition of the VCCA Register.

RALLY REPORT

Nick reported that 80 entries have been received to date, including three from New Zealand and one from the USA. Details of runs have now been finalized.

GENERAL BUSINESS

- Chris reminded the meeting that the AGM will be held next month. He also canvassed interest in next year's Pre31 Rally to be held in Dubbo.
- The Tasmanian VCCA request for details of veteran car owners was discussed.
- Application for membership was received from Alex Sturgess. The application was accepted and the meeting welcomed her to the Club.
- Don mentioned that a number of Hupmobiles are to be auctioned in Toowoomba.
- Ian told the meeting of his recent viewing of a large car collection near Bowral.

Meeting Closed: 8.20pm.

MEETING ACTIVITY

Nil.

MINUTES OF THE 2014 ANNUAL GENERAL MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT) 20 AUGUST 2014

Meeting Opened: 8-15pm.

Rick McDonough acted as Returning Officer.

Nick Nowak stood in as Secretary.

Copies of the minutes from the 2013 AGM were emailed and posted out to all members on the 14th August 2014. Moved: Gerard Frawley that these minutes were a true and accurate record of that meeting. Seconded: Geoff Nicholas.

PRESIDENT'S REPORT

Printed in the August edition of *The Edwardian*. The President was unable to attend the meeting.

Rick thanked the previous Committee on behalf of Rob for the work carried out throughout the previous year.

TREASURER'S REPORT

Club Treasurer John Cadona handed out copies of the Club's financial records for the past year. The report had been prepared by Colin McPherson as Honorary Auditor. Colin is a qualified accountant and a personal friend of John. Colin has prepared his report voluntarily and a motion was put forward that the Club donate a sum of \$100 to the Prostate Council for Colin's time and effort.

Members reviewed the report and John was asked a number of questions which were answered. Club surplus for the past year is \$627.

John advised the meeting that it is important that he becomes a signatory to all Club accounts. This matter will be attended to soon.

The current Term Deposit was also discussed. The existing Term Deposit is invested with the National Australia Bank at 3.35% interest. The possibility of changing the term deposit to another financial institution, for a greater return, was considered however members felt that it would be difficult to find a substantially better return and nominated that the Term Deposit remain with the NAB. A motion to this effect was proposed by Gerard Frawley and seconded by Greg Spackman. All were in favour and the motion passed.

Payments: No accounts for payment were put forward.

ELECTION OF COMMITTEE

Rick declared all Committee positions vacant and asked members for nominations:

President: Chris Hogan – Nominated: Rick McDonough. Seconded: Tony Watson. All in favour.

Secretary: Tony Watson – Nominated: Nick Nowak. Seconded: Chris Hogan. All in favour.

Treasurer: John Cadona – Nominated: Ian Irwin. Seconded: Bill Atkinson. All in favour.

Vice President: Rob Woolley (*position automatically filled by previous President*).

Editor: Rick McDonough – Nominated: Ian Irwin. Seconded: Bill Atkinson. All in favour.

Events Director: Nick Nowak – Nominated: Carol Nowak. Seconded: Ray Dawson. All in favour.

Events Assistant: Carol Nowak – Nominated: Nick Nowak. Seconded: Ray Dawson. All in favour.

Meeting Activities: Rob Woolley – Nominated: Rick McDonough, Seconded: Nick Nowak. All in favour.

Inspection Officers: Rob Woolley, Barry Roberts and Robert McGuire (fixed positions).

Registrars: Rob Woolley, Barry Roberts and Robert McGuire (*automatically appointed - positions attached to Secretary, Treasurer and Inspection Officers*).

Dating Officer: Position redundant as three Dating Officers to be elected.

The Edwardian - August 2015

100 year Badge Dating Officers (x3): Rob Woolley – Nominated: Rick McDonough. Seconded: Carol Nowak. **Greg Spackman** – Nominated: Chris Hogan. Seconded: Gerard Frawley. **Ian Irwin** – Nominated: Roy Bendall. Seconded: Geoff Nicholas. Rob, Greg & Ian are all happy to take on these new positions as Dating Officers. All members were in favour.

Librarians: Roy Bendall – Nominated: Gerard Frawley. Seconded: Geoff Nicholas. All in favour.

Wal Hick – Nominated: Ian Irwin. Seconded: Geoff Nicholas. All in favour. Wal was not present but had indicated to Ian that he was prepared to continue in the position of Librarian.

Public Officer: Beth Woolley – Beth was not present but had previously indicated that she was prepared to remain as the Clubs Public Officer. Nominated: Gerard Frawley. Seconded: Bill Atkinson. All in favour.

Council Delegates: Bob McDonald – Bob was not present but had previously indicated that he was prepared to remain as the Clubs Council Delegate. Nominated: Carol Nowak. Seconded: Bill Atkinson. All in favour. **Chris Hogan** - The President is automatically nominated as a Council Delegate.

There were no multiple nominations for any of the above Club positions.

GENERAL BUSINESS:

-Ian said that the new Dating Committee would require an official Club Stamp. At present the Club is unable to locate such a stamp, if in fact one actually exists. Nick said that the Club has a "Common Seal" stamp. Ian said that the Common Seal stamp would be more than suitable for Dating Certificates. The Common Seal stamp is at present held by the Public Officer.

-Fees for 2015/2016 were discussed. It was agreed that fees would remain at \$50. The Club however can only keep the fees at this level if the "Edwardian" is mailed to members, who do not have a computer, in black and white. To print and mail out magazines in colour to those members without a computer costs the Club in excess of \$30 per member per year. To print the magazine in black and white costs \$0-36 per copy (or less that \$2-50 per year). There would still be postage involved which runs out at \$1-40 per magazine.

Previously, two Club members who have computers have indicated they would still prefer to receive a magazine hard copy. Geoff said that he would talk to the two members to see if they are prepared to pay additional fees to receive either a black and white or colour copy.

-The late payment of Club fees was discussed. Annual fees are due on the 1st July each year. Each year the Club is required to chase up a number of late payers. After considerable discussion the following procedure was agreed.

That any member who had not paid his/her fees by the 1st September in any year be informed that they will no longer be considered a member of the Club and that they will not receive any Club correspondence after the 1st September. Additionally it was agreed that if that (now former member) member has a vehicle registered under the Concessional Registration Scheme by the VVCCA - ACT that the ACT Motor Council/RTA be notified that the member is un-financial. It is noted that our Club is required by the Council/RTA to ensure that all members taking advantage of concessional registration shall be financial members. If the member is un-financial the vehicle shall be deemed unregistered.

It was agreed that Nick write to the un-financial members and advise them of their situation.

-Costs relating to Trophies and accompanying Plaques was discussed. Nick advised the meeting that there can be a maximum of 9 perpetual trophies issued each year. Several of these trophies may be shared. At the recent Presentation (ie: 2014) 7 out of the 9 trophies were presented to members.

In 2014 to have the 7 perpetual trophies engraved cost \$115-50 (\$16-50 each). The accompanying plaques (ie: 7 – 6"x4" Rosewood Plaques) presented to Trophy winners cost the club \$256-73 or \$36-67 each. Discussion took place and it was agreed that the Club cannot continue financially to provide Plaques. It was suggested that the Plaques be replaced with good quality Certificates. The Club would, of course, continue to present the Perpetual Trophies with the appropriate engraving. A motion was proposed by Rick stating that "The Club would cease the practice of issuing the Plaques to Trophy winners and that in future Plaques would be replaced with Certificates". This motion was seconded by Nick. Members were in favour.

The AGM finished at 9-15pm.

Members in the News

Keen members will recall that our last newsletter listed a '27 Austin 12 for sale. I'm pleased to report that it has gone to one of our own. An article appeared in the ABC online news (thanks for pointing it out Roger). This is just how we like to find them, but just how *did* Ross get the ABC news service to do a feature on his latest acquisition?.....see next page.

Barn of memories: Canberra cameraman searches for the story behind 1927 Austin Tourer

Posted yesterday at 4:38pm Mon 3 Aug 2015, 4:38pm



Photo: Jack Palmer and his wife Jane pose with the 1927 12-horsepower Austin Tourer in their Canberra barn. (ABC News: Ross Nerdal)

Canberra is a relatively young city, but a century of being the nation's capital has helped it collect an impressive amount of history.

Apart from the obvious political history, Canberra's suburban barns and garages also have their own stories to tell.

ABC cameraman Ross Nerdal has got his hands on a beautiful piece of automotive history, and he is keen to find out more.

Photo: Boasting a new set of wheels, the Austin Tourer is lifted onto a trailer. (ABC News: Ross Nerdal)

As far as Nerdal can tell from his research so far, in 1965 Watson resident Jack Palmer bought a 1927 12-horsepower Austin Tourer after spotting an advertisement in the Canberra Times.

Palmer, who is now in his eighties, was planning to restore the machine because it was running well and had not clocked up too many kilometres.



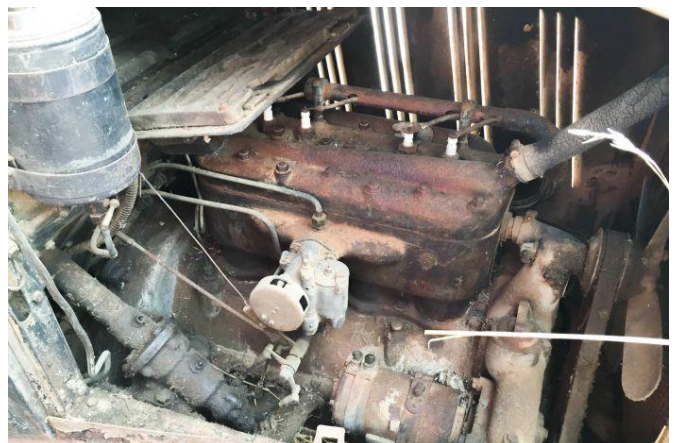
But as so often happens with plans such as these, the car went into the shed — or the barn, in this case — where it spent years gathering dust and rust. Half a century later Nerdal has bought the rusty old car and dragged it out to try to give it a second life.

Photo: The instrumentation dials shine a light on a different era of automobiles and driving. (ABC News: Ross Nerdal)



Photo: Nerdal describes the car as "a time capsule of its own beauty". (ABC News: Ross Nerdal)

It needed four new wheels and a lot of manpower to extract it from its tomb. It was surrounded by decades of objects that had collected in the barn.



The Edwardian - August 2015

Thick with dust, spider webs and rat nests, Nerdal describes it as "a time capsule of its own beauty". "It is totally complete and solid and all original," he says.



It is still possible to read the number plate, which carries the registration number N34 975.

Nerdal is keen to find out more of the car's story, so if you recognise the car or the number plate, feel free to contact him.

The decision he has to make now is how much time and effort he will dedicate to its care.

Will it be an "oily rag recommissioning" or a full restoration?

Photo: ABC cameraman Ross Nerdal puts a new front wheel on the 1927 Austin. (ABC News)



Photo: Jack Palmer bought the car in 1967, before it sat in his barn for almost half a century. (ABC News: Ross Nerdal)

The Club Calendar

Aug 19	Club meeting followed by AGM
Aug 23	Club Run - Cub Presentation Day
Sep 16	Club meeting
Sep 27	Club Run - GG's, see details next page
Oct 21	Club meeting
Oct	Club Run

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

The National Calendar

Sept 27-Oct 1, 2015	17 th National Chev 4 tour, Wagga Wagga
November 1- 6, 2015	National Veteran Rally, Goulburn
April 10-15, 2016	National 1&2 Cylinder Rally – Traralgon, Vic.
Oct 30 – Nov 4, 2016	National Veteran Rally, Ulverstone, Tas. – see entry form this edition

EVENTS DETAILS

Sunday 23rd August 2015 – PRESENTATION DAY

Definitely one of the Club's most important yearly events. This year we are holding our Presentation Lunch, from Noon, at the Harmonie German Club in Jerrabomberra Avenue Narrabundah. Our Club will have the restaurant to ourselves. It will be a buffet and there will be roast pork and veal, beef stroganoff & rice, Greek salad & coleslaw plus bread & butter. Strudel for dessert. The cost will be \$30 per head and drinks are purchased from the bar. Carol and I have visited several places and I think it would be difficult to better this offer.

There is quite a lot of parking within Club grounds so that you can happily bring along your old car. In fact I asked for a further discount as we would have several cars on display but this proposal was rejected.

To keep the price at \$30 per head (kids less but I've still got to sort out how much?) we will require a minimum of 40 people **so please put this event in your calendar now**. Club Trophies will be presented on the day.

Cheers Nick

Sunday 27th September 2015 – Open day at the GG's.

"The Government House Open Day is envisaged as a community engagement activity held at Government House, Yarralumla. The proposed format for the event is a free-flowing schedule of activities and entertainment held between 10am – 4pm Sunday 27 September 2015.

The activities will be complemented by House and garden tours. The grounds will also play host to a number of international missions, housed under a large marquee. The target audience is families, tourists, members of the public interested in gardens, music, heritage and architecture.

As discussed we would appreciate the vintage car club holding a static display of cars on the edge of the Eucalypt Lawn in the same spot as the 2013 Picnic Day. We could accommodate up to 30 vehicles. We would ask that once cars are in the grounds, by 9:00am that they stay until gates close at 4pm due to WHS issues with public safety and vehicle movements."

The above is basically the contents of an email I received from my contact at the GG's. Two main points to note...For Safety reasons we need to be on the grounds by 9am and can't leave until 4 pm...so if you can't commit to that length of stay, you won't be able to attend. Secondly, we need to have drip trays under our cars. I will send out an email closer to the day seeking car regos and occupants details of those attending, to provide their security people.

Rick

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

Calendar of Events – 2015

Name of Event	Date	Location	Contact person
Canberra Swap meet (garage sale)	1 November 2015	EPIC	
Marques in the Park	8 November 2015	John Knight Memorial Park	Nick Arnott
Queanbeyan Swap meet	21-22 November	Q'beyan Showground	
Terribly British Day	6 December 2015	TBA	Paul Sutton 0401 756 445

TASMAN IS BACK!!



**The VCCA (Tas.) Inc. are delighted to present.
THE NATIONAL VETERAN TOUR
30th October to 4th November 2016**

The relocation of the Tour to Ulverstone will make it easier for veteran owners to make this, a holiday to remember, with just 30km to travel from the boat, thus trailers will not be necessary, allowing the extra funds to be channelled into accommodation and expenses to extent your time either before or after the completion of the Tour.

Coastal scenic drives, good roads, limited traffic allow you to travel in comfort to local villages and towns with local produce, markets and activities with fun and laughter are the order of the days ahead (make up a group and come together).

The Tour is located in the Ulverstone area with day trips of approximately 100km per day. A dinner, Tallend Charlie, negotiations are under way with accommodation and TT Lines package deals and much more has been organised, but the complete itinerary will be available shortly. Information will be sent at regular intervals to those sending in their completed expression of interest form. These forms are available from your Club Secretaries or by emailing:

biggelaari@gmail.com and requesting same, or by post mail addressed to:

The Secretary National Veteran Tour 2016.

PO Box 170,
Riverside, Launceston,
Tasmania, 7250.

PS Would Club Secretaries please have this notification added to their newsletter. Included herein is The Expression of Interest (in the National Veteran Tour 2016) for your dispersal, copy it or let me know how many you would like and I will send same to you ASAP.

Regards

John Biggelaar
(Tour Secretary)



Veteran Car Club of Australia (Tas) Inc.
ABN 22 043 255068

**30th October to 4th November
2016**

EXPRESSION OF INTEREST

The National Veteran Tour has been relocated in the Northwest of the state for logistical purposes making it substantially easier and cost effective for our participants to attend. The National Veteran Tour is being organized as a hub in the Northern Town of ULVERSTONE, which is situated approx. 30km west of Devonport (where the Spirit will be docking). I would encourage you to consider bringing your modern vehicle as well, so taking advantage of the crossing, if you have two persons coming you can bring two cars at the usual cost (each person can bring a car), enabling an efficient way of extending your stay in Tasmania either before or after the Tour.

Your Veteran Vehicle storage will not be a problem in the local area, allowing you to save the expense of bringing a trailer so you can put that saving into an extended holiday. We will endeavor to find free or cheap trailer/ car parking in Melbourne whilst attending the Tour.

We are negotiating package deals with TT Lines and places of accommodation, routes and approx. costs will be listed in the 1st newsletter after our meeting on the 29th July 2015. We are now seeking Expressions of Interest in the 2016 Veteran Tour to be held between the 30th October & 4th November 2016.

The Tour is open to cars and motorcycles built before 1st January 1919. Registration for this event is by completing all details in the area below, and return to: The Tour Secretary

PO Box 170,
Riverside, Launceston,
Tasmania 7250

Email: biggelaari@gmail.com

You will be added to the mailing list and advised

regularly on the progress of the TOUR as it moves closer to 2016 date.

Bank: Westpac
BSB No: 037 608
ACC No: 168230
Reference: 1st initial + surname
e.g. J. Blogs

Name:

Address:

Postcode: Phone: Fax:

Email: (If available)

Car or Motorcycle: Make: Year:

Colour: Type:

No. of Passengers: Adults: Children:

Expression of interest Fee \$25.00 which will be deducted from the entry fee, finishing when entries close (all fees are still to be set).

Please send funds by direct deposit to the VCCA bank account (as above), photo copy your deposit form and send it together with your expression of interest form to the above address, you may send both completed forms by email.

P.T.O.

RACV VETERAN CAR CLUB NATIONAL 1 & 2 TOUR

By Kevin Quigley



OLD WORLD LAMPS
& TYRES



Latrobe Valley, 3 – 9 April 2016

Tour Update

Preparations are continuing for the Tour. The weeks' programme is now almost finalised and there will be something for everyone. The idea is to combine interesting days of driving (not too far) with plenty to see and do. The social aspects are never too far from out thoughts and there will be many chances to catch up for a good natter in convivial surroundings.

Tour Office

The centre of activity will be Kernot Hall. This is a large convention centre, set in beautifully manicured lawns alongside a lake. There is parking for 500 cars, easy access in all directions and it is perfectly located between Morwell and the Park Lane Holiday Park, where so many of our registrants are staying.

The Tour office will be at Kernot Hall and each day's driving will start from there. We will be having the welcome function at Kernot Hall on Sunday 3rd (no driving that day) and the Farewell Dinner there on Friday 8th.

The display site on Wednesday is tentatively planned for the large car park beside the lake next to Kernot Hall.

Those who remember Bruce's Bistro at the National All Veterans in Shepparton (2013), can look forward to Kevin's Cantina each day with tea, coffee and gossip the only menu items.

A taste of the Tours

Monday's tour will hopefully set the tone for week ahead. Maffra is a beautiful Gippsland town with an interesting past as well as a bright future. Getting there is half the fun and the countryside is ideal for touring.

We will drive through a mix of bushland, rolling pastures and small dairy holdings. Maffra was once a thriving commercial centre and still hosts (to our great advantage) the Maffra Shed.

They have been prevailed upon to extend their well-known hospitality to our group.

The Programme

The programme is undergoing final polishing, but is expected to look like this:

Sunday 3

- All Day:** Arrive at your chosen accommodation and settle in
Registration at Kernot Hall (Tour Office)
- 2.00 pm** Registration at Kernot Hall (Tour Office)
- 6.00 pm** Arrive at Kernot Hall for welcome function

Monday 4

- 8.00 am** Office opens.
- 9.30 am** First day's touring – Maffra (see above)
- 5.00 pm** Office closes.
Optional evening events

Tuesday 5

- 8.00 am** Office opens.
- 9.30 am** Second day's touring
- 5.00 pm** Office closes.
Optional evening events

Wednesday 6

- 8.00 am** Office opens.
- 10.30 am** Display day
- 5.00 pm** Office closes.
Optional evening events

Thursday 7

- 8.00 am** Office opens.
- 9.30 am** Third day's touring
- 5.00 pm** Office closes.
Optional evening events

Friday 8

- 8.00 am** Office opens.
- 9.30 am** Fourth day's touring
- 5.00 pm** Office closes.
- 7.30 pm** Farewell Dinner

Saturday 9

- Possible Breakfast function
- Return home

Over the next few months we will bring you up to date with the routes and evening functions. Remember, SEVERAL THINGS NEED TO BE FINALISED, particularly catering, so don't assume that everything will happen exactly as outlined above.

The main thing will be to have enjoyable touring, interesting places to visit and lots of good social interaction.

Three Things to Remember!

ONE: You can register on-line by going to the VCCA (Vic) website veterancarclub.org.au and click "Events"

TWO: Paper entry forms may still be used and artwork will be sent to all Clubs for local production and distribution. All Victorian members will receive a paper entry form in Brass Notes, later in the year.

THREE: Queries on your entry may be addressed to Bruce Humphries on 0407 545 037.

All general queries can come to the Tour Director, Kevin Quigley 0419 300 090

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